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REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

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## The Chronicle.

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— On page 162 will be found the detailed returns, by States, of the National banks, under the Comptroller's call of December 7, 1887, kindly furnished us by Mr. Trenholm. Previous returns were published—those for October 5 in the CHRONICLE of December 3, page 732; those for August 1 in the issue of October 15, 1887, on page 507.

## CLEARING HOUSE RETURNS.

A reduction in the volume of speculation at New York and Bosten during the week ending January 28 has been accompanied by a falling off in the total of clearings at those cities, and at all but six of the other points included in our statement some decline from the previous week is recorded. In the aggregate the decrease from January 21 reaches \$57,592,376. The exhibit may, therefore, be said to be an unsatisfactory one. There is this much to be said, however, as in part explanatory of the present result, and that is that while the weather conditions almost since the opening of the year have been such as to adversely affect mercantile affairs, they have, if anything, been more unfavorable during the week under review.

Compared with the corresponding week of 1887, ten cities record losses, the most important of which so far as percentage is concerned being New York and Wichita. In the whole country the decrease reaches 13.8 per cent, and outside of New York the increase is 4.8 per cent. The most noteworthy gains have been—at Peoria 57.9 per cent, Indianapolis 44.4, Detroit 39.8, Denver 39.3, Lowell 22.8 and Grand Rapids 21.2 per cent. Contrasted with the week of 1886 there is a falling off of about 3.2 per cent, but compared with 1885 the excess reaches fully 32 per cent.

The dealings in shares on the New York Stock Exchange for the week cover a market value of \$46,698,000, against \$103,844,000 for the corresponding week a year ago. Following our usual plan of deducting two and-a-half times these values from the New York exchanges to arrive at clearings having other origin, the result reached is \$432,712,039 this year, against \$442,249,891 in 1887, or a loss of 2.2 per cent

|     |  | Week 1                       | Ending Jan.                | Week End'g Jan. 21. |                              |                    |
|-----|--|------------------------------|----------------------------|---------------------|------------------------------|--------------------|
|     | 8  | 1888.                        | 1887.                      | P. Cent             | 1888.                        | P. Cent.           |
|     | New York                                       | \$<br>549,457,)39            | <b>701,859,88</b> 1        | -21.7               | 575,909,153                  | -14'8              |
|     | Sales of—<br>(Stocksshares.)<br>(Cottonbales.) | (888,242)<br>(415,700)       | (1,977,844)<br>(439,000)   | (5'3)               | (904,080)<br>(733,000)       | (-61·7)<br>(+78·5) |
| 7   | (Grain bushels.)<br>(Petroleumbbls.)           | (22,700,500)<br>(59,854,000) | (22,14.00)<br>(16,746,000) |                     | (18,639,225)<br>(54,942,000) | (-28 6)<br>(+88 5) |
|     | Boston<br>Providence                           | 76,696,243<br>4,444,800      | 77,842,161<br>3,956,70     | -1·5<br>+17·4       | <b>82,669,901 5,681 900</b>  | +160               |
|     | Hartford                                       |                              | 1,5(9,).29                 | +8.0                | 1,814,618                    | +4.8               |
|     | New Haven                                      |                              | 1,079,248                  | +4.7                | 1,421,245                    | +46                |
|     | Portland                                       | 716,904                      | 856,735                    | -16.3               | 1.050,898                    | +8.6               |
|     | Worcester                                      | 868,680                      | 900,360                    |                     | 1,116,374                    | +25.0              |
|     | Springfield                                    | 816,148                      | 732,939                    | +11.3               | 1,277,061                    | +31.7              |
|     | Lowell   | 517,651                      | 421,483                    | +288                | 621,505                      | +18.3              |
|     | Total New England                              | 88,991,133                   | 87,299,550                 | -0.4                | 95,653,002                   | +1.8               |
|     | Philadelphia                                   | 57,276,630                   | 53,866,212                 | +7.3                | 61,898,579                   | -6.0               |
|     | Pittsburg                                      | 11,965,034                   | 9,969,344                  | +200                | 11,767,424                   | +14.6              |
|     | Baltimore                                      | 10,533,664                   | 12,275,265                 | -14.2               | 12,183,911                   | -17.2              |
|     | Total Middle                                   | 79,775,328                   | 75,610,821                 | +5.5                | 85,847,914                   | -5.5               |
|     | Chicago  | 49,681,061                   | 43,633,436                 | +13.8               | 54,469,644                   | +12:5              |
| - 1 | Cincinnati                                     | 10,339,050                   | 10,249,550                 | +0.8                | 11,012,350                   | +5.5               |
|     | Milwaukee                                      | 4.086.407                    | 3,914,427                  | +4 6                | 3,760,380                    | -8.0               |
|     | Detroit  | 3,976,546                    | 2,845,461                  | +34.8               | 4,2 0,420                    | +22.2              |
|     | Indianapolis                                   | 1,941,817                    | 1,844,292                  | +444                | 2,099,005                    | +49.2              |
|     | Cleveland                                      | 2,785,719                    | 2,912,740                  | -5.3                | 3,120,8 9                    | 3.A                |
| 1   | Columbus                                       | 2,094,3-7                    | 1,958,114                  | +15.4               | 2,590,178                    | +35.1              |
| 1   | Peoria   | 1,602,385                    | 1,014,684                  | +57.9               | 1,301,760                    | +30.7              |
| 1   | Omaha  | 2,617,279                    | 2,255,132                  | +16 0               | 2,689,141                    | 7 20.7             |
| 1   | Minneapolis                                    | 2,511,582                    | 2,304,724                  | + 9.0               | 3,094,195                    | +11.5              |
| - 1 | Denver   | 2,065,940                    | 1,472,450                  | +39.3               | 2,440,248                    | +21.0              |
| -   | St. Paul                                       | 2,787,890                    | 2,764,460                  | +0.7                | 3,576,826                    | +17.8              |
|     | Grand Rapids                                   | ₹04,491                      | 414,574                    | +21.5               | 745,820                      | +495               |
| 1   | Wichita  | 716.476                      | 1,85,000                   | -62.5               | 634,534                      | -588               |
|     | Duluth*  | 1,171,475                    |                            |                     | 1,278,384                    | • • • • •          |
| 1   | Topeka*  | 366,985                      |                            |                     | 248,508                      |                    |
|     | Total Western                                  | 87,725,030                   | 79,641,344                 | +11.0               | 95,767,884                   | +11.3              |
| -   | St. Louis                                      | 15,540,361                   | 15,323,036                 | +1.4                | 16,527,464                   | -0.5               |
| -   | St. Joseph                                     | 1,275,315                    | 1,169.319                  | +4.1                | 1,461,502                    | -30                |
| 1   | New Orleans                                    | 11,190,905                   | 10,305,510                 | +86                 | 14,220,845                   | +21.7              |
| 1   | Louisville                                     | 5,812,470                    | 4.8:0,405                  | +20 6               | 6,631,616                    | +35.7              |
| ı   | Kansas City                                    | 6,323,975                    | 6,059,715                  | +4.4                | 7,001,674                    | +01                |
| 1   | Memphis  | 2,420,449                    | 2,508.857                  | -3.5                | 2,169,690                    | -15.3              |
| 1   | Galveston                                      | 1,083,134                    | 1,165,550                  | -7:1                | 1,270,941                    | -249               |
| 1   | Norfolk  | 914,478                      | 795,627                    | +14.0               | 1,075,660                    | +21.0              |
|     | Total Southern                                 | 44,561,087                   | 42,148,549                 | +5.7                | 50,859,696                   | +79                |
|     | San Francisco                                  | 12,305,360                   | 13,154,567                 | -6.5                | 14,870,204                   | +22 2              |
|     | Total all                                      | 860,814,977                  | 999,114,712                | -13.8               | 918,407,353                  | -8.8               |
| 1   | Outside New York                               | 311,357,088                  | 297,254,8311               | + 4·8               | 342,4118.200                 | +3.8               |

\* Not included in totals.

Our usual five-day telegraphic returns of exchanges have been received this evening, and the total for the seven cities exhibits an increase over the corresponding five days of las week of about seventy-five millions of dollars. In comparison with the similar period of last year there is a loss of 6.2 per cent. On the basis of these telegraphic returns the estimate for the full week ended February 4 would seem to point to a decline compared with 1887, of about 3 6 per cent. Messrs. R. G. Dun & Co. report the number of failures for the week ended to-night as 279 (247 in the United States and 32 in Canada) against 317 last week and 261 for the same week of last year.

| Returns by Telegraph.   | Week.       | Ending Feb. | Week End'g Jan. 28 |                     |         |
|-------------------------|-------------|-------------|--------------------|---------------------|---------|
|                         | 1888.       | 1887.       | P. Cent.           | 1888,               | P. Cent |
|                         | \$          | *           | 10.0               | \$ 0000             | -23.1   |
| New York                | 511,356,356 | 568,441,505 | -10.0              | 454.678,220         |         |
| Sales of Stock (shares) | (774,659)   | (1,505,528) | (-48·6)            | (682,718            | (60.1)  |
| Boston                  | 73,067,722  | 66,525,291  | +9.8               | 64,957,248          | +2.6    |
| Philadelphia            | 52,828,409  | 50,680,651  | +43                | 49,372,847          | +8.7    |
| Baltimore               | 0,649.286   | 13,804,538  | -30.1              | 9,035,427           | -85     |
| Chicago                 | 46,642,000  | 43,508,000  | +7.2               | 42,088,000          | +14.5   |
| St. Louis               | 14,548,054  | 13,747,950  | +5.8               | 13,056,503          | +01     |
| New Orleans             | 10,007,622  | 9,304,950   | +7.1               | 10,105.412          | +25.4   |
| Total, 5 days           | 718,099,449 | 765,992,921 | -6.5               | <b>64</b> 3,293,+87 | -16 2   |
| Estimated 1 day         | 136,801,287 | 136,191,752 | +05                | 127,228,482         | -134    |
| Total full week         | 854,903,736 | 902,184,678 | -5.1               | 770,522,369         | -15.8   |
| Balance Country*        | 102,148,675 | 91,000,750  | +12.2              | 90,437,228          | +86     |
| Total week, all         | 957,052,411 | 993,185,423 | -3.6               | 860,959,597         | -13.8   |

\* For the full week, based on last week's returns,

#### THE FINANCIAL SITUATION.

The ease in money, which has been the feature of the market since the beginning of the year, continues to increase. So far as represented by bankers' balances the extremes on call have been  $3\frac{1}{2}$  and 2 per cent, the lower figure not being reached until Thursday; the average, however, has not exceeded 3 per cent. Banks and trust companies are loaning on call at 4 per cent. Time loans for 60 days have been offered by some of our city institutions and by out-of-town corporations at  $3\frac{1}{2}$  per cent on first-class bond and dividend paying collateral, and at  $4\frac{1}{2}$  to 5 per cent on the same grade of security for from four to six months. Philadelphia is a large lender in this market on stock collateral, while Boston is a borrower on properties extensively dealt in at that centre The rates for commercial paper are again lower in consequence of the increasing demand from all We quote 60 to 90 days endorsed bill<sup>8</sup> receivable 41 per cent, four months acceptances 43 @ 51 per cent, and good single names having from four to six months to run at  $5\frac{1}{2}@6\frac{1}{2}$  per cent.

Money at the chief European centres also continues easy, the cable reporting the rate at London for 60 day to 3 months bank bills at  $1\frac{3}{8} @ 1\frac{1}{2}$  per cent, and the open market rate at Berlin at 15@13 per cent. Paris is still the dearest centre,  $2\frac{5}{8}$ @ $2\frac{3}{4}$  per cent being reported to-day, which is not materially different from a week ago. Commenting upon the reduction of the Bank of England minimum to 3 per cent the London Economist claims that it was virtually forced upon the Bank by the keenness of the outside competition, and it adds that "it is another instance of the "altered relations in which the Bank now stands to the "market. Formerly it was the leader, whereas now too "often it has to be the follower." The Bank of England gained £81,000 bullion during the week, due, as a special cable to us states, to an export chiefly to the Continent of £137,000 and to a receipt from the interior of Great Britain of £218,000.

Our exchange market has been heavy the past week all through. It declined a half cent on Tuesday and This downward movement another half cent yesterday. is due to the free offerings of bills by bankers against loans placed on American account in Europe. The province of Quebec borrowed \$3,500,000 on 4 per cents negotiated through Heidelbach, Ickelheimer & Co., and issued by the Credit Lyonnais in Paris and London at par. But besides offerings of bills against this loan, there have been a number of late railroad issues, many of them ostensibly taken in this country, which have been drawn against to a considerable amount. A leading estimates within the last millions of American securities have placed homeand abroad, that amount a very considerable portion has been taken by Europe. It seems as if now any reasonable amount of money was obtainable on railroad issues. For weeks also, as we have constantly reported, an active inquiry on for eign account has existed for bonds and stocks of estab. lished roads, and large amounts have been taken from Wall Street in that way. All these facts point to new activity in railroad building this spring. It is just as we stated two weeks ago in this column, that the difficulty in getting money was the influence that stopped work and cut plans short so abruptly. All we need now is to have Congress take effective and proper action on the tax question to speedily give enterprise a decided impulse.

The item in the Treasury exhibits which has been most closely noted this week, is the holdings of the depositary

banks. They reach now \$59,372,968—that is an increase last month of about 7 million dollars, or nearly 28 million dollars in three months. The entire currency in the Treasury and in these banks the 1st of February and at previous dates prepared in our usual form is as follows.

| U. S.Treasurer's net holdings of | July 1,<br>1886. | July 1, 1887. | December 1<br>1887. | Jan. 1,<br>1888. | February 1, 1888. |
|----------------------------------|------------------|---------------|---------------------|------------------|-------------------|
| Gold                             | \$156,793,749    | \$186,875,669 | \$211,880,526       | \$208,608,130    | \$202,935,184     |
| Silver                           | 96,229,539       | 73,348,425    | 51,759,939          | 45,294,753       | 48,156,850        |
| U. S. Notes                      | 22,868,317       | 20,013,797    | 16,318,220          | 15,424,425       | 18,015,469        |
| Bank Notes                       | 149,014          | 197,046       | 118,403             | 164,093          | 96,714            |
| Frac'nalSilver*                  | 29,282,496       | 27,094,192    | 24,208,274          | 24,383,290       | 25,133,590        |
| In Sub-Tr'sur's                  | \$305,323,115    | \$307,529,129 | \$304,285,362       | \$293,874,691    | \$294,357,807     |
| In deposi'y Bks                  | 14,435,199       | 22,991,302    | 42,428,671          | 52,199,918       | 59,372,968        |
| Grand total                      | \$319,758.314    | \$330,520,431 | \$346,714,083       | \$346,074,609    | \$353,730,775     |

\* Including minor coin.

Note.—Trade dollar bullion, of which the Treasury now holds \$6,660-023, we take no account of, as silver bullion is not currency, and works no change in the volume of the circulation, whether it is in or out of the Treasury. We include, however, in each case the small item of silver bullion incorporated in the Treasury statement of net silver holdings, since if we changed the official figures it might confuse some readers. As the bullion so carried is generally about 5 million dollars, or less, including it does not affect the comparison materially.

It will be noted that although the grand total is \$353,730,775 against \$346,074,609 a month ago, the amount in Sub Treasuries has increased only about half a million dollars. During the same month the Govern ment has coined of silver dollars \$2,700,000, of gold \$3,210,000 and of fractional silver \$61,565, or a total of \$5,971,565; in the same period the net retirement of national bank notes has been \$2,535,000. Consequently the net increase of currency in the channels of commerce during the month of January has been just about 3 million dollars. It is to be presumed that from this time there will be no material increase in the holdings of the depositary banks. As we remarked last week, the money market is so easy, there is no need for it, and in fact so long as present rates rule in Eastern cities it would be impossible to find any conservative institution willing to take the money and put up the security. Hence there seems to be no escape from the conclusion that the surplus for a time at least must in good part accumulate in the Sub-Treasury. Of course a change in the conditions of money would make an increase of deposits in depositary banks feasible again and very likely that source of relief to the market would then be used, at least to the extent of stopping further withdrawals of currency from the banks.

But it is to be hoped that Congress will have given us some legislation before that contingency arises, which will stop accumulations and afford an outlet for the sur plus already collected. It will be a day of rejoicing when the Treasury is put out of the business of making or reg. ulating the money market. So far as the surplus is concerned, our advices are that a bond purchase bill will be passed soon, under which Mr. Fairchild will resume the purchase of Government securities. In what shape it will be reported we do not learn. We hardly think that the measure introduced by Mr. Breckinridge will be adopted. His bill covers what seems to us to be a strange misapprehension, and that is with regard to the fund held for the redemption of national bank notes. The assumption is that this item represents just so many currency dollars in the Treasury which are kept in after being paid in until the bank notes are redeemed. That policy has never been pursued. A certain working balance in cash is required for the Government business, and that requirement covers as a part of it the needs for redeeming retired notes as they are presented daily. Had the Secretary a method for putting out surplus, we have little doubt that he would consider his requirements in currency just the same, whatever provisions might be made for investing any part of that fund

in bonds. He could not telegraph to sell a bond when an emergency arose for funds for any of the numerous offices he fills, and it would be foolish to hamper him by legal restrictions in any way. First, stop the accumulations; second, make provision for getting out the surplus already in; third, after these obstructions are removed, let us see what cash balance Mr. Fairchild thinks he requires for transacting the Government business. If, then, Congress believes his ideas are too large, the time will have come to give expression to its views.

The ruling idea in certain quarters at Washington seems to be that all the country needs to make it uninterruptedly prosperous is more circulation, so some of our egislators are seeking in every way they can to give it to us. This is the notion which underlies the proposition in Mr. Breckinridge's bill, referred to above, and also another feature of the same measure which provides that one-half the legal tender reserve be put in bonds. Even if there were no other objection to the propositions for thus "investing" these funds, it would be sufficient to urge that the practical effect would be to raise the price of Government bonds to such an extent that as an "invest-"ment" the venture might be decidedly unprofitable. With regard to the issue of fractional currency, which has also been mooted, that is of a somewhat different nature, and might perhaps be attempted, if for no other purpose than to furnish an object lesson to those who think that nothing is necessary to put new forms of currency afloat but a Congressional edict. To be sure, the Treasurer now holds over 25 millions of frac. tional silver coin, the amount having been increased three. quarters of a million within the late month. But that slittle obstacle need not be allowed to interfere; only we suggest that the experiment be tried at once. Fractional currency can in very small degree supply any need not now supplied by silver coin, and hence as the one form of subsidiary money passed out of the Treasury, the other By taking action at once, Congress would pass in. might, before the end of its session, have the opportunity of providing the Treasury with new storage facilities for the silver money its fractional currency had forced back on the Government.

The difficulty in maintaining rates in the Northwest and Southwest seems to increase with each succeeding week Hardly a day passes but that some new reduction is announced, and it is almost impossible to keep track of them all. That rates between Chicago and St. Paul between Chicago and Omaha, between Chicago and Kansas City, between Chicago and St. Louis are totally demoralized is by this time an old story. But the area of disturbance seems to be widening rather than lessening. This week the Eastern trunk lines have been made a party to The Minneapolis Sault Ste. Marie & Atlantic having completed its line between Minneapolis and the Sault, has in connection with the Canadian Pacific and the Water. town & Ogdensburg and Ontario & Western been taking freight to the seaboard at lower rates than the sum of the tariffs via Chicago, and this of course necessitates action not only on the part of the Chicago-St. Paul lines but the trunk lines as well.

The Sault Ste. Marie road is a free lance, and will be difficult to manage. But it is only one of a large number of new lines in the territory west of Chicago, all of which are responsible for the present situation of affairs. The difficulty dates back to the building of the Chicago Burlington & Northern to St. Paul. That line has been a disturbing factor ever since. Then there is the Minnesota & Northwestern also running between Chicago and St. Paul, and the most independent of all. At the same time

the Milwaukee & St. Paul has built to Kansas City, and the Atchison has likewise built a line between Chicago and Kansas City. West of the Missouri new lines are to be met with everywhere, and competition is very fierce. It is only when we bear these facts in mind, and remember also that every Western State Commission is doing its utmost to add to the demoralization, and that east of the Mississippi the Wabash in receiver's hands is proving very mischievous, that we appreciate how strained the situation is and what a multitude of irritating influences are at work. We suppose that sooner or later the whole matter will be arranged, but it will not be very easily accomplished.

The stock market has been dull and irregular, without decided movement in prices either way. There have been no developments of consequence affecting values, except the continued cutting of rates in the Northwest, and this has latterly made the granger stocks rather weak. The strike of the Reading miners gives signs of breaking up but the effect on prices has been inappreciable. The truth is, the fluctuations continue to be made almost entirely by the professional traders, who operate in a small way on both sides of the market. So long as Congress does not take action on the surplus question, it is unlikely that public interest can be enlisted, and the unsettled state of affairs among Western roads is also a bar to speculative activity. The European demand for our bonds continues, and rates for foreign exchange have declined this week in the face of the adverse condition of our trade balance. Railroad earnings are not so uniformly favorable as heretofore-in fact, bad weather has served to cause a falling off in a good many cases.

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

| Week ending February 3, 1888. | Received by N. Y. Banks. | Shipped by N. Y. Banks. | Net Interior<br>Movement.          |
|-------------------------------|--------------------------|-------------------------|------------------------------------|
| Currency                      |                          |                         | Gain. \$1,983,000<br>Loss. 100,000 |
| Total gold and legal tenders  |                          | \$549,000               | Gain. \$1,883,000                  |

The above shows the actual changes in the bank holdings of currency and gold caused by this movement to and from the interior. In addition to that movement the banks have gained \$100,000 through the operations of the Sub-Treasury. Adding this item to the above, we have the following, which should indicate the total gain to the New York Clearing House banks of currency and gold for the week covered by the bank statement to be issued to-day.

| Week ending February 3, 1888.                                 | Into Banks. | Out of Banks. | Net Change in<br>Bank Holdings.  |  |  |
|---|-------------|---------------|----------------------------------|--|--|
| Banks' Interior Movement, as above<br>Sub-Treasury operations |             |               | Gain \$1,883,000<br>Gain 100,000 |  |  |
| Total gold and legal tenders                                  | \$7,932,000 | \$5.949,000   | Gain\$1,963,000                  |  |  |

The Bank of England gained £81,000 bullion during the week. This represents £218,000 received from the interior of Great Britain and £137,000 sent abroad. The Bank of France shows an increase of 5,450,000 francs gold and of 1,925,000 francs silver. The Bank of Germany has gained 6,560,000 marks. The following indicates the amount of bullion in the principal European banks.

|                | Fe          | bruary 2, 1     | .888.       | February 3, 1887.  |            |             |  |
|----------------|-------------|-----------------|-------------|--|------------|-------------|--|
| Banks of       | Gold.       | Gold.   Silver. |             | Total. Gold.   |            | Total.      |  |
|                | £           | £               | £           | £  | £          | £           |  |
| England        | 21,418,846  |                 | 21,418,846  |  |            | 21,428,978  |  |
| France         | 44,107,768  | 47,481,703      | 91,589,471  | The state of the s | 45,677,463 |             |  |
| Germany        | 21,217,490  | 18,815,510      | 40,033,000  | 19,362,490   | 17,170,510 | 36,533,000  |  |
| AustHung'y     | 6,910,000   | 14,578,000      | 21,488,000  | 6,480,000  | 14,005,000 | 20,485,000  |  |
| Netherlands    | 4,109,000   | 8,216,000       | 12,325,000  | 5,254,000  | 8,151,000  | 13,405,000  |  |
| Nat.Belgium.   | 2,664,000   | 1,332,000       | 3,996,000   | 2,739,000  | 1,370,000  | 4,109,000   |  |
| National Italy | 6,983,000   | 1,118,000       | 8,101,000   | 7,384,000  | 859,000    | 8,223,000   |  |
| Tot. this week | 107,410,104 | 91,541,213      | 198,951,317 | 111,355,395  | 87,232,973 | 198,588,368 |  |
| Mot prov w'b   | 108 619 173 | 91 295 008      | 198 214 181 | 110.612. # 9   | 86,902,426 | 197,514,495 |  |

The Assay Office paid \$136,998 through the Sub-Treasury for domestic bullion during the week, and the Assistant Treasurer received the following from the Custom House.

|               |                | ,        | Consis          | ting of—            | 7                         |
|---------------|----------------|----------|-----------------|---------------------|---------------------------|
| Date.         | Duties.        | Gold.    | U. S.<br>Notes. | Gold<br>Oerlific's. | Silver Oer-<br>tificates. |
| Jan. 27.      | \$338,481 95   | \$1 000  | \$56,000        | \$231,000           | \$46,000                  |
| " 28.         | 248,091 76     | 2,000    | 41,000          |                     |                           |
| " 30.         | 508,015 52     | 1,500    | 81,000          |                     |                           |
| <b>44</b> 31. | 797,362 26     | 1,000    | 57,000          | -,-,                |                           |
| Feb. 1.       | 496,320 04     | 3,500    | 69,000          | 369,000             |                           |
| " 2.          | 594,108 36     | 2,000    | 48,000          | 461,000             | 78,000                    |
| Total.        | \$2,982,379 89 | \$14,000 | \$352,000       | \$2,301,000         | \$310,000                 |

Included in the above payments were \$8,500 in silver coin, chiefly standard dollars.

### NEW YORK CITY AS A RAILROAD BUILDER.

Mayor Hewitt's rapid transit scheme is a very suggestive effort to give expression to a pressing need without parting with the street privileges at less than their worth. In both his plan and his method he touches the public nerve centre, for nothing is so generally and so earnestly wanted as rapid transit, and nothing has become quite so irritating and repugnant to the people as granting franchises without benefits to the city's treasury. It is no wonder then that his suggestions so new, and withal having such a business flavor, should receive a hearty welcome.

At the same time the proposals are merely tentative and the Mayor himself desires them to be so considered We cannot discuss them to day; but they involve a principle as well as a great undertaking, and need no little consideration and analysis before an intelligent plan or safe opinion can be formed. Many among those desiring good government will question the wisdom of the city's retaining the ownership of a rapid transit system even were it presented to it for nothing. The Mayor's scheme obviates much that is objectionable on this point in giving the New York Central Railroad the building and conducting of the road for thirty five years. But old men know that thirty-five years make a very brief period, and when that period has passed and the lease has expired -what then? Would it be well to put into the law authorizing the work, a provision that the system shall be leased again to the highest bidder? If that be desirable can we be sure that no legislature will change the law and put in perhars some of its own tools or the city officials as managers.

One can gain a notion of the situation that would result in case the city either directly or indirectly came into control, by supposing that at the present time in addition to all other work, our municipal government should take charge of and operate every horse railroad company that is occupying our streets. Aside from the ordinary railroad routine, only think of the new voting power which would come under official control and the labor contests and strikes our aldermen would have to settle. City work may be done with perfect honesty now; at least we gather from the Mayor's address Tuesday night that he thinks that is so, but it certainly has not always been and will not always be. take the other view, that the lease be offered to the highest bidder, say every twenty five years. Does any one think that a Democratic or Republican administration, whichever might be in control, would lease those roads, with all their votes, to a highest bidder who was not of their own stripe of politics? We are so uncharitable as to fear that it would not.

And for assuming these new responsibilities and risks what does the city gain? Nothing appears to be really paid it for the franchise. Every dollar that it gets is

merely the selling price for its credit. Why could not we sell that—if it is deemed wise to enter upon that kind of business—without being compelled to take such an elephant as a railroad system in payment. Is it not better by all means to let those who build the road keep it, and if—after all that has been claimed to the contrary in times past—the franchise is really worth nothing, and we wish to sell the city's credit for so desirable an object, why not let the city be paid 2 per cent for the 35 years and 5 per cent forever after on the amount of the loan. That will be a perfectly clean operation. And if our creditors do not default—there is that risk the market price of which is assumed by the mayor to be just 2 per cent—we can pay off our whole city debt in case we make the loan large enough.

# NORTHERN PACIFIC'S EARNINGS AND FINANCES.

We are able to present to day a statement of the net earnings of the Northern Pacific for the first half of the current fiscal year and also a summary of the charges for the same period, thus showing how the two compare, and affording an idea of the present position of the company in this respect.

As previously pointed out in these columns, the outlook for this and other properties in the same section of the country has undergone a decided change for the better in recent months. But what makes a comparison of earn ings and charges especially useful just now is the fact that the company's debt, both direct and indirect, is being increased, and it is important to know what is to be the effect on income of this increase. The issue of the new third mortgage is of course familiar to our readers. But besides that in providing an adequate and comprehensive system of oranch roads, the total obligations are of necessity being further added to, though some of the branches are being constructed on quite advantageous terms to the company. Of course, the increase in charges as the result of this extension of the indebtedness comes gradually, but nevertheless is constant and uninterrupted and this makes it important to see whether the earnings are keeping pace with it. Besides, the road has latterly had to meet considerable new competition—the Montana extension of the Manitoba being a case in point-while only since the beginning of the current fiscal year (July 1) has it had (through the opening to traffic of the Cascade Division) its own outlet to the Pacific Ocean.

We would say, as a preliminary, that in the light of the results now disclosed, there can be no doubt of the wisdom both of building the Cascade line and of constructing the branch system. For the period under review (July 1 to December 31) earnings had up to 1887 risen steadily for several years, and yet we now find a further addition in gross of over a million dollars, distributed, too, pretty nearly evenly between freight and passengers, the gain on the former being \$498,112, on passengers \$533,887, and in mail, express and miscellaneous \$32,872. In the case of the net earnings, the showing is very naturally not quite so favorable, the increase being only \$161,459. The following shows the gross and net results for this half-year period in the last four years.

| July 1 to December 31.    | 1887.       | 1886.       | 1885.     | 1884.     |
|---------------------------|-------------|-------------|-----------|-----------|
| Miles of road in December | 8,277<br>\$ | 2,893<br>\$ | 2,691     | 2,453     |
| Freight earnings          | 5,760,592   | 5,262,480   | 4,843,664 | 4,575,295 |
| Passenger                 | 2,232,504   | 1,698,617   | 1,572,149 | 1,775,427 |
| Mail                      | 189,998     | 174,196     | 172,616   | 119,192   |
| Express                   | 149,477     | 146,389     | 129,598   | 128,956   |
| Miscellaneous             | 74,594      | 60,612      | 25,338    | 28,849    |
| Total                     | 8,407,165   | 7,312,294   | 6,743,270 | 6,627,719 |
| Operating expenses        | 4,275,580   | 3,372,168   | 3,102,289 | 3,268,150 |
| Net                       | 4,131,535   | 3,970,126   | 3,640,981 | 3,359,569 |

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Thus in the three years from 1884 to 1887 gross earnings in these six months increased from \$6,627,719 to \$8,407,165 and net from \$3,359,569 to \$4,131,585, or about 25 per cent. In the same interval the number of miles of road operated has grown from 2,453 to 3,277 miles, or about one third, mostly through the construction of branch roads. Hence earning have in reased nearly as fast as mileage, which is a very rapid and promising rate of increase, as new branch additions are not infrequently and for a considerable time operated at a loss; this, too, has been accomplished in the face of the appearance of new competitors and the reduction in rates. What is particularly gratifying, however, is that the improvement in the late half year was largest in the closing months. Thus of the \$1,064,871 increase in gross, \$853,556 was made in October, November and December, and in the case of the net the increase in these months was \$282,319, against \$161,459 for the half year, there having been a decrease in the earlier months. It is to be noted, too, that in the case of gross at least the gain has continued through January, 1888, the increase for that month being reported as \$84,965, notwithstanding the interruptions from snow and cold weather this year.

With reference to the charges, there has, as already said, been an increase. It has not been particularly striking, reaching \$226,555, yet the gain in the net having been smal!, it leaves the surplus somewhat less than in the six months of the previous year. But in 1886 this surplus was above the average, so that notwithstanding the falling off the 1887 total is the largest of any of the last four years with that exception; in other words, the surplus for 1887 is \$761,824, against \$826,920 in 1886, \$630,970 in 1885, and \$699,286 in 1884, as will be seen from the following.

| 77 11 D. 16 DD         | Six Months Ending Dec. 31. |                 |                 |           |  |  |
|------------------------|----------------------------|-----------------|-----------------|-----------|--|--|
| Northern Pacific RR.   | 1887.                      | 1886.           | 1885.           | 1884.     |  |  |
| Net earnings           | \$<br>4,131,585            | \$<br>3,970,126 | \$<br>3,640,981 | 3,359,569 |  |  |
| Fixed charges Rentals  |                            |                 |                 | ,         |  |  |
| St. Paul & No. Pacific | 338,798                    | 327,325         | 299,413         | 256,127   |  |  |
| St. Paul & Omaha       | 1,070                      | 1,059           | 1,031           |           |  |  |
| Manitoba Road          | 11,033                     | 10,790          | 10,716          | 10,353    |  |  |
| Minn. Union            | 22,321                     | 22,454          | 22,342          | *10,529   |  |  |
| No. Pacific Term       | 34,236                     | 34,056          | 33,696          | 25,37     |  |  |
| Branch Roads           | 413,735                    | 368,125         | 316,500         | 87,613    |  |  |
| 'axes                  | 165,875                    | 153,951         | 140,794         | 158,82    |  |  |
| funded debt interest   | 2,281,234                  | 2,196,040       | 2,163,727       | 2,025,32  |  |  |
| deneral interest       | ,                          |                 | Cr. 5,575       | 63,53     |  |  |
| linking funds          | 101,459                    | 29,406          | 27,367          | 22,599    |  |  |
| Total                  | 3,369,761                  | 3,143,206       | 3,010,011       | 2,660,28  |  |  |
| Remainder              | +761.824                   | +826,920        | +630,970        | +699,286  |  |  |

<sup>\*</sup> For three months.

We have already stated that the best results for the half year both as regards gross and net were made in the later months; as further illustrating that point, we may remark that for December the deficit below charges (a deficit being usual in that month) was only \$80,226, against \$132,246 in 1886, \$163,088 in 1885 and \$141,471 in 1884, notwithstanding the increase in the meantime in charges. The gross earnings for December 1887 stand at \$1,181,772, against only \$758,229 in 1884, and the net at \$472,996, against \$340,508.

Examining now the debt we find that about the only changes of importance that have taken place in the direct obligations of the road since the annual report, are those occasioned by the issue of the new third mortgage bonds. For December 31 \$4,650,000 of these bonds are reported as outstanding. The amount recently brought out by Messrs. August Belmont & Co. was \$8,000,000, but that covers the dividend certificates which for December 31 are given at \$4,279,626. Altogether, the increase in the direct debt for the six months is a little over four million leach, against 1,810,000 bales for the same three months

dollars. The following gives the various items of the debt at each of five semi-annual periods; also the total of preferred stock at the same dates, and the amount o supplies on hand.

| Amount Outstanding.    | Dec 91 197  | June 30,'87  | Dec 31 286  | Tune 90 '88         | Dec 91 '95  |
|------------------------|-------------|--------------|-------------|---------------------|-------------|
| Amount Outstanting.    | Dec ,51, 61 | 5 ane 30, 31 | Dec. 31, 60 | <i>5 ane</i> 50, 50 | Dec. 51, 50 |
|                        | ₩ .         | •            | ₹.          | *                   | •           |
| 1st mortgage bonds     | 48,578,000  | 46,878,000   | 45,028,000  | 44,028,000          | 44,028,000  |
| 2d mortgage bonds      | 20,000,000  | 20,000,000   | 20,000,000  | 18,857,000          | 18,857,000  |
| 3d mortgage bonds      | 4,650,000   |              |             | ,                   |             |
| Mo.Div.&Pend d'Or'ille | 4,941,500   | 5,191,500    | 5,260,500   | 5,351,500           | 5,423,500   |
| Dividend certificates  | 4,279,626   | 4,640,821    | 4,640,821   | 4,640,821           | 4,640,821   |
| Total                  | 80,749,126  | 76,710,321   | 74,929,321  | 72,877,321          | 72,949,321  |
| Preferred stock        | 37,634,169  | 37,786,199   | 37,936,767  | 38,058,310          | 38,256,708  |
| Supplies on hand       | 1.246.344   | 1,425,446    | 1,006,724   | 1,171,279           | 1.392,025   |

The increase in the obligations of the branch roads we have found it somewhat more difficult to obtain, but as nearly as we can ascertain, the total of new issues up to the present date is \$4,415,000, as given in the subjoined Some of these new branch lines have been built under a contract with Messrs. S. T. Hauser and associates, providing that the latter grade, tie and bridge the roads, and furnish right of way, accepting in payment branch bonds to one-half the amount of the cost and taking the other half out in freight. The bonds of course are guaranteed by the Northern Pacific, which also provides the rails from the proceeds of the bonds left at its disposal. By this arrangement we are told many of the prominent business men of Montana have become enlisted in the promotion of the interests of the Northern Pacific company in that territory. We should state that there has also been an increase of 1½ millions in the bonds of the St. Paul & Northern Pacific; but as that road is operated for a percentage of earnings, and besides is not commonly classed as a branch road, we take no account of it.

| as a standard today, we said the account of the              |                         |
|--|-------------------------|
| Duluth & Manitoba (Dakota Division), 1st mortgage, 6s        | \$1,451,000             |
| Drummond & Philipsburg, 1st mortgage, 5s                     | 516,000                 |
| Helena Boulder Valley & Butte, 1st mortgage, 6s              |                         |
| Helena & Northern, 1st mortgage, 5s                          | <b>2</b> 50,00 <b>0</b> |
| Spokane & Palouse, 1st mortgag 2, 6s                         |                         |
| Northern Pacific La Moure & Missouri River, 1st mortgage, 5s |                         |
| Missoula & Bitter Root Valley, 1st more gage, 5s             | 800,000                 |
|  |                         |

Obviously, these additions to the debt will further increase the annual fixed charges. But as the effect of the new debt is to lift the company out of its embarrassments; to enlarge the company's system; to complete its equipment and its Cascade division—as these are among the benefits secured and to be secured, it seems to us retsonable to presume, in the light of late results, that the revenues out of which the augmented charges have to be paid will also be increased. For the fact is significant that the heaviest gains in earnings occur in the later and more recent months.

EUROPEAN COTTON CONSUMPTION. We have by cable this week Mr. Ellison's figures for December, and for the three months since October 1st, of the cotton takings and consumption of Europe. As the December returns close the calendar year and the first quarter of the new crop year, they always have a special interest; but aside from that interest the rapidity of the growth in the use of cotton goods which the present

exhibit discloses cannot but cause surprise. Mr. Ellison has been carrying the weekly consumption of Great Britain since the new season began the same as last year's, and the total for all Europe at 143,000 bales, against 140,000 the previous year. He now raises both Great Britain and the Continent, 1,000 bales a week each, putting the total up to 145,000 bales of 400 lbs each; and this he does not only for December but for the two previous months also. Thus the consumption for the quarter ending with December reaches 1,885,000 bales of 400 lbs.

of 1886, or an increase of 75,000 bales; which rate of increase if carried through the crop year would make the needs of Europe 300,000 bales, of 400 lbs., larger than the consumption of last season. As an indication of how this increase, so far as Great Britain is concerned, can, in part be accounted for, we have prepared the following statement of the exports of yarn, cloth, &c., all reduced to pounds, from the United Kingdom for the same three months.

| 600s omitt'd<br>Exported                      | Yarn and Thread.                   |                                    |                                    | Cloth.   |               |             | Total of All.           |                                      |         |
|---|------------------------------------|------------------------------------|------------------------------------|----------|---------------|-------------|-------------------------|--------------------------------------|---------|
| from Great<br>Britain.                        | 1887.                              | 1886.                              | 1895.                              | 1887.    | 1886.         | 1885.       | 1887.                   | 1886.                                | 1885.   |
| October<br>November<br>December               | Lbs.<br>24,234<br>25,749<br>24,963 | Lb3.<br>23,612<br>24,478<br>20,485 | Lbs.<br>20,668<br>19,736<br>21,613 |          | 76,828        | 60,882      |                         | Lbs.<br>101,506<br>101,306<br>89,327 | 80,618  |
| Tot. 1st q'r.<br>Stockings an<br>Sundry artic | d socks                            |                                    | • • • • • • •                      |          | • • • • • • • | • • • • • • | 309,736<br>789<br>5,668 | 646                                  | 621     |
| Total ex                                      | ports co                           | tton ma                            | nufact                             | ures for | 1st qua       | irter       | 316,143                 | 298,030                              | 260,808 |

Every item in the table shows growth for each of the years over its predecessor, and the totals of all in the last three columns are 316,143,000 lbs. in 1887, against 298,030,000 lbs. in 1886 and 260,808,000 lbs. in 1885. Be. sides this growth in exports, there are as the year closes evidences in Great Britain of a new development in home consumption. One need go no further for proof of that than the increased railroad earnings, increased bank clearings and the foreign trade returns of exports of all home products.

Still it is well to remember that current figures of consumption must always be more or less estimated. We see an illustration of this fact in the changes Mr. Ellison makes this month in his previous weekly figures. It will be noted that he even adds a thousand bales a week to his estimate for the previous two months of Great Britain; and if the United Kingdom cannot be stated correctly, how much greater room must there be for error when one attempts to give Continental consumption—that is the consumption of each of the countries of Europe except Great Britain. The takings of spinners everywhere are easily stated, but the unknown quantity, spinners' stocks of the raw material, is the piece of information no one knows and manufacturers guard.

We are led to make this remark because public expectations as to spinners' needs during the closing months of the season have been so many times of late years disappointed, purchases proving far less at that period than anticipated, many spinners running apparently on accumulated stocks, and those who are caught short of cotton running on short time. What is more, short time appears to have but little effect on the price of goods, enforced rest coming apparently as a relief, affording the opportunity to work down accumulations of goods in the world's markets. Last summer, for instance, there was wide disappointment growing out of a misapprehension on these points. Those who held the cotton felt sure of a harvest, but abstention from buying on the part of spinners, short time on the part of many, and yet plenty of goods produced to go around, were the conditions, and all this at a time when it was quite clearly understood from the statistical position that such conditions were impossible. We suggest, therefore, whether the last few years' experience does not leave, or at least raise, the presumption that spinners everywhere have of late got into the habit of carrying larger stocks into the summer than formerly. Take 1886 and 1887 for illustration. Our cable omits to furnish us Mr. Ellison's totals for 1887, but as it contains the corrected totals since October 1, the following results for the year are, we believe, correct. We add for comparison the three previous years.

| - | Bales of 400 Lbs. | Spin'rs'<br>Stock<br>Jan. 1. | Takings.  | Supply.   | Con-<br>sumption. | Spin'rs'<br>Stock<br>Dec. 31. | Weekly<br>Con-<br>sumpt'n |
|---|-------------------|------------------------------|-----------|-----------|-------------------|-------------------------------|---------------------------|
|   | Gt. Britain.      |                              |           |           |                   | -                             |                           |
|   | 1887              | 190,000                      | 3,817,000 | 4,007,000 | 3,717,000         | 290,000                       | 71,481                    |
|   | 1886              | 136,000                      | 3,736,000 | 3,872,000 | 3,682,000         | 190,000                       | 70,800                    |
|   | 1885              | 247,000                      | 3,236,000 | 3,483,000 | 3,347,000         | 136,000                       | 64,365                    |
|   | 1884              | 145,000                      | 3,768,000 | 3,913,000 | 3,666,000         | 247,000                       | 70,500                    |
|   | Continent.        |                              | las:      |           |                   |                               |                           |
| ) | 1887              |                              | 4,077,000 |           |                   |                               | 71,000                    |
|   | 1886              |                              | 3,341,000 |           |                   |                               | 67,385                    |
|   | 1885              |                              | 3,237,000 |           |                   |                               | 62,743                    |
|   | 1884              | 368,000                      | 3,281,000 | 3,649,000 | 3,341,000         | 308,000                       | 64,250                    |
|   | All Europe.       |                              |           |           |                   |                               |                           |
|   | 1887              |                              | 7,894,000 |           |                   |                               |                           |
|   | 1886              |                              | 7,077,000 |           |                   |                               |                           |
|   | 1885              |                              | 6,473,000 |           |                   |                               |                           |
| 2 | 1884              | 513,000                      | 7,049,000 | 7,562,000 | 7,007,000         | 555,000                       | 134,750                   |
| , |                   |                              |           |           |                   |                               | -                         |

This statement, it will be seen, starts the new year 1888 with a stock of 763,000 bales of 400 lbs., which looks large compared with previous years. But to keep it as low as that, only 278,000 bales of same weight are left in stock on the first of January, 1887; that is to say, the consumption of 1886 is counted at a high-enough rate to take all the cotton delivered except that amount. What we would suggest is, that perhaps the consumption was not so large as estimated in 1886. It will be seen that it was raised 545,000 bales over 1885 to bring the stock on the first of January, 1887, down to 278,000 bales, which is an average increase in the weekly consumption of 10,480 bales of 400 lbs. each. We must bear in mind, too, that the stock on the first of January, 1888, although it looks large (763,000 bales), is only a fraction over five weeks' supply at present rate of consumption, and even twice that amount would not seem extravagant when we remem. ber that it covers the holdings of spinners of the whole of Europe. We throw out this hint by way of sugges. tion only.

As to the supply of cotton for the remaining nine months of the season, our cable does not give us any figures, and perhaps Mr. Ellison has not made any estimate. One fact bearing upon that point has become obvious, and that is, that the diminutive estimates made in November, and clung to since, of the yield in the United States have proved as unreliable and baseless as we at the time said they would. Two or three more cotton seers have therefore suffered an eclipse by a conspicuous failure. Still no one need mourn, for they belong to a perennial race, and will come up as fresh, as inno cent, and as active as ever in the fall.

### MISSOURI KANSAS & TEXAS.

In view of the great demand for information about the affairs of the Missouri Kansas & Texas, we publish below some interesting statements brought down to a recent date bearing upon the current operations of that road and its leased and controlled lines.

The situation of this property, as is known to our readers, has undergone quite a change during the last year. The Atchison Topeka & Santa Fe by absorbing the Gulf Colorado & Santa Fe and building a link across the Indian Territory to connect that road with its own has practically paralleled the Kansas & Texas system all the way to Galveston and the Gulf of Mexico. The St. Louis & San Francisco has also built an extension into Texas, and thus has likewise become a competitor for some of the Kansas & Texas business. Both these new lines were placed in operation last summer. At the same time, the St. Louis Arkansas & Texas (recently reorganized and gauge changed) has put out various new spurs and feeders in Texas and elsewhere, thus also encroaching on the territory of the Kansas & Texas.

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It is this charged state of things that makes the figures we have secured especially interesting. No statement of the company's earnings, either gross or net, has been given out since the publication of the company's annual report for the year 1886. It is of course a little too early to have full returns for the calendar year 1887, but figures have been made up for the twelve months ended September 30-that being the fiscal year of some of the States through which the system runs-and these results we compare below with similar results for the calendar years 1886, 1885 and 1884. We give first an exhibit for the Missouri Kansas & Texas proper. The 1887 return covers the operations of various new branches like the Dallas & Greenville, the Taylor Bastrop & Houston and the Gainesville Henrietta & Western, but as the most of these were operated for only a small part of the twelve months in question, they cannot have affected the result much for that period. In the case of the operating expenses, our present figures include taxes, while those in the company's reports do not. As the item of taxes is nowhere separately given in the reports, we have had to make an arbitrary allowance for that item for the back years (which allow ance, however, cannot differ greatly from the actual total) in order to make the basis of comparison the same as in 1887. In addition to the gross and net earnings, we are able also to present a comparison of the various items of debt outstanding.

MICCOURT KANSAS & TEXAS

| Earnings and Expenses—     | Year end'g<br>Sept. 30,  | Year ending December 31. |            |           |  |
|----------------------------|--|--------------------------|------------|-----------|--|
| Earnings and Expenses—     | 1887.  | 1886.                    | 1885.      | 1884.     |  |
|                            | 8  | \$                       | \$         | \$        |  |
| Passenger earnings         | 1,641,953  | 1,575,920                | 1,592,713  | 1,691,597 |  |
| Freight                    | 5,785,017  | 5,470,742                | 4,833,860  | 5,166,673 |  |
| Mail                       | 205,620  | 191,697                  | 185,981    | 186,213   |  |
| Express                    | 137,925  | 146,635                  | 165,449    | 194,08    |  |
| Miscellaneous              | 66,844   | 66,650                   | 75,653     | 78,67     |  |
| Total                      |  | 7,451,644                | 6,853,656  | 7,317,25  |  |
| Expenses and taxes         |  | * 428,754                | *4,255,102 | *4,547,24 |  |
| Net earnings               | 2,246,892  | 3,022,890                | 2,598,554  | 2,770,00  |  |
| Liabilities—               | 46,405,000   | 46,405,000               | 46,405,000 | 46,405,00 |  |
| Stock-common               |  |                          | 9,676      | 9,67      |  |
| Total stock                | 46,414,676   | 48,414,676               | 46,414,676 | 46,414,67 |  |
| Bonded debt                | 45,964,861   | 44,574,53                | 41,766,061 | 41,657,18 |  |
| Interest due               | The state of the s |                          | 454,149    | 513,08    |  |
| Interest accrued           |  | 626,763                  | 614,760    |           |  |
| Other indebtedness         |  |                          | 6,719      | 2,30      |  |
| Total debt                 | 46,801,569   | 45,617,191               | 42,841,689 | 42,791,63 |  |
| Cost of road and equipment | 71,190,654   | 69,258,940               | 66,907,015 | 66,457,08 |  |

\* We have added \$200,000 to the expenses in each of the years 1886, 1885 and 1884, so as to cover the item of taxes and make the basis of comparison the same as in 1887.

This shows a satisfactory growth in gross, but such a heavy augmentation in expenses that the net is nearly \$800,000 less than in the twelve months ended December 31, 1886. As the latter period covers three of the same months as the 1887 period, it follows that the changes have occurred entirely in the nine months ended with September 30. The gain of \$385,715 in the gross indicates that the traffic of the company has increased, notwithstanding the new competition. On the other hand, the ircrease of \$1,161,713 in expenses (over 26 per cent), making the ratio of expenses to earnings over 71 per cent, may be the result either of lower rates and increased mileage, or of a more liberal policy in making repairs, renewals, &c. The presumption is that lower rates have played an important part in changing results, and yet it is clear that the other circumstance mentioned has also had considerable influence, for we notice that while only \$1,162,648 was spent for maintenance of way in the twelve months ended December 31, 1886, the expenditure for the same purpose in the twelve months ended September 30, 1887, reached \$1,605,012. With reference to the stock and debt, there has been no change in the former, while the amount of bonds outstanding has been January of 1887, and exceeds the total for the month of

increased somewhat between December and Septemberfrom \$44,574,534 to \$45,964,861.

Turning now to the International & Great Northern and the Galveston Houston & Henderson, the results are much the same. There is an increase in gross, but a much larger increase in expenses, leaving the net in each case smaller than in the calendar year 1886. Here is the exhibit for the International & Great Northern.

INTERNATIONAL & GREAT NORTHERN.

| Earnings and Expenses—        | Year end'g<br>Sept. 30, | Year ending December 31. |            |           |  |
|-------------------------------|-------------------------|--------------------------|------------|-----------|--|
| Electroning teres Electronics | 1887.                   | 1886.                    | 1885.      | 1884.     |  |
|                               | *                       | *                        |            | *         |  |
| Passenger earnings            | . 597,661               | 606,813                  | €00,05.3   | 690,30    |  |
| Freight                       |                         | 2,155,250                | 1,863,998  | 2,162,75  |  |
| Mail                          |                         | 96,440                   | 98,301     | 97,48     |  |
| Express                       |                         | 55,045                   | 68,611     | 79,39     |  |
| Miscellaneous                 |                         | 12,318                   | 8,526      | 11,64     |  |
| Total                         | 3,063,296               | 2,925,866                | 2,639,489  | 3,041,58  |  |
| Expenses and taxes            | 1                       | 2,019,156                | 1,846,134  | 2,562,15  |  |
| Net earnings                  | ·                       | 906,710                  | 793,355    | 479,48    |  |
| Liabilities –<br>Stock        | 9,755,000               | 9,755,000                | 0,755,000  | 9,753,00  |  |
| Bonded debt                   | 15,008,000              | 15,008,000               | 15,008,000 | 15,008,00 |  |
| Interest due                  |                         | 19,106                   | 11.711     | 31,88     |  |
| Interest accrued              |                         | 221,535                  | 221,375    | 218,03    |  |
| Other indebtedness            |                         | 59,100                   | *795,215   | 507,10    |  |
| Total debt                    | . 15,483,029            | 15,307,741               | 16,036,301 | 15,784,97 |  |
| Cost of road and equipment    |                         | 27,919,831               | 27.908.259 | 27,927,42 |  |

\* Amount due Missouri Kansas & Texas.

On the Galveston Houston & Henderson a deficit below operating expenses is of frequent occurrence (though it was not the case in the year 1885), but the present shortage is a little larger than usual, as will be seen from the following.

GALVESTON HOUSTON & HENDERSON.

|                            | Year end'y         | Year ending December 31. |           |             |  |
|----------------------------|--------------------|--------------------------|-----------|-------------|--|
| Earnings and Expenses—     | Sept. 30,<br>1887. | 1886.                    | 1885.     | 1884.       |  |
|                            | 3                  | *                        | \$        | 8           |  |
| Passenger earnings         | 100,130            | 97,321                   | 77,534    | 73,726      |  |
| Freight                    | 274,652            | 279,103                  | 217,603   | 192,778     |  |
| Mail                       | 6,856              | 7,018                    | 7,181     | 7,181       |  |
| Express                    | - 4 1000           | 8,141                    | 6,988     | 8,822       |  |
| Miscellaneous              | 11,279             | 9,448                    | 12,936    | 6,612       |  |
| Total                      | 407,657            | 401,031                  | 322,242   | 289,119     |  |
| Expenses and taxes         |                    |                          | 302,203   |             |  |
| Net earnings               |                    | def. 12,792              | 20,039    | def. 37,675 |  |
| Liabilities—<br>Stock      | 1,000,000          | 1,000,000                | 1,000,000 | 1,000,000   |  |
| Bonded debt                | 2,000,000          | 2,000,000                | 2,000,000 | 2,000,000   |  |
| Interest due               |                    |                          | 800       |             |  |
| Interest accrued           |                    | 1                        | 25,000    | 25,000      |  |
| Other indebtedness         |                    | 1                        | 222,138   | 120,402     |  |
| Total debt                 |                    | 2,106,531                | 2,217,938 | 2,146,902   |  |
| Cost of road and equipment | 3,000,000          | 3,059,624                | 3,059,193 | 3,000,000   |  |

Summing up, we find but slight changes in debt, satisfactory gains in gross, but heavy losses in the net. On the three roads combined there is a gain of \$529,801 in gross, and a loss of \$923,822 in net, making an increase in expenses for the nine months of 1887 of \$1,453,623.

## COTTON CONSUMPTION AND OVERLAND MOVEMENT TO FEBRUARY 1.

Our statements of overland movement, etc., which have been compiled this week and are given below, cover the period from September 1 to February 1, or the first five months of the cotton crop season. We are able to prepare the figures thus early only by freely using the telegraph.

OVERLAND MOVEMENT TO FEBRUARY 1.

Although the amount of cotton carried overland during January does not approximate at all closely to the total for December, the movement has been quite liberal, especially after due weight is given to the weather conditions which have prevailed during the greater part of the month. Delays to transportation have occurred through snow and ice, and yet the gross amount carried has reached 160,234 bales, or only 32,498 bales less than in

1886 (when, however, railroad traffic was interrupted in the same manner as in the current year) 56,422 bales. The season's gross aggregate is still, of course, largely in excess of previous years. The net for January makes a very favorable exhibit, being 81,701 bales, against 69,478 bales last year and 34,107 bales two years ago. For the five months of the current season the excess over 1886.7 is now 209,193 bales, and in comparison with 1885 6 the increase is 233,214. The details are appended.

OVERLAND FROM SEPTEMBER 1 TO FEBRUARY 1.

|  | 1887-8.   | 1886-7. | 1885-6. |
|--|-----------|---------|---------|
| Amount Shipped—                          | -         |         |         |
| From St. Louis                           | 363,948   | 281,824 | 289,722 |
| Over Illinois Central                    | 146,626   | 137,752 | 132,168 |
| Over Cairo & Vincennes                   | 70,323    | 100,218 | 47,619  |
| Over the Mississippi River, above St. L. |           | 11,827  | 15,769  |
| Over Evansville & Terre Haute            | 68,017    | 50,381  | 35,210  |
| Over Jeffersonville Mad. & Ind           | 40,759    | 16,278  | 25,564  |
| Over Ohio & Mississippi Branch           | 8,931     | 6,832   | 14,218  |
| Over Louisville Cincinnati & Lexington   | 71,264    | 69,705  | 47,461  |
| Receipts at Cincinnati by Ohio River     | 6,762     | 10,633  | 44.434  |
| Receipts at Cincinnati by Cin. South'rn  | 109,780   | 76,746  | 63,931  |
| Over other routes                        | 142,032   | 99,840  | 73,685  |
| Shipped to mills, not included above     | 4,928     | 7,447   | 7,763   |
| Total gross overland                     | 1,033,490 | 869,488 | 802,574 |
| Deduct—                                  |           | ĺ       |         |
| Receipts overland at N.Y., Boston,&c.    | 142,774   | 189,294 | 167,887 |
| Shipments between (or South from)        | 1         |         |         |
| Western interior towns                   | 43,888    | 36,731  | 51,574  |
| Deduct also Shipments inland and Tak-    |           | 1       |         |
| ings for Southern Consumption            |           |         |         |
| from the following Eouthern ports—       | 1         | 1       |         |
| Galveston                                |           |         | 236     |
| New Orleans                              | 6,528     | 19,863  | 4,193   |
| Mobile                                   | 16,128    | 7,038   | 8,809   |
| Savannah                                 | 1,527     | 722     | 708     |
| Charleston                               | 3,203     | 3,151   | 5,328   |
| North Carolina ports                     | 988       | 497     | 879     |
| Virginia ports                           | 26,041    | 28,969  | 3,761   |
| Total to be deducted                     | 241,077   | 286,268 | 243,375 |
| Leaving total net overland*              |           | 583,220 | 559,199 |

\*This total includes shipments to Canada by rail, which since September 1, 1887, amounted to 29,113 bales; in 1886-7 were 24,136 bales and in 1885-6 were 23,913 bales.

RECEIPTS, EXPORTS AND SPINNERS TAKINGS.

As our weekly statements have clearly indicated, the receipts at the ports during the month have been on a less liberal scale than in January of the two preceding years, reaching 527,570 bales, against 644,681 bales in 1887 and 543,393 bales in 1886. The aggregate for the five months, however, continues to exhibit an excess over any former season. Foreign exports also have not been as free as in January of the two previous years, and the season's total now shows an excess of only 48,552 bales over the corresponding period a year ago. Contrasted with 1885-6 the gain reaches 562,438 bales While stocks at the ports record a small decline, the amount held at the interior shows a fair increase, the total of both reaching an excess of 30,000 bales in favor of the present year. Our usual table of details is given below.

|                   | Pagaint        | Passint   |           |           |         |           | 1         |
|-------------------|----------------|-----------|-----------|-----------|---------|-----------|-----------|
| Movement from     | Receipts since | since     | EXPORTS   | S SINCE S | EPT. 1, | 1887, то— |           |
| Sept. 1, 1887, to |                | 1         | Count     | ſ         |         | !         | Stocks    |
| Feb. 1, 1888.     | Sept. 1,       | Sept. 1,  | Great     | France.   | Conti-  | Total.    | Feb. 1.   |
|                   | 1887.          | 1886.     | Britain*  |           | nent.   |           |           |
| Galveston         | 598,740        | 616.700   | 218,078   | 4,021     | 74,818  | 296,918   | 38,014    |
| Indianola, &c.    |                |           |           |           |         |           |           |
| New Orleans       | 1,391,879      | 1,393,158 | 462,620   | 200,037   | 280,198 | 942,855   | 372,465   |
| Mobile            | 188,148        | 189,243   | 55,100    |           |         |           | 38,058    |
| Florida           | 21,943         | 20,855    | 3,446     |           |         | 0         |           |
| Savannah          | 779,525        | 716,801   | 133,342   | 12,480    | 209,810 | 1         | 2 0 022   |
| Brunswick, &c.    | 51,537         | 25,255    | 30,009    |           |         | 00 000    |           |
| Charleston        | 360,927        | 351,155   | 62,849    |           | 149,411 | 1         | 37,014    |
| Port Royal,&c.    | 11,50          | 11,873    |           |           |         | 1         | 38        |
| Wilmington        | 160,776        | 127,189   | 68,377    |           | 37,635  | 1         | 13,822    |
| Washingt'n,&c     | 4,550          | 3,559     |           |           | ••••    | 120,10    | 10,000    |
| Norfolk           | 403,851        | 457,601   | 192,342   |           | 1,975   | .194,317  | 48,815    |
| West Point,&c.    | 42,81          | 264,793   |           |           | 1,062   |           | 6,582     |
| New York          | 47,193         | 68,786    | 258,26    | 22,81     | 150,651 |           | 217,233   |
| Boston            | 55,820         | 54,62.    | 109,1:8   |           | 1,998   | , , ,     | 21,000    |
| Baltimore         | 19,:48         | 37,2-6    | 61,470    | 1,805     | 22,658  |           | 20,949    |
| Philadelphia,&c.  | 20. 1          | 21,597    | 33,967    |           | 3,760   |           | 9,710     |
| Total 1887-8      | 4,53:,770      | ·         | 1,879,666 | 273,093   | 934,014 | 3,087,073 | 930,009   |
| Total 1886-7      | •••••          | 4,400,479 | 1,874,215 | 413,965   |         | 3,038,521 | 915,502   |
| Total 1885-6      |                | 4,133,001 | 1,386,576 | 268,549   | 869,510 | 2.524.635 | 1.083.097 |

' Great Britain exports include to the Channel.

Using the facts disclosed by the foregoing statements, we shall find that the portion of the crop which has reached a market through the outports and overland, and the Southern consumption since September 1, this year and the two previous years, is as follows:

|   | 1887-8.   | 1886-7.          | 1885-6.   |
|---|-----------|------------------|-----------|
| Receipts at the ports to Feb. 1bales.                       | 4,537,770 | 4,400,479        | 4,138,031 |
| Net shipments overland during same time                     | 792,413   | 583,220          | 559,199   |
| Total receiptsbales. Southern consumption since September 1 | 5,330,183 | 4,983,699        | 4,697,230 |
|   | 240,000   | 19 <b>4</b> ,000 | 164,000   |
| Total to February 1bales.                                   | 5,570,183 | 5,177,699        | 4,861,230 |

The amount of cotton marketed since September 1 in 1887.8 is thus seen to be 392,484 bales more than in 1886.7 and 708,953 bales more than in 1885.6. To determine the portion which has gone into the hands of Northern spinners during the same period we have prepared the following.

| • |  |
|---|--|
| Ĺ | following.   |
| L | Total receipts to February 1, 1888, as abovebales. 5,570,183.    |
| l | Stock on hand commencement of year (Sept. 1, 1887)—              |
| 5 | At Northern ports  |
| 3 | At Southern ports  |
|   | At Northern interior markets                                     |
| - | Total supply to February 1, 1888 5,651,424                       |
| 7 | Of this supply there has been exported                           |
|   | to foreign ports since Sept. 1, '873,987,073                     |
|   | Less foreign cotton included 2,418-3,084,655                     |
|   | Sent to Canada direct from West                                  |
| 1 | Burnt North and South 6,704                                      |
| - | Stock on hand end of month (Feb. 1, 1888)—                       |
| 1 | At Northern ports  |
| 1 | At Southern ports 631,112 - 930,009                              |
| 1 | <b>At Northern interior markets</b>                              |
|   | Total takings by spinners since September 1, 1887bales.1,597,951 |
|   | Taken by Southern spinners                                       |
| 1 | Taken by Northern spinners since September 1, 1887,357,951       |
|   | Taken by Northern spinners same time in 1886-71,140,897          |
| 1 | Increase in takings by Northern spinners this yearbales. 217,054 |

The above indicates that Northern spinners had up to February 1 taken 1,357,951 bales, an increase over the corresponding period in 1886-7 of 217,054 bales and an increase over the same time in 1885-6 of 168,189 bales.

AMOUNT OF CROP NOW IN SIGHT.

In the foregoing we have the number of bales which has already been marketed this year and the two previous seasons. An additional fact of interest is the total of the crop which was in sight on February 1, compared with previous years. We reach that point by adding to the above the stock remaining at that date at the interior towns, less stock held by them at the beginning of the seeson. In this manner we find the result for three years on February 1 to be as follows.

|  | 1887-8.              | 1886-7.              | 1885-6.              |
|--|----------------------|----------------------|----------------------|
| Total marketed, as abovebales.<br>Interior stocks in excess of Sept. 1 | 5,570,183<br>364,000 | 5,177,699<br>300,600 | 4.861,230<br>459,000 |
| Total in sightbales.   | 5,934,183            | 5,477,699            | 5,320,230            |

This indicates that the movement up to February 1 of the present year is 456,484 bales more than in 1886 7 and 613,953 bales greater than in 1885-6.

As it will interest the reader to see what has come into sight each month of the season during this and previous years, we have prepared the following.

| Months.         | 1887-8.  | 1886-7.   | 1885-6.  | 1834-5.   |
|-----------------|--|---|--|---|
| September       | \$24,369<br>1,589,766<br>1,639,906<br>1,3±0,871<br>540,271 | 434,838<br>1,359,901<br>1,552,539<br>1,467,767<br>662,654 | 1,360,870<br>1,443,433<br>1,488,582<br>541,793 | 413,836<br>1,309,111<br>1,370,902<br>1,36),404<br>513,187 |
| Total 5 months. | 5,934,183  | 5,477,699   | 5,320,230                                      | 4,987,440   |

#### WEIGHT OF BALES.

To furnish a more exact measure of the receipts up to February 1, we give below our usual table of the weight of bales. So that comparison may be made, the figures

for the same time in the previous two years are also given.

| T   |                  |  |  |  | -  |
|---|------------------|--|--|--|--|
|   | Five Mont        | ths Ending Feb.  | 1, 1888.   | Same<br>peri'd in<br>1886-7.   | Same<br>peri'd in<br>1885-6.   |
|   | Number of Bales. | Weight in Pounds.  | Average<br>Weight.   | Average<br>Weight.   | Average<br>Weight.   |
| Texas Louisiana Alabama Georgia* South Carolina Virginia North Carolina. Tennessee, &c. | 824,664          | 309,015,701<br>671,024,866<br>92,887,852<br>410,175,636<br>178,729,908<br>391,715,400<br>78,199,198<br>573,655,782 | 516·11<br>482·10<br>499·00<br>481·00<br>476·00<br>475·00<br>473·00<br>488·14 | 516 00<br>484 00<br>495 00<br>478 12<br>470 00<br>477 40<br>467 90<br>501 41 | 517.95<br>484.15<br>507.00<br>489.00<br>477.25<br>475.70<br>468.00<br>491.67 |
| Total   | 5,570,183        | 2,705,404,343  | 435.69   | 488.46   | 489.36   |

<sup>\*</sup> Including Florida.

It will be noticed that the movement up to February 1 shows a decrease in the average weight as compared with the same period of the last two years, the average this year being 485.69 lbs. per bale, against 488.46 lbs. per bale for the same time in 1836.87 and 489.36 lbs. in 1885.86.

THE COTTON GOODS TRADE IN JANUARY.

There was a large movement in staple cotton goods during the month and prices continued to advance, leading makes of brown and bleached goods having been marked up from  $\frac{1}{4}c$ . to  $\frac{1}{2}c$ . without checking the demand The export demand was more active, and liberal orders for future delivery were placed in this connection. Stocks of plain and colored cottons are exceedingly light, many makes being under the control of orders for months to come. Print cloths were active and the market closed strong at an advance of 33 points upon opening quotations.

|      |   | 1888.   |  |  | 1887.   |   | 1886.                           |   |                                   |  |
|------|---|---|--|--|---|---|---------------------------------|---|-----------------------------------|--|
| Jan. | low<br>mid-   | Print-<br>ing<br>cloths,<br>64x64   | Sheet-<br>ings,<br>stand-<br>ard.  | Cott'n<br>low<br>mid-<br>dling.                                    |   | Sheet-<br>ings,<br>stand-<br>ard.       | Cott'n<br>low<br>mid-<br>dling. | Print-<br>ing<br>cloths,<br>64x64   | Sheet-<br>ings,<br>stand-<br>ard. |  |
| 1    | 10116<br>10<br>10<br>10<br>10<br>10<br>10<br>10<br>978<br>91916<br>9151t<br>9151t<br>10<br>10<br>10<br>10<br>10<br>10<br>10<br>10<br>10<br>10<br>10<br>10<br>10 | 8<br>H'day<br>3 62<br>3 75<br>3 75<br>3 75<br>3 75<br>8<br>3 75<br>3 75<br>3 75 | 714<br>714<br>714<br>714<br>714<br>714<br>714<br>714<br>719<br>719<br>719<br>719<br>719<br>719 | 9116<br>9116<br>9116<br>9116<br>9116<br>9116<br>919<br>9<br>9<br>9 | H'day .:3:38 3:38 3:38 3:38 3:38 3:38 3:38 3: | 777777777777777777777777777777777777777 | 81: 16 te 83.                   | 3·13<br>3·19<br>3·20<br>. S<br>3·25<br>3·25<br>3·25<br>3·25<br>3·25<br>3·25<br>3·25<br>3·25 |                                   |  |

The above prices are—For cotton, low middling upland at New York for printing cloths, manufacturers' prices; for sheetings, agents' prices, which are subject to an average discount of 5 per cent.

### GREAT BRITAIN IN 1887.

[Communicated by our London Correspondent.]

The business conditions during 1887 have proved more favorable than during previous years, the later months especially so-and 1888 opened with quite an improvement in feeling and prospects, prices in many departments being better and the volume of trade much larger and expanding. It will be remembered that 1885 was a very unsatisfactory year; 1886, though in a great degree a period of deferred hopes, recorded a distinct move forward; but in 1887 the revival acquired decidedly greater force.

While saying this, we are compelled to add that there have been important drawbacks in the past twelve months. Fore-

most among these was the political excitement on the Continent. In January and February it appeared as if a bitterconflict between Germany and France was inevitable, and when Prince Bismarck demanded a large increase in the German army because of the growing military power of France, the tension became very severe. A semi panic was precipitated on the Continental bourses, and realizations were forced to a large extent on the London Stock Exchange. This feeling of alarm was kept up until after the German elections in February, and in fact until the Chancellor's demands had been granted by the new Reichstag. With that event the political outlook became more pacific, but the relations between the two countries continued strained, with periodic outbreaks, until in June, when the ministry of M. Rouvier was formed in France and General Boulanger was dropped out; by that act a decided step towards continued peace was felt to have been taken:

This excitement had no doubt a restrictive and depressing influence on our trade-more so probably than would have been caused from the revival of the eternal Eastern Question, pure and simple. We have become hardened into almost indifference at alarming reports of that description; but this was a somewhat new development, and for the time being the feeling, especially on the side of Germany, was apparently very intense. This effect can be traced in the course of prices, and also in our foreign trade, both of which developed an upward tendency with the opening of the year. But in February prices had lost their buoyancy, and in March, with a few exceptions, there was a decline. Thus Scotch pigiron warrants advanced sharply in January, but receded continuously in February and March. As to the effect on foreign trade one would not expect it to be immediately observable, since the volume of that movement depends so largely upon orders given months previously. Still, in March the totals were less satisfactory and in April and subsequent months the tendency in the same direction was even more marked. In fact, general trade did not seem to have fully recovered from the set back it received by the war scare and other influences until September; from that date, however, there has been a continued improvement.

It is not to be inferred from the foregoing that the situation has not all along continued more satisfactory than in 1886. The year opened so very much be ter that great hopes of a highly prosperous twelve months were entertained; and the reverse, which we have referred to, consisted mainly in a loss of that special buoyancy. Speaking in general terms, we believe that relative prices have throughout afforded the producer a more remunerative return, and home consumption has been more active. One feature which has had a helpful effect has been the greater steadiness of silver. It will be remembered that in 1884, and the first half of 1885, prices of the white metal were quite regular, the changes in July, 1885 being 49 3-16d. as the highest, 491/d. the lowest and 49 3-16d the average, which shows a decline of about 1d. from January 1884. After July, 1885, the retrograde movement was constant, and in 1886 the fluctuations were very wide. In January of that year the highest price was 47d. per ounce; from that point the decline became more rapid, until in August the quotation touched 42d., then recovering and reach, ing 463/3d. in December. These wide and rapid changes were of course very embarrassing to the shipper of goods to silver. using countries, and a prominent cause of the unsatisfactory returns on the trade of that year. For like reasons the return of more stable values since March, 1887, have proved a very favorable feature. Below are the highest, lowest and average prices of silver for each month of the past three years:

|                       |                         | 1887.  |  | -1   | 1836.                           |   | 1885.  |   |   |  |
|-----------------------|-------------------------|--|--|--|---------------------------------|---|--|---|---|--|
| Silver.               | High. Low.              |  | Aver.  | High.  | Low.                            | Aver.   | High.  | Low.                                    | Aver.   |  |
| Jan                   | d.<br>47 <sup>1</sup> 8 | d.<br>4638   | d.<br>4634   | d.<br>47                                       | $d.$ $46^{7}_{16}$ $46^{1}_{2}$ | d.<br>4634<br>461316  | $egin{array}{c} d. \\ 50 \\ 49 rac{1}{2} \end{array}$ | d.<br>4938<br>4834                      | d.<br>4934<br>4918  |  |
| Feb<br>March<br>April | $\frac{467}{4458}$      | 4314   | $4611_{16} \\ 453_{8} \\ 4315_{16}$                        | 4678<br>4611 <sub>16</sub>                     | 461116                          | 4634  | $\frac{493}{497}$ 8                                    | 49<br>48 <sup>7</sup> 8                 | 49116   |  |
| May<br>June<br>July   | 4334                    | 437 <sub>16</sub><br>433 <sub>16</sub><br>437 <sub>8</sub> | $439_{16} \\ 433_{4} \\ 44^{1}_{8}$                        | $\frac{46}{45^{3}8}$ $\frac{44^{5}8}{44^{5}8}$ | 441116                          | 431116  | 50<br>194<br>49'16                                     | 48 <sup>7</sup> 8<br>49 <sup>1</sup> 8  | 497 <sub>16</sub><br>493 <sub>16</sub><br>493 <sub>16</sub> |  |
| Aug<br>Sept           | 451 <sub>18</sub>       | 44716  | 4411 <sub>16</sub><br>448 <sub>4</sub><br>443 <sub>8</sub> | $12^{5}_{8}$ $45^{7}_{8}$                      | 4258                            | $\begin{array}{c} \mathbf{425_{16}} \\ \mathbf{4313_{16}} \\ \mathbf{453_{16}} \end{array}$ | 19316 $4838$ $47916$                                   | 487 <sub>16</sub><br>474<br>474         | $4813_{16}$ $475_{8}$ $477_{16}$                            |  |
| Nov<br>Dec            | 431516                  | $43^{78} \\ 43^{11}_{16} \\ 43^{13}_{16}$                  | 431316   | 17<br>1638                                     | 4515 <sub>16</sub><br>45        | 4615 <sub>32</sub><br>4511 <sub>16</sub>  | 1712   | 47 <sup>5</sup> 16<br>46 <sup>7</sup> 8 | 477 <sub>16</sub><br>47 <sup>1</sup> 8                      |  |
| To: year.             | 4718                    | 43316  | 441116   | 47   | 42                              | 45 16   | 50   | 4678                                    | 485g  |  |

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In the above one can easily note the strong contrast in the particulars mentioned between the periods referred to.

The direction from which the main impulse to trade has come this year has, as usual, been the United States. In the metal trade this fact is particularly prominent. Of iron and steel the gain in our total exports is 758,413 tons, or about 221/4 per cent, and about one-half of this is due to larger takings by the States. So also our trade with the East has advanced, though our shipments to India show a considerable loss; but to China and Japan the improvement is marked, the total increase compared with 1886 being about £2,600,000. To South Africa there has also been a very important gain, while to Australia the falling off is large, being due to severe drought and bad harvests. For a clear exhibit of the total exports of British and Irish produce the past twelve months we give the following monthly statement of increases and decreases of each year over the previous year for five years taken from the Statist.

|  |  |   |   | The residence of the last of t | WINDSHOP BUT AND DESCRIPTION  | A STATE OF THE PARTY OF THE PAR |
|--|--|---|---|--|---|--|
|  | Exports<br>compare<br>188  | d with  | Compared  | 1885<br>Compared<br>with 1884  | Compared  | 1883<br>Compared<br>with 1882  |
| Jan Feb Mar April. May June July Aug Sept Oct Nov. | $   \begin{array}{r}     + 871,126 \\     + 492,011 \\     - 6,142   \end{array} $ | $\begin{array}{c} + \ 3.46 \\ + \ 5.31 \\ + \ 2.65 \\ - \ 0.04 \\ + \ 1.20 \\ - \ 6.55 \\ + \ 3.79 \\ + \ 5.56 \\ + \ 4.78 \end{array}$ | Per cent4.95 -2.76 +1.80 +.14 -5.15 +4.62 -3.61 +1.35 +1.65 -2.40 +6.7188 | Per cent 6·4 -10·9 - 9·5 -12·5 -13·6 - 4·9 - 8·8 - 6·6 - 9·1 - 8·5 - 7·0 - 3·5   | Per cent.  - 6·1 + 3·3 + ·0 + 1·7 + 1·8 - 6·9 + 1·0 - 7·4 + ·0 - 3·4 - 11·7 - 5·9 | Per cent.<br>+4·0<br>-3·4<br>-4·2<br>+0·4<br>-2·7<br>-0·4<br>-2·6<br>-0·8<br>-2·0<br>+1·2<br>-1·1<br>+4·4  |
| Year.  | +8,965,686   | + 4.22  | <b>− ·</b> 32   | - 8.6  | <b>– 2</b> ·8   | -0.6   |

These figures are indisputable evidence that the year's trade has been not only a decided improvement upon 1886, but shows in its results a marked break in the years of decrease which preceded it. As to imports, the aggregate for the year was £361.935,506, or a gain over 1886 of £12,553,920. The complete trade figures for three years are as below.

|                         | 1885.                          | 1886.                          | 1887.                          |
|-------------------------|--------------------------------|--------------------------------|--------------------------------|
| EXPORTS. Home products  | £<br>213,044,500<br>58,359,194 | £<br>212,432,754<br>56,234,263 | £<br>221,398,440<br>59,106,598 |
| Total exports           | 271,403,694                    | 268,667,017                    | 280,505,038                    |
| Total merchandise       | 370,404,314                    | 349,381,086                    | 361,935,006                    |
| Excess of imp over exp. | 99,000,620                     | 80,714,069                     | 81,429,968                     |

With regard to prices, among the more prominent features of the trade we may mention the boom in copper during the closing months of the year. This has influenced other metals also to a greater or less extent, except Scotch pig iron, which after opening at 44s. fluctuated between 38s. 9d. and 47s. 3d. and ultimately closed at 43s. 4d., or rather under the last price of 1886. Copper, on the other hand, which was about £39 at the end of 1886, rose in the twelve months to £35, and Straits tin at the same time moved from £100 to £167. Of course it is well understood that these changes are not due to legitimate business, at least only in quite a minor degree. Stocks were found to be diminishing, while the demand was improving. The position was at once accurately gauged by an influential speculative combination, who have so far succeeded in firmly commanding the market, though how long they will continue to do so has yet to be decided. Lead has risen from £13 to £15 15s., but steel rails, which were worth £4 5s. per ton at the end of December, 1886, were only quoted at £4 3s. 9d. at the close of the year just concluded. With the exception of those in iron and steel, the movements in which were not favorable, the changes in metals have indi- ${\bf cated}\ {\bf greater}\ {\bf steadiness},\ {\bf even}\ {\bf apart}\ {\bf from}\ {\bf speculative}\ {\bf influences}$ Turning to textiles we find that cotton at the commencement of the year was quoted at 51/4d. for middling upland and that the year finished up at 53/4d. per lb., while Southdown wool fell from 1s. per lb. to 101/4d., and ultimately recovered to 11½d. per lb. West India sugar has risen from 11s. to 14s. 3d.; coffee from 74s. to 88s.; rice, from 6s. 10½d. to 7s. 2¼d. The movements in produce during the year cannot, indeed, be accepted as being otherwise than favorable to the development of trade.

As may be gathered from what has been already said, the export of textile fabrics has been large. There is, however, a feature of the trade as disclosed by the export figures which in part explains the complaints of lack of profit which are so widely heard. We refer to the falling off in the shipments of yarn in almost every department. For instance, take cotton

in that case the total yarn exported was 251,037,200 lbs. in 1887 against 254,343,100 lbs. in 1886; but reducing the cotton cloth also to lbs., we find the total of all is much larger than in the previous year. The explanation of this is that the first half of the year the spinning trade dragged. That was in part due to the corner in cotton, but was attributed in part also to the competition of India in the China and Japan markets; and Lancashire spinners began to think there was truth in the report that India was going to supplant them in the yarn trade of those countries. But the last three months has been a further revelation, for the purchases on the part of China and Japan were astonishing, being for December alone 3,750, 700 lbs. of yarn against 2,138,300 lbs. the same month of 1886-But, as said, the total export of cotton yarns for the year is less than last year. And, what is a little remarkable, this is also true of jute yarn and also of woolen yarn, while in piece goods every one of the articles shows an increase. This is all indicated in the following table.

| YEAR'S EXPORTS.     | 1885.         | 1886.         | 1887.         |
|---------------------|---------------|---------------|---------------|
| QUANTITIES.         |               |               |               |
| Cotton yaralbs.     | 245,809,900   | 254,346,100   | 251,037,200   |
| Piece goods yds.    | 4,374,516,500 | 4,850,030,200 | 4,904,109,200 |
| Jute yarnlbs.       | 30,702,800    | 30,717,000    | 23,583,300    |
| Piece goodsyds.     | 215,078,500   | 216,182,100   | 244,188,600   |
| Linen yarnlbs.      | 16,600,200    | 15,890,900    | 16,370,900    |
| Piece goodsyds.     | 149,468,600   | 163,773,200   | 164,511,400   |
| Woolen yarnlbs.     | 43.491,600    | 45,627,100    | 40,165,100    |
| Woolen fabricsyds.  | 86,830,500    | 89,779,700    | 95,815,700    |
| Worsted fabricsyds. | 157,888,100   | 160,167,500   | 161,400,800   |
| VALUES.             | £             | £             | £             |
| Cotton yarn         | 11,865,294    | 11,488,803    | 11,379,485    |
| Piece goods         | 48,276,855    | 50,170,634    | 51,743,314    |
| Jute yarn           | 272,027       | 273,591       | 227,576       |
| Piece goods         | 1,904,360     | 1,807,335     | 2,057,571     |
| Linen yarn          | 986,538       | 935,083       | 939,877       |
| Piece goods         | 4,043,791     | 4,156,850     | 4,211,931     |
| Woolen yarn         | 4,382,898     | 4,406,676     | 3,970,205     |
| Woolen fabrics      | 8,907,320     | °9,155,491    | 9,837,892     |
| Worsted fabrics     | 6,536,310     | 6,943,261     | 6,945,263     |

In the hardware industries the animation has been more o less distinct throughout the year. Ship-building has been decidedly brisker. On the Clyde 185,526 tons were turned out against 172,440 tons last year, being an increase of 12,922 tons but the prospect for the new year is yet more encouraging the work in hand being 206,041 tons, or 88,366 tons larger than a year ago. The improvement in nearly all branches was certainly more clearly defined during the closing months of the year than during the first six months. The annexed statement shows the exports of iron and steel from Great Britain:

|  | Pig Iron.   | Rails.  | Other<br>Descriptions.  | Total.  |
|--|---|---|---|---|
| 1887<br>1886<br>1885<br>1884<br>1883<br>1882<br>1881<br>1880<br>1879<br>1879 | Tons. 1,159,500 1,044,257 960,931 1,269,576 1,564,048 1,758,072 1,480,196 1,632,343 1,223,436 924,646 881,442 910,905 947,827 | Tons. 1,012,681 739,651 714,276 728,540 971,165 936,949 820,671 693,696 463,878 441,384 497,924 414,556 545,981 | Tons. 1,974,726 1,605,289 1,455,475 1,497,439 1,508,095 1,658,531 1,517,458 1,466,055 1,196,170 933,193 965,285 899,809 963,498 | Tons. 4,146,907 3,389,197 3,130,682 3,496,991 4,043,308 4,353,552 3,820,315 3,792,993 2,883,484 2,296,860 2,346,370 2,224,470 2,457,306 |
| 1874<br>1873   | 776,116   | 782,665 $785,014$   | $\begin{array}{c} 621,741 \\ 1,030,734 \end{array}$   | 2,487,522 $2,957,813$   |

The capital creations for the year have been about £98,-000,000, against £101,000,000 in 1886. This year the prospectuses have appeared more numerously during the closing months, and whereas in 1886 Queensland gold mines were the principal source of attraction, 1887 has witnessed a well sus tained activity in the attempt to exploit the mineral wealth of South Africa. The Manchester Ship Canal scheme was successfully floated by Messrs. Rothschild in July with a capital of £8,000,000 in £10 shares. Allsopp's Brewery was in February turned into a public company, the applications for £3,300,000 of capital reaching a total of £100,000,000. In the following month Hotchkiss' Ordinance Company appeared with a capital of £1,100,000, for which applications amounted to £40,000,000. The feature of the foreign borrowings has been the frequent applications by South American States. An Argentine five per cent loan was brought out by Messrs Barings and Messrs. J. S. Morgan & Co. in January at 851/2 In June a City of Rosario 6 per cent loan for £198,400 was issued at par. In the same month Messrs. Schroder & Co. offered £660,000 five per cent 1st mortgage bonds of the Autofagasta & Nitrate Railway Company, at 991/2 per cent-Messrs D. de Murietta & Co offered £1,300,000 bonds bear; ing 5 per cent interest of the Argentine Northern Central Railway extensions, at £91½ per cent. In July, Messrs. Antony Gibbs & Sons received subscriptions for £600,000 in £10 shares and £1,131,375 six per cent debentures

at 96 per cent of the Midland Railway of Uruguay. In August Messrs. C. de Murietta received applications for \$3,547,364 of the Argentine Republic, and in September Messrs. Morton, Rose & Co., offered a six per cent loan of £595,000 at 91 per cent of the province of Cordova. In October the Chilian four-and-a half per cent loan for £1,113,781 was introduced at 97½ per cent, and in December Messrs. Morton, Rose & Co., introduced the Rio de Janeiro & Northern Railway, with a capital of £555,000. At the end of November the conversion of the French 4½ per cent rentes passed off satisfactorily. Out of \$40,000,000 francs only \$80,000,000 demanded repayment, the rest accepting three per cent rentes at \$0.10 per cent.

Colonial and Indian borrowings have been hardly up to the average this year. They have fallen below the total of 1886, which fell below that of 1885; but they still form an appre-

ciable financial item. Annexed is the list:

| Description.                                       | Date | e.           |     | Amount<br>requir'd | Amount offered. | Mi<br>mu<br>P. | ım   | Av<br>ra<br>allo | te o  | f   |
|--|------|--------------|-----|--------------------|-----------------|----------------|------|------------------|-------|-----|
|  |      | -            |     | £ ·                | £               | £ s            | . d. | £                | g     | d.  |
| au ad tookland dahant's                            | Ton  | 11           | 5   | 25,000             |                 | 105            | 0 0  | 105              | 18    | 9   |
| City of Auckland debent's                          | Jan. |              | 0   | 20,000             | 1.,000          | 100            |      |                  |       | -   |
| Borough of Brunswick                               | Tan  | 10           | 5   | 28,000             | 35,600          | 104            | 0 0  | 104              | 12    | 1   |
| (part of Melbourne) deb's.<br>Province of Manitoba | Jan. | 28           | 5   | 113,000            |                 | 108            | 0 0  |                  |       |     |
| Victorian Gov't loan                               | lan. | $\tilde{20}$ | 4   | 3.000,000          | 10,200,000      | 102            | 0 0  | 102              | 19    | 4   |
| Queensland Gov't loan                              |      |              | 4   | 2,500,000          |                 | 100            | 0 0  | 100              | 0     | 10  |
| Bengal-NagpurRy.Co.(Lim.)                          | Feb. | 24           | 4   | 3,000,000          |                 | 24             | 0 0  |                  |       |     |
| City of Sydney, loan                               | Mch  | 23           | 4   | 330,000            |                 | 100            | 0 0  | 101              | 5     | 11  |
| Launceston (Tasmanian) l'n                         | Mch  | 29           |     | 150,000            |                 | 97             | 0 0  | 97               | -0    | 0   |
| Auckland Harbor Board                              | Mch  | 31           | 5   | 100,000            |                 | 100            | 0 0  | 100              | 11    | 0   |
| Hong Kong Gov't loan                               | Apr. | î            | 1 4 | 200,000            |                 | 98             |      | 100              |       | 9   |
| South Australia Gov't loan.                        | May  | 10           |     | 850,000            |                 | 101            |      | 103              |       | 6   |
| St. Lucia Gov't loan                               | May  | 19           |     | 79,700             |                 | 99             |      | 105              |       | 1   |
| Wellington (N.Z.) Gas Co                           | May  | 19           | 5   | 50,000             |                 | 100            | 0 0  | 103              | 3     | 0   |
| Australian Gas Light Co. of                        | ,    |              |     | ,                  |                 |                |      |                  |       | _ ] |
| Sydney   | June | 7            | 5   | 300,000            | 1,443,900       | 103            |      | 106              |       |     |
| Prov. of British Columbia                          | June | 8            | 416 | 205,400            | 1,205,000       | 102            |      | 105              |       |     |
| Metropolitan Gas, Melb'rne                         | June | 15           | 5   | 50,000             |                 | 108            | 0 0  | 110              | 10    | . 6 |
| Wellington & Manawatu                              | 1    |              | l   |                    |                 | 1              | _    | 1                |       |     |
| R'y (N. Z.)  | June | 17           | 5   | 120,000            | 141,500         | ,100           | 0 0  | 1.               | *     |     |
| City of Prantan (part of                           | 1    |              |     | (                  |                 |                |      |                  |       |     |
| Melbourne) loan                                    | June | 28           | 5   | 75,000             | 123,300         | 107            | 10 0 | 107              | 19    | 6   |
| Borough of Hastings                                | June | 30           | 5   | 25,000             |                 | 100            | 0 0  |                  | • • • | ••• |
| Colony of Victoria (Melb.                          | 1 .  |              | 1   |                    |                 | !              |      | 100              |       | 0   |
| Tramways) trust                                    | July | 7            | -/2 | 200,000            |                 | 105            | 0 0  | 100              | 10    | 8   |
| Wellington Harbor Board                            | July | 19           | 416 | 50,000             | 59,400          | 97             | 10 0 | 97               | 12    | 9   |
| Mauritius Gov't loan                               | July | 21           | 1 4 | 102,900            | / 2 / 2 / 3     | 100            | 7 6  | 100              | 9     | 2   |
| Indian Gov't loan                                  | Aug. | 2            | 4   | 2,000,000          | 4,540,000       | 97rp           | .4an | 971              | ual   | op  |
| Borough of Redfern (part of                        | 1    |              | 1   | 70.000             | 100,000         | 01             | •    | 00               | 179 1 | 01/ |
| Sydney)  | Oct. | 10           | 4   | 50,000             | 189,000         | 91             | 0 0  | 93               | 1.4.1 | 072 |
| City of Richmond (part of                          |      |              |     | 07 000             | 170 100         | 100            | 0.0  | 108              | 14    |     |
| Melbourne)   | Oct. | 12           | 1 5 | 65,000             | 176,100         | 107            |      | TUC              | 14    | _   |

\* Tenders at par received about 84 p. c, and those above in full.

The range in the Bank of England rate of discount during the year has been from 2 to 5 per cent. There has been less disturbance about bullion movements than usual. Our exports have been £4,400,000 less than in 1886, namely, £9,323,614, against £13,783,706, while our imports were £9,939,934, against £13,392,256. Practically, therefore, the deficiency in the imports has been counterbalanced by the contraction in the exports. The Bank rate opened at 5 per cent, at which it remained until February 3, when it was reduced to 4 per cent. On March 10 it was lowered to 3½ per cent and on March 24 to 3 per cent. On April 14 it was reduced to 2½ per cent and a fortnight later to 2 per cent, at which it remained until August 4, when it was advanced to 3 per cent. The next move was on September 1, when the rate was fixed at 4 per cent, no further change being made during the year. The average rate for the year was 3.34 per cent, against 3.05 per cent for 1886. The following shows the Bank of England rate of interest for the past eight years:

BANK OF ENGLAND RATE OF INTEREST.

|  |                       |   | TATE OF INTEREST.  | 1   |  |
|--|-----------------------|---|--|---|--|
| Year.  | Rate<br>per<br>cent.  | Number of days.   | Year.  | Rate<br>per<br>cent.                      | Number of days.  |
| 1880.  Jan. 1 to June 17.  June 17 to Dec. 9.  Dec. 9 to Dec. 31.  Year's average  | 3                     | 168 days<br>175 days<br>23 days<br>366 days                               | 1884.<br>Apr. 2 to June 19.<br>June 19 to Oct. 9.<br>Oct. 9 to Oct. 29.<br>Oct. 29 to Nov. 5.<br>Nov. 5 to Dec. 31.  | 2   | 78 days<br>112 days<br>20 days<br>7 days<br>56 days                                  |
| 1881.  |                       |   | Year's average   | 2.96                                      | 366 days   |
| Jan. 1 to Jan. 13. Jan. 13 to Feb. 17. Feb. 17 to Apr. 28. Apr. 28 to Aug. 18. Aug. 18 to Aug. 25. Aug. 25 to Oct. 6. Oct. 6 to Dec. 31.  Year's average | 3<br>4<br>5           | 13 days<br>35 days<br>70 days<br>112 days<br>7 days<br>42 days<br>86 days | 1885. Jan. 1 to Jan. 29. Jan. 29 to Mar. 19. Mar. 19 to May 7. May 7 to May 14. May 14 to May 28. May 28 to Nov. 12. Nov. 12 to Dec. 17. Dec. 17 to Dec. 31. | 3 <sup>1</sup> 2<br>3<br>2 <sup>1</sup> 2 | 29 days<br>49 days<br>49 days<br>7 days<br>14 days<br>168 days<br>35 days<br>14 days |
| Jan. 1 to Jan. 30.<br>Jan. 30 to Feb. 23.  | 5<br>6                | 30 days   | Year's average   | 2.92                                      | 365 days   |
| Feb. 23 to Mar. 9. Mar. 9 to Mar. 23. Mar. 23 to Aug. 17. Aug. 17 to Sept. 14. Sept. 14 to Dec. 31.  | 5<br>4<br>3<br>4<br>5 | 14 days<br>14 days<br>147 days<br>28 days<br>108 days                     | 1886. Jan. 1 to Jan. 21. Jan. 21 to Feb. 17. Feb. 17 to May 6. May 6 to June 10. June 10 to Aug. 26. Aug. 26 to Oct. 21.                                     | 3<br>3<br>2 <sup>1</sup> <sub>2</sub>     | 21 days<br>27 days<br>78 days<br>35 days<br>77 days<br>56 days                       |
| Year's average 1883.   | 4.19                  | 365 days  | Oct. 21 to Dec. 16.<br>Dec. 16 to Dec. 31.   | 4   | 56 days<br>15 days   |
| Jan. 1 to Jan. 24.<br>Jan. 24 to Feb. 14.<br>Feb. 14 to Feb. 28.   | 312                   | 24 days<br>21 days<br>14 days   | Year's average   | 3.05                                      | 365 days   |
| Feb. 28 to May 10. May 10 to Sept. 13 Sept. 13 to Sept. 27. Sept. 27 to Dec. 31.   | 312                   | 71 days<br>126 days<br>14 days<br>95 days                                 | 1887.<br>Jan. 1 to Feb. 3<br>Feb. 3 to Mar. 10.<br>Mar. 10 to Mar. 24.   | 312                                       | 34 days<br>35 days<br>14 days<br>21 days   |
| Year's average   | 3.57                  | 365 days  | Mar. 24 to Apl. 14.<br>Apl. 14 to Apl. 28.<br>Apl. 28 to Aug. 4.<br>Aug. 4 to Sept. 1.   | 212                                       | 14 days<br>98 days<br>28 days  |
| Jan. 1 to Feb. 7.<br>Feb. 7 to Mar. 13.<br>Mar. 13 to Apr. 2.  | 312                   | 38 days<br>35 days<br>20 days   | Sept. 1 to Dec. 31. Year's average   | 4   | 121 days   |

It will be noticed that the year's average is the highest since 1883. The following statement shows the situation of the Bank of England each week of 1887 with the Bank and market rates of discount:

BANK OF ENGLAND IN 1887.-[00,000s omitted.]

|  | -no.  | De-L   | DEPO   | SITS.  | SECUR  | ITIES.  | ve of<br>tes<br>Coin.   | ate.  | tate<br>he,<br>ille.   |
|--|---|--|--|--|--|---|---|---|--|
| 1887.  | Note Circu-<br>lation.  | Bullion in both De-  | Public.  | Other.   | Gov't.   | Other.  | Reserve C<br>Notes<br>and Coh   | Bank Rate   | M'ket Rate<br>3 Months'<br>Bank Bills.   |
| Jan. 5 " 12 " 19 " 26 Feb. 2 " 9 " 16 " 23 Mar. 2 " 16 " 23 " 30 Apr. 6 " 13 " 20 " 27 May 4 " 11 " 18 " 25 June 1 " 18 " 22 " 29 July 6 " 13 " 20 " 27 Aug. 3 " 10 " 17 " 24 " 31 Sept. 7 " 14 " 24 " 21 " 22 " 29 Oct. 5 " 12 " 26 | £84,44,07<br>23,73,53,223,7,44,23,53,223,3,3,87,44,4,3,86,5,5,3,1,0,5,5,2,0,6,7,7,4,2,24,4,1,2,24,24,24,24,24,24,24,24,24,24,24,24,2 | ######################################                               | 9,64,176,78,955,110,524,30,73,79,71,90,40,61,98,10,21,99,75,44,99,99,44, | 23,9<br>23,9<br>23,7<br>23,8<br>223,7<br>23,8<br>224,9<br>224,1<br>224,7<br>24,7<br>24,7<br>24,7<br>24,7<br>26,0<br>26,9<br>25,9<br>27,7,7<br>23,4<br>21,9<br>21,9<br>22,9<br>23,7<br>24,7<br>25,7<br>25,7<br>27,2<br>27,2<br>23,7<br>23,7<br>24,7<br>25,7<br>25,7<br>25,7<br>25,7<br>25,7<br>25,7<br>25,7<br>25 | £ 17,98 16,1 13,5 113,1 13,5 114,1 114,4 14,4 14,4 14,4 14,4 14,4    | 22,7<br>18,8<br>19,7<br>18,7<br>19,3<br>22,5<br>18,7<br>19,3<br>221,4<br>18,5<br>18,5<br>18,7<br>18,8<br>18,7<br>18,8<br>18,7<br>18,8<br>18,7<br>18,8<br>18,7<br>18,9<br>19,1<br>19,2<br>19,2<br>19,2<br>19,3<br>19,3<br>19,3<br>19,3<br>19,3<br>19,3<br>19,3<br>19,3 | PUR 2 10,78 12,99 14,53 14,68 14,74 11,12,57 11,63 11,13,70 11,13,14,14,14,14,14,15,111,15,76 11,13,11,15,76 11,13,11,15,76 11,13,11,15,76 11,13,11,15,76 11,13,11,15,76 11,13,11,15,76 11,13,11,15,76 11,13,11,15,76 11,13,11,15,76 11,13,11,15,11,15,11,15,11,15,11,15,11,15,11,15,11,15,11,15,11,15,11,15,11,15,11,15,11,15,11,15,15 | [Huse   ct.   12.12 | Pr.et. 338 319 314 3 278 234 316 318 14 318  |
| Nov. 2.<br>" 9.<br>" 16.<br>" 23.<br>" 30.<br>Dec. 7.<br>" 14.<br>" 21.<br>" 28.   | 24,1<br>23,7<br>23,8<br>23,8  | 20,1<br>20,3<br>20,3<br>20,2<br>20,3<br>20,4<br>20,5<br>20,4<br>19,9 | 3,4<br>3,2<br>3,3<br>4,2<br>4,1<br>4,7<br>5,5<br>5,4   | 22,3<br>22,5<br>22,3<br>21,9<br>22,1<br>22,5<br>23,6<br>22,6<br>22,3   | 12,9<br>12,6<br>12,3<br>12,5<br>12,4<br>12,4<br>12,4<br>14,0<br>14,0 | 19,4<br>18,9<br>18,8<br>18,9<br>18,6<br>18,9<br>19,2<br>19,5  | 11,8<br>12,2<br>12,3<br>12,7<br>12,7<br>12,7<br>13,1<br>12,7<br>12,0  | 444444444444444444444444444444444444444   | 3 <sup>1</sup> 8<br>3<br>3 <sup>1</sup> 8<br>3 <sup>1</sup> 8-14<br>2 <sup>7</sup> 8-3<br>2 <sup>7</sup> 8<br>2 <sup>5</sup> 8 |

The allotments of Treasury Bills during the year have been:

|              | Amo              | ount.          | Average Per Cent. |    |            |               |    |             |  |
|--------------|------------------|----------------|-------------------|----|------------|---------------|----|-------------|--|
| Date.        | Three<br>Months. | Six<br>Months. | Three Months.     |    |            | Six<br>Months |    |             |  |
|              | £                | £              | £                 | 8. | d.         | £             | ø. | d.          |  |
| January 3    | 1,400,000        | 295,000        | 3                 | 9  | 6.75       | 3             | 6  | 5.75        |  |
| anuary 31    | 2,155,000        |                | 2                 | 15 | 112        |               |    | ••••        |  |
| Jarch 2      | 1,860,000        | 626,000        | 2                 | 19 | 0.25       | 2             | 17 | 11.75       |  |
| April 1      | 1,400,000        |                | 1                 | 5  | 9          | 1             |    | • • • • • • |  |
| Tay 2        | 880,000          | 580,000        | 0                 | 18 | 0          | 11            | 7  | 10          |  |
| une 3        | 1,675,000        | 325,000        | 0                 | 15 | 0          | 11            | 5  | 6           |  |
| une 24       | 1,500,000        |                | 1                 | 0  | <b>2</b> 5 |               |    |             |  |
| Tuly 1       | 1,560,000        | 430,000        | 1                 | 8  | 5          | 1             | 19 | 3           |  |
| uly 29       | 1,500,000        |                | 1                 | 8  | 1          | 1             |    |             |  |
| eptember 5   | 2,0:0,000        |                | 3                 | 6  | 0          |               |    |             |  |
| September 23 |                  |                | 3                 | 11 | 034        | 13            | 9  | 14          |  |
| October 3    | 515,000          | 1,045,000      |                   | 11 | 4          | 13            | 10 | 1           |  |
| October 31   |                  |                | 2                 | 16 | 114        | 1             |    |             |  |
| December 5   |                  |                | 2                 | 18 | 0          |               |    |             |  |

The situation of the Bank of France, as to its stock of gold and silver, according to the last returns of each month of 1885, 1886 and 1887 was as follows, stated in pounds sterling:

GOLD AND SILVER IN BANK OF FRANCE.—[00,000s omitted.]

| 1887  | ·.         | Gold. | Silv'r | Tota | 1886.    | Gold | Silv'r | Total | 1885.    | Gold. | Silv'r | То   |
|-------|------------|-------|--------|------|----------|------|--------|-------|----------|-------|--------|------|
|       | _          | £     | £      | £    |          | £    | £      | £     |          | £     | £      | £    |
| Jan.  | 27         |       | 45.6   | 94.2 | Jan. 28  | 46,1 | 43,3   | 89,4  | Jan. 29  | 40,0  | 41,1   | 81,1 |
| Feb.  | 24         |       | 45.8   |      | Feb. 25  | (4)  | 43,7   | 91,3  | Feb. 26  | 40,1  | 41,6   | 81,7 |
| Mar.  |            |       | 46,0   | 93.7 | Mar 25   | 50,6 | 44,1   | 94,7  | Mar. 26  | 40,4  | 42,4   | 82,8 |
| April |            |       | 46,3   | 93,8 | April 29 | 52,1 | 44,8   | 96,9  | April 30 | 42,1  | 42,5   | 84,6 |
| May   |            |       | 46,9   | 94,9 | May 27   | 55,4 | 45,3   | 101,0 | May 28   | 43,6  | 42,9   | 86,5 |
| June  |            |       | 47,3   | 95,7 | June 24  | 55,4 | 45,1   | 100,5 | June 25  | 46,0  | 43,3   | 89,3 |
| July  | 28         |       | 47,3   | 95,5 | July 29  | 54,3 | 45,1   | 99,4  | July 30  | 46,3  | 43,3   | 89,6 |
| Aug.  |            | 1     | 47.7   | 95,8 | Aug. 26  | 54,6 | 45,3   | 99,9  | Aug. 27  | 46,8  | 44,1   | 90,9 |
| Sept. |            | 1     | 47,7   | 94,8 | Sept. 30 | 54,7 | 45,5   | 100,2 | Sept. 24 | 47,0  | 44,2   | 91,2 |
| Oct.  | 27         |       | 47,5   | 93,3 | Oct. 28  | 53,6 | 45,6   | 99,2  | Oct. 29  | 45,9  |        | 89,7 |
| No    | 24         | ,     | 47.7   | 93,1 | Nov. 25  | 52,4 | 45,6   | 98,0  | Nov. 26  | 48,5  | 4      | 90,2 |
| Dec.  | <b>`29</b> | 1     | 47,7   | 92,3 | Dec. 30  | 49,6 | 45,8   | 95,4  | Dec. 31  | 46,3  | 43,4   | 89,7 |

## REVIEW OF PRICES IN JANUARY—STOCKS, GOVERNMENT BONDS AND FOREIGN EXCHANGE.

The following table shows the highest and lowest prices of railway and miscellaneous stocks at the N. Y. Stock Exchange during the month of January, 1888.

| 6                                       |                            |   |   |                    |                           |
|---|----------------------------|---|---|--------------------|---------------------------|
| RAILR                                   | DAD AND                    | MISC                                    | ELLANEOUS STOCKS.                         |                    |                           |
| RAILROADS.                              |                            | ligh.                                   | RAILROADS.                                | Low.               | High.                     |
| Albany & Susqueh'a                      |                            | 45                                      | N. Y. Cent. & Hud. R.                     | 107                | 108                       |
| Atchison Top. & S.Fe.                   | 9378                       |   | N.Y.Chic. & St. Louis                     | 1612               | 1734                      |
| Atlantic & Pacific                      |                            | 1034                                    | Do 1st pref                               | 6678               | $\tilde{7}3$              |
| Bell, & So. Ill., pref                  |                            | 7518                                    | Do 2d pref                                | 3112               | 37                        |
| Bost. & N.Y. Air L., pf.                |                            | 99                                      | N. Y. Lack. & West                        | 10212              |                           |
| Buff. Roch. & Pittsb                    |                            | 50                                      | N. Y. Lake Erie & W.                      | $27^{12}$          | 2918                      |
| Canadian Pacific                        |                            | 6214                                    | Do pref                                   | 61                 | $651_{2}$                 |
| Canada Southern                         |                            | 5634                                    | N. Y. & New England                       | 36                 | 3914                      |
| Cedar Falls & Minn                      | $5^{12}$                   | 512                                     | N. Y. N. H. & Hartf'rd                    | 215                | 223                       |
| Cent. Ia., 1st, ass. pd.                | 2                          | 4                                       | N. Y. & North., pref                      | 21                 | 2234                      |
| Do 2d, ass. pd.                         | $4^{1}_{2}$                | 5                                       | N. Y. Ont. & West                         | 1634               | 1838                      |
| Central of N. Jersey                    | 75                         | 8012                                    | N. Y. Susq. & West                        | 831                | $91_{2}$                  |
| Central Pacific                         |                            | 3312                                    | Do pref                                   | 2912               | $33^{12}$                 |
| Ches. & Ohio                            | 4                          | 442                                     | Norfolk & Western                         | 1534               | 1838                      |
| Do 1st pref                             | 7                          | 10                                      | Do pref                                   | $425_{8}$          | 47                        |
| Do 2d pref                              | 41.                        | 6                                       | Northern Pacific                          | 2118               | 23                        |
| Chicago & Alton                         | 135 - 1                    | 39                                      | Do pref                                   | 4514               | 4778                      |
| Do pref-                                |                            | 65                                      | Ohio & Mississippi                        | 23                 | 25                        |
| Chic. Burl. & Quiney.                   | 12712 1                    |   | Ohio Southern                             | $11^{1}_{2}$       | 12                        |
| Chic. & East Ill                        |                            | 4338                                    | Oregon Short Line                         | 15                 | $17^{1}4$                 |
| Do pref                                 | $931_{2}$                  | $94^{1}_{2}$                            | Oregon & Trans-Con.                       | $205_{8}$          | 2234                      |
| Chic. & Ind. Coal Ry, pf                | $91^{1}_{2}$               | 94                                      | Peo. Decat. & E'ville.                    | 19                 | 23                        |
| Chie. Mil. & St. Paul.                  | 74                         | $771_{2}$                               | Phila. & Reading                          | $63^{1}4$          | $67^{1}3$                 |
| Do pref                                 | $112^{1}2 1$               | $15^{1_{2}}$                            | Pittsb.F.W.&C., guar.                     | 151                | 153                       |
| Chic. & Northwest                       | 106111                     | $105_{8}$                               | Do special                                | 140                | 140                       |
| Do pref                                 | $140\frac{1}{2}1$          |   | Pittsb. & West., pref.                    | 37                 | 38                        |
| Chic. & Rock Island                     | 11158 1                    |   | Rensselaer & Sar                          | $163^{18}$         | 165                       |
| Chic. St. L. & Pittsh                   |                            | $14^{1}_{2}$                            | Richmond & West Pt.                       | $215_{8}$          | $23^{7}_{8}$              |
| Do pref                                 |                            | $383_{1}$                               | Do. pref                                  | 55                 | 58                        |
| Chic. St. P. Minn. & O.                 |                            | 4034                                    | Rome Water & Ogd.                         | 84                 | 88                        |
| Do pref                                 | 10534 1                    |   | St. L. Alton & T. H                       | 36 :               | 39                        |
| Cin. Ind. St. L. & Chic.                | $75^{1}_{2}$               | $79^{1}_{2}$                            | St. Louis Ark. & Tex.                     | $137_{8}$          | $167_8$                   |
| Cin. Wash. & Balt                       |                            | 418                                     | St. L. & S. Francisco.                    | 3558               | $36^{1}_{2}$              |
| Do pref                                 | 6                          | $^{-63}$ 8                              | Do pref                                   | $703_{4}$          | 7334                      |
| Clev. Col. Cin. & Ind                   |                            | 53                                      | Do 1st pref                               | 112                | 116                       |
| Clev. & Pittsb., guar                   |                            | 57                                      | St. P. & Duluth                           | 60                 | $62^{1}_{2}$              |
| Col. Hock. Val. & Tol.                  |                            | $257_{8}$                               | Do pref                                   | $100^{18}$         |                           |
| Del. Lack. & Western                    | $\frac{128^{1}2}{21^{1}4}$ |   | St. Paul Minn. & Man.                     | $\frac{109}{734}$  | $\frac{114^{1}2}{9^{3}4}$ |
| Den. & Rio Grande                       |                            | $\begin{array}{c} 23 \\ 55 \end{array}$ | South Caroina RR                          | $24\frac{1}{12}$   |                           |
| Do pref<br>Des Moines & Ft. D           | 812                        | $8^{1}_{2}$                             | Texas & Pacific                           | 5538               | 585 <sub>8</sub>          |
| E. Tenn. Va. & Ga. Ry                   | 10                         | 1078                                    | Union Pacific<br>Virginia Midland         | 51                 | 51                        |
| Do 1st pref                             |                            | $62_{12}$                               | Wab. St. L. & Pac                         | $143_{4}$          | 16                        |
| Do 1st pref.<br>Do 2d pref.             |                            | 23                                      | Do pref.                                  | $25^{12}$          | $28^{3}4$                 |
| Eliz. Lex. & Big San'y                  |                            | 10                                      | Wheeling & L. Erie                        | 4438               | $545_{8}$                 |
| Evansville & T. H                       |                            | 8834                                    | EXPRESS.                                  |                    |                           |
| Ft. Worth & Denv. C.                    | $40^{1}8$                  | 4638                                    | Adams                                     | 143                | 145                       |
| Green B. Win. & St. P.                  | $8^{1}_{4}$                | 934                                     | American                                  | 10634              | $1083_{1}$                |
| HarlemIllinois Central                  | 212 	 2                    | 220                                     | United States                             | 67                 | 74                        |
| Illinois Central                        |                            |   | Wells, Fargo & Co                         | 128                | $130^{1}_{2}$             |
| Do L'sed Line 4 p.c                     | 9312                       | 96                                      | COAL AND MINING.                          | 0.11               | 001                       |
| Ind. Bl. & West                         | 13                         | 14                                      | Colorado Coal & Iron                      | $34^{1}_{2}$       | 3814                      |
| Keokuk & Des M                          | 5                          | 5                                       | Colum. & Hock. Coal.                      | $26^{1}_{2}$       | 30                        |
| Kingston & Pembr'ke                     |                            | $\frac{30^{1}2}{10^{1}}$                | Consolidation Coal                        | $26^{1}_{2}$       | 28                        |
| Lake Erie & West'n                      |                            | 16                                      | Homestake Mining                          | 10                 | 12                        |
| Do pref                                 |                            | 47                                      | Marshall Con. Coal                        | . 7                | 7                         |
| Lake Shore                              |                            | 9534                                    | Maryland Ccal                             | 14                 | 14                        |
| Long Island                             |                            | 91                                      | New Control Coal                          | $\frac{14^{1}}{2}$ | $14^{1}_{2}$              |
| Louisville & Nashy                      |                            | 6414                                    | Ontario Silver Min                        | 27                 | 28                        |
| Louisv. N. A. & Chic.                   |                            | 39                                      | Pennsylvania                              | 260                | 265                       |
| Manhattan, consol                       |                            | $96_{33}$                               | Quicksilver Mining Do pref                | $\frac{10}{33}$    | 1334                      |
| Do rights                               | $\frac{3}{10}$             | 334                                     |   | $27\frac{1}{4}$    | $\frac{38^{1}}{32^{5}8}$  |
| Manhattan Beach Co.<br>Marq. Hough. & O |                            | $rac{10^{1}_{2}}{18^{1}_{2}}$          | Tenn. Coal & Iron<br>Whitebreast Fuel Co. | 8812               | 73                        |
| Do pref                                 |                            | 90                                      | VARIOUS.                                  | 00-2               | 10                        |
| Memphis & Charlest'n                    |                            | 5312                                    | Am. Cotton Oil Trust.                     | $29^{1}_{2}$       | $313_{4}$                 |
| Mexican Central                         |                            | 15                                      | Amer. Tel. & Cable                        | 70                 | $73^{\pm}$                |
| Michigan Central                        |                            | 8738                                    | Consolidated Gas Co.                      | 75                 | 78                        |
| Milw. L. Sh. & West                     |                            | 80                                      | Del. & Hudson Canal.                      | 103                | 112                       |
| Do pref                                 |                            | 0412                                    | Oregon Improv. Co                         | 4514               | 55                        |
| Minneapolis & St. L.                    | $51_{2}$                   | 914                                     | Oregon R'y & Nav.Co.                      | 8934               | $945_{8}$                 |
| Do pref                                 |                            | $17\frac{1}{2}$                         | Pacific Mail.                             | $34^{14}$          | $-377_{8}^{\circ}$        |
| Mo. Kans. & Texas                       |                            | 1838                                    | Philadelphia Co                           | 99                 | 103                       |
| Missouri Pacific                        |                            | 8934                                    | Pipe Line Certificat's                    | 854                | 9738                      |
| Mobile & Ohio                           |                            | $13^{12}$                               | Pullman Palace Car.                       | 140                | $1441_{2}$                |
| Morris & Essex                          |                            | 3934                                    | Western Union Tel                         | 7658               | $79^{1}4$                 |
| Nash. Chatt. & St. L                    |                            | 80                                      |   |                    |                           |

The range of Government bonds sold at the Stock Exchange in January was as follows:

| S. |
|----|
|    |

| 4        | L2s, 1891, | 4128, 1891,      | 4s, 1907,     | 48, 1907,  | Gs, Cur., | 6s, Cur. |
|----------|------------|------------------|---------------|------------|-----------|----------|
|          | reg.       | coup.            | reg.          | coup.      | '98 reg.  | '99 reg. |
| Opening. | . 10812    | 10712            | $1255_{8}$    | 126        | ^125      | *127     |
| Highest. |            | $108\frac{1}{2}$ | 12612         | 12612      | *127      | *12810   |
| Lowest   | . 108      | 10712            | $125^{1}_{2}$ | 1254       | 125       | *127     |
| Closing  |            | 10814            | 126           | $1253 \pm$ | *125      | *127     |
| *        |            |                  |               |            |           |          |

<sup>\*</sup> Prices bid-no sales during the month.

The daily posted rates for sterling exchange in January are given below, it being understood that bankers' actual rates are usually a fraction below the prices posted:

### BANKERS' STERLING EXCHANGE (POSTED RATES) FOR JANUARY, 1888.

| Jan. | 60<br>days. | De-<br>mand. | Jan. |          | De-<br>mand. | Jan. | 60<br>days. | De-<br>mand. |
|------|-------------|--------------|------|----------|--------------|------|-------------|--------------|
|      |             |              |      |          | 4 87-712     |      |             | 4 8719-8     |
|      |             |              |      |          | 187-74       |      |             |              |
|      | 4 83 4      |              |      |          |              |      |             |              |
| 4    | 4 83 12-4   | 1 87         | 16   | 1 84 4-5 | 4 87-712     | 28   | 185-49      | 4 8712-8     |
|      |             |              |      |          | 187-712      |      |             |              |
|      |             | 187          | 18   | 18119-5  | 4 87-712     | 30   | 1 85        | 4 87-12      |
| 7    | 184-412     | 1 87-712     | 19   | 1844-5   | 4 87-712     | 31   | 48412       | 4 8612       |
|      | S.          |              |      | 185      |              |      |             |              |
|      |             | 1.8712-8     |      |          | 4 8712       |      |             | 4 87         |
| 0    | 4 85        | £83          | 22   | S.       |              | High | 4 3512      | 188          |
|      | 4 85        | 188          | 23   | 4 85-12  | 4 8712-8     | Low. | 1 7373      | 4 86 19      |
| 2    | £ 25.       | 4 87-7 4     | 124  | 185.12   | 48715-1      | Last | 4 84 12     | 4 86 4       |

## UNITED STATES TREASURY STATEMENT.

The following statement for January, from the office of the Treasurer, was issued this week. It is based upon the actual returns from Assistant Treasurers, depositaries and superintendents of mints and assay offices, and shows the condition of the United States Treasury January 31; we give the figures for December 31 for comparison:

|  | JANUA                                      | RY 31, 1988.                                    | DECEM  | BER 31, 1887.                                    |
|--|--|---|--|--|
|  | Assets and<br>Liabilities.                 | Balances.                                       | Assets and<br>Liabilities.                                     | Balances.  |
| Gold-CoinBullion   | \$<br>185,906,571<br>121,902,584           | \$  | \$<br>182,618 964<br>122,72 223                                | \$   |
| Total gold(Asset) Certificates issued Certificates on hand   | 307,809,155<br>125,522,181<br>20,668,210   |   | 305.31 187<br>127,74 751<br>31,01 394                          | w.<br>   |
| Certific's, net.(Liability) Net gold in treasury. SILVER—Dollars,stand'rd Bullion.   |  | 202,95 <b>5</b> ,18 <b>4</b>                    | 96,734,957<br>218,91 .539<br>3,25,.387                         | 208,608,130                                      |
| Total silver(Asset)<br>Certificates issued<br>Certificates on hand   | 227,477,903<br>194,251,570<br>14,930,517   | •   | 222,15 1.176<br>183,19133<br>6,33970                           |  |
| Certific's, net.(Liability) Net silver in treas'y U. States notes(Asset) Certificates issued Certificates on hand  | 28,860,449<br>10,925,000<br>280,000        | 48,153,850                                      | 22,409,425<br>7,115,000<br>13,000                              | 45,201,753                                       |
| Certific's, net.(Liability) Net U.S.notes in treas. Trade dollar bullion National Bank notes Deposits in Nat. Banks  | 10,645,000                                 | 18,015,469<br>6,660,623<br>96,714<br>59,372,937 | 6,985,000  | 15,424,425<br>6,729,230<br>164,093<br>52,199,917 |
| Balances(Asset) PUBLIC DEBT AND INT.— Interest due, unpaid   | 2,250,303                                  | 335,257,207                                     | 1,652,627  | 328,420,548                                      |
| Accrued interest  Matured debt. Inter't on matured debt Int. prepaid not accr'd. Debt bearing no inter'st Int. on Pac. RR. bonds due, unpaid Acc'd int., Pac. RR. b'ds | 4,206,068<br>2,914,365<br>176,982<br>1,015 |   | 8,400,479<br>3,163,955<br>178,322<br>796<br>9,990<br>1,938,706 |  |
| Debt and int.(Liability) Fract'l cur'cy redeemed U.S. bonds and inte'st. Int.ch'cks & coupons p'd Reg. & coup. int. prep'd   | 9,929,600<br>1,015<br>195,317              |   | 15,344,945<br>798<br>2,769,537<br>1,781,997                    |  |
| Debt and inter'st.(Asset) D'bt&int.net(Liability) Res've for red. U.S. notes. Fund held for redemp. of notes of Nat. Banks Five p. c. f'nd for redemp.                 | 166,332<br>100,000,000<br>101,291,754      | 9,763,265                                       | 4,492,330<br>100,000,000<br>102,534,768                        | 10,852,615                                       |
| of Nat. Bank notes  Redemp.res'r.(Liabii:ty( Nat. Bank notes in pro-   | 6,973,573<br>208,265,327                   |   | 7,878,699<br>210,413,467                                       |  |
| cess of redemp(Asset) Net res'rves.(Liability) Post Office dep't account. Disburs'y Officers'bal'ces.  | 7,685,488<br>4,889,590<br>25,295,604       | 200,579,839                                     | 4,755,341<br>4,248,474<br>32,766,836                           | 205,658,126                                      |
| Undistrib'd ass'ts of fail'd National banks Currency and minor coin redemption account Fractional silver coin re-  | 1,438,160<br>66)<br>920                    |   | 1,703,679<br>1,420<br>3,600                                    |  |
| demption account<br>Redemption and exch'ye<br>account<br>Treasurer's transf'r ch'ks  | 612,410                                    |   | 413,956  | . *  |
| and drafts outstanding.<br>Treasurer U.S., agent for<br>paying int. on D.Col.bds   | 4,080,532                                  |   | 2,819,738<br>123,437   |  |
| Total(Liability)<br>Int.on D.Col.bds pd (Asset)  | 39,793,444                                 |   | 42,081,140<br>14,212   |  |
| Net(Liability)   |  | 39,683,354                                      |  | 42,066,928                                       |
| Balances (Liability)   | •    | 250,026,461                                     |  | 258,577,669                                      |
| Net balance(Asset) Assets not available—   |  | 85,230,746                                      |  | 69,842,879                                       |
| Minor coin<br>Subsidiary silver coin   |  | 25,019,973                                      | •                        | 55,761<br>24,327,529                             |
| Aggregate net Asset  |  | 110,364,336                                     |  | 94,226,169                                       |
|  |  |   | ,  |  |

### THE DEBT STATEMENT FOR JANUARY, 1888.

The following is the official statement of the public debt as it appears from the books and Treasurer's returns at the close of business January 31, 1888. INTEREST-BEARING DEBT.

| Character of     | Inter't | Amor        | Amount Outstanding. Int. Due |               |           | Accrued   |
|------------------|---------|-------------|------------------------------|---------------|-----------|-----------|
| Issue.           | P'y'ble | Registered. | Coupon.                      | Total.        | &Unpaid.  | Interest. |
|                  |         | \$          | \$                           | . \$          | \$        | *         |
| 41/4s1891.       | QM.     | 192,854,950 | 37,6°9,650                   | 230,544,600   | 210,674   | 1,729,084 |
| 481907.          | QJ.     | 620,762,750 | 111,684,850                  | 732,447,690   | 1,568,035 | 2,441,492 |
| 4s refdg.certfs. | QJ.     |             |                              | 147,359       | 51,572    | 491       |
| 3s, pension      | J.& J.  |             |                              | 14,000,000    | 420,000   | 35,000    |
| Pacific RRs      | J.& J.  | *64,623,512 |                              | *64,623,512   | 57,749    | 323,117   |
| Aggregate.       |         | 878,241,212 | 149,374,500                  | 1,041,763,062 | 2,308,052 | 4,529,185 |

\*2,362,000 matures Jan. 16, 1895; \$640,000 Nov. 1, 1895; \$3,689,000 Jan. 1, 1896 \$4,320,000 Feb. 1, 1896; \$9,712,000 Jan. 1, 1897; \$29,904,952 Jan. 1, 1898; \$14,004,560

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY. Aggregate of debt on which interest has ceased since maturity is \$2,914,365; interest due and unpaid thereon, \$176,981. This debt consists of a number of items of which the principal amounts are called bonds, the principal item being \$983,200 called 3 per cents of the loan of July, 1832. DEBT BEARING NO INTEREST.

Amount

|  | Anou         | 110.         |
|--|--------------|--------------|
| Old demand notes                           |              | \$56,940     |
| Legal-tender notes                         |              | 346,681,016  |
| Certificates of deposit                    | 10,925,000   |              |
| Less amount held in Treasurer's cash       | 280,000-     | 10,645,000   |
| Gold certificates                          | 125,522,181  |              |
| Less amount held in Treasurer's cash       | 20,663,210 - | 104,853,971  |
| Silver certificates                        | 191,251,570  |              |
| Less amount held in Treasurer's cash       | 14,930,517-  | 179,321,053  |
| Fractional currency                        | 15,317,759   |              |
| Less amount estimated as lost or destroyed | 8,375,934-   | 6,941,525    |
| Aggregate of debt bearing no interest      |              | 8648,499,805 |

|   | Principal.   | Interest.                                  | Total.  |
|---|--|--|---|
| Interest-bearing debt  Debt on which int. has ceased  Debt bearing no interest  | \$ 1,041,763,062 2,914,365 648,499,805               | \$<br>6,837,237<br>176,991                 | \$<br>1,049,600,299<br>3,091,347<br>648,499,805 |
| Total debt  Less cash items available for reduction of the control of the co | 1,693,177,232<br>etion of the debt<br>of U. S. notes | 7,014,219<br>t\$304,749,624<br>100,000,000 | 1,700,191,455                                   |
| Total debt, less available cash in Net cash in the Treasury   | tems   |  | 1,295,441,82°<br>85,230,746                     |
| Debt, less cash in the Treasury, Fo<br>Debt, less cash in the Treasury, a   | oruary 1, 1888<br>Luury 1, 1888                      |  | 1,210,211,08<br>1,225,598,40                    |
| Decrease of debt during the ment<br>Decrease of debt since June 30, 18  | 1  |  | 15,387,320<br>69,217,655                        |

| ,                   | I                        | Interest                  |                           | Int. repaid b                      | y Companies.                                   | Balance                       |
|---------------------|--------------------------|---------------------------|---------------------------|------------------------------------|--|-------------------------------|
| Name<br>of Railway. | Principal Out- standing. | accrued and not yet paid. | Interest paid by the U.S. | By Trans-<br>portation<br>Service. | By cash pay-<br>m'ts: 5 p. c.<br>net earnings. | of Inter'st paid by the U. S. |
|                     | \$                       | \$                        | \$                        | \$                                 | . \$   | \$                            |
| Cen. Pacific.       | 25,885,120               | 129,425                   | 30,441,537                | 5,574,933                          | 658,283  | 24,208,316                    |
| Kan. Pacific.       |                          |                           | 7,831,143                 | 3,564,462                          |  | 4,288,680                     |
| Uni'n Pacific       |                          | 136,182                   | 32,311,708                | 11,530,443                         | 438,409  | 20,342,855                    |
| Cen. Br. U.P.       |                          | 8,000                     | 1,981,808                 | 319,833                            | 6,926  | 1,655,048                     |
| West. Pacific       |                          | 9,852                     | 2,200,300                 | 9,367                              | *  | 2,190,933                     |
| Sioux C. & P.       |                          | 8,141                     | 1,903,943                 | 134,578                            |  | 1,769,865                     |
| Totals              | 64,623,512               | 323,117                   | 76,670,441                | 21,133,622                         | 1,103,819                                      | 54,483,188                    |

The sinking funds held (\$9,174,650 bonds and \$10,650 cash) \$9,185,300, of which \$2,815,008 was on account of Central Pacific and \$6,370,291 on account of Union Pacific.

### IMPORTS AND EXPORTS FOR DECEMBER.

The Bureau of Statistics has issued its detailed statement of the foreign commerce of the country for the month of Decem. ber, and the six and twelve months ended with December 31, 1887, as well as comparisons for the corresponding periods of the preceding year, as follows:

#### MERCHANDISE.

|  | For the month of Decemb r.        | For the 6<br>Months ended<br>Lec. 31.  | For the 12<br>Months ended<br>Dec. 31. |  |  |  |
|--|-----------------------------------|--|--|--|--|--|
| 1887.—Exports—Domestic<br>Foreign                                | 1,267,038                         |  | 11,981,353                             |  |  |  |
| TotalImports   | $\frac{\$73,230,963}{52,100,180}$ | \$384,930,892<br>351,327,120   | \$715,320,956<br>708,807,311           |  |  |  |
| Excess of exports over imports<br>Excess of imports over exports |                                   |  |  |  |  |  |
| 1886.—Exports-Domestic<br>Foreign                                | 1,313,303                         |  | 13,884,591                             |  |  |  |
| Total Imports  | 56,278,102                        | I amount to the same of the sa | 663,429,189                            |  |  |  |
| Excess of exports over imports Excess of imports over exports    | \$29,139,222                      | <b>\$50,953,570</b>  | \$49,974,832                           |  |  |  |

#### GOLD AND SILVER-COIN AND BULLION.

| 1887 Exports-Gold-Dom          | \$352.652    | \$1,892,859         | \$5,091,551          |
|--------------------------------|--------------|---------------------|----------------------|
| Foreign                        | 125,213      | 201,299             | 4,164,754            |
| Total                          | \$477,865    | \$2,094,158         | \$9,256,305          |
| Silver-Dom                     | \$2,944,354  | \$10,422,149        | \$19,718,967         |
| Foreign.                       | 588,549      | 4,871,056           | 7,814,142            |
| Total                          | \$3,532,903  | \$15,293,205        | <b>\$27,533,109</b>  |
| Total exports                  | \$4,010,768  | \$17,387,363        | \$36,789,414         |
| Imports-Gold                   | \$1,805,276  | \$38,893,853        | \$44,889,827         |
| Silver                         | 1,496,453    | 9,244,635           | 16,772,086           |
| Total                          | \$3,301,729  | \$48,138,488        | \$61,661,913         |
| Excess of exports over imports | \$709,039    |                     |                      |
| Excess of imports over exports |              | \$30,751,125        | \$24,872,499         |
| 1886Exports-Gold-Dom           |              | \$2,506,612         | \$32,388,509         |
| Foreign                        | 5,830        | 32,428              | 8,894,713            |
| Total                          | \$305,347    | \$2,539,040         | <b>\$</b> 41,283,222 |
| Silver-Dom                     | \$1,776,551  | \$7,708,218         | \$16,252,347         |
| Foreign                        |              | 6,348,382           | 10,803,629           |
| Total                          | \$3,488,426  | \$14,056,600        | \$27,055,976         |
| Total exports                  | \$3,793,773  | <b>\$16,595,640</b> | \$68,339,198         |
| Imports-Gold                   | \$11,655,807 | \$36,914,627        | \$41,309,181         |
| Silver                         | 2,027,868    | 9,732,740           | 17,223,465           |
| Total                          | \$13,683,675 | \$46,647,367        | \$58,532,646         |
| Excess of exports over imports |              |                     | <b>\$9,806,552</b>   |
| Excess of imports over exports | \$9,889,902  | \$30,051,727        |                      |

#### TOTAL MERCHANDISE AND COIN AND BULLION.

|  | For the month of December. | For the 6<br>Months ended<br>Dec. 31. | For the 12<br>Months ended<br>Dec. 31. |
|--|----------------------------|---------------------------------------|--|
| 1887.—Exports—Domestic<br>Foreign                                | \$75,260,931<br>1,980,800  | \$391,657,181<br>10,661,074           | \$728,150,121<br>23,960,249            |
| TotalImports   | \$77,241,731<br>55,401,909 | \$402,318,255<br>399,465,608          | \$752,110,370<br>770,469,224           |
| Excess of exports over imports<br>Excess of imports over exports |                            |                                       | \$18,358,854                           |
| 1886.—Exports—Domestic<br>Foreign                                | \$86,180,089<br>3,031,008  | 13,148,464                            | 33,582,933                             |
| TotalImports   | \$89,211,097<br>69,961,777 | 381,486,944                           | 721,961,835                            |
| Excess of exports over imports Excess of imports over exports    | \$19,249,320               | \$20,901,843                          | \$59,781,384                           |

IMPORTS AND EXPORTS BY PRINCIPAL CUSTOMS DISTRICTS.

| 2.                           |                      |            | IMP                    | ORTS.       | EXP              | ORTS.       |
|------------------------------|----------------------|------------|------------------------|-------------|------------------|-------------|
| CUSTOMS DISTRICTS AND PORTS. | DECEMB               | er, 1887.  | 12 monti<br>Dec.       | hs ending   | 12 month<br>Dec. | ns ending   |
|                              | Imports.             | Exports.   | 1887.                  | 1886.       | 1887.            | 1886.       |
|                              | •                    | •          | 9                      | 2           | 8                | 8           |
| Baltimore, Md.               | 692,985              | 3,982,126  | 13,055,885             | 11.785,113  | 49,828,105       | 46,810,388  |
| Boston, Mass.                | 4,018,507            |            |                        |             | 58,686,816       | 58,627,028  |
| Buffalo Ck, N.Y              | 738,819              |            |                        |             | 378,068          | 424,262     |
| Champl'n, N.Y                | 200,005              |            |                        |             | 1,692,658        |             |
| Charlest'n. S.C.             | 74,016               |            | 481,566                | 635,075     | 15,288,316       |             |
| Chicago. Ill                 | 1,031,922            | 2,513      |                        |             |                  | 1,950,254   |
| Cincinnati, O.*              | 207,277              |            | 2,422.798              |             |                  | 4 000000    |
| Detroit, Mich.               | 232,854              | 302,017    | 2,852.392              |             |                  |             |
| Duluth, Minn.                | 2,551                | 13         | 160,044                | 69,393      |                  |             |
| Galvest'n, Tex               | 88,870               | 3,724,930  | 786,718                | 658,182     |                  | 16.994,106  |
| Milw'kee, Wis.               | 60,681               |            | 631,778                | 510,392     |                  | 862,009     |
| Minn's'a, Minn               | 81,566               |            | 2,168,773              | 1,251,010   | 782,821          | 2,614,550   |
| Mobile, Ala                  | 4.068                |            | 78,022                 |             |                  |             |
| New Orl'ns, La               | 607,704              | 11,240,254 | 10,211,368             | 8,760,550   | 83,977,361       | 918 119 891 |
| New York, N. Y               | 34,870,929           | 29,041,565 | 40,133,272             | 437,402,207 | 313,140,314      | +66,715     |
| Niagara, N.Y                 | 410,745              | 9 407 070  | 3,807,372              | 2,097,698   |                  |             |
| Norfolk, Va                  | 36,854               |            | 119,262                |             |                  |             |
| Oregon, Oreg                 | 300.010              | 89,477     | 228,537                | 2,578,840   |                  |             |
| Oswega'ie, N. Y              | 108,846              | 94,144     | 2,319,247              |             |                  |             |
| Oswego, N.Y                  | 163,247              | 15,538     |                        |             |                  | 33,659,574  |
| Philadel'a, Pa.              | 2,886,665            |            |                        |             |                  |             |
| Portland, Me.                | 40,214               | 561,018    | 1,770,123<br>3,109,380 |             | 2,201,001        | 2,000,000   |
| St. Louis, Mo.*              | 273,164<br>3,396,974 | 2,711,515  | 41,603,018             |             | 28,667,454       | 36,050,721  |
| San Fran., Cal.              | 38,143               | 2,755,105  |                        | 355,438     | 23,061,909       |             |
| Savannah, Ga.<br>Vermont, Vt | 505,889              |            |                        |             |                  | 1,734,714   |
| Willamette, Or               |                      |            |                        |             |                  |             |
| Wilmi'g'n, N.C               |                      |            |                        |             |                  | 5,951,103   |
| Yorktown, Va.                | 40,201               | 1,452,812  |                        |             |                  | 6,088,178   |
| LUILLUMII, Va.               | 20,201               | 1,200,010  |                        |             |                  |             |
| Totals, (in-                 |                      |            |                        |             |                  |             |
| clusting all                 |                      |            |                        | * :         |                  |             |
| oth'r Dists.)                | 52,100,180           | 73,230,963 | 708,807,311            | £63 429,189 | 715,320,956      | 713,404,021 |
|                              |                      |            |                        |             |                  | 0.077.000   |

and oth rland vehicles.

## Monetary Commercial English News

[From our own correspondent.]

LONDON, January 21, 1888.

The financial event of the week has been the receipt of tenders for £10,000,000 Local Loans three per cent stock. The whole amount offered was subscribed, but the mere fact that the whole of the tenders were accepted is evidence that the rush for the stock has not been so great as was expected.

Tenders of consols for exchange for the Local Loan stock were made at an average or £101 16s. 7d. per cent, and of reduced and new three per cent at about £1015s. 11d. per cent These rates vary little above the minimum, which was £101 15s. per cent for consols and £101 5s. per cent for reduced and new three per cent. Previous to the receipt of the tenders the amount of the stock quoted in the official list was £26,558,959, and with this new issue it is presumed that the authorized amount of £37,200,000 has been completed.

This attempt on the part of Mr. Guschen to ascertain the views of the public in regard to a re-arrangement of the interest on the national debt is regarded rather in the light of a failure, and it is whispered that when his budget is placed before the House of Commons it will contain no reference to any such measure; but those who put forward this assertion, can have but little knowledge of Mr. Goschen. He is not the man to be easily turned aside from the course he has made up his mind to pursue. That an attempt will be made to reduce the interest is, in well-informed circles, regarded as certain, but there is some difference of opinion as to the mcde of procedure.

The tendency is now, and has, indeed, been for some time past for consols and all sound guaranteed investment stocks to improve in value. Consols during this century have never before been so high as they were last week, when they marked 1031/4 with the dividend just paid. We have had an instance this week of the welcome awaiting what are regarded as sound issues. In the short space of two hours Messrs. Baring Bros. received applications for some £5,000,000 for an issue of £750,000 of 5 per cent first mortgage bonds of the Canadian Pacific Railway, which were offered at 931/2 per cent, but were at once quoted at 100.

The Bank of England has further reduced its rate of discount from 31/2 per cent, at which it was fixed a week agothe rate having previously to that been 4 per cent since Septem ber 1-to 3 per cent. Considering the condition of the money market, and the fact that even at the reduced rate the Bank s still underbid to the extent of fully 1 per cent, it is hard

to understand why the full movement was not carried out last week. Unless there be some early improvement in the demand for money, a further decline may occur. The revenue collections should, however, now begin to tell upon outside balances. The payment of the income tax is especially heavy this quarter, and as this revenue is swept into the coffers of the Bank of England, it will give that institution a stronger hold over the open market. Following the movement at the Bank of England, the joint stock banks and discount houses have reduced their rates of allowance 1/2 per cent, the former giving 11/2 per cent for money at notice and the latter 11/4 per cent for money at call and 11/2 per cent with notice. The weekly Bank of England return was favorable. The reserve gained £723,571, making the total £13,050,000, and the proportion to liabilities has increased from 40·16 to 42·35 per cent There are no borrowers of loans just now, and the price is nominally 1 per cent, while the discount rate for three months bills is weak at 134 per cent.

The rates for money have been as follows:

|      |            | Rate. |         |          | Open ma  | irket rat  | es.       |           |                | est allowed<br>leposits by |
|------|------------|-------|---------|----------|----------|------------|-----------|-----------|----------------|----------------------------|
| Lond | on         |       | I       | Bank Bil | ls.      | T          | rade Bil  | ls.       | 7.7.1          | Disc't H'se.               |
|      |            | Bank  | Three   | Four     | Six      | Three      | Four      | Six       | Joint<br>Stock | At  7 to 14                |
|      | _          |       | Months  | Months   | Months   | Months     | Months    | Months    | Banks.         | Call. Days.                |
| Dec. | 16         | 4     | 2763 -  | 27/83 -  | 27/8@ -  | 314@334    | 314@334   | 314@334   | 21/6           | 21/2 23/4-23/4             |
| 66   | 23         | 4     | 2589 -  | 25/83 -  | 25/8% -  | 314@334    | 314@334   | 314@334   | 216            | 21/2 23/4 - 23/4           |
| 61   | 80         | 4     | 258@234 | 2560 -   | 25/8 3 - | 31/4@4     | 31/4@4    | 314@4     | 216            | 21/2 23/4-23/4             |
| Jan. | 6          | 4     | 2 621/8 | 21/87 -  | 21/80 -  | 234 4316   | 234 23 34 | 234@314   | 21/2           | 2 24-24                    |
| 44   | 13         | 31/2  | 2 @ -   | 2 0 -    | 2 @ -    | 21/2 331/4 | 21/2@31/4 | 21/2@31/4 | 2              | 134 2 -2                   |
| 46   | <b>2</b> 0 | 3     | 1340 -  | 1%2 -    | 2 6 -    | 2423       | 214 93    | 21/443    | 11/2           | 11/4 11/6-11/6             |

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

|                                  | 1887.       | 1886.       | 1885.       | 1884.       |
|----------------------------------|-------------|-------------|-------------|-------------|
| Circulation, excluding 7-day and | £           | £           | £           | £           |
| other bills                      | 23,826,290  | 24,068,635  | 24,303,630  | 24,347,535  |
| Public deposits                  | 5,091,164   | 4,189,856   | 3,649,060   | 4,885,768   |
| Other deposits                   | 25,507,095  | 23,717,053  | 27,624,389  | 25,148,684  |
| Government securities            | 16,339,304  | 15,181,895  | 15,946,615  | 13,653,665  |
| Other securities                 | 19,285,841  | 19,099,000  | 20,968,599  | 21,448,528  |
| Reserve of notes and coin        | 13,049,556  | 11,711,039  | 12,400,050  | 13,018,462  |
| Coin and bullion                 | 20,675,846  | 20,029,718  | 20,953,890  |             |
| Reserve to liabilities           | 42.35 p. c. | 41% p. c.   | 39½ p. c.   | 431/s p. c. |
| Bank rate                        | 3 p. c.     | 5 p. c.     | 3 p. c.     | 5 p. c.     |
| Consols                          | 10234       |             | 100         | 997/6       |
| Clearing-House return            | 146,644,000 | 139,415,000 | 126,633,000 | 104,911,000 |

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

| Rates of       | Jan            | Jan. 20.       |               | Jan. 13.       |                 | Jan. 6.        |               | Dec. 30.       |  |
|----------------|----------------|----------------|---------------|----------------|-----------------|----------------|---------------|----------------|--|
| Interest at    | Bank<br>Rate.  | Open<br>Market | Bank<br>Rate. | Open<br>Market | Bank .<br>Rate. | Open<br>Market | Bank<br>Rate. | Open<br>Market |  |
| Paris          | . 3            | 256            | 3             | 25%            | 3               | 254            | 3             | 3              |  |
| Berlin         | 3              | 134            | . 3           | 134            | 3               | 134            | 3             | 234            |  |
| Frankfort      | 8              | 17/8           | 3             | 17/8           | 3               | 2              | 3             | 234            |  |
| Hamburg        | 3              | 134            | 3             | 134            | 3               | 156            | 3 .           | 256            |  |
| Amsterdam      | $2\frac{1}{2}$ | 21/4           | 21/2          | 21/4           | 216             | 21/4           | 216           | 21/4           |  |
| Brussels       | 31/2           | 3              | 314           | 3              | 31/2            | 3              | 31/6          | 31/8           |  |
| Madrid         | 4              | 4              | 4             | 4              | 4               | 4              | 4             | 4              |  |
| Vienna         | 4              | 336            | 4             | 378            | 416             | 41/2           | 416           | 416            |  |
| St. Petersburg | 5              | 534@6          | 5             | 5346.6         | 5               | 5              | 5             | 5              |  |
| Copenhagen     | 3              | 3              | 3             | 3              | 3               | 3              | . 3           | 3              |  |

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

Gold—A strong demand exists for Holland, and such small amounts as have come to hand have been readily absorbed for that quarter. £58,000 has been withdrawn for Portugal, and £15,000 sovereigns from China has been paid into the Bank of England. Arrivals £12,000 from South Africa, and £6,000 from West Indies; total, £18,000. Shipments—£14,600 to Bombay.

Silver—A recovery from 44 5-16d. to 44 7-16d. took place on Monday, in consequence of special requirements and better rates from the East; but with the allotment at 1s. 5d. on Wednesday, a relapse took place to the first quotation, and the market closes steady at this price. £73,000 has arrived from New York and £12,000 from Chili; total, £85,000. £162,000 has been shipped to India.

Mexican Dollars—Transactions took place at 43%d. during the week, but in consequence of the lower price for silver, the rate to-day is 43½d. nominal.

The quotations for bullion are reported as follows:

| GOLD.  London Standard.                                      | Jan. 19. | Jan. 12.       | SILVER. London Standard.           | Jan. 19.             | Jan. 12.      |
|--|----------|----------------|------------------------------------|----------------------|---------------|
| Bar gold, fineoz.<br>Bar gold, contain'g                     |          | s. d.<br>77 9½ | Bar silveroz. Bar silver, contain- |                      | d.<br>44 7-10 |
| 20 dwts silveroz.<br>Span.doubloonsoz.<br>S:Am.doubloons.oz. |          |                |                                    | 44 11-16<br>47 13-16 |               |

Messrs. Baring, Bros. & Co. are receiving subscriptions for an issue of £750,000 Canadian Pacific Railway (Algoma Branch) 5 per cent first mortgage bonds, the issue price being 98½ per cent. The bonds, which mature on 1st July, 1937, have the direct guarantee of the railway, and have further a first mortgage on the Algoma Branch. The list was only kept open for two hours, and in that short interval over £5,000,000—that is more than seven times the amount required—was subscribed.

The wheat trade has been rather deficient in animation, the tone having been dull, notwithstanding the cold weather. Imports have not been large, nor have importations been at all excessive, but supplies available have been ample for all requirements. Business has throughout progressed slowly. but prices, though at times disposed to be weak, have not actually receded. There does not appear to be that belief in an early speculation for the rise which it was thought would be warranted by the actual results of last harvest, and the improvement is not nearly so decided as was hoped for. The Imperial average for the past week is certainly higher than it has been for the season so far, being 31s. 4d. per qr., but for the corresponding week last year it was 36s. 3d. per qr., or nearly 5s. per qr. higher. The average for the twenty weeks of the season is only 30s. 1d., against 32s. 1d. per qr. last season—hence it is very clear that the farming interests have not up to the present had much to congratulate themselves upon. Current values are certainly some 2s.6d. per qr. above the lowest touched since September 1 last, but a heavier improvement was calculated upon before this.

The following shows the imports of cereal produce into the United Kingdom during the first 20 weeks of the season, and other items compared with previous years:

#### IMPORTS.

|             | 1887-8.    | 1886-7.    | 1885-6.    | 1884-5.    |
|-------------|------------|------------|------------|------------|
| Wheatcwt.   | 19,662,750 | 18,704,982 | 21,201,632 | 18,938,722 |
| Barley      | 8,021,719  | 9,702,676  | 6,075,471  | 7,728,042  |
| Oats        | 6,878,490  | 6,453,296  | 4,466,973  | 4,525,462  |
| Peas        | 1,420,439  | 976,798    | 920,930    | 889,695    |
| Beans       | 946,862    | 977,933    | 1,321,782  | 1.518.061  |
| Indian corn | 9,232,955  | 9,165,253  | 10,349,976 | 7,243,712  |
| Flour       | 7,524,276  | 6,122,901  | 4,906,290  | 5,973,995  |

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

| September 1):                    |             |              |                      |
|----------------------------------|-------------|--------------|----------------------|
| 1887-8.                          | 1886-7.     | 1885-6.      | 1884-5.              |
| Imports of wheat.cwt. 19,662,750 | 18,704,982  | 21,201,632   | 18,938,722           |
| Imports of flour 7,524,276       | 6,122,901   | 4,906,290    | 5,973,995            |
| Sales of home-grown. 17,105,541  | 14,549,088  | 17,074,056   | 18,987,732           |
|                                  |             |              |                      |
| Total 44,292,567                 | 39,376,971  | 43,181,978   | 43,900,449           |
|                                  | 7-8. 1886-7 |              | 1884-5.              |
| Aver. price wheatweek. 31s       | 4d. 36s.    | 3d. 29s. 10d | l. 34s. 2d.          |
| Aver. price wheat season. 30s    | 1d. 32s.    | 1d. 30s. 9d  | l. 32s. 2 <b>d</b> . |

### English Financial Markets-Per Cable.

The daily closing quotations for securities, &c., at London, are reported by cable as follows for the week ending February 3.

| London.   | Sat.                  | Mon.   | Tues.   | Wed.                        | Thurs.   | Fri.   |
|---|-----------------------|--|---|-----------------------------|--|--|
| Silver, per ozd.<br>Consols for money<br>Consols for account  | 1021318               | 102516   | 10278   | 1021118                     | $\frac{44^{18}}{102^{9}16}$  | $\begin{array}{ c c c c }\hline 44^{1_{8}}\\ 1027_{16}\\ \hline \end{array}$ |
| Fr'ch rentes (in Paris) fr. U. S. 4 <sup>1</sup> 28 of 1891   | $81.45 \\ 110.58$     | $81.42_{12}$ $1103_{4}$  | $1107_{8}$  | $\frac{81.70}{111}$         | $10211_{16} \\ 81.521_{2} \\ 111$  | $81.40 \\ 11034$   |
| U. S. 4s of 1907<br>Canadian Pacific<br>Chie. Mil. & St. Paul | $603_{4} \\ 783_{4}$  | $     \begin{array}{r}       129^{1}4 \\       60^{1}8 \\       79     \end{array} $ | $1293_8$ $591_2$ $783_4$                              | $\frac{59^{1}8}{78^{1}2}$   | $   \begin{array}{r}     130 \\     593_{8} \\     783_{8}   \end{array} $ | $\begin{vmatrix} 130 \\ 587_8 \\ 785_8 \end{vmatrix}$                        |
| Erie common stock<br>Illinois Central<br>Pennsylvania         | $\frac{123}{56^{1}8}$ | $124 \\ 156 \\ 18$   | $egin{array}{c} 283_4 \ 1241_4 \ 561_8 \ \end{array}$ | $oxed{1243} 1243_8 \ 561_8$ | $124\frac{1}{2}$ $56\frac{1}{8}$   | $\begin{vmatrix} 28^{1}4 \\ 124^{3}8 \\ 56 \end{vmatrix}$                    |
| Philadelphia & Reading.<br>New York Central                   |                       | $\frac{34^{1}8}{111}$  | $34^{1}_{4}$ $110^{3}_{4}$                            | $34^{1}8$ $11034$           | $\frac{3438}{11078}$   | 34 <sup>1</sup> 8<br>110 <sup>5</sup> 8                                      |

#### Commercial and Miscellaneous Aews

GOVERNMENT REVENUE AND EXPENDITURES.—Through the courtesy of the Secretary of the Treasury, we are enabled to place before our readers to-day the details of Government receipts and disbursements for the month of January. From previous returns we obtain the figures for previous months, and in that manner complete the statement since the beginning of the fiscal year for 1887-88 and 1886-87.

| Receipts.       |               | 1887-8. |                    |         |               | 1886-7. |                    |         |  |
|-----------------|---------------|---------|--------------------|---------|---------------|---------|--------------------|---------|--|
| 000s Omitted.   | Cus-<br>toms. |         | Misc'ls<br>Sourc's | Total.  | Cus-<br>toms. |         | Misc'ls<br>Sourc's | Total.  |  |
| 7.              | \$            | \$      | *                  | \$      | 8             | - \$    | *                  | 8       |  |
| July            | 18,215        | 9,768   | 2,832              | 30,815  | 17,899        | 9,480   | 2,258              | 29,637  |  |
| August          | 22,687        | 10,850  | 2,081              | 35,618  | 21,193        | 9,990   | 2,439              | 33,622  |  |
| September       | 20,799        | 10,442  | 2,619              | 33,860  | 20,086        | 9,460   | 2,141              | 31,687  |  |
| October         | 19,596        | 10,829  | 3,414              | 33,83)  | 16,758        | 9,479   | 3,301              | 29,538  |  |
| November        | 15,742        | 9,881   | 3,505              | 29,128  | 15,087        | 9,581   | 3,418              | 28,086  |  |
| December        | 15,420        | 10,602  | 3,038              | 29,060  | 16,332        | 9,544   | 2,747              | 28,623  |  |
| January         | 18,276        | 9,401   | 3,096              | 30,773  | 17,021        | 8,780   | 2,595              | 28,396  |  |
| Total 7 months. | 130,785       | 71,778  | 20,585             | 223,093 | 124,376       | 66,914  | 18,899             | 209,589 |  |

| Disbursements.  |                | 1887-8. |                  |         |                  | 1886-7.        |                |                          |  |
|-----------------|----------------|---------|------------------|---------|------------------|----------------|----------------|--------------------------|--|
| 000s omitted.   | Ordi-<br>nary. | Pen-    | Int. &<br>Prems. | Total.  | Ordi-<br>nary.   | Pen-<br>sions. | Inter-<br>est. | Total.                   |  |
|                 | - \$           |         | *                | 8       | \$               | \$             | \$             | \$                       |  |
| July            | 14,758         | 11,449  | 8,933            | 35,137  | 9,843            | 10,871         | 8,689          | 29,403                   |  |
| August          | 10,948         | 16,500  | 1,269            | 28,717  | 19,535           | 7,775          | 1,599          |                          |  |
| September       | 22,429         | 2,329   | 12,047           | 36,805  | 14,385<br>12,042 | 3,276<br>524   | 2,922<br>6,895 | Commence of the commence |  |
| November        | 9,572          | 18,288  | 518              | 28,378  | 11,678           | 12,517         | 1,463          | 25,658                   |  |
| December        | 10,381         | 19      | 2,580            | 12,980  | 12,730           | 2,177          | 3,577          | 18,484                   |  |
| January         | 12,210         | 828     | 8,831            | 21,867  | 13,323           | 1,967          | 8,095          | 23,385                   |  |
| Total 7 months. | 80,293         | 49,410  | 34,178           | 163,881 | 93,536           | 39,107         | 33,240         | 165,888                  |  |

BONDS HELD BY NATIONAL BANKS.—The following interesting statement, furnished by the Comptroller of the Currency, shows the amount of each class of bonds held against national bank circulation and to secure public moneys in national bank depositaries on Feb. 1. We gave the statement for Jan. 1 in CHRONICLE of Jan. 7, page 25, and by referring to that the changes made during the month can be seen.

|                       | U. S. Bonds Held Feb. 1, 1888, to Secure— |                      |               |  |  |  |  |
|-----------------------|---|----------------------|---------------|--|--|--|--|
| Description of Bonds. | Public Deposits in Banks.                 | Bank<br>Circulation. | Total Held.   |  |  |  |  |
| 3s, Act July 12, 1882 | \$245,000                                 | \$131,500            | \$376,500     |  |  |  |  |
| Currency 6s           | 966,000                                   | 3,156,000            | 4,122,000     |  |  |  |  |
| 412 per cents         | 15,065,700                                | 69,250,550           | 84,316,250    |  |  |  |  |
| 4 per cents           | 40,142,300                                | 110,316,000          | 150,453,300   |  |  |  |  |
| Total                 | \$56,419,000                              | \$182,854,050        | \$239,273,050 |  |  |  |  |

COINAGE BY UNITED STATES MINTS.—The following statement, kindly furnished us by the Director of the Mint, shows the coinage at the Mints of the United States during the month of January, 1888:

|                                 | Janu       | ary.                                    |
|---------------------------------|------------|---|
| Denomination.                   | Pieces.    | Value.                                  |
| Double eagles                   | 121,000    | \$<br>1,440,000<br>1,210,000<br>560,000 |
| Total gold                      | 1          | 3,210,000                               |
| Standard dollarsQuarter dollars | 215.05.1   | 2,700,000<br>61,555                     |
| Total silver                    |            | 2,761,565                               |
| Five centsOne cent              |            | 71,700<br>54,975                        |
| Total minor                     | 6,931,500  | 126,675                                 |
| Total coinage                   | 10,552,154 | 6,098,240                               |

CHANGES IN LEGAL TENDERS AND NATIONAL BANK NOTES TO February 1.—The Comptroller of the Currency has furnished us the following, showing the amounts of national bank notes January 1, together with the amounts outstanding February 1, and the increase or decrease during the month; also the changes in legal tenders held for the redemption of bank notes up to February 1:

| National Bank Notes— Amount outstanding January 1, 1888 Amount issued during January Amount retired during January | \$2,416,9 <b>2</b> 9<br><b>4,</b> 952, <b>31</b> 5 | \$263,168,23 <b>1</b><br>2,535,386          |
|--|--|---|
| Amount outstanding February 1, 1888*   |  | \$265,632,848                               |
| Legal Tender Notes— Amount on deposit to redeem national bank notes January 1, 1888                                | \$3,783,029<br>4,945,895                           | \$102,962,519<br>1,162,867<br>\$101,799,643 |

\*Circulation of national gold banks, not included above, \$225,309.

According to the above, the amount of legal tenders on deposit February 1 with the Treasurer of the United States to redeem national bank notes was \$101,799,643. The portion of this deposit made (1) by banks becoming insolvent, (2) by banks going into voluntary liquidation, and (3) by banks reducing or retiring their circulation, was as follows on the first of each of the last five months:

| Deposits by-                   | Oct. 1.    | Nov. 1.                    | Dec. 1.                    | Jan. 1.                    | Feb. 1.                    |
|--------------------------------|------------|----------------------------|----------------------------|----------------------------|----------------------------|
| Insolv't bks.<br>Liquid'g bks. | 7,913,748  | \$<br>958,902<br>7,792,493 | \$<br>879,949<br>7,536,390 | \$<br>851,632<br>7,443,086 | \$<br>815,868<br>7,323,109 |
| Red'c'g undr<br>act of '74.*   | 93,977,287 | 93,834,812                 | 93,369,883                 | 94,668,392                 | 93,655,666                 |
| Total                          | 102720821  | 102586207                  | 101785322                  | 102962510                  | 101799643                  |

\* Act of June 20, 1874, and July 12, 1882.

NATIONAL BANKS.—The following national banks have been organized since last advices:

3,838—The Spokane National Bank of Spokane Falls, Washington Territory. Capital, \$60,000. William H. Taylor, President; W.

3,838—The Spokane National Bank of Spokane Falls, Washington Territory. Capital, \$60,000. William H. Taylor, President; W. Hussey, Cashier.

3,839—The First National Bank of Mt. Pulaski, Illinois. Capital, \$50,000. John Lincoln, President; Charles W. Lincoln, Cashier.

3,840—The Miami Valley National Bank of Hamilton, Ohio. Capital, \$100,000. Peter Murphy, President; F. S. Heath, Cashier.

The Union National Bank of Duluth, located in the City of Duluth, Minnesota, has changed its title to the Duluth Union National Bank. Certificate authorizing change dated January 25, 1888.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show a decrease in both dry goods and general merchandise. The total imports were \$8,209,109 against \$10,666,005 the preceding week and \$10,489,610 two weeks previous. The exports for the week ended January 31 amounted to \$5,028,454, against \$6,960.582 last week and \$4,949,847 two weeks previous. The following are the imports at New York for the week ending (for dry goods) January 26 and for the week ending (for general merchandise) January 27; also, totals since the beginning of the first week in January:

#### FOREIGN IMPORTS AT NEW YORK.

| For Week.                              | 1885.                     | 1886.                     | 1887.                      | 1888.                      |
|--|---------------------------|---------------------------|----------------------------|----------------------------|
| Dry Goods<br>Gen'l mer'dise            | \$2,072,273<br>5,347,430  | \$2,801,328<br>5,132,423  | \$2,612,399<br>4,916,746   | \$3,191,842<br>5,017,267   |
| Total                                  | \$7,419,703               | \$7,933,751               | \$7,529,145                | \$8,209,109                |
| Since Jan. 1. Dry Goods Gen'l mer'dise | \$8,875,086<br>18,984,584 | \$9,410,164<br>21,609,204 | \$11,159,704<br>21,775,573 | \$12,393,742<br>24,827,550 |
| Total 4 weeks                          | \$27,859,670              | \$31,019,368              | \$32,935,277               | \$37,221,292               |

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

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending January 31, 1888, and from January 1 to date:

#### EXPORTS FROM NEW YORK.

|                                | 1885.        | 1886.        | 1887.                     | 1888.                     |
|--------------------------------|--------------|--------------|---------------------------|---------------------------|
| For the week<br>Prev. reported |              |              | \$5,919,566<br>17,730,672 | \$5,028,454<br>18,591,224 |
| Total 4 weeks                  | \$29,741,315 | \$23,264,516 | \$23,650,238              | \$23,619,678              |

The following table shows the exports and imports of specie at the port of New York for the week ending January 28, and since January 1 and for the corresponding periods in 1887 and 1886.

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

| Exp                 | orts.  | Imports.   |  |  |
|---------------------|--|--|--|--|
| Week                | Since Jan.1.   | Week.  | Since Jan.1,   |  |
| \$                  | \$8,200  | \$<br>98,500   | \$1,718<br>178,402   |  |
| 222,800             | 356,138  | $4,556 \\ 72$  | 33,214<br>2,134  |  |
| 59,000              | 67,019<br>8,638  | 9,500  | 15,044<br>32,417   |  |
| 155,324             | 515,881  | $$113,188 \\ 20,872 \\ 219,435$  | \$262,929<br>3,107,000<br>815,256  |  |
| Expe                | orts.  | Imports.   |  |  |
| Week.               | Since Jan. 1.  | Week.  | Since Jan.1  |  |
| \$273,200<br>10,000 | 30,600<br>1,900<br>380   | \$<br>7,513<br>954   | 1,958  |  |
| 5,000               |  | 29,861   | 5,671<br>74,307  |  |
| 212,800             | 602,945  | 71,948   | 148,886  |  |
|                     | #288,200 \$223,800 \$59,000 \$59,000 \$281,800 \$155,324 640,157 Experimental Section 10,000 \$288,200 \$288,200 \$212,800 | \$ \$8,200<br>1,248<br>222,800 356,138<br>59,000 67,019<br>8,638<br>\$281,800 \$441,243<br>515,324 515,881<br>2,263,604<br>Exports.<br>Week. since Jan. 1.<br>\$273,200 \$1,013,530<br>10,000 30,600<br>1,900<br>380<br>3,678<br>5,000 9,540<br>\$288,200 \$1,059,628<br>212,800 602,945 | Week         Since Jan.1.         Week.           \$         \$8,200         \$           \$1,248         \$98,500           \$222,800         \$356,138         \$4,556           \$59,000         \$67,019         \$560           \$8,638         9,500           \$281,800         \$441,243         \$113,188           \$155,324         \$515,881         20,872           \$29,872         219,435           Exports.         Imp           Week.         \$ince Jan. 1.         Week.           \$273,200         \$1,013,530         \$           \$1,900         30,600            \$1,900         7,513         954           \$3678         29,861           \$288,200         \$1,059,628         \$38,328           \$12,800         602,945         71,948 |  |

Of the above imports for the week in 1838, \$5,473 were American gold coin and \$5,411 American silver coin. Of the exports during the same time \$50,000 were American gold coin.

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

| ,                            |   |   |  | Balances.   |  |
|------------------------------|---|---|--|---|--|
| Date.                        | Receipts.   | Payments.                                     | Coin.  | Coin Cert's.  | Currency.  |
| Jan. 28 " 30 " 31 Feb. 1 " 2 | \$<br>651,524<br>1,050,752<br>1,401,354<br>1,070,856<br>3,094,890 | 1,270,538 $1,163,272$ $1,403,485$ $1,211,065$ | \$ 132,897,734 132,939,581 132,866,241 132,722,675 132,664,008 | $\begin{bmatrix} 7,883,481\\ 8,187,226\\ 8,085,229\\ 9,999,333 \end{bmatrix}$ | \$<br>10,944,593<br>10,979,700<br>10,987,376<br>10,900,310<br>10,928,698<br>11,062,418 |
| Total.                       | 1,253,228<br>8,522,604  | $\frac{1,319,489}{7,278,694}$                 | 132,493,973  | 3,303,300   | 11,002,810   |

-The Farmers' State Bank of Augusta, Kansas, offers fo sale mortgages on farms in their own county (Butler) in sum varying from \$200 to \$1,500 and upward. These loans ar varying from \$200 to \$1,500 and upward. These loans ar made only after personal inspection by the bank's officers, n agents being employed. Mr. Henry A. Crosby of No. 3 Nassau Street (room 505) is the exclusive Eastern agent fo these loans, and will give all information concerning them.

—Messrs. Speyer & Co. of this city, in conjunction with Messrs. Speyer Bros., London; Mr. Laz. Speyer Ellissen, Frankfort on the Main; Messrs. Boissevain Bros. and Messrs. Teixiera de Mattos Bros., administration effice of American Railroad shares, Amsterdam, offer for subscription \$5,000,000 Illinois Central Railroad Company 4 per cent gold bonds of 1952, being part of a total issue of \$15,000,000, secured by a deposit of 5 per cent first mortgage gold bonds, not exceeding \$20,000 per mile, on 850 miles of completed railroad, of the total par value of \$16,350,000. The bonds are offered at 100½ per cent, to be paid for on April 1st next, or, at purchasers' option, before that date under discount at the rate of 4 per cent per annum. The subscription will be opened at 10 o'clock February 7th.

—The Union Mutual Life Insurance Co. of Portland, Maine, has issued in pamphlet an elaborate report covering the year 1887, being the 38th year of the company's existence. The comparison made with previous years shows a steady and solid growth. The assets are \$6,017,801; the income for the year, \$986,445; payments to policy holders, \$743,633. The pamphlet contains the complete text of the Maine non-forfeiture law, as amended by the last Legislature, and in reference to which the directors say: "The law as amended will undoubtedly prove to be one of the most popular and beneficial laws ever enacted, and when known and fully understood will add to the popularity of the company, and to the ease of securing business by its agents."

—In another part of the CHRONICLE will be found an extract at some length from the Investment Circular of Mr. Chas. T. Wing, of 13 Wall Street. Mr. Wing's circulars, issued monthly, or as often as found desirable, are particularly useful for investors in giving very precise and detailed information about special issues of bonds. Nothing can be more legitimate in any business circular than the conveying of definite information, and parties having bonds to buy will find it desirable to keep a file of Mr. Wing's circular in their office or private library. The specimen published to-day furnishes a good sample of the style of Mr. Wing's circulars whenever issued.

—Messrs. Taintor & Holt offer at par and accrued interest, subject to advance without notice, \$500,000 of the 1st mortgage 6 per cent bonds of the Kansas City Water Co. due 1907. These bonds are part of a 1st mortgage of \$900,000 placed upon the property, real estate, franchises and privileges of the company. The works are operated by the National Water Works Co., under contract providing that the net revenue per year shall not be less than \$54,000, which is causal to the interest upon the entire loan.

-Messrs. John H. Davis & Co., who are offering for sale the bonds of the Columbus & Hocking Coal & Iron Company, recently made a detailed and critical examination of the property and affairs of this company with a view of ascertaining the security of the first mortgage bonds now listed at the Stock Exchange. The result of the investigation by this well-known house is given in their circular published on another page under the title of Reports and Documents.

—Attention is called to the January, 1888, statement of the Lombard Investment Company in to-day's Chronicle. This statement, upon comparison with July, 1887, shows a large increase both in reserve and surplus. The directors recently declared a stock dividend of 15 per cent and a cash dividend of 5 per cent, payable Feb. 1st, 1888. The company reports doing an extensive business in New England, especially in Boston.

-Messrs. J. & W. Seligman & Co. offer at 101½ and interes \$1,000,000 5 per cent general mortgage bonds of the St. Louis & Sin Francisco R R. Co. The Messrs. Seligman took the entire amount, \$7.144,000, which were recently issued to retire a like amount of Sou h Pacific 6 per cent bonds coming due in July, and the retirement of which will effect an annual saving of \$71,445 in the St. Louis & Sin Francisco's interest charge. Full particulars will be found in our advertising columns.

—Messrs. Drexel, Morgan & Co. offer the new 4 per cent general mortgage bonds of the Cincinnati Indianapolis St. Louis & Chicago Railway Co. This is an issue made to convert the divisional and consolidated bonds of the company and when completed the entire interest charge of the C. I. St. L. & C. will be reduced from \$460,000 to \$490,000 per annum. See advertisement in usual columns.

—The Mutual Benefit Life Insurance Co., Newark, N. J., has issued this week its 43d annual statement. The company has had a prosperous year; the income was \$7,064,665 and 6,289 new policies were issued, covering \$16,078,824 insurance. The surplus is \$2,095,744.

Boston Banks. - Following are the totals of the Boston banks

| 1888                | Loans.                     | Specie.   | L. T'uders. | Deposits.*  | Circula'n. | Agg.Cl'ngs                |
|---------------------|----------------------------|-----------|-------------|-------------|------------|---------------------------|
| (Indiamentalise Tue | \$                         | •         |             |             |            | *                         |
| J'n. 14             | 139,127,500<br>139,921,200 | 8,705,300 | 3,618,100   | 108.126,000 | 6,658,900  | 85,597,370<br>82,66 + 901 |
| <u>" 28</u>         | 140,642,100                | 8,906,300 | 3,734,600   | 107,177,100 | 6,504,500  | 76.866,243                |
|                     |                            |           |             |             |            |                           |

Philadelphia Banks.—The totals have been as follows:

| Jan. 14 85,862,500 23,512 21 85,724,500 23,243 |   |             |            |
|--|---|-------------|------------|
| " 28 85,679,600   23,668                       | $\begin{array}{c ccccccccccccccccccccccccccccccccccc$ | 0 2.283.870 | 61.896.579 |

New York City Banks.—The following statement shows the condition of the Associated Banks of New York City for the week ending January 23, 1888:

|                                 | Average Amount of-                   |                             |                    |                         |                                |
|---------------------------------|--------------------------------------|-----------------------------|--------------------|-------------------------|--------------------------------|
| Banks.                          | Loans and                            |                             | 7                  | Net Deposits            | 1                              |
|                                 | Discounts.                           | Specie.                     | Legal<br>Tenders.  | other                   | Circula-<br>tion.              |
|                                 |                                      |                             |                    | than U.S.               |                                |
| Wan Wash                        | \$                                   | \$ 000                      | \$                 | \$                      | \$                             |
| New York<br>Manhattan Co        |                                      | 1,900.000<br>2,858.000      | 1,130,000 421,000  | 9,680,000<br>10,329,000 | 45,000                         |
| Merchants'                      | 7,328,900                            | 1,676,900                   | 832,400            | 7,544,200               | 45,000                         |
| Mechanics'                      | 8,123,000                            | 1,202,000                   | 1,282,000          | 7,384,000               | 20,000                         |
| America                         | 11,056,200<br>2,914,000              | 3,116,900<br>817,000        | 712.700<br>151.000 | 11,136,500              | 900 000                        |
| City                            | 7.513.106                            | 5.616.900                   | 919.000            | 3,000,000<br>11,268,700 | 260,000                        |
| Tradesmen's                     | 2,601,400                            | 493,409                     | 111,600            | 2,338.000               | 90,000                         |
| Chemical<br>Merchants' Exch.    | 18,928,700<br>3,422,100              | 6,921,600<br>575,700        | 417,900            | 21,992,100              |                                |
| Gallatin National.              | 5.437.700                            | 369,000                     |                    | 3.920,400<br>4.250,700  | 85,400<br>520,100              |
| Butchers' & Drov.               | 1,893,400                            | 439.100                     | 115,900            | 1,912,800               | 251,600                        |
| Mechanics' & Tra.<br>Greenwich  | 2,034,000<br>1,139,000               | 120,000<br>112,900          |                    | 2,287,000               | *******                        |
| Leather Manuf'rs.               | 3,044,400                            | 572,800                     | 120,700<br>298,400 | 1.115,400 $2.547.400$   | 2,600<br>528,900               |
| Seventh Ward                    | 1,390,100                            | 323,200                     | 93,800             | 1,426,700               | 44,300                         |
| State of N. Y                   | 3,420,000                            |                             |                    | 2,917,800               |                                |
| Americ'n Exch'ge.               | 14,991.000<br>16.081.800             | 3,571,000 $3,857.300$       |                    | 14,749,000 $12,747,200$ | 521 000                        |
| Broadway                        | 5.827,200<br>7,885,400               | 1,072,400<br>1,230,000      |                    | 5,368,100               | 534,800<br>45,000              |
| Mercantile                      |                                      | 1,230,000                   | 694.400            | 7,939 400               | 891,500                        |
| Pacific                         | <b>2,216,000</b><br><b>8,603,300</b> | 695,200<br>1,895,100        | 243,900<br>558,100 | 2,713,700 $8,732,600$   |                                |
| Chatham                         | 4 592 000                            | 1,031.800                   | 455,500            | 5,C64,400               | 42,200<br>45,000               |
| Peoples'<br>North America       | 1,887,500                            | 567,200                     | 108,700            | 2,637,500               | 20,000                         |
| Hanover                         | 2,686,100<br>11,494,700              | $981,800 \\ 2,959,100$      | 306.200<br>761,900 | 3,623,200               | 45.000                         |
| rving.                          | 2.912.000                            | 494.200                     | 300,400            | 12,365,500<br>3,041,000 | 45,000<br>40,700               |
| Citizens'                       | 2,785,400                            | 756,700                     | 165,300            | 3,180,700               | 45,000                         |
| Nassau                          | 2,6+2,400<br>4,264,300               | $\frac{211,600}{1,024,000}$ | 488,600            | 3,156,500               | 497 900                        |
| St. Nicholas                    | 1,982,000                            | 212,900                     | 271,000<br>70,300  | 4,406,100<br>1,723,100  | 437,300                        |
| Shoe & Leather                  | 3,268,000                            | 523,000                     | 315,000            | 3,45×,000               | 445,000                        |
| Corn Exchange<br>Continental    | 6,256,700                            | 819.500                     | 254,000            | 5,555,800               |                                |
| Oriental                        | 4.322, 00<br>2.050,000               | 1,126,800 $156,000$         | 483,100<br>483,400 | 5,501,000<br>2,170,100  | 45,000                         |
| Importers' & Trad.              | 19,698,400                           | 4,283,600                   | 1.411.600          | 21.75 5.800             | 983,700                        |
| Park<br>North River             | 18,220.700                           | 6,191.500                   | 2,115,500          | 24,243,500              | 35,900                         |
| East River                      | 1,984.700<br>1,329,900               | 277.500                     | 163.800<br>95.500  | 1,979,400<br>1,457,300  | 81,000                         |
| Fourth National                 | 15,140,000                           | 3,648,000                   | 2,159,400          | 16,431,400              | 180,000                        |
| Central National                | 7,343,000                            | 1,458,000                   | 1,131,000          | 8.161.0001              | 45,000                         |
| Ninth National                  | 3,358,000<br>5,132,000               | 616,000<br>1,605,900        | 474,000<br>330,800 | 4.13 \ .000   6.047,200 | 39,000                         |
| First National                  | 21.036.200                           | 3,013,800                   | 1,938,200          | 19.287.200              | 45,000<br>436,400              |
| Third National                  | 4,834.500                            | 1,171,000                   | 342,000            | 5.186 0001              | 41,800                         |
| N. Y. Nat. Exch<br>Bowery       | 1,455.600<br>2,419,100               | 193,000<br><b>544,</b> 900  | 129,600<br>228 700 | 1,231,500 $2,530,100$   | $200,400 \\ 222,500$           |
| N. Y. County                    | 1.980.100                            | 658,.00                     | 97,200             | 2.593.000               | 180,000                        |
| German-Americ'n.                | 2,521,700<br>6,625,600               | 495,300                     | 67,800             | 2,312.000               |                                |
| Chase National<br>Fifth Avenue  | 3 687 900                            | 1,952,800 $698,100$         | 555,200<br>196,200 | 7,650,900<br>3,686,600  | 67,500                         |
| German Exchinge.                | 3,687.900<br>2,369,700               | 108,100                     | 696,300            | 3,093,300               |                                |
| Germania                        | 2.356. 00                            | 186,000                     | 374,800            | 2,672,000               |                                |
| United States<br>Lincoln        | 4 185,500<br>2,359,800               | 1,144,100                   | 97,200             | 4,497,100               | 45,000                         |
| Garfield                        | 2.179.200                            | <b>694,500 549,500</b>      | 157.400 $218,600$  | 3,071.400 $2,697,000$   | <b>43,800</b><br><b>45,000</b> |
| Fifth National                  | 1,458,400                            | 261,000                     | 175,800            | 1,547,100               | 133,500                        |
| B'k of the Metrop.<br>West Side | 3,712,400                            | 727,500                     | 363,000            | 4,574.200               |                                |
| Seaboard                        | 1,826,300<br>2,326,500               | $291,500 \\ 647,500$        | 248,100<br>193,100 | 2.913,600               | 40,800                         |
| Sixth National                  | 1,775,600                            | 437,000                     | 120,000            | 2 020,400               | 180,000                        |
| Western National.               | 8,492,300                            | 552,700                     | 1,076,800          | 6,833,100               | 45,000                         |
| Total                           | 356.088,100                          | 23 305 500                  | 91.510.000         | 272 247 000             | 7 570 70                       |
|                                 | 000.003,100                          | 00,000,000                  | 04,012,000         | 18,247,800              | 7,579,70                       |

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

|   | auction by Messrs. Adrian H.                            |
|---|---|
|   | Shares.   |
| į | 100 N. Y. Equitable Ins. Co., 140                       |
|   | 240 Brooklyn Gas L. Co. 102 a 102 1 <sub>2</sub>        |
|   | 4 Pennsylvania Coal Co 271                              |
|   | 20 Northern Gas Light Co. 43                            |
|   | 220 Central Gas Light Co 58                             |
|   | 25 Harlem Bank \$10 lot                                 |
|   | 606 Harlem Br. Morrisania &                             |
|   | Fordham R'way Co 100                                    |
|   | 20 Associated Fanciers \$3                              |
|   | 40 Manhasset Bay & Port                                 |
|   | Morris Steam Nav. Co \$1                                |
|   | 150 Brooklyn City RR 120                                |
|   | 2 Continental Ins. Co 175                               |
|   | 2 Mercantile Ins. Co 64                                 |
|   | 3 Montauk Ins. Co 87                                    |
|   | 6 Nassau Ins. Co 140                                    |
|   | 71 Firemen's Trust Ins. Co.                             |
|   | (100 per cent paid) \$16                                |
|   | 11 Republic Fire Ins. Co.                               |
|   | (92 per cent paid) \$27<br>5 St. Nicholas Nat. Bank 126 |
|   | 15 Phenix Nat. Bank 120                                 |
|   | 7 Nassau Nat. Bk., Br klyn. 242                         |
| ĺ | 9 Merchants' Ins. Co 75                                 |
| 1 | 12 Howard Ins. Co 60                                    |
|   | 25 Jefferson Ins. Co 108 <sup>1</sup> 2                 |
|   | 8 American Ins. Co 150                                  |
|   | 20 Brooklyn Academy of                                  |
|   | Music (with 2 tickets) 116                              |
|   |   |

| • ~   | Lanci W Non.  | -       |
|-------|---|---------|
| 1     | Shares.   |         |
| -     | 200 Iron Cliff's Co\$55 I<br>40 Amer. Loan & Trust Co . | er sh.  |
| 2     | 40 Amer. Loan & Trust Co.                               | 100     |
|       | 50 Home Ins. Co 125@                                    | 12514   |
|       | 175 Gt. Western Ins. Co. (\$30                          |         |
| .     | paid)\$3 p  | er sh.  |
| t     | 164 Mercantile Mutual Ins.                              |         |
| - 1   | 25 First Nat. Bk. of Valley                             | er sh.  |
| 1     | 25 First Nat. Bk. of Vailey                             |         |
| -[    | City, Dakota  | 62      |
|       | 20 Montauk Ins. Co                                      | 874     |
| -     | 3,100 Denver RR. & Land                                 |         |
| .1    | Co\$7.50@\$8 p  | er sh.  |
| 1     | Bonds.  |         |
|       | \$5,000 Third Ave. RR., 7s,                             | 0:      |
| 0     | coupon, 1890  | & IIII. |
|       | \$5,000 Third Ave. RR., 78,                             | f. int  |
|       | reg., 1890  | & 111th |
| 1     |   | 51      |
|       | \$3,000 N. Y. Pittsb. & Chic.                           | JI      |
|       | R'way Co., 1st M., series A,                            |         |
| .1    | 1921\$25 per  | bond.   |
| -     | \$200,000 Denver RR. Land                               | SOLICE  |
|       | & Coal Co., 1st M., 6s, 1907.                           | 15      |
|       | \$150,000 Denver RR. Land                               |         |
| $1_2$ | & Coal Co., 1st M., 6s, 1907.                           | .4012   |
|       | \$150,000 Denver RR. Land &                             | _       |
|       | Co., 1st M., 6s, 1907                                   | 51      |
|       |   |         |

## Banking and Financial.

WM. EDWARD COFFIN.

WALTER STANFON

#### COFFIN & STANTON,

BANKERS.

11 WALL STREET, NEW YORK.

NEGOTIATE

State, Municipal, Railroad, Water and Gas Bonds.
MONEY ADVANCED ON MARKETABLE SECURITIES.

### SPOKANE & PALOUSE

(NORTHERN PACIFIC)
FIRST MORTGAGE 6 PER CENT GOLD BONDS,
FOR SALE BY

EDWARD SWEET & CO., 38 BROAD STREET, FAINESTOCK & CO., 2 WALL STREET.

## The Bankers' Gazette.

#### DIVIDENDS:

The following dividends have recently been announced:

| Name of Company.   | Per              | When                         | Books Closed,                                  |
|--|------------------|------------------------------|--|
|  | Cent.            | Payable.                     | (Days inclusive.)                              |
| Railroads. Chicago & Alton, common (quar.) do do pref. (quar.) Detroit Lansing & Northern, pref. Marq. H. & Ontonagon, pref  Bank of the Manhattan Co New York National Exchange | 3 1 <sub>2</sub> | Mch. 1<br>Feb. 15<br>Feb. 15 | Feb. 16 to ——————————————————————————————————— |

#### WALL STREET, FRIDAY, Feb. 3, 1888-5 P. M.

The Money Market and Financial Situation.—The year moves on with an extraordinary quietness prevailing in financial circles, and as yet the Board lists fail to show any animation at the Stock Exchange. There was a good demand for bonds in January, and this was quickly taken advantage of by all parties having bonds to sell, and the aggregate amount offered was pretty large. This readiness to supply the first inquiry from investors has taken a little of the keen edge off the market and caused a temporary lull in the bond business. It is believed that the amount going out to Europe is large, as a number of houses with foreign connections have been interested in bond negotiations, and the rates of Exchange seem to show that securities are going to the foreign markets pretty freely.

The Reading strike yet hangs over the market as a thing to be settled, and the fears of prolonged rate-cutting at the West, owing to the large increase in railroad mileage, is also an influence which has some weight in determining the present action of stock buyers.

The prospect of a new Chesapeake & Ohio reorganization has stimulated the dealings in the stocks and bonds of that company. The details have not yet been made public, but the rumors indicate that Mr. Ingalls, of the "Big Four" line between Cincinnati and Chicago, will be the president or manager of the company; the line from Ashland to Cincinnati will be completed, making a through route from Newport News to Cincinnati and thence to Chicago; the old 4 per cent "B" bonds will probably stand, or be taken up with new consolidated 4 per cent bonds at par, and the second mortgage currency 6s will receive 50 per cent of their face in 4 per cents. It is this rumor which has stimulated the latter bonds, although, as above stated, the particulars have not yet been given out.

The Chronicle this week gives the recent prices of Exchange memberships as follows: N. Y. Stock, \$22,000: N. Y. Consol. Stock and Petroleum, \$1,000; N. Y. Produce, \$1,700; N. Y. Cotton, \$1,425; N. Y. Coffee, \$600; N. Y. Real Estate, \$1,265; Boston Stock, \$15,000; Philadelphia Stock, \$3,500; Chicago Board of Trade, \$1,850.

The open market rates for call loans during the week on stock and bond collaterals have ranged from 2 to 3½ per cent, and to-day the rates were 2@3 per cent. Prime commercial paper is quoted at 4½ @5½ per cent.

The Bank of England weekly statement on Thursday showed a gain in specie of £81,000, and the percentage of reserve to liabilities was 45.53, against 45.60 last week; the discount rate remains unchanged at 3 per cent. The Bank of France gained 5,450,000 francs in gold and 1,925,000 francs in silver.

The New York Clearing House banks in their statement of January 28 showed an increase in surplus reserve of \$2,344,450, the total surplus being \$23,258,925, against \$20,914,475 the previous week.

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

|                    | 1888.<br>Jan. 28. | Diffr'nc's fr'm<br>Prev. Week. | 1887.<br>Jan. 29. | 1886.<br>Jan. 30. |
|--------------------|-------------------|--------------------------------|-------------------|-------------------|
|                    | \$                | \$                             | \$                | \$                |
| Loans and disc'ts. | 356,068,100       | Inc .1,300,200                 | 353.051,000       | 337,934,700       |
| Specie             | 83.318,800        | Inc.3,198,700                  | 92,851,600        | 100.212,700       |
| Circulation        | 7,579,700         | Dec. 24,700                    | 7,825,000         | 9,599,600         |
| Net deposits       | 378,247.900       | Inc.3,199,400                  | 382,961,800       | 389,954,700       |
| Legal tenders      | 34,512,000        | Dec. 54,500                    | 25,187,300        | 33,432,400        |
| Legal reserve      | 94.561.975        | Inc. 799,850                   | 95.740.450        | 97.488.675        |
|                    | 117,820,800       | Inc.3,144,200                  | 118,038,900       | 133,645,100       |
| Surplus            | 23,258,925        | Inc.2,344,350                  | 22,298,450        | 36,156,425        |

Exchange.—The feature of the sterling exchange market during the past week has been the pressure of security bills drawn against foreign purchases of bonds, which have been heavy for some time past. This influence, together with the lack of demand, has caused rates to be very weak and unsettled, and they have declined considerably; this, too, in spite of the

fact that commercial bills have been in limited supply. Posted rates have been reduced at different times in accordance with the decline in the market, and are to-day 4 84 and 4 86.

To-day the rates on actual business were as follows, viz.: Bankers' 60 days' sterling,  $483\frac{1}{2}$ @ $483\frac{3}{4}$ ; demand,  $485\frac{1}{2}$ @ $485\frac{3}{4}$ . Cables,  $486\frac{1}{4}$ @ $486\frac{3}{4}$ . Commercial bills were  $481\frac{3}{4}$ @482; Continental bills were: Francs,  $521\frac{7}{8}$  and  $519\frac{3}{8}$ ; reichmarks,  $95\frac{1}{8}$ @ $95\frac{1}{4}$  and  $95\frac{1}{8}$ ; guilders,  $40\frac{1}{8}$ @ $40\frac{1}{4}$  and  $40\frac{3}{8}$ @ $40\frac{1}{3}$ .

The following were the rates of domestic exchange on New York at the under-mentioned cities to-day: Savannah, buying par; selling 1 premium; Charleston, buying par; selling 1 premium; New Orleans, commercial, 50c. premium; bank, par; St. Louis, 60c. premium; Chicago, 25c. premium@par.

The rates of leading bankers are as follows:

| February 3.   | Sixty Days.  | Demand.   |
|---|--|---|
| Prime bankers' sterling bills on London Prime commercial. | 4 84<br>4 82 <sup>1</sup> 2 \$4 83                   | 4 86  |
| Documentary commercial. Paris (francs)                    | $egin{array}{cccccccccccccccccccccccccccccccccccc$   | 5 20 <b>2</b> 5 1938  |
| Amsterdam (guilders)<br>Frankfort or Bremen (reichmarks)  | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ | 40 <sup>1</sup> 4 7 40 <sup>5</sup> 16<br>95 <sup>3</sup> 8 7 95 <sup>1</sup> 2 |

Coins.—The following are quotations in gold for various coins:

| Sovereigns\$4 83       | @\$4 88  | Fine silver bars      | 96   | 0 |   | 97 |
|------------------------|----------|-----------------------|------|---|---|----|
| Napoleons 3 84         | @ 389    | Five francs           | - 93 | W |   |    |
| X X Reichmarks 4 74    |          | Mexican dollars       |      |   |   |    |
| X Guilders 3 96        |          | Do uncommerc'l -      |      |   |   |    |
| Span'h Doubloons.15 60 |          | Peruvian sols         |      |   |   |    |
| Mex. Doubloons15 55    | @15 70   | English silver 4      | 75   | a | 4 | 85 |
| Fine gold bars par     | @¹4prem. | U. S. trade dollars*- | . 74 | 0 |   |    |
| * Now demonetized.     |          |                       |      |   |   |    |

United States Bonds.—Government bonds have been only moderately active and the market remains quiet and fer tureless. Prices have been somewhat irregular, though the 4s have developed some strength and are a little higher than a week ago, as are also the bids for the 6s. The 4½s have not been so firm. The closing prices at the N. Y. Board have been as follows:

|   | Interest<br>Periods |        | Jan.<br>30. | Jan.<br>31 | Feb.       | Feb. 2.       | Feb.              |
|---|---------------------|--------|-------------|------------|------------|---------------|-------------------|
| 4 <sup>1</sup> <sub>28</sub> , 1891reg. | QMar.               | *108   |             |            | *x0678     | *10634        | 107               |
| 4 <sup>1</sup> 28, 1891coup.            |                     |        | 10848       | 1084       | *108       |               | *1073             |
| 4s, 1907reg.                            | QJan.               | *126   | *12534      | *125       | $1265_{8}$ | $126^{1}_{2}$ | 1261 <sub>2</sub> |
| 4s, 1907coup.                           | QJan.               | *126   | 1253        | *126       | 12658      | 12612         | 12612             |
| 6s, cur'cy, '95reg.                     | J. & J.             | *11919 | *119        | *119       | *120       | 120           | *120              |
| 6s, cur'cy, '96reg.                     | J. & J.             | *12112 | *121        | *121       | *122       | *122          | *122              |
| 6s, cur'cy, '97reg.                     | J. & J.             | *12312 | *123        | *123       | *124       | *124          | *124              |
| 6s, cur'cy, '98reg.                     | J. & J.             | *126   | *125        | *125       | *126       | 126           | *126              |
| 6s, cur'cy, '99reg.                     | J. & J.             | *128   | *127        | *127       | *128       | *128          | *128              |

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

State and Railroad Bonds.—The business in State bonds has been a trifle brisker, though the transactions have been so divided up among the different classes that none have shown any particular activity. Prices, as a rule, are firm.

Railroad bonds continue to be a prominent feature of the

financial markets, and the business is still relatively larger than in stocks. The foreign demand keeps up and the sending of securities abroad has had an important effect upon our foreign exchange market. Many classes continue very strong and have made further upward progress, though the strength is not universal, as many bonds remain only firm, while a few have reacted a little. The tone of the market, however, is still ery firm and reflects the strong undertone which prevails, and which, it is argued, will ultimately extend to the stock market. The strength is more conspicuous now in a few specialties and low-priced bonds, and some of these have made rapid advances—the Chesapeake & Ohio currency 6s sprang into new life on the reports of a revised scheme of reorganization with Mr. M. E. Ingalls as president or general manager.

Railroad and Miscellaneous Stocks.—Business on the Stock Exchange continues dull, and there have been few features of interest in the week's speculation. There was some increase of activity on Saturday and Monday last, but this soon gave way to extreme quietness, and only a moderate business has been done since. The tone of the week has been irregular, and for the majority of stocks fluctuations have been very limited. In the early part of the week some strength was shown, led by the coal stocks and Missouri Pacific, but it could not be sustained, and although there has been no important decline prices have sagged and at times been rather weak. A strong undertone is said to exist, and there are evidences that this is a fact, inasmuch as the long-continued inactivity in stocks does not lead to a serious decline, in spite of the occasional attacks on the market and the slump in such stocks as Missouri Pacific, Manhattan, &c.

The coal stocks have been prominent and have generally been firm, especially Lackawanna and Delaware & Hudson. The Reading strike was used to influence prices, the rumor prevailing for a time that it was nearing an end, and the stock being stronger on account of the prospect that the miners would cut loose from the railroad men and go to work.

There have been many reports of rate cutting from Chicago, as usual, and these have had some effect in deterring purchasers who might otherwise have come into the market.

heavy for some time past. This influence, together with the lack of demand, has caused rates to be very weak and unsettled, and they have declined considerably; this, too, in spite of the leader in the afternoon and sold down to 59½, closing at 59½.

## STOCKS-PRICES AT N. Y. STOCK EXCHANGE FOR WEEK ENDING FEB. 3, AND SINCE JAN. 1, 1888.

|  |  | HIGH   | EST AND I  |   | CICES.   |  | Sales of the   | ·  | e Jan. 1, 1888.   |
|--|--|--|--|---|--|--|--|--|---|
| STOCKS.  | Saturday,<br>Jan. 28.  | Monday,<br>Jan. 30.  | Tuesday.<br>Jan. 31.   | Wednesday,<br>Feb. 1.   | Thursday,<br>Feb. 2.   | Friday,<br>Feb. 3.   | Week,<br>Shares.   | Lowest.  | Highest.  |
| Minneapolis & St. Louis.  Do pref.  Missouri Kansas & Texas.  Missouri Pacific.  Mobile & Ohio.  Nashv.Chattanooga & St. Louis.  New York Central & Hudson.  New York Chic. & St. Louis.  Do 1st pref.  Do 2d pref.  New York Lake Erie & West'n.  Do pref.  New York & New England.  New York Ontario & West.  New York Ontario & West.  New York Susq. & Western.  Do pref.  Norfolk & Western.  Do pref.  Northern Pacific.  Do pref.  Oregon & Trans-Continental.  Peoria Decatur & Evansville.  Philadelphia & Reading.  Richmond & West P't Terminal.  Do pref.  St. Louis & San Francisco.  Do pref.  St. Paul & Duluth.  Do pref.  St. Paul & Duluth.  Texas & Pacific.  Union Pacific.  Wabash St. L. & Pacific.  Union Pacific.  Wabash St. L. & Pacific.  Do pref.  Miscellaneous Stocks.  Colorado Coal & Iron.  Consolidated Gas Co.  Delaware & Hudson Canal.  Oregon Improvement Co.  Oregon Railway & Nav. Co.  Pacific Mail.  Philadelphia Co., Nat. Gas.  Pullman Palace Car Co.  Western Union Telegraph.  Express Stocks.  Adams.  American.  United States.  Wells, Fargo & Co. | *10 <sup>1</sup> 4 10 <sup>1</sup> 2 54 <sup>3</sup> 4 55 79 <sup>7</sup> 8 80 <sup>1</sup> 2 *31 <sup>1</sup> 4 32 *38 <sup>1</sup> 4 34 *8 <sup>3</sup> 4 10 *5 76 <sup>3</sup> 8 76 <sup>7</sup> 8 115 <sup>1</sup> 2 115 <sup>1</sup> 2 116 <sup>1</sup> 2 115 <sup>1</sup> 2 116 <sup>1</sup> 3 145 <sup>1</sup> 4 *14 114 <sup>3</sup> 8 *14 15 *14 114 <sup>3</sup> 8 *14 15 *14 116 <sup>3</sup> 8 *107 <sup>1</sup> 2 109 *52 <sup>1</sup> 4 52 <sup>3</sup> 4 *21 <sup>3</sup> 4 22 <sup>3</sup> 4 *21 <sup>4</sup> 22 <sup>3</sup> 4 *21 <sup>4</sup> 22 <sup>3</sup> 4 *21 <sup>4</sup> 22 <sup>3</sup> 4 *31 <sup>8</sup> 49 <sup>3</sup> 4 *21 <sup>1</sup> 2 13 <sup>1</sup> 2 *21 *21 <sup>8</sup> 13 <sup>1</sup> 8 *21 <sup>2</sup> 23 *35 <sup>8</sup> *90 *15 *46 <sup>1</sup> 4 46 <sup>1</sup> 4 *93 <sup>3</sup> 8 93 <sup>5</sup> 8 *10 *15 <sup>1</sup> 4 17 <sup>1</sup> 4 *71 <sup>3</sup> 8 18 *35 *40 *90 <sup>1</sup> 2 90 <sup>1</sup> 2 *75 *15 <sup>1</sup> 8 18 *85 <sup>5</sup> 8 87 *101 *103 <sup>1</sup> 2 *77 *15 *18 *19 <sup>1</sup> 4 93 <sup>1</sup> 8 *17 <sup>1</sup> 78 *21 *28 <sup>1</sup> 4 28 <sup>1</sup> 2 *21 *46 <sup>1</sup> 4 46 <sup>3</sup> 8 *21 <sup>1</sup> 4 21 <sup>1</sup> 4 *77 <sup>8</sup> 79 <sup>1</sup> 2 *107 <sup>5</sup> 8 107 <sup>5</sup> 8 *101 *103 <sup>1</sup> 2 *7 *15 *16 *16 *66 *101 *103 <sup>1</sup> 2 *7 *15 *16 *16 *66 *101 *17 *17 *17 *18 *22 <sup>1</sup> 4 22 <sup>3</sup> 8 *20 *21 <sup>1</sup> 4 22 <sup>3</sup> 8 *21 <sup>1</sup> 4 21 <sup>1</sup> 4 *36 <sup>3</sup> 4 *37 <sup>3</sup> 4 *31 *31 *31 *31 *31 *31 *31 *31 *31 *31 | *10 10 <sup>1</sup> 2 58 <sup>1</sup> 2 58 <sup>1</sup> 2 58 <sup>1</sup> 2 55 <sup>1</sup> 8 40 <sup>1</sup> 4 30 <sup>1</sup> 2 30 <sup>7</sup> 8 48 <sup>1</sup> 2 129 129 129 129 129 110 110 <sup>1</sup> 5 145 145 145 145 145 144 114 <sup>1</sup> 8 114 <sup>1</sup> 4 10 <sup>1</sup> 5 16 <sup>1</sup> 8 121 <sup>3</sup> | 10 <sup>1</sup> 2 10 <sup>1</sup> 2 57, 54, 58, 58, 58, 58, 58, 58, 58, 58, 58, 58 | *10 <sup>1</sup> 8 10 <sup>1</sup> 2 5678 57 12 54 <sup>1</sup> 2 54 <sup>1</sup> 8 10 61 <sup>1</sup> 2 128 <sup>1</sup> 4 75 <sup>1</sup> 8 115 <sup>1</sup> 2 114 <sup>1</sup> 2 113 <sup>1</sup> 2 114 <sup>1</sup> | *10 <sup>1</sup> 8 10 <sup>1</sup> 2  53 <sup>1</sup> 8 54 <sup>5</sup> 8 78 <sup>1</sup> 8 78 <sup>1</sup> 2 30 <sup>3</sup> 8 15 <sup>3</sup> 8 9 <sup>7</sup> 8 10 6 <sup>1</sup> 2 6 <sup>3</sup> 4 128 <sup>1</sup> 4 128 <sup>1</sup> 4 75 <sup>1</sup> 2 16 <sup>3</sup> 8 115 <sup>1</sup> 2 115 <sup>3</sup> 4 118 <sup>1</sup> 4 113 <sup>1</sup> 4 113 <sup>1</sup> 4 113 <sup>1</sup> 2 *14 15 *37 39 <sup>1</sup> 4 40  51 <sup>5</sup> 8 51 <sup>3</sup> 4 *23 24 <sup>1</sup> 2 131 <sup>1</sup> 2 132 <sup>3</sup> 8  52 <sup>1</sup> 2 52 <sup>1</sup> 2 10 10 <sup>1</sup> 4 *59 <sup>1</sup> 2 61 <sup>1</sup> 4 *22 22 <sup>3</sup> 4 45 <sup>1</sup> 4 22 <sup>1</sup> 12 *30 31 *59 <sup>1</sup> 2 61 <sup>1</sup> 4 *22 22 <sup>3</sup> 4 46 <sup>1</sup> 4 46 <sup>1</sup> 4 91 <sup>3</sup> 4 93 <sup>1</sup> 4 91 <sup>3</sup> 4 91 <sup>3</sup> 4 93 <sup>1</sup> 4 91 <sup>3</sup> 4 91 <sup>4</sup> 4 91 <sup>4</sup> 4 91 <sup>3</sup> 4 91 <sup>4</sup> 4 | *10 10½ :54¼ 54½ :7758 78¾ 29¾ *4½ 59¼ 91¼ 128¼ 128¼ 128¼ 131½ 11558 115½ 11558 *144 145½ 113¼ 14137 *14 15 *137 107 *50 51½ 1307 107 *50 51½ 1307 107 *50 21½ 1307 107 *50 21½ 2130 81½ 22½ 233 10¼ 45¼ 9½ 12½ 12½ 130 81½ 12½½ 130 81½ 12½½ 12½ 12½½ 110 31 15³8 45½ *874 45¼ 91¾ 92½ 12½ 110 31 15³8 *12½ 12½½ *12 111 *34 53¼ 45½½ *12 12½½ *12 111 *34 12½ *12 13¼ *17½ 36½½ *17½ 36½½ *17½ 36½½ *17½ 36½½ *17½ 36½½ *17½ 36½½ *17½ 36½½ *17½ 36½½ *17½ 36½½ *17½ 36½½ *17½ 36½½ *17½ 36½½ *17½ 36½½ *11½ 3 | 250<br>1,610<br>5,420<br>15,500<br>2,130<br>2,130<br>3,302<br>1,833<br>133,300<br>53,900<br>97,065<br>145<br>882<br>2,524<br>560<br>97,065<br>1,650<br>2,910<br>205<br>1,650<br>200<br>1,550<br>23,247<br>29,430<br>2,633<br>1,900<br>2,910<br>2,633<br>1,900<br>2,910<br>2,910<br>3,450<br>1,650<br>200<br>1,550<br>200<br>1,550<br>200<br>1,550<br>200<br>1,550<br>200<br>1,550<br>200<br>1,550<br>200<br>1,550<br>200<br>1,550<br>200<br>1,550<br>200<br>1,550<br>200<br>1,550<br>200<br>1,550<br>200<br>1,550<br>200<br>1,550<br>200<br>1,550<br>200<br>1,550<br>200<br>1,550<br>200<br>1,550<br>200<br>1,550<br>200<br>1,550<br>200<br>1,550<br>200<br>1,550<br>200<br>1,550<br>200<br>1,550<br>200<br>1,550<br>200<br>1,550<br>200<br>1,550<br>200<br>1,550<br>200<br>1,550<br>200<br>1,550<br>200<br>1,550<br>200<br>1,550<br>200<br>1,550<br>200<br>1,550<br>200<br>1,550<br>200<br>1,550<br>200<br>1,550<br>200<br>1,550<br>200<br>1,550<br>200<br>1,550<br>200<br>1,550<br>200<br>1,550<br>200<br>1,550<br>200<br>1,550<br>200<br>1,550<br>200<br>1,550<br>200<br>1,550<br>200<br>1,550<br>200<br>1,550<br>200<br>1,550<br>200<br>1,550<br>200<br>1,550<br>200<br>1,550<br>200<br>1,550<br>1,900<br>2,805<br>1,900<br>2,895<br>1,900<br>2,895<br>1,195<br>1,955<br>2,916<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1,955<br>1, | 10 Jan. 1 56 <sup>1</sup> 2 Jan. 3 53 <sup>1</sup> 4 Jan. 2 75 Jan. 1 74 Jan. 1 127 <sup>1</sup> 2 Jan. 1 127 <sup>1</sup> 2 Jan. 1 127 <sup>1</sup> 2 Jan. 1 126 <sup>1</sup> 4 Jan. 2 13 Jan. 2 38 <sup>1</sup> 2 Jan. 2 13 Jan. 2 38 <sup>1</sup> 2 Jan. 2 15 <sup>3</sup> 8 Feb. 23 38 <sup>1</sup> 2 Jan. 2 15 <sup>3</sup> 8 Jan. 2 21 <sup>1</sup> 2 Jan. 2 38 <sup>1</sup> 4 Jan. 2 21 <sup>1</sup> 2 Jan. 2 39 <sup>1</sup> 4 Feb. 39 39 Jan. 1 39 <sup>1</sup> 8 Feb. 39 40 <sup>1</sup> 8 Jan. 2 21 <sup>2</sup> 1 Jan. 2 21 <sup>2</sup> 1 Jan. 2 21 <sup>2</sup> 1 Jan. 2 21 <sup>2</sup> 2 Jan. 2 21 <sup>2</sup> 2 Jan. 2 21 <sup>3</sup> 8 Jan. 2 | 1034 Jan. 10 1624 Jan. 28 3634 Jan. 28 3804 Jan. 28 3812 Jan. 10 538 Feb. 24 7 Feb. 3 1304 Jan. 27 774 Jan. 10 11534 Feb. 2 11534 Feb. 2 1144 Jan. 10 384 Jan. 27 144 Jan. 10 145 Jan. 27 144 Jan. 10 145 Jan. 27 144 Jan. 10 145 Jan. 27 144 Jan. 10 153 Jan. 27 153 Jan. 27 153 Jan. 28 1078 Jan. 12 624 Jan. 16 164 Jan. 30 178 Jan. 27 189 Jan. 30 16 Jan. 30 16 Jan. 30 178 Jan. 30 18 Jan. 30 31 Jan. |
| American Tel. & Cable Co Chicago & Alton Chicago & East. Illinois Do pref. Cincin. Ind. St. Louis & Chic. Cincinnati Wash. & Baltimore Do pref. Cleveland & Pittsburg, quar. Illinois Central, leased line. Marquette Hough. & On., pref. Morris & Essex. N. Y. New Haven & Hartford. Pitts. Ft. Wayne & Chic. Quicksilver Mining Co. Do pref. St. Louis Alt. & Terre Haute. St. Louis Ark. & Texas.   | $ \begin{array}{cccccccccccccccccccccccccccccccccccc$  | $\begin{array}{cccccccccccccccccccccccccccccccccccc$   | $\begin{array}{cccccccccccccccccccccccccccccccccccc$   | $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$  | $\begin{array}{cccccccccccccccccccccccccccccccccccc$   | $\begin{array}{cccccccccccccccccccccccccccccccccccc$   | 140<br>3,400<br>300<br>1,044<br>100<br>240<br>125 1<br>162<br>200<br>292 1<br>227 2<br>80 1<br>700<br>1,361<br>1,200   | 70 Jan. 12<br>35 Jan. 9<br>41 ½ Jan. 26<br>93 ½ Jan. 27<br>75 ½ Jan. 25<br>3¾ Jan. 31<br>6 Jan. 9<br>53 Jan. 5<br>83¾ Jan. 4<br>35 Jan. 4<br>35 Jan. 5<br>15 Jan. 4<br>51 Jan. 5<br>10 Jan. 5<br>33 ½ Jan. 5<br>33 ½ Jan. 3<br>15 Jan. 5<br>16 Jan. 5<br>17 Jan. 5<br>18 Jan. 19<br>17 Jan. 19<br>17 Jan. 19<br>17 Jan. 19<br>17 Jan. 31   | 73 Jan. 26 140 Feb. 3 4338 Jan. 30 94½ Jan. 26 80 Feb. 2 4⅓ Jan. 9 6³8 Jan. 16 157 Jan. 19 96 Jan. 4 90 Jan. 27 139¾ Jan. 27 133¾ Jan. 17 13¾ Jan. 12 38⅙ Jan. 10 39 Jan. 11 1678 Jan. 16 9¾ Jan. 16 9¾ Jan. 27 93⁵8 Feb. 3   |
| Tennessee Coal & Iron.  Various Stocks. &c. (Unl is Amer. Cotton Oil Trust   | $ \begin{array}{cccccccccccccccccccccccccccccccccccc$  | $317_8  325_8 \\ 331_8  335_8$   | $\begin{array}{cccccccccccccccccccccccccccccccccccc$   | $\begin{array}{ccc} 277_8 & 277_8 \\ 31 \frac{1}{2} & 32 \frac{1}{8} \\ 32 & 32 \frac{3}{8} \\ 89 \frac{1}{2} & 91 \frac{5}{8} \end{array}$   | $31^{5}_{8}$ $32$<br>$32$ $32^{1}_{8}$   | $\begin{array}{cccc} 275_8 & 277_8 \\ 315_8 & 317_8 \\ 315_8 & 321_8 \\ 893_8 & 901_2 \\ II \end{array}$   | 5,400 S  | 26 <sup>1</sup> 2 Jan. 5<br>27 <sup>1</sup> 4 Jan. 4<br>29 <sup>1</sup> 2 Jan. 4<br>85 <sup>1</sup> 4 Jan. 17  | 30 Jan. 9<br>325 <sub>8</sub> Jan. 30<br>343 <sub>4</sub> Jan. 17<br>973 <sub>8</sub> Jan. 10   |

<sup>\*</sup> These are the prices bid and asked; no sale was made at the Board.

<sup>†</sup> Lower price is ex-dividend.

## BONDS-LATEST PRICES OF ACTIVE BONDS AT N. Y. STOCK EXCHANGE, AND RANGE SINCE JAN. 1, 1888.

| BUNDS-HAILST THE   | Closing.  | Range sin                           | ce Jan. 1.   | Dailyand Danda   | Clos   | ing.                                    | Range sin  | ce Jan. 1.   |
|--|---|-------------------------------------|--|--|--|---|--|--|
| Railroad Bonds.  | Jan. 27 Feb. 3  | Lowest.                             | Highest.   | Railroad Bonds.  | Jan. 27                                      | Feb. 3                                  | Lowest.  | Highest.   |
| Atl. & Pac.—W. D. inc., 68, 1910   | 2712 2714   | 26 Jan.                             | 2712 Jan.  | Mil. Lk.Sh. & W.—1st, 6s, 1921.                                      |  | 120                                     | 119 Feb.<br>116% Jan.                              | 120½ Jan.<br>117% Jan.                             |
| Guar., 4s, 1937<br>Can. South.—1st guar., 5s, 1908                                 | 01 0. 024   | 80 Jan.<br>1051 <sub>2</sub> Jan.   | 83 Feb.  <br>107 Jan.                              | Ashland Div.—1st, 6s, 1925<br>Milw. & Nor.—M. L., 6s, 1910           | 109 b.                                       |   | 105 g Jan.   | 110 Jan.   |
| 24.58.1913   | 102   | 924 Jan.<br>1045 Feb.               | 94 <sup>1</sup> 2 Jan.<br>108 <sup>1</sup> 2 Jan.  | Extension, 1st, 6s, 1913   | 108  | • | 10434 Jan.<br>105 Jan.                             | 108 Jan.<br>110 Jan.                               |
| Central of N. J.—1st, 7s, 1890<br>Consol. 7s, 1899                                 | 11612b. 11714b  | . 1111 Jan.                         | 117 <sup>1</sup> 2 Jan.                            | Imp. & Equip.—6s, 1922   | 55 b. 704                                    | 70                                      | 53 Jan.<br>68 Jan.                                 | 55 Jan.<br>734 Jan.                                |
| Convert. 7s, 1902<br>Convert. deb. 6s, 1908  | 119 b. 120 <sup>1</sup> 2<br>99 b                               | 115 Jan.                            | 120½ Feb.  | Mo. K.& Tex.—Con., 6s, 1920<br>Consol., 5s, 1920                     | 6034   | 6134b.<br>102                           | 59 Jan.  | 63 <sup>1</sup> 4 Jan.<br>106 <sup>1</sup> 2 Jan.  |
| General mort. 58, 1987   | 100 \( \begin{array}{c c c c c c c c c c c c c c c c c c c      | 98 Jan.<br>113 <sup>1</sup> 2 Jan.  | 1014 Feb.<br>1149 Jan.                             | Consol., 7s, 1904-5-6  | 112 b.                                       | 115 b.                                  | 101 Feb.<br>108½ Jan.                              | 116 Jan.   |
| Len, & W.B., con. 7s, 1909, as'nt<br>Am. Dock & Imp., 5s, 1921                     | 102½ 103 b  | . 101½ Jan.<br>113½ Jan.            | 104 Feb.<br>1144 Feb.                              | 1st, Extension, 6s, 1927<br>1st pref. debentures, 7s                 | 105 b. 46 <sup>1</sup> 4b.                   |   | 105 la Jan.<br>45 Jan.                             | 105 <b>4</b> Jan. 51 Feb.                          |
| Central Pacific—gold 68, 1898<br>San Joaquin Br. 68, 1900                          | 1153b. 1153b  | . 1145a Jan.                        | 11458 Jan.   | Mutual Un. Tele.—S. f., 6s, 1911<br>Nash. Ch. & St. L.—1st, 7s, 1913 | 85 <sup>1</sup> 2                            | 87 b.                                   | 84½ Jan.<br>128¾ Jan.                              | 88 Feb. 130 Jan.                                   |
| Land grant 6s. 1890<br>Mort. 6s, 1936  | 10358 10312   |                                     | 10334 Jan.<br>10358 Jan.                           | IN V Cantral Evtand 50 1803  | 1 1  | TOO D.                                  | 1044 Jan.  | 105 Jan.<br>135 Feb.                               |
| Ches. & O.—Pur. m. fund 6s, '98<br>6s, gold, ser. B, 1908, coup. off               |   | . 110 Jan. 67 <sup>1</sup> 2 Jan.   | 114 <sup>1</sup> 4 Feb.   69 Jan.                  | N.Y.C. & H.—1st, op., 7s, 1903<br>Debenture, 5s, 1904                | roa b.                                       | TIOA                                    | IU9 Jan.   | 11012 Feb.   |
| Exten. coup., 4s. 1986   | 68 b. 70<br>26 b. 26  | 67½ Jan.<br>22 Jan.                 | 70 <sup>1</sup> 2 Feb. 28 Feb.                     | N.Y.& Har.—1st, 7s, 1900<br>N.Y.Chic.&St.L.—1st, 4s, 1937            | 90   | 8934                                    | 128½ Jan.<br>86¼ Jan.                              | 133 Jan.<br>904 Jan.                               |
| 6s, currency, 1918<br>Mort. 6s, 1911   | 96 100  | 90½ Jan.<br>105 Jan.                | 100 Feb.<br>108 <sup>1</sup> 2 Jan.                | N.Y. Elevated—1st, 7s, 1906<br>N. Y. Lack. & W.—1st, 6s, 1921.       | 114 <sup>1</sup> 2b.<br>126 <sup>1</sup> 2b. | $\frac{115}{129}$                       | 114 <sup>1</sup> 8 Jan.<br>127 Jan.                | 117 <sup>1</sup> 2 Jan.<br>129 Feb.                |
| Ches. O. & So. W.—5-6s, 1911<br>Chic.Bur. & Nor.—1st, 5s, 1926.                    | 102 b. 102  | 102 Feb.                            | 103 Jan.   | Construction, 5s, 1923   | $108\frac{1}{9}$ $105\frac{1}{2}$            | 10678b.                                 |  | 108 <sup>1</sup> 2 Jan.<br>106 Jan.                |
| Chic. Burl. & Q.—Con. 7s, 1920. Debenture 5s, 1913                                 | 105 b. 105 12b  | TOT BOWA                            | 132 Jan.<br>106 Jan.                               | N. Y. & Nor.—1st, 5s, 1927<br>N. Y. Ont. & W.—1st. 6s. 1914          | 112 b.                                       |   | 109 Jan.   | 113 Jan.   |
| Denver Divis., 4s, 1922<br>Chic. & East. Ill.—Con. 6s, 1934                        | 95 0. 04-20   | 94 Jan.<br>113 Jan.                 | 95 Jan.   1174 Feb.                                | N.Y.Sus.&W.—1st ref., 5s, 1937.<br>Midland of N. J.—1st, 6s, 1910    | 93<br>112 <sup>1</sup> 2b.                   | 92 b.                                   | 11112 Jan.   | 93 Jan.<br>113 <sup>1</sup> 2 Jan.                 |
|  |   | . 97 Jan.                           | 98 Jan.<br>117 Feb.                                | N. O. Pacific—1st, 6s, 1920<br>Norfolk & West Gen., 6s, 1931         | 10-2   | 1840.                                   | 75½ Jan.<br>112½ Jan.                              | 80 Jan.<br>117 <sup>1</sup> 8 Jan.                 |
| Ch.Mil. & St.P—1st, I.& M.7s, '97<br>Consol. 7s, 1905                              |   |                                     | 126 Jan.   | North. Pacific—1st, coup., 6s, '21                                   | 1164   | $116\frac{1}{4}$ $104\frac{3}{4}$       | 115½ Jan.<br>102 Jan.                              | 116 <sup>5</sup> 8 Jan.<br>105 <sup>1</sup> 2 Jan. |
| 1st, So. Min. Div.—6s, 1910<br>1st, Chi. & Pac.W.Div—5s, '21                       | 112 <sup>1</sup> 2b. 112 <sup>3</sup> 4b. 104 <sup>1</sup> 8    | 101 <sup>1</sup> 2 Jan.             | 1134 Jan.<br>1043 Feb.                             | Gen'l, 2d, coup., 1933<br>N. Pac. Ter.Co.—1st, 6s, 1933              | 10212b.                                      |   | 993 Jan.   | 10212 Jan.   |
| Wis. & Min. Div58, 1921  | 101<br>100½b. 101   | . 100 Jan.<br>. 100 Jan.            | 101 <sup>5</sup> <sub>8</sub> Feb.<br>101 Jan.     | Ohio & Miss.—Consol., 7s, 1898.<br>2d, consol., 7s, 1911             | 1110-80.                                     | 11712                                   | 114 <sup>1</sup> 2 Jan.<br>117 <sup>1</sup> 4 Jan. | 115 Jan.<br>118 Feb.                               |
| Chic. & N. W.—Consol. 7s, 1915   | 142 b. 140 <sup>1</sup> 21<br>131 b. 131 <sup>3</sup> 4         | . 139½ Jan.<br>128½ Jan.            | 143 Jan.<br>132 Feb.                               | Ohio Southern—1st, 6s, 1921<br>2d, inc., 6s, 1921                    | 104 <sup>1</sup> 2a.<br>33                   | 3312                                    | 31½ Jan.   | 104 Jan.<br>34 Jan.                                |
| Sinking fund 6s, 1929  | 101 0. 1014   |                                     |  | Omaha & St. L.—1st, 4s, 1937   | 747ab.                                       | 75 b.<br>991 <sub>4</sub>               | 75 Jan.  | 76 Jan.<br>100 Jan.                                |
| Sinking fund 5s, 1929  | 108½b. 108½   | 108 Jan.<br>10818 Jan.              | 110 Jan.<br>109 Jan.                               | Oregon Impr. Co.—1st, 6s, 1910<br>Ore. R. & Nav. Co.—1st, 6s, 1909   | 10978b.                                      | $1097_{8}a.$                            | 109 Jan.   | 110 Jan.   |
| 25-year debent. 5s, 1909   | $\begin{bmatrix} 105 & b. & 105 \\ 941_4 & 941_2 \end{bmatrix}$ | 10478 Jan.<br>9414 Jan.             | 105½ Jan.<br>95 Jan                                | Consol., 5s, 1925<br>Oregon & Transcon.—6s, 1922                     | 9514   | $95\frac{1}{2}$                         | 964 Jan.<br>93 Jan.                                | 100 Jan.<br>96 Jan.                                |
| Extension 4s, 1926   |   | 13112 Jan.                          | 132½ Feb.<br>107½ Jan.                             | Peo. Dec. & Evans.—1st, 6s, '20.<br>Evansv. Div—1st, 6s, 1920        | 107 b. 104 <sup>1</sup> 2b.                  | 106 b.                                  | 106 Jan.<br>104 Jan.                               | 109 Jan.<br>106 Jan.                               |
| Exten. & col. 5s, 1934<br>Ch. St.PM. & O.—Consol. 6s. '30                          | 12012 12012   | 107 Jan.<br>119 <sup>1</sup> 2 Jan. | 12012 Jan.   | 2d mort., 5s, 1927   | 7512a.                                       | 741 <sub>2</sub><br>581 <sub>2</sub> a. | 72 Jan.  | 75 Jan. 59 <sup>1</sup> 4 Jan.                     |
| Oh. St. L. & Pitts.—1st, con. 5s, '32<br>O. C. C. & Ind.—Consol. 7s, 1914          | 1245 <sub>8</sub> b. 127  | 123 Jan.                            | $100^{1}_{2}$ Jan. $127$ Feb.                      | Rich & All.—1st, 7s, 1920, tr. rec<br>Richm. & Dan.—Cons., 6s, 1915  |  | 113½b.                                  | 109 Jan.   | 114 Feb.<br>100 Jan.                               |
| Gen. 6s, 1934  | 1100 0. 100-20  |                                     | 108 <sup>1</sup> 2 Jan.   104 Jan.                 | Debenture, 6s, 1927  | 119 b.                                       | 120 b.                                  |  |  |
| Col. H. Val. & Tol.—Con. 58, '31   | $\begin{array}{c ccccccccccccccccccccccccccccccccccc$           | 70½ Jan.<br>70 Jan.                 | 7334 Jan. 75 Jan.                                  | Consol., 6s, 1922  | 115 b.                                       | 108 b.                                  | 107 Jan.   | 115 <sup>1</sup> 2 Jan.<br>107 Jan.                |
| Gen. gold, 6s, 1904<br>Denver & Rio Gr.—1st, 7s, 1900                              |   | . 11912 Jan.                        | 121 Jan.<br>7912 Jan.                              | Consol., extend., 5s, 1922<br>St. Jo. & Gd. Isl.—1st, 6s, 1925.      | 100%   | ود102<br>101                            | 98 Jan.  | 103 Jan.<br>1014 Feb.                              |
| 1st con. 4s, 1936<br>Den. & R. Gr. W.—1st, 6s, 1911.                               | 71 72121  | . 71 Jan.                           | 72 Jan.  | 2d, income, 5s, 1925   | 40 b.  | 41 b.<br>112 b.                         | 41 Jan.<br>113 Jan.                                | 41 Jan.<br>113 Jan.                                |
| Den. So. Pk. & Pac.—1st, 7s, '05   | 66   66 k   | . 7812 Jan.                         | 68½ Jan.<br>78½ Jan.                               | St. L. Alt. & T.H.—1st, 7s, 1894.<br>2d, M., pref., 7s, 1894.        | 109 <sup>1</sup> 2<br>103 <sup>1</sup> 4b.   | 107 b.                                  | 108 Feb.   | 110 <sup>1</sup> 4 Jan.<br>103 <sup>1</sup> 2 Jan. |
| Det.Mac.& M.—Ld.gr.3 28,1911<br>E. Ten. V. & G. Ry.—Con.,58, '56                   | 99 39 20  | 9534 Jan.                           | 43 Jan.<br>99½ Jan.                                | Dividend bds, 6s, 1894   | 41 8.  |   | 38 Jan.  | 38 Jan.  |
| Eliz. Lex. & B. Sandy—6s, 1902.<br>Erie—1st. consol. gold, 7s, 1920                | 104 103 8   | 97 Jan.<br>13578 Jan.               | 104 Jan.  <br>137 Jan.                             | St. L. Ark. & Tex.—1st, 6s, 1936<br>2d, 6s, 1936                     | 414  | 104 <sup>1</sup> 4<br>47                | 4034 Jan.  | 1044 Feb.<br>4812 Jan.                             |
| Long Dock, 78, 1893  | 111 b. 110121   | . 111 Jan.<br>. 11634 Jan.          | 112 Jan.<br>117 Jan.                               | St. L. & Ir. Mt.—1st, 7s, 1892                                       | 111 b.                                       | 108 b.                                  | 109 Jan.   | 11112 Jan.<br>112 Jan.                             |
| Con. 6s, 1935.<br>N.Y.L.E.&W—2d con. 6s, 1969                                      | 9912 99 8   | 974 Jan.<br>79 Jan.                 | 997 <sub>8</sub> Jan.<br>82 Jan.                   | Cairo & Fulton—1st, 7s, 1891   | 291742                                       | 3040.                                   | DH AIMIL   | 105 lg Jan.<br>92 lg Jan.                          |
| Ft. W. & Denv. C1st, 6s, 1921<br>Gal. Har. & San. Ant1st, 6s, '10                  | 106 b   | . 10534 Jan.                        | 106 Jan.   | St. L. & San Fr. – 6s., Cl. A,1906                                   | 117 b.                                       | 117 b.                                  | 1134 Jan.  | 118 Jan.<br>118 <sup>1</sup> 2 Jan.                |
| 2d M., 7s, 1905  | 104 8. 104-20   |                                     | 105½ Jan.<br>92½ Jan.                              | 6s, Class C, 1906.<br>Gen'l mort, 6s, 1931                           | 117 b  | 117 b.                                  | 114 Jan.   | 118 Jan.<br>11512 Feb.                             |
| 2d, 6s, 1931<br>Gr'n B.W.&St.P.—2dinc.8s,1911                                      |   | 30 Jan.                             | 32½ Jan.   | I Can'l mart be 1931   | 1102-4                                       | 1024                                    | LUUVA alam.  | 102 4 Jan.   |
| Gulf Col. & San. Fe—1st, 7s, 1909  |   |                                     | 122 Jan.<br>9778 Feb.                              | So. Pac., Mo.—1st, 6s, 1888<br>St. Paul M. & M.—1st, 7s, 1909.       | 1113b.                                       | 112 20.                                 | ILLA JAU.  | 101 <sup>1</sup> 8 Feb.<br>112 <sup>1</sup> 2 Jan. |
| Gold, 6s, 1923<br>Henderson Br.Co.—1st. 6s, 1931                                   | 10912b. 110 h   | . 108½ Jan.<br>114 Jan.             | 110 Jan.<br>115 ½ Jan.                             | 2d. 68. 1909   |  | III D.                                  | III Jan.   | 1184 Jan.<br> 1164 Feb.                            |
| H. & Tex. C.—1st M. L. 7s<br>1st, West. D., 7s, 1891                               | 11334   | . 1125g Feb.                        | 11458 Jan  | Do reduced to 4 <sup>1</sup> 2s<br>Shenandoah Val1st, 7s, 1909       |  | 92½b.                                   | 9634 Jan.<br>90 Jan.                               | 97 Jan.<br>91 Jan.                                 |
| 1st, Waco & N. 7s, 1903.<br>2d, consol. M. L. 8s, 1912                             | 108 a. 105 a  | · IU/ Jan.                          | 1123 Jan.<br>10812 Jan.                            | Gen'l mort., 6s. 1921  | 34120.                                       | 34 b.                                   | 34½ Jan.   | 36 <sup>1</sup> 4 Jan.<br>102 Jan.                 |
| Gen. mort. 6s, 1921, tr. rec<br>Ind.Bl. & W.—1st, pref., 7s, 1900                  | 09 0. 05  | . 112½ Jan.                         | 69 Feb.<br>112 <sup>1</sup> 2 Jan.                 | So. Carolina—1st, 6s, 1620<br>2d, 6s, 1931                           | 14-20.                                       | 10 0.                                   | og Jan.  | 80 Feb.<br>1834 Jan.                               |
| 1st, 5-6s, 1909, tr. rec<br>2d, 5-6s, 1909, tr. rec                                | 87 0.   | . 68 <sup>1</sup> 2 Jan.            | 89½ Jan.<br>71½ Jan.                               | Inc., 6s. 1931<br>So. Pac., Cal.—1st, 6s, 1905-12                    | 1834   | 17 b.                                   | 15 Jan.<br>1115 <sub>8</sub> Jan.                  | 113 Jan.   |
| East. Div.—6s, 1921, tr. rec   | 86 b. 88 t  | . 87 Jan.                           | 87 Jan.  | So. Pac., Ari.—1st, 6s, 1909-10<br>So. Pac., N. M.—1st, 6s, 1911     | 1074   |   |  | 107 <sup>1</sup> 4 Jan.                            |
| Income, 6s, 1921, tr. rec Int. & Gt. Nor.—1st, 6s, gold, '19                       | 110 a. 105 l  | . 109 Jan.                          | 111 <sup>1</sup> 2 Jap.<br>77 Jan.                 | Tex. & Pac.—Inc. & ld gr, 7s. '15<br>Rio Grande Div.—6s, 1930        |  | 4734b.<br>6812b.                        |  | 51½ Jan.<br>70½ Jan.                               |
| Kent. Centr.—Gold 4s, 1987   | $74 	 74^{14}$  | 69 Jan.                             | 75 Jan.  | Gen. mort. & term., 6s, 1905   | 61 b. 9434                                   | 61<br>9634b.                            | 60 Jan.  | 62 Jan.<br>97 <sup>1</sup> 2 Feb.                  |
| Knoxv. & O.—1st, 6s, gold, 1925  | 10349 104 8   | 891g Jan.<br>1011g Jan.             | 94½ Jan.<br>104 Jan.                               | Tol. A.A. & N. M.—1st, 6s, 1924.<br>Tol. A.A. & Gr.Tr.—1st, 6s, 1921 | 100 b.                                       |   | 101 Jan.   | 105 Feb.   |
| LakeSh.—Con.coup.,1st,7s,1900<br>Con. coup., 2d, 7s, 1903                          | 127 a. 127 a. 124 l   | . 125 4 Jan.                        | 127 Jan.<br>125 Jan.                               | Tol. Peor. & West—1st, 7s, '17. Tol. & Ohio Cent.—1st, 5s, 1935      | 98 b.  | 97                                      | 93 Jan.  | 9734 Jan.  |
| Long Island—1st. 7s. 1898  | 120 <sup>1</sup> 4b   | . 12012 Jan.                        | 121 Jan.<br>11112 Jan.                             | Tol.St.L. & Kan. C.—1st, 6s, 1916<br>Union Pacific—1st, 6s, 1899     | 93 a.<br>114½b.                              |   |  | 9334 Jan.<br>114 Jan.                              |
| 1st, consol., 5s, 1931<br>Lou. & Nash.—Consol., 7s, 1898                           | 120 b. 122 l  | . 120 Jan.                          | 121 Jan.<br>110 Jan.                               | Land grant, 7s, 1887-9<br>Sinking fund, 8s, 1893                     | 103 b.                                       |   |  | 119 Jan.   |
| 2d, 6s, 1930   | 97120. 97   | 96 <sup>1</sup> 2 Jan.              | 97 Jan.  | Kan. Pacific—1st, 6s, 1895<br>1st, 6s, 1896                          | 1  |   | 112 Jan.   | 112 <sup>1</sup> 2 Jan.<br>111 Jan.                |
| E. H. & N.—1st, 6s, 1919<br>General, 6s, 1930                                      | 113 b. 114 41<br>113 113  | 1054 0211.                          |  | Denver Div.—68, 1899   | 1  | ILE U.                                  | 10134 Jan.   | 105 Jan.   |
| Trust Bonds, 6s, 1922  | 110 10934<br>103 b. 102341                                      | 108 Jan.<br>10912 Jan.              | 110 Jan.<br>10912 Jan.                             | 1st consol, 6s, 1919<br>Oregon Sh. Line -1st, 6s, '22                | 1023b.                                       | 100 b.                                  | 100 <sup>1</sup> 4 Feb.                            | 103½ Jan.  |
| Lou. N. A. & Ch.—1st. 6s. 1910   | 10934 11042   | 109 Jan.<br>9012 Jan.               |  | Virginia Mid.—Gen. m., 5s, 1936<br>Wab. St.L. & Pac.—Gen., 6s, '20   | 48 b.  | 79 b.<br>40 b.                          | 78 Jan.<br>45 Jan.                                 | 80 Jan.<br>47 Jan.                                 |
| Consol., gold, 6s, 1916  | 1102  | o. 100 Jan.                         | 10278 Jan.   | Chicago Divison—58, 1910   | 96 <sup>1</sup> 2<br>84 b.                   | 96 <sup>1</sup> 2b.<br>87 a.            | 84 Feb.  | 98 Jan.<br>90 Jan.                                 |
| Metro. Elevated.—1st, 6s, 1908<br>2d, 6s, 1899<br>Mich. Central—1st, con., 7s, '02 | 11340.1134  | 102 Jan.                            | 116 <sup>1</sup> 4 Jan.<br>105 <sup>3</sup> 4 Jan. | Tol. & Wab.—1st. ext., 7s. '90                                       | 10818b.                                      | 109 b                                   | 107 <sup>1</sup> 2 Jan.<br>107 <sup>1</sup> 2 Jan. | 109 Jan.<br>109 Feb.                               |
| Mich. Central—1st, con., 7s. '02<br>Consol, 5s. 1902                               | 129   | 127 Jan.<br>110 Jan                 | 129 Feb.<br>110½ Jan.                              | 1st, St. L. Div., 7s, 1889<br>2d, extended, 7s, 1893                 | 1 88 1                                       | 91                                      | 88 Jan.<br>83 Jan.                                 | 91 Feb.<br>87 <sup>1</sup> 2 Jan.                  |
| Consol. 5s, 1902   | $0.112^{12}$ $113$ $115$ b. $118$                               | o. 112 Jan.<br>115 Jan.             | 113 Jan.<br>118 Feb.                               | Con., conv., 7s, 1907.<br>Great West.—1st, 7s, 1888                  | . 108 D.                                     | 1004                                    | 1084 Feb.  | 1084 Feb.  |
| Pac. of Mo.—1st, 6s, 1888  | 1033 <sub>8</sub> 1001 <sub>2</sub>                             | 0. 100 <sup>5</sup> 8 Feb.          | 103½ Jan.<br>104¾ Jan.                             | 2d, 7s, 1893   | . 89 b.                                      |   | 997 <sub>8</sub> Jan.                              | 90 Jan.<br>101 <sup>1</sup> 8 Jan.                 |
| NOTE-The letter "h" indicat  | es price bid. and   | l "a" price a                       | sked; all other                                    | or prices and the range are from a                                   | otual sa                                     | les.                                    |  |  |

NOTE-The letter "b" indicates price bid, and "a" price asked; all other prices and the range are from actual sales.

#### STATE BONDS.

|   |   |                | SIAIL DUNDS.   |  |      |   |   |  |
|---|---|----------------|--|--|------|---|---|--|
| SECURITIES.                             | Bid.  | Ask.           | SECURITIES.  | Bid.   | Ask. | SECURITIES.   | Bid.  | Ask.   |
| Alabama—Class A 3 to 5 1906 Class B, 5s | 110<br>100<br>102<br>20<br><br>105 <sup>1</sup> / <sub>2</sub><br>100<br>91 <sup>1</sup> / <sub>2</sub> | 18<br>20<br>15 | Missouri—6sdue 1889 or 1890 Asylum or University, due 1892 Funding1894-1895 New York—6s, loan1892 6s, loan1893 North Carolina—6s, old1&J Funding act1900 New bonds, J. & J1892-1898 Chatham RR | 107<br>108<br>112<br>112 <sup>1</sup> 2<br>35<br>10<br>20<br>6<br>11<br>94 |      | Tennessee—6s, old1892-1898<br>Compromise, 3-4-5-6s1912<br>New settlement—6s1913<br>5s1913<br>3s1913<br>Virginia—os, old | 106 <sup>1</sup> 2<br>59 <sup>1</sup> 2<br>69 <sup>1</sup> 2<br>102<br>70<br>48 | 62 <sup>1</sup> g<br>71 <sup>1</sup> g<br>96 <sup>1</sup> g<br>70 <sup>1</sup> g |

|   | ABSTRACT   | FRO   | M REPOR   | TS OF TH   | E NATIONA   | AL BANK   | S MADE TO  | THE CO  | MPTROL  | LER DEC  |   | 7 1887  |
|---|--|---|---|--|---|---|--|---|---|--|---|---|
| · Account   | 1887.  | No. of banks.   | Capital.  | Surplus.   | Depos<br>Individual.  | sits.   | Loans & dis-<br>counts. (Incl'y  | Gold and  | Gold<br>Treasury<br>certificates  | Silver.  | Silver<br>Treasury  | Leg.tend's  |
| N. Engl'd   | Maine  | 74<br>49<br>49<br>54<br>198<br>61<br>83               | \$ 10,585,352 6,205,000 7,566,000 50,950,000 44,790,500 20,340,050 21,444,370 164,851,272   | 1,454,781<br>1,572,214<br>12,652,035<br>14,203,975<br>4,257,985<br>6,910,033   | \$ 9,706,720 5,594,389 6,339,889 79,838,623 52,320,495 14,085,064 23,828,572  | \$<br>132,937<br>463,261<br>190,518<br>3,772,522<br>304,120<br>136,257<br>1,480,138 | \$ 18,898,503 9,583,071 13,075,357 125,029,621 91,587,598 34,922,020 42,478,196  | \$<br>605,741<br>296,142<br>331,255<br>4,290,336<br>2,099,550<br>459,276<br>1,260,060                                 | \$ 7,920 11,520 9,830 3,551,620 253,100 79,880 196,090  | \$ 83,737 109,548 80,170 207,976 597,010 122,059 293,230   | \$ 12,330 8,975 9,614 465,095 79,467 53,978   | 132,899   |
| E.Middle-   | New York City<br>Ilbany<br>I. York, other<br>New Jersey<br>Philadelphia<br>ittsburg<br>enna., other<br>Otal Div.No.2       | 47<br>6<br>272<br>81<br>43<br>23<br>238               | 49,150,000<br>1,750,000<br>34,872,260<br>13,098,350<br>22,758,000<br>10,180,000<br>33,615,340<br>165,423,950  | 4,514,268  | 191,713,741<br>226,090,463<br>6,270,826<br>88,508,091<br>37,974,941<br>76,581,274<br>24,476,560<br>70.838,84<br>530,741,006   | 9,494,703<br>150,000<br>1,221,892<br>953,550<br>681,048<br>607,264<br>482,519       | 100,324,493<br>40,815,285<br>83,428,797<br>31,733,910<br>80,833,298  | 26,138,553<br>409,389<br>3,319,296<br>1,118,542<br>9,778,627<br>2,172,493   | 30,744,920<br>225,000<br>1,025,420<br>172,530<br>84,200<br>873,970<br>294,020   | 703,739<br>40,104<br>674,406<br>366,506<br>618,704<br>163,207<br>854,794<br>3,421,400  | 10,000<br>143,846<br>103,128<br>33),829<br>70,208<br>152,(83                                      | 19,686,132<br>342.962<br>3,366,639<br>2,025,947   |
| S. Middle   | delaware Saltimore Saltimore Saryland, oth. Vashington Dist. Col., oth. Griginia Vest Virginia Otal Div.No.3 Orth Carolina | 17<br>17<br>31<br>7<br>1<br>25<br>2,<br>118<br>19     | 2,0×3,985<br>11,713,260<br>2,806,700<br>1,575,400<br>252,000<br>3,796,300<br>1,961,000<br>24,488,245  | 809,350<br>3,544,400<br>902,096<br>481,204<br>60,000<br>1,424,892<br>464,871<br>7.686,813                                | 3,908,794<br>18,522,509<br>6,390,192<br>6,111,056<br>775,075<br>9,404,023<br>2,997,185<br>4*,108,835  | 565,936<br>198,000<br>96,871<br>1,589,394<br>75,000<br>2,570,177                    | 4,925,716<br>26,091,532<br>6,915,554<br>4,090,340<br>357,717<br>10,551,739<br>4,062,744<br>56,995,542  | 189.918<br>1,342,507<br>267,693<br>205,724<br>84.375  | 7,540<br>864,340<br>46,645<br>471,360<br>100,000<br>27,110<br>7,420<br>1,524,415  | 61,575<br>160,635<br>131,355<br>40,635<br>6,636<br>123,344<br>41,746<br>568,976  | 19,022<br>229,613<br>20,483<br>85,677<br>6,780<br>54,152<br>3,121<br>418,848                      | 139,179<br>1,940,285<br>314,099<br>633,126<br>70,500<br>775,144<br>227,107<br>4,099,440                     |
| Southern South  | outh Carolina outh Carolina eorgia lorida labama lississippi ew Orleans ouisiana, oth exas rkansas ouisville               | 19<br>16<br>21<br>11<br>20<br>12<br>8<br>5<br>91<br>7 | 2,476,000 $1,723,600$ $3,106,000$ $640,000$ $3,494,000$ $1,055,000$ $2,925,000$ $500,000$ $10,047,000$ $950,000$ $3,551,500$                                      | 5-14,491<br>778,809<br>951,732<br>66,680<br>639,904<br>128,868<br>1,199,000<br>36,308<br>2,457,986<br>111,500<br>951,175 | 3,694,264<br>4,097,705<br>4,903,751<br>1,642,113<br>5,689,819<br>1,557,800<br>11,646,302<br>868,093<br>15,381,228<br>2,569,260<br>3,889,851   | 402,351<br>402,094<br>159,994   | 4,987,653<br>4,376,674<br>7,489,556<br>1,600,867<br>7,630,795<br>2,512,631<br>10,853,741<br>1,274,832<br>19,728,583<br>3,013,971                       | 151,815<br>176,621<br>171,960<br>31,870<br>217,107<br>74,817<br>726,796<br>55,639<br>678,605<br>73,802                | 1,220<br>12,020<br>99,650<br>3,290<br>24,820<br>8,910<br>65,180<br>2,000<br>227,650<br>18,260   | 45,838<br>93,817<br>141,173<br>31,021<br>92,418<br>37,913<br>119,281<br>25,209<br>403,874<br>25,452  | 3,100<br>11,921<br>103,185<br>9,880<br>44,633<br>46,954<br>325,577<br>34,898<br>261,342<br>58,220 | 271,482<br>439,768<br>417,643<br>138,856<br>442,695<br>158,224<br>951,776<br>57,001<br>2,140,613<br>161,856 |
|   | entucky, othennessee otal Div.No.4 incinnati leveland hio, other hidiana hidiana hidiana hidiana                           | 59<br>40<br>31-<br>15<br>9<br>192<br>93<br>18         | 9,758.900<br>7,485,000<br>47,711,400<br>10,180,000<br>6,750,000<br>23,030,000<br>11,894,500<br>15,050,000<br>14,381,500   | 2,340,618<br>1,465,308<br>11,666,372<br>1,860,000<br>959,000<br>5,219,688<br>3,534,421<br>4,187,000<br>4,662,505         | 10,057,835<br>11,580,738<br>77,87~,759<br>17,249,351<br>9,987,433<br>40,468,318<br>25,087,456<br>44,833,490<br>33,967,146   | 1,110,856 $769.012$   | 9,454,916<br>17,569,511<br>19,011,798<br>109,505,52<br>23,702,139<br>16,862,790<br>51,494,146<br>28,596,836<br>60,842,435                              | 196,346<br>397,073<br>394,780<br>3,347,231<br>2/9,331<br>644,384<br>2,416,005<br>1,940,941<br>9,332,227               | $\begin{array}{r} 6,000 \\ 36,230 \\ 114,570 \\ \hline 619,800 \\ \hline \hline 280,700 \\ 225,000 \\ 101,880 \\ 131,470 \\ 2,452,250 \\ \end{array}$ | 85,702<br>63,285<br>430,579<br>358,491<br>337,196  | 12,303<br>122,170<br>1,034,188<br>93,000<br>21,307<br>48,423<br>309,055                           | 701,643<br>514,194<br>732,799<br>7,158,550<br>3,028,658<br>1,068,000<br>2,731,710<br>1,794,376              |
| Mi M              | etroit ichig'n,other ilwaukee isconsin,oth. otal Div.No.5 wa innesota  | 101<br>3<br>54<br>653<br>129<br>57<br>4               | 4,000,000<br>10,860,850<br>650,000<br>4,530,000<br>01.326,850<br>10,222,300<br>13,693,537<br>2,760,000  | 454,000<br>2,212,617<br>390,000<br>1,195,586<br>24.6.4,817<br>2,578.182<br>2,366,052<br>1,040,000                        | 9,630,920<br>22,526,347<br>3,741,459<br>13,077,477<br>220,: 69,427<br>19,083,230<br>25,047,809<br>5,693,555   | 720,472<br>47,672<br>607,232<br>136,634   | 36,990,852<br>13,199,184<br>29,067,262<br>3,807,750<br>13,552,143<br>278,115,587<br>24,760,427<br>37,187,490<br>7,991,336                              | $2,001,125 \\ 1,037,051 \\ 1,413,914 \\ 437,437 \\ 851,751 \\ 20,354,169 \\ \hline 1,044,789 \\ 2,071,476 \\ 717,168$ | 203,8.0<br>3,400<br>38,340<br>115,000<br>7,490<br>3,559,380<br>86;110<br>26,640<br>341,300  | $\begin{array}{c} 406,295 \\ 80,951 \\ 235,665 \\ 30,888 \\ 113,117 \\ \hline 2,140,169 \\ \hline 225,728 \\ 190,211 \\ 205,14 \\ \end{array}$ | 62,356<br>20,815<br>25,185<br>2,055<br>4,954<br>588,150<br>49,311<br>9,814                        | 1,716,380<br>745,720<br>849,226<br>446,336<br>520,708<br>18,321,061<br>1,095,428<br>930,645                 |
| Mi Ka<br>On<br>Ne<br>Da<br>To                         | Jo.&Kan.C. issouri, oth'r ansas maha. bbraska, oth akota. otal Div.No.6 evada n Francisco.                                 | 95<br>62  | $\begin{array}{c} 6,275.000 \\ 2,531.000 \\ 11,234,280 \\ 2,400,000 \\ 6,030,000 \\ 3,725,000 \\ \hline 58,811,117 \\ \hline 150,000 \\ 2,700,000 \\ \end{array}$ | 40,000   | $\begin{array}{c} 11,317,209\\ 4,388,834\\ 16,017,069\\ 7,622,841\\ 9,175,796\\ 5,856,730\\ \hline 104,203,073\\ \hline 311,797\\ \end{array}$  | 580,159<br>524,945<br>499,978<br>273,447<br>3,120,241                               | $\begin{array}{r} 15,469,301\\ 5,296,964\\ 21,527,770\\ 8,466,949\\ 14,002,915\\ 6,877,897\\ \hline 141,581,099\\ \hline \hline 551,283\\ \end{array}$ | 1,162,404<br>242,522<br>1,036,984<br>806,451<br>597,211<br>483,304<br>8,162,312                                       | 128,460<br>12,610<br>48,873<br>16,170<br>15,120<br>16,790   | 30,544<br>158,056<br>49,702<br>202,039<br>120,003<br>81,573<br>69,574<br>1,130,430<br>3,257  |   | 1,130,407<br>1,635,341<br>278,281<br>1,144,394<br>665,968<br>309,449<br>382,843<br>7,572,756                |
| Ca<br>Or<br>Wa<br>Wa<br>To<br>Ar<br>Coll<br>Ida       | lifornia,oth. egon   | 30<br>23<br>20<br>78<br>1<br>31<br>6                  | $\begin{array}{c} 2,700,000 \\ 4,225,600 \\ 1,815,000 \\ 1,520,000 \\ \hline 10,410,000 \\ \hline 2,780,240 \\ 350,000 \\ \end{array}$                            | 262,744<br>781,550<br>158,850<br>243,457<br>1,486,601<br>930,060<br>28,981   | 2,669,928<br>20,213,40h<br>5,109,658<br>3,858,845<br>32,163,634<br>131,116<br>15,187,718<br>577,169   | 148,200<br>573,644<br>721,904<br>941,281<br>56,938                                  | $ \begin{array}{r} 15,256,084 \\ 5,652,858 \\ 4,144,735 \\ \hline 30,136,949 \\ \hline 144,326 \end{array} $   | 1,222,063<br>3,298,642<br>869,958<br>555,355<br>5,998,513<br>21,725<br>1,273,871                                      | 590<br>253,030<br>1,210<br>2,330<br>257,160<br>47,300   | 28,748<br>156,892<br>70,820<br>57,950<br>317,667<br>1,890<br>118,934   | 50,781<br>22,331<br>4,013<br>77,125<br>9,024  | 7,486-<br>299,020<br>47,754-<br>68,678-<br>423,803-<br>13,815-<br>964,296                                   |
| Wy<br>Tot   | ontana   | 17<br>9<br>7<br>8<br>79<br>070 59                     | 1,975,000<br>850,000<br>850,000<br>1,075,000<br>7,980,260<br>80,733,094 I   | 420,450<br>174,936<br>373,278<br>213,368<br>2,141,013<br>75,246,40 7<br>1.   | 8,790,205<br>1,561,730<br>2,480,139<br>1,651,390<br>30,379,467  | 180,539<br>107,898<br>195,013<br>1,451,669<br>12,931,301                            | 8,584,521<br>1,814,553<br>2,288,499<br>2,491,260   | 51,190<br>802,399<br>76,516<br>297,563<br>224,514<br>2,747,778<br>9,162,377   | 25,350<br>2,170<br>53,070<br>128,610<br>4,341,5081  | 3,618<br>84,068<br>22,577<br>34,249<br>9,150<br>274,486<br>0,707,50 15   | 2,916<br>26,166<br>4,189<br>6,059<br>48,384<br>5,029,162  | 59,023<br>596,244<br>82,969<br>70,884<br>30,162<br>1,817,392<br>1,536,987                                   |
|   | LS FOR RESERVE   | VE Roston   |   |  | Baltimore.  Wash- ington. New Orleans.  | Louisville.   | Chicago.  Chicato.  Detroit.   | Milwaukee<br>St. Louis.   | St. Joseph.  Kansas City. Omaha   | 1 .00  | Total Other Cities.   | Total<br>United<br>States   |
| Bonds Other Stocks Due fi Real ( Gold ( Gold ( Silver | Resources.  s for circulation U. S. bonds s, bonds, &c rom banks estate coin Treasury cert's. Clear. House ctf             | 1 2 2 2 2 2 3 3                                       | 5.0 258.2 8<br>8.8 9.5 1<br>9.6 16.6 28.1 2<br>10.5 8.3 30.7 17.9   | 1 83.4 31.7<br>1 2.7 1.8<br>2 .7 6<br>3 3.3 3<br>3 13.7 3.6<br>3 3.4 1.5<br>4 2.3 2.2<br>2 1 9                           | Mil's         Mil's <th< td=""><td>95 237 1<br/>7 28<br/>9 44<br/>2 24<br/>12 63<br/>1 4<br/>2 3<br/> 3</td><td></td><td>3 ·7<br/>6 ·5<br/>4 ·9<br/>·8 1·7<br/>·1 ·3<br/>·4 ·7<br/>·1 ·3<br/>·· · · · · ·</td><td>Til's Mil's Mil's Mil's 19 13.5 S 2 4 3 3 3 3 3 3 4 3.2 2 4 4 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1</td><td>'s Mu's Mutta<br/>5 4 5 71<br/>3 8 3<br/>7 2<br/>2 4 3<br/>6 5 11<br/>4 1 2<br/>8 11 3<br/> 4</td><td>ons. Million<br/>1 8 872<br/>6 6 2 150<br/>6 6 6 22<br/>3 5 57<br/>2 4 3 7 35<br/>5 5 5 38<br/>0 5 5</td><td>Millions. 1 1.583.9 186.4 49.2 90.8 253.2 588 73.7 44.3 25.5</td></th<> | 95 237 1<br>7 28<br>9 44<br>2 24<br>12 63<br>1 4<br>2 3<br>3                        |  | 3 ·7<br>6 ·5<br>4 ·9<br>·8 1·7<br>·1 ·3<br>·4 ·7<br>·1 ·3<br>·· · · · · ·   | Til's Mil's Mil's Mil's 19 13.5 S 2 4 3 3 3 3 3 3 4 3.2 2 4 4 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1  | 's Mu's Mutta<br>5 4 5 71<br>3 8 3<br>7 2<br>2 4 3<br>6 5 11<br>4 1 2<br>8 11 3<br>4   | ons. Million<br>1 8 872<br>6 6 2 150<br>6 6 6 22<br>3 5 57<br>2 4 3 7 35<br>5 5 5 38<br>0 5 5     | Millions. 1 1.583.9 186.4 49.2 90.8 253.2 588 73.7 44.3 25.5  |
| U.S.<br>Nation<br>Cleari<br>Due fr<br>Other           | tender notes ctfs. of deposit nal bank notes ing House exch'rom U. S. Treas resources tals Liabilities.                    | s.:<br>s  | 1.8<br>1.6<br>1.8<br>1.6<br>1.8<br>1.6<br>5.4.5<br>7<br>6<br>2.0<br>5.3   | 1 4·6 1·8 2 1·1 1 · 6 · 5 1 8·3 1·3 1 2 · 5 1 1 4·7 0  | 1.2 .5 .91111 .111 .1   | 7 1.8 1.2   | 1 1 5 4 7 2 1 0 2 4 1 3 3 7 100 4 19 9   | '4 1.0 '1 '1 '5 '1 '2 7.2 15.2  | 1 1·5   | 7 4<br>2 3<br>3 ·1 8<br>3 ·1 1   | 6 3 9 32 5 6 7 7 16 2 7 2 2 3 7 1 3 5 2 9 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1                     | 75.4<br>6.2<br>24.0<br>85.1<br>9.3<br>42.7  |
| Surplu<br>Undiv<br>Circula<br>Due to<br>Other         | as fund  | 19<br>4<br>. 83<br>33                                 | 27 366 1<br>15 113<br>79 82 1<br>36 2356 6<br>39 1381 3:<br>2 1   | 2 109 44<br>3 18 11<br>0 24 16<br>4 772 2511<br>2 188 43<br>2 3  | 3.5   | 1 0 1 9 2 1 0 6 2 4 4 8 21 5 1 6 3 0 7 8 7  | 6.8   15.1   4.0   5   5   5   8   10.3   4.1   2.1   32.5   4.1   2.1   3.6   100.4   19.9  | 1·3 4·2<br>·3   | 1 1   | 6 3 70<br>2 2 2<br>3 27<br>5 5 9 1 2 26<br>3 3   | 6 4 98 8 6 8 53 1 1 5 1 33 3 6 6 8 7 8 9 1 5 2 8 6 9 1 5 2 8                                      | 799<br>1650<br>1,2787<br>3219<br>228  |

## GENERAL QUOTATIONS OF STOCKS AND BONDS.

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

The following abbreviations are often used, viz.: "M.," for mortgage; "g.," for gold; "g'd," for guaranteed; "end.," for endorsed; "cons.," for consolidated; "conv.," for convertible; "s. f.," for sinking fund; "l. g.," for land grant.

Quotations in New York are to Thursday; from other cities, to late mail dates.

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

| 1   |  | ı                                    | vor by giving natice of any el  |                    | 1  | 1   | Dia                | 1                          |
|---|--|--------------------------------------|---|--------------------|--|---|--------------------|----------------------------|
| United States Bonds.  | Bid.   | Ask.                                 | CITY SECURITIES.  | Bid.               | Ask.   | CITY SECURITIES.  | Bid.               | Ask.                       |
| UNITED STATES BONDS.<br>4 198, 1891reg. Q-M   | <b>x0</b> 3%   | 10412                                | Baltimore—(Continued)—<br>6s, bounty, exempt, 1893 M & 8                      | 111                |  | Minneapolis—4s, 1906-1916. Various<br>5s, 1893                          | 100                | 95<br>10 1                 |
| 4 log 1991 com ()M  | 107 12   | I UN OR                              | 58. water, 1894J&J  | 1074               | 108<br>121                                       | 88, 1905  | 130                | 133<br>104                 |
| 48, 1907reg. Q—J<br>48, 1907coup. Q—J<br>68, Currency, 1895regJ&J                             | $1265_{8}$ $120$                                       | 126%                                 | 68, 1900. J&J<br>68, West. Md. RR., 1902 J&J<br>58, 1916. M&N                 | 120<br>1274        |  | Mobile, Ala.—4-5s, fundedJ & J<br>Montgomery, Ala.—New 3sJ & J          | 79                 | 81<br>75                   |
| 6s. Currency, 1896regJ&J  | 122  |                                      | 4s, 1920. J&J<br>Bangor, Me.—6s, RR.,1890-'94. Var.                           | 102                | 110 <sup>1</sup> 2                               | 5s, new   | 90                 | 100                        |
| 6s, Currency, 1897regJ&J<br>6s, Currency, 1898regJ&J  | 126  |                                      | 68. water, 1905   | 111                | 119  | 68. long  | TUO                | 103                        |
| 6s, Currency, 1899regJ&J  | 125  | ••••                                 | 6s, E.& N.A. Railroad, 1894J&J<br>6s, B. & Piscataquis RR.,'99.A&O            | 107                | 106<br>110                                       | Newark-4s, long   | 104                | 108                        |
| Alahama—Class "A." 3 to 5, 1906   | 110  |                                      | Bath, Me.—6s, railroad aidVari  | 101-7              |  | 5s, long  | 119                | 111                        |
| Class "B," 5s, 1906   | 100  |                                      | Belfast, Me.—6s, railroad aid. '98'<br>Boston, Mass.—6s, cur, long, 1905 Vari | 103<br>126         | 105<br>129                                       | 7s, longVar.i<br>7s, water, longVar.i                                   | 140                | 126<br>128                 |
| Arkansas—6s, funded, 1899J & J<br>7s, L. R. & Ft. S. issue, 1900. A & O                       |  | 18                                   | 6s, currency, 1894Var.<br>5s, gold, longVar.                                  | 112                | 1121 <sub>2</sub><br>1151 <sub>9</sub>           | New Bedford, Mass.—6s, 1909. A&Ot 5s, 1900, Water Loan                  | 126                | 129<br>113                 |
| 78. Memphis & L. R., 1899 A & O   |  | 20                                   | 4108. 1908  | 100                | 108  | N. Brunswick, N. J.—78, long  | 100                |                            |
| 7s, L. R. P. B. & N. O., 1900 A & O<br>7s, Miss. O. & R. Riv., 1900 A & O                     | 18   |                                      | 4s, currency, lougJ&J<br>Brooklyn, N.Y.—7s, 1890                              | 110                | 111  | Now Onleans La - Premium 58   | 1134491            | 13434                      |
| 7s, Levee of 1871, 1900J & J  | 4  | 15                                   | 6s, Water, 1891   | 149                | 121  | Consolidated 6s, 1892Var.<br>Newport, Ky.—Water bonds 7-30s.            |                    |                            |
| California—6s, funded debt of 1873;<br>Connectic't—New,rg.,2:2s,1904J&J*                      | 101  | 104                                  | 68, Park, 1924  | 156                | 154<br>161                                       | New York City—5s, 1908  | 1119               | 123<br>120                 |
| New, reg. or coup., 3s, 1910*<br>Dakota Ter. 5s, 10-20s of 1887                               | 100  | 106                                  | 78, Bridge, 1902<br>78, Bridge, 1920  | 156                | 139<br>161                                       | 6s, 1901  | 10734              | 129<br>108                 |
| 4 28, 10-208 of 1887.<br>Dist. Col.—Con4.3-658,1924, cp. F&A                                  | 1017   | 102                                  | Ruffelo N V -78 1895 Var.1  | 110                |  | 7s, 1896<br>7s, 1901  | 1120               | 12 <b>6</b><br>138         |
| Cons. 3-65s, 1924, reg  | 11908  | 119₺                                 | 7s, water, long   | 114                | 10012  | Newton-6s, 1905, water loanJ&J<br>5s, 1905, water loanJ&J               | 124                | 126<br>113                 |
| Perm. imp. 6s, guar., 1891J&Ji  | 106  | 107                                  | 68. 1894. water loanJ&J   | LII                | 112  | Norfolk, Va.—6s, reg.stk, '78-85J&J<br>8s, coup., 1890-93               | 1107               |                            |
| Perm. inp. 7s, 1891 J&Jt<br>Wash.—Fund.loan(Cong.)6s,g.,'92i                                  | 10673  | 111                                  |   | 122                | 125  | ga water 1901 M&N   | 128                |                            |
| Fund. loan(Leg.)6s, g., 1902 Var<br>Market stock, 7s, 1892                                    | 110  | 112                                  | Charleston, S.C.—6s, st'k,'76-98Q-J<br>7s, fire loan bonds, 1890J & J         |                    |  | Norwich, Ct5s, 1907A&Ol<br>7s, 1905J.&J                                 | 133                | 113<br>137                 |
| Water stock, 7s, 1901do 7s, 1903  | 126  |                                      | 7s, non-tax bonds   | 84                 | 108  | Orange, N. J.—78, long  | 100                |                            |
| Fiorida—Consol. gold 6sJ & Jt   | $\frac{103}{105^{12}}$                                 | 112<br>106                           | Chelsea, Mass.—6s, 1897, water loan<br>Chicago, III.—7s, 1892-99              | $114 \\ 115 \\ 12$ | 116  | Paterson, N. J.—78, longvar   | 115                | 125                        |
| 4 <sup>1</sup> 28, 1915. J&J<br>Kansas—7s, long. J&J  | 104 2  | 1052                                 | 68, 1895<br>4 1/28, 1900  | 113                |  | 5s, long  | 1112               |                            |
| Louisiana—New con. 7s, 1914. J&J  | 100  |                                      | 3-65s, 1902   | 100                | 111 <sup>1</sup> 8                               | 4s, long<br>Petersburg, Va.—6s. J&J                                     | LUO                | 105<br>112                 |
| Stamped 4 per cent.  Baby bonds, 3s, 1886 F&A   | 53   | 5412                                 | Cook Co. 7s, 1892<br>Cook Co. 5s, 1899  | 105                |  | On No.  | 1113 1             |                            |
| Maine—3s, 1890-1929   | 1034   | 104                                  | Cook Co. 44s, 1900  | 102                | 107  | 8s, special tax.<br>Philadelphia, Pa.—6s, 1836-'99 J&J                  | 110                | 126                        |
| Maryland-6s, Hospital, '87-91 J&J<br>6s, 1890Q-J  | 93   |                                      | Lincoln Park 7s, 1895   | 105                | 10534  | 6s, new, reg., due 1900 & over. J&J                                     | 103                | 134<br>104                 |
| 3-65s, 1897   |  | 106                                  | South Park 6s, 1899   | 103                | .,   | 5s, reg. and coup., 1913Var.  | 124                | 117                        |
| 5s, gold, 1894  | 109  | 111                                  | 7-30s, 1902   | 131                | $132\frac{1}{2}$ $103\frac{1}{2}$                | 7s, water, reg.&ep., 93-98A&O.  | 114                | 116                        |
| Michigan—7s, 1890   | 106  |                                      | Southern RR. 7-30s, 1906J&J<br>do 6s, g., 1906M&N                             | 132                | $\begin{array}{c} 135 \\ 123 \\ 123 \end{array}$ | 4s, do 1915<br>Portland, Me.—6s, Mun., 1895. Var.                       | 100                | 107<br>108                 |
| Missouri—6s. 1888   | 10012  |                                      | do Cur. 68, 1909F&A   | 1224               |  | 6s, railroad aid, 1907 M&S<br>4s, funded, 1932-12 J&J                   | 120                | 123                        |
| Long bonds, '89-90 J & J  | 102  |                                      | Hamilton Co., 4s.   | 10414              | 10434  | Postsmouth N H -68, 93, KR. J. W.                                       | 110/               | 108                        |
| Asylum or University, 1892. J & J<br>New Hampshire—5s, 1892J&J                                | 1034   | 105                                  | Cleveland, O.—78. '94, fd. debt A&O 78, 1896, canal                           | 118                | 118  | Poughkeepsie. N. Y.—78, water long<br>Providence, R.I.—58, g., 1900J&J  | 110                | 111                        |
| War loan, 6s, 1892-1894J&J <br>War loan, 6s, 1901-1905J&J                                     | 123  | 111<br>127                           | 6s, 1898  | 100                | $113^{1}_{2}$ $100^{1}_{2}$                      | 6s, gold, 1900, water loan. J & J+<br>Rahway, N. J.—Old 7s              |                    |                            |
| New Jersey—6s, 1897-1902 J&J*<br>6s, exempt, 1896 J&J*  | 118  | 130<br>125                           | Columbus, Ga.—7sVar.  | 102                | 105  | New adjustment, 4s.<br>Richmond, Va.—6s, 1884-1914.J&J                  | LLI                | 82                         |
| New York—6s, gold, 1891J&J<br>6s, gold, 1892A & O   | $\begin{array}{c c} 111 \\ 112 \end{array}$            | 112                                  | Covington. Ky7-30s, long  | 110                | 112<br>107                                       | 8s, 1886-1909J&J  | 133                |                            |
| 6s, gold, 1893  | $112\frac{1}{2}$                                       | 40                                   | 4s, 1937, new   | 103                | 10312  | AsVar.  | 110                |                            |
| 68 N. C. RR., 1883-5 J & J ¶  | 170  |                                      | 10s, 1893-96.<br>Water, 6s, 1900  | 110                | 115<br>103                                       | 7s, water, 1903   | 140                | 100                        |
| 6s. funding act of 1866 1900 J&J  | 10   |                                      | Detroit, Mich 7s, long Var.   | 120                | 130  | st. Joseph, Mo.—Comp'mise 48, 1901<br>St. Louis, Mo.—68, 1892Var.       | 87 1               | 107                        |
| 63, new bonds, 1892-8J&J<br>63, Chatham RRA&O   | 7  |                                      | 78, water, long   | 82                 | 87   | 5g long Var.I   | 100                | 10 <b>7</b><br>10 <b>2</b> |
| 6s, special tax, class 1,1898-9A&U<br>4s, new, cons., 1910                                    | $\frac{12}{95}$  | $95^{1}_{2}$                         | Evansville, Ind-7s, long, Various<br>Fall River, Mass6s, 1904 F& A            |                    | $120_{2}$  | 58, 10-20. Var.t<br>48, 1905. J&D.t                                     | 100                |                            |
| 6s, 1919  | 112  | 122                                  | 5s, 1894, gold  | 113                | 115  | 8t. L. Co.—6s, gold, 1905A&Ot<br>St. Paul, Minn.—4s, 1912               | 94 1               | 120<br>96                  |
| 48, reg., 1912  | $\begin{array}{c} 119 \\ 112 \\ 1\end{array}$          |                                      | Fitchburg, Mass.—6s. '91, W.LJ&Jt<br>Galveston, Tex.—8s, 1893-1909.M&S        | 101                | 103  | 4 <sup>1</sup> 28, 1916   | 101                |                            |
| South Carolina—68, Non-fund., 1888.  Brown consols.   | 4  | 54                                   | 5s, 1920J&D<br>Hartford, Ct.—City 6s, var. datest                             | 92<br>104          | 98<br>114  | 6s, 1900  | 115                | 112<br>11 <b>7</b>         |
| Tennessee—6s, unfunded  | 60   | 62<br>72                             | Capitol untax, 68   | 110                | 105  | 8s, 1904  | 116                | 128<br>118                 |
| Settlement, 6s, 1913. Settlement, 5s, 1913.   | 101  | 97                                   | Haverhii, Mass.—6s, 1889 A&Oi<br>Hoboken, N. J.—5s, long                      | 1024               | 10312  | 58, 1904, W. LJ&J   | 101 <sup>1</sup> a | 112<br>102                 |
| Settlement, 3s, 1913  | 7012   | 71<br>111                            | 68, long  | 116                | 117  | Somerville, Mass.—58, 1895A&Oi 58, 1905                                 | 100 1              | 107<br>112                 |
| T3xas-6s, 1892. M&SI   7s, gold, 1892-1910. M&SI   7s, gold, 1892-1910. M&SI   7s, gold, 1004 | 115  |                                      | Houston, Tex.—10s   | 45                 |  | 58, 1905  | 122                | 124<br>135                 |
| 7s, gold, 1904. J&Ji<br>Vermont—6s, 1890. J&D   |  |                                      | 6s, funded.<br>Indianapolis, Iud.—7-30s, '93-9, J&Ji                          |                    | 100  | Toledo O -7-308, RR., 1900, M & N II                                    | 110                | 117<br>118                 |
| Virginia—6s, old, 1886-'95J & J<br>6s, new bonds, 1886-1895J & J                              | 48   |                                      | Jersey City—6s, water, long, 1895<br>7s, water, 1899-1902J&J                  | 113                | 106<br>123                                       | 8s, 1893-94. Var. 1 Washington, D.C.—See Dist. of Col.                  | - 1                |                            |
| 6s, consols, 1905. ex-coupJ&J<br>6s, consol., 2d seriesJ&J                                    | 60   | 41                                   | 7s, improvement, 1891-'94Var  | 106                | 118  | Worcester, Mass.—68, 1892A&O  | 112                | 10 <b>9</b><br>11 <b>4</b> |
| 6s, deferred bonds  | $\begin{array}{c} 9^{1_{2}} \\ 32^{1_{2}} \end{array}$ | $\frac{97_8}{331_2}$                 | Hudson County 58, 1905M&S<br>Hudson County, 68, 1905J&J                       | 114                |  | 48, 1905A&O   | 1021               | 104                        |
| Do from 10-40s.<br>New 3s (Riddleberger), 1932.J & J  | 261 <sub>2</sub><br>65                                 | 271 <sub>2</sub><br>651 <sub>2</sub> | Hudson County 7s, 1891J&D<br>Bayonne City, 7s, longJ&J                        | 112                |  | RAILROAD BONDS. (Bonds of companies consolid ted will                   |                    |                            |
| 10-40s, cp. & reg., 3 to 5,1919.J&I   | 3614   | 37                                   | Lawrence, Mass.—6s, 1894A& O   6s, 1900                                       | 111                | $111^{1_{2}}$ $121$                              | be found under the consol'd name.) Ala. Gt. Southern—1st mort., 1908;   | 113                | 116                        |
| Albany, N. Y.—6s, longVarious   |  |                                      | Long Island City, N.Y-Water.78  | 105                |  | Debenture scrip, 6s, gold, 1906   | 108                | 110                        |
| 7s long.<br>Allegheny, Pa.—5s, cp., '87-97Var. 1  | 100  | 106                                  | Louisville, Ky.—7s, long dates. Var. 7s, short dates                          | 103                | 123  | 2d debent, 6s. 1907   | 40                 | 50                         |
| 4 2s, coup., 1885-1901  | 100   1  | 105                                  | 6s, long  | 101                | 111  | Alb'y & Susq.—1st M., 7s, '88J&J<br>Consol. mort., 7s, 1906, guar .A&O  | 120                | 135                        |
| Allegheny Co., 5s, ep., 1913.J&J§ 1<br>4s, riot loan, 5-10s.                                  | 100  | 101                                  | 5s, 1890-1900M&N<br>Lowell, Mass.—6s, 1890, W. L. M&N                         | 104<br>103½        | 105<br>104 b                                     | Consol. mort., 68, 1906, guar. A&O<br>Allegh, Val.—Gen. M., 73-108. J&J | 114                | 121                        |
| 4s, riot loan, 10-20s   | 100  | 101                                  | Lynchburg, Va.—6sJ & J<br>8sJ & J   | 126                | 111  | East. exten. M., 7s, 1910 A&O   | $\frac{110}{21}$   | 25                         |
| 4s, refunded, 5-20s, 1891-1906  | 101  | 102                                  | Lynn, Mass.—Water loan,6s,'94J&J<br>Water loan, 6s, '96J&J                    | 11012              | 112<br>115                                       | Atch. Top. & S. Fe-1st,78, '99 J&JT Land grant, 78, g., 1902 A&O        | 1163               | 117                        |
| Do. 8s  | 108  |                                      | 5s, 1905  | 11112              |  | Sinking fund, 6s, 1911J&D†<br>Guaranteed 7s, 1909 .J&J&A&O†             | 107.4              | 1034                       |
| Augusta, Me.—6s, 1905, Fund. J&J  | 118  | 120                                  | Manchester, N.H68, 1894J&Ji   | 108                | 110  | 58, 1909 (1st mort.)  | 95                 | 97                         |
| Augusta, Ga—7sVarious<br>Austin, Texas—10s  | 115  | 120                                  | 68, 1902  | 10049              |  | 4 28, 1920 A&O†<br>Florence & El Dor'do, 1st. 78. A&O†                  | 973                | 98                         |
| Baltimore—6s. consol., 1890Q—J l<br>6s, Balt. & O. loan, 1890Q—J l                            | 1033   | 1014                                 | Memphis, Ten.—Tax. Dist. Shelby Col<br>Milwaukee, Wis.—5s, 1891J & D          | 100                | 100  | K.C.Topeka&W1st M., 78,g.J&Ji   | 1234 1             | 124                        |
| 6s, Park. 1890  |  | 106                                  | 78, 1896–1901   | 107                |  | do income 7s.<br>N.Mex.&So.Pac.,1st,7s,1909A&Ot                         | 113 1              |                            |
|   |  |                                      | 11.6  | , ,                |  | the training of Council on  |                    | 20                         |

<sup>&</sup>quot;Price nominal; no late transactions. † Purchaser also pays accrued interest. ‡ In London. § Part being redeemed. ¶ Coupons on since '69.

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

| For   | Expi  | anati   | ons See Notes at Head of I   | first i   | rage                    | of Quotations.  |  |   |
|---|---|---|--|---|-------------------------|---|--|---|
| RAILROAD BONDS.   | Bid.  | Ask.  | RAILROAD BONDS.  | Bid.  | Agk                     | PANDOLD BONDS   | Dia  |   |
|   |   |   |  |   |                         | RAILROAD BONDS.   |  | Ask.                                      |
| Atch. Top. & S. Fe—(Continued)—<br>Pueblo & Ark.V., 1st, 7s, g., 1903.    | †117  | 1174  | Cheshire—6s, 1896-98J&J<br> Chicago & Alton—                                   | 110812  | 10978                   | Cin. I. St. L. & Chic.—Con. 6s. 1920<br>1st gold 4s, 1936Q—J                          | †1074<br>92  |   |
| Sonora, 1st, 7s, 1910, guar J&J   | 1034  | 104   | 1st M., 7s, 1893J&J  | 112   | 113                     | Cin. Jack. & Mac.—1st.5s.1933 J&D   | 924  | 95 <sup>1</sup> 2                         |
| Wichita&S.W.,1st,7s,g.,gua1902<br>Atlanta & Charlotte Air L.—1st,7s       |   | 116<br>121  | Sterling mort., 6s, g., 1903J&J<br>Bds. Kan. C. line, 6s, g., 1903M&N          | 12619   | 125                     | Cin. Laf.& Ch.—1st, 7s,g.,1901.M&S<br>Cin. Leb. & Nor.—1st m. 5sJ&J                   |  | 105                                       |
| Income. 6s  | 102   | 104   | Miss.Riv.Bridge, 1st., s.f., 6s, 1912  | 107   |                         | Cin. Rich. & Chic.—1st. 78, '95, J&1  | 1103   | $\begin{array}{c} 105 \\ 112 \end{array}$ |
| Atlantic & Pac.—1st 4s, 1937J&J<br>W. D. Incomes, 1910J&J                 | 83<br>265 <sub>8</sub>                                    | $83\frac{1}{2}$ $27\frac{1}{8}$                                   | Louis'a & Mo.R., 1st, 7s, 1900F&A<br>do 2d, 7s, 1900 M&N                       | 118   | •••••                   | Cin. Rich. & F. W.—1st, 7s, gJ&D<br>Cin. Sand'ky & Cl.—6s, 1900F&A                    | †111   | 115                                       |
| Central Division, old 6s  | 90  | 95  | St.L.Jacks'v.&C.,1st,7s,'94.A&O  | 115   |                         | Consol. mort., 78, 1890 [1&1]   | 1100   | 100 <sup>1</sup> 2<br>100 <sup>1</sup> 2  |
| do incomes, 1922.<br>do acc. ld. gr. 6s. 1901                             | 30  | 25<br>40  | do 1st guar. (564).7s, '94A&O<br>do 2d M. (360), 7s, '98J&J                    | 116   | 11712                   | Cin.&Sp.—7s, C.C.C.& I., 1901.A&O<br>7s, guar., L.S.& M.S., 1901A&O                   | 115  | 1184                                      |
| Baltimore & Ohio -New 48A&O   |   | 10012   | do 2d guar. (188) 7s,'98.J&J   | 114   |                         | Cin. Wash. & B.—1st.gu. 4128-68M&N  | 99   | 994                                       |
| 5s gold, 1925F&A<br>East Side 5s, 1925                                    |   | 108   | Chic.& Atlantic—1st, 6s,1920.M&N<br>2d, 6s, 1923F&A                            | 80  | 50                      | 2d mort., 5s, 1931  | 74 49  |   |
| Sterling, 5s, 1927J&D   | 1109  | 111   | Chic. Burl. & Quincy-  | 1201  |                         | Income 5s, 1931   | 20   |   |
| Sterling, 6s, 1895  | 1118  | 113<br>120  | Cons., 78, 1903J&J<br>Bonds, 58, 1895J&D                                       | 130 <sup>1</sup> <sub>2</sub>                         | 101                     | Scioto & Hock. V, 1st, 7sM&N<br>Balt. Short L., 1st, 7s, 1900J&J                      | 100  | و1011                                     |
| do 68. g., 1910. M&N  | 1122  | 124<br>121  | 58. 1901A&O  | 1 105   | 106                     | Clearr. & Jeff.—1st. 6s. 1927   | 1064   |   |
| Parkersburg Br., 6s, 1919A&O<br>Balt. & Pot'c—1st, 6s, g., 1911.J&J       |   | 125   | 5s, debenture, 1913M&N<br>Iowa Div. 5s, 1919A&O                                | 103   | 110                     | Clev. Akron & Col.—1st, 6s, 1926J&J<br>G-n. M., g., 5s, 1927                          | §1023 <sub>2</sub><br>§ 97                         |   |
| 1st, tunnel, 6s, g., g'd, 1911, A&O                                       | 123   | 1254  | Iowa Div., 48, 1919  |   | $981_{2}$               | Cieve. & Canton-1st. 5s. 1917   | f 94   | 944                                       |
| Beech Creek—1st,g'ld, 4s,1936,J&J<br>Bell's Gap—Cons, 6s, 1913J&J         | 7712  | 110   | 4s, Denver Div., 1922 F&A<br>4s, plain bonds, 1921 M&S                         | 90<br>1894  | 8912                    | Clev. Col. C. & I<br>1st mort. 7s, 1899   | 121  |   |
| Belvidere Del.—1st,6s,c.,1902.J&I   | 11612   |   | Neb. Ext., 4s, 1927  | 9258  | 9318                    | Consol. mort., 78, 1914 J&D   | 126  |   |
| Cons. 4s, 1927  | †110  | $110^{1}4$  | Bur. & Mo. R., 1'd M., 7s,'93.A&O<br>do Conv. 8s,'94 ser.J&J                   | †   | 112                     | Cons. S. F., 7s, 1914   | 107  | 108½                                      |
| 68, 1895  | 11104   | 111   | Bur.& Mo.(Neb.), 1st, 6s, 1918. J&J  | †116  | 11612                   | Bellef. & Ind. M., 78, 1899 J&J   |  |   |
| Bost. Conc. & Mon.—S.F., 68, 89.J&J<br>Consel. mort., 78, 1893A&O         | 1004  | 100-2   | do Cons, 6s, non-exJ&J<br>do 4s, (Neb.), 1910J&J                               | † 105 42<br>† 89                                      | 90                      | Clev. & Pitts.—4th M., 6s, 1892.J&J<br>Consol. S. F., 7s, 1900M&N                     | $\frac{1063}{126}$                                 | 128                                       |
| Consol. mort., 6s. 1893 A&O   | 11024   | 104   | do Neb.RR,1st,7s,'96A&O  | †111  | 113                     | Ulev. & M. Val.—1st. 78.g., '93 F&A   |  |   |
| Bost.H.Tun.&W. deb. 5s, 1913 M&S<br>Boston & Lowell—7s, '92A&C            | T1084   | 109   | do Om.& S.W.,1st,8s,J&D<br>Ill. Grand Tr., 1st, 8s, '90A&O                     | 1054  | 119                     | Colorado Mid.—1st, 6s. 1936J&D<br>Columbia & Gr.—1st, 6s, 1916.J&J                    | 101  | 102                                       |
| 68, 1896  | †111  |   | Dixon Peo.& H., 1st, 8s, 1889. J&J   | 103   | 104                     | 2d mort., 6s. 1926  | 7612   | 77  |
| 5s, 1899J&J<br>4s, 1905M&S  | 95  | 954   | Ott. Osw. & Fox R., 8s, 1900. J&J<br>Quincy& Wars'w, 1st, 8s, '90. J&J         | †125<br>†1054   | 127                     | Col. & Cin. Mid.—1st, 6s, 1914.J&J<br>Columbus Hocking Valley & T.—                   | •••••  | 95  |
| 448. 1903 M&N   | 100   | 102   | Atch'n & Neb.—1st, 7s, 1907 M&S  | †121  | 123                     | Con. 5s, 1931 M&S   | $72\frac{1}{4}$                                    | 7258                                      |
| Boston & Maine—78, 1893J&J<br>78, 1894J&J                                 | 114   | $113$ $1141_2$  | Chic. Burl. & Nor.—5s, 1926  | 1021 <sub>2</sub><br>1001 <sub>4</sub>                |                         | Gen. 6s gold, 1904J&D<br>Col.&Hock.V.—1stM.,7s,'97.A&()                               | † 70 <sup>1</sup> 2                                |   |
| Bost. & Providence—78, 1893 1&11  | т1124   | 1312  | Chic. & Can. So.—1st, 7s, 1902 A&C   | 35  | 40                      | do 2d M., 78, 1892 J&J  | 103  |   |
| Bost. & Revere B'h—1st, 6s, '97. J&J<br>Bradford Bord. & K.—1st, 6s, 1932 | 1112  | 65  | Chic Kan. & West'n.—1st, 5s, 1926<br>Income 6s                                 | 93 <sup>1</sup> 4<br>49 <sup>3</sup> 4                | 93 <sup>1</sup> 2<br>50 | Col. & Toledo—1st mort. bonds   | †114   |   |
| Bradf. Eld. & Cuba—1st. 6s. 1932.1&1                                      |   | 25  | Chic. & East Ill.—1st mort. 6s, 1907   | 11612   |                         | Ohio&W.Va1st.s.f7s.1510M&N  | 108  | 111                                       |
| Brooklyn Ele.—1st, 6s, 1923. A&O<br>2d mortg, 3-5s, 1915J&J               | 105 1<br>801 <sub>2</sub>                                 | $81^{1_2}$  | Income bonds, 1907   | 116%  | 117                     | Col. Springr. & C.—1st, 7s, 1901. M&S   | 107  | 110<br>106                                |
| Buff. Brad. & P.—Gen. M. 78. '96. 1& 1                                    | 49  | 102   | Gen. con., 1st, 5s, 1937M&N  | 9134  |                         | Col.& West.—1st. 6s. guar Cent. Ga.   | 1108   | 110                                       |
| Buff.N.Y.&Erie—1st, 7s, 1916.J&D<br>Buffalo N. Y. & Phila.—               | -   |   | Chic. & Gr. Trunk—1st mort., 1900<br>Ch.& Ind. Coal R'y, 1st 5s, 1936 J&J      | 100<br>974  | 98                      | Col. & Xenia—1st M., 78,1390.M&S<br>Conn. & Passump.—M., 78, '93.A&O                  | 111  | $\begin{array}{c} 108 \\ 112 \end{array}$ |
| 1st, 6s, g., 1921   | 43  | 90  | Chic. & Mich. L. S. 1st 8s, 1889   |   |                         | Massawippi, g., 6s, gold, '89 J&J   | 100  | 1004                                      |
| Pitts. Titusv. & B.—7s, 1896. F&A<br>Oil Creek, 1st M., 6s, 1912. A&O     |   | ••••  | Chic. Mil. & St. Paul—<br>P. du C. Div., 1st, 8s, 1898. F&A                    | 1254  | 127                     | Conn. West.—1st M., 7s, 1900. J&J<br>Connecting (Phila.)—1st, 6s M&S                  | 20   | $\begin{array}{c} 38 \\ 122 \end{array}$  |
| Union & Titusy., 1st, 7s, '90. 1&1  | 110   |   | P. D., 2d M., 73-10s, 1898F&A  | 11612   | $119\frac{1}{2}$        | Consol.RR.of Vt., 1st, 5s, 1913.J&J   |  | 874                                       |
| Warren & Fr'kin, 1st,7s,'96.F&A<br>Buff. & Southwest.—6s, 1908J.&J        | 00  |   | 1st, \$, gold, 7s, 1902  | $\frac{124^{1}_{2}}{114}$                             | 116                     | Cor. Cow. & Ant.—Deb.6s, '95M&N<br>Cumb. & Penn.—1st 6s, '91M&S                       | 101  | 103                                       |
| Bur. C. R.& N.—1st.5s.new.'06.1&1)  | 106   | .07   | I. & M., 1st M., 7s, 1897J&J   | 1164  | 120                     | Cumperl. Val.—1st M8s.1904. A&O   |  |   |
| Cons.1st & col. tr., 5s,1934A&O<br>Minn. & St. L., 1st. 7s, guar. J&D     |   | 94  | I'a. & Dak., 1st M., 7s, 1899.J&J<br>Hast. & Dak., 1st M., 7s, 1910.J&J        | $\frac{118}{123}$                                     | 125                     |   |  | 105<br>102 եր                             |
| 10Wa C. & W., 1st. 7s. 1909 M&S   |   |   | do 5s, 1910 J&J  | 101   |                         | Dayt. & West.—1st M6s, 1905.J&J   | 110 .  |   |
| C. Rap.I.F.& N.,1st,6s,1920 A&O<br>do 1st, 5s, 1921 A&O                   |   | 9712  | Chic. & Mil., 1st M., 7s, 1903.J&J<br>1st mort., consol., 7s, 1905J&J          | 126<br>125  | 12578                   | 1st mort., 7s, 1905 J&J<br>Delaware—Mort., 6s, guar., '95. J&J                        | 110  | 12219                                     |
| Califor. Pac.—1st M., 44s, g. J&J<br>2d M., 6s, g., end C. Pac., '91.J&J  | 100   |   | 1st M., I. & D. Ext., 7s, 1908J&J  | 1234  |                         | Del.& Bound B'k-1st, 78,1905F&A   | 13112.   |   |
| <b>30 M.</b> (guar. C. P.), 68, 1905 J&J                                  | 400   |   | 1st M.,6s, S'thwest Div.1909J&J<br>1st M., 5s, La C. & Dav.1919J&J             | 113   |                         | Del. Lack. & W Conv. 7s, 1892 J&D<br>Mort. 7s, 1907                                   |  | 112<br>140                                |
| do do 3s, 1905. J&J<br>Cal. So.—1st 6s (Atch. guar.). J&J                 | 50<br>1124  | 1210  | So. Minn. 1st 6s, 1910J&J<br>Chic. & Pac. Div. 6s, 1910J&J                     | 11234   |                         | Den. & R. G. 1st 7s.gold.1900.M&N   | 1184.  |   |
| Income 68, 1926   |   | 8712  | do West Div., 58,1921.J&J  | 118 <sup>1</sup> 4 .                                  | 10138                   | 1st con. 4s, 1936<br>Denv.& Rio G.W.—1st.6s, 1911M&S                                  | $\begin{array}{c} 79\frac{1}{4} \\ 72 \end{array}$ | 79 <b>7</b> 8<br>73                       |
| Camden & Atl.—1st, 7s, g., '93J&J<br>2d mort., 6s, 1904A&O                | 109   |   | Chic. & Mo. Riv. 5s, 1926J&J<br>Mineral Pt. Div., 5s, 1910J&J                  | 98  |                         | do assented<br>Deny.S.P.& Pac.—1st,7s,1905 M&N  | 66<br>77   | 67<br>81                                  |
| Cons. 68, 1911  |   |   | Chic. & L. Sup. Div., 58, 1921J&J  | 100   | (                       | Des M.& Ft.D.—Guar.48, 1905.J&J   |  | 88  |
| Canada So.—1st M., guar., 1908, J&J<br>2d mort., 5s, 1913                 | 106 <sup>1</sup> 2 1                                      | $941_2$   | Wis. & Minn. Div., 5s, 1921J&J<br>Terminla 5s, 1914J&J                         | 100   | 212                     | 1st mort., guar., 24s, 1905J&J<br>1st mort., guar. 4s, on extension.                  | 50<br>87   | 88  |
| Cape Fear & Yad. Val. 1st.6s.1916   | 95  | $95_{2}$  | Dubuque Div., 1st. 6s, 1920.J&J  | 116   | $16^{1}_{2}$            | Det.& B.C.1st,8s,en.M.C.1902M&N   |  |   |
| Carolina Cent.—1st,6s,g.,1920.J&J<br>2d, inc., 6s, 1915                   | 102  1  | 08   <br>25   | Wis. Val. Div., 1st, 6s, 1920 J&J<br>Fargo & South 6s, ass. 1924 J&J           | 1064  | 10642                   |   |  | L06 .<br>L19                              |
| 3d, inc., 6s, 1910  | 100   | 15  | Inc. conv. sin. fund 5s, 1916 J&J  | 91 .  |                         | Con. M., 5% till'84, after 6%, 1918   | 115 1  | 18  |
| Cedar F. & Min.—1st. 7s. 1907. J&J  | 78  | 85  | Dak. & Gt. So. 5s, 1916J&J<br>Chicago & Northwestern—                          | 9212  | 95                      | Det. L. & North.—1st, 7s, 1907.J&J<br>Det. Mack.& M.—Ld. gr. 3 <sup>1</sup> 2s, S. A. | 1181211  | 4134                                      |
| Cedar R. & Mo.—1st, 7s, '91 F&A   1st mort., 7s, 1916 M&N                 | 105   1<br>131   1  | $31\frac{1}{2}$   | Consol., 78, 1915Q—F   | 13958   | 4112                    | Dub. & Dak.—1st M., 6s, 1919.J&J  | 1711   | •••••                                     |
| 2d mort., 7s, 1909, quar  |   | 17  | Consol., gold, 7s, cp., 1902. J&D<br>Sinking fund, 6s, 1929 A&O                | 13134 1   | 21 42                   | Dunk.A.V.& P1st.7s.g1900J&D   | 11119.   |   |
|   |   |   | do 58, 1929  | 109 1<br>108 2 1                                      | .10                     | East Penn.—1st M., 7s, 1888 M&S   | 100  | ••••                                      |
| Atch.& Pike's P'k. 1st. 6s. g. M&N  | 103   |   | Exten. bds. 4s, 1886-1926 F&A  |   | 9412                    |   |  | 10  |
| AA.1 TO ATTE  |   | 05  | 25-yrs. deb. 5s, 1909  | 4 4 (3 )  | 054                     | Ala. Cent., 1st, 6s, 1918J&J  | 991  | 9919                                      |
| Cent. of Ga.—1st. cons., 78, '93, 1&1                                     | 109 1   | 10  | Des M. & Minn's, 1st, 7s, 1907. F&A  | 400   |                         | E. Tenn. V. & Ga.R'y.—1st,5s,1956.<br>East. & W. Ry., Ala.—1st, 6s, 1926              | 9914   | 3349                                      |
| Collat'l trust 5s, 1937M&N<br>Cent. Iowa—New 1st., 7s, '99.J&J            | 101 1   | $\begin{array}{c c} 02 & \parallel \\ 83 & \parallel \end{array}$ | Iowa Mid., 1st M., 8s, 1900. A&O   | 1.30  |                         | Eastern, Mass.—6s, g., 1906 M&S   |  | 2019                                      |
| Inc. bonds," debt certs,", 78, A&O  | 12  | 20  | Peninsula, 1st, conv., 7s, '98.M&S<br>Chic. & Mil., 1st M., 7s, '98. J&J       | 118 .   |                         | Elmira& W'mspt-1st 6s,1910.J&J  |  | .0231                                     |
| Eastern Div., 1st, 6s, 1912A&O<br>Ills. Div., 1st, 6s, 1912A&O            | 64  |   | Mil. & Mad., 1st, 6s, 1905M.&S.<br>Madison Ext., 1st, 7s, 1911.A&O             | 113  .  |                         | 5s, perpetualA&O  | 102  |   |
| Cons., gold, 68, 1924 J&D   | 45  | 55  | Menominee Ext.,1st,7s,1911J&D  | 13) .   |                         |   | 110  |   |
| Central RR. of N. J.—<br>1st, 7s, 1890                                    | 10412 1   | 0518  | Northwest.Un., 1st,7s, 1917.M&S<br>Winona&St.Pet.—2d7s,1907M&N                 |   | 314                     |   | 100<br>100½ 1                                      | 0116                                      |
| Gen. mort., 5s. 1987  | 1014 1  | 0112  | Ott. C. F. & St. P., 58, 1909. M&S   | 10512.  |                         | Evans. & Ind.—1st, guar., g., 6s, 1924  |  | 01-g                                      |
| Con1 1/ =   |   | $\frac{21}{17}$   | North. Ills., 1st, 5s, 1910 M&S Chic.R.I.& Pac.—6s,1917,coup J&J               | 132121  | 33                      | ,,,   | 104  <br>117                                       | ••••                                      |
| Conv. deben. 6s. 1908 M&N   | 99 1  | 01  | Exten. & col. 5s, 1934J&J  | 1   | 0738                    | Mt. Vernon-1st, 6sA&O   | 109  |   |
| Am. Dk.& Imp. Co., 58,1921.J&J<br>Leh.& Wilkesb.Coal,inc.,'88,M&N         | 103   |   | Chic. & S. W., 1st, 7s, guar., '99. M&N<br>Chic. & St. Louis—1st 6s, 1915, M&S | 116121  |                         | Evansy.T.H.&Chi.—1st, 6s, g.M&N   1   |  | 0314                                      |
| Consol., 78.gold.1900.ass'd.Q-M   | 114121  | 15  | Chic. Santa Fe & Cal1st, 5s  | 103 1   | 05                      | 5s, 1900-01-02  | 104 1  | 06  |
| Cent. Pac.—1st. 6s. gold. 1895 .[&.]                                      | $104\frac{1}{2}$  |   | Chic. St. L. & P.—1st, 5s, 1932. A&O<br>Chic. & Gt. East., 1et, 7s, 93-'95.    | 104 i   | 00                      | 68, 1897  | 113 1  | 104<br>15                                 |
| 18t, 68, gold, 1896J&J  | 1124  |   | Col.& Ind. C., 1st M., 7s, 1904.J&J  | 120 .   |                         | Flint & P. Marg.—M. 68,1920.A&O   | 118 11   | 20  |
| 1st, 6s, gold, 1897   | $\frac{112^{1}2}{112^{1}2}$                               |   | do 2d M.7s,1904.M&N †<br>Un.& Logansp.,1st,7s,1905.A&O †                       | 115   |                         | Ft. Madison & Ñ. W., 1st 7s, g.,1905<br>Ft. Worth & Deny. C.—1st, 6s, 1921            | 8139   | 8134                                      |
| 5.Joaquin, 1st M6s. g. 1900. A&O  | $115^{1}_{2}$ 1   | 164   | Cin. & Chic. A. L., 1886-'90   | 100   | 1                       | Frem't Elk'n& Mo.V.—68,1933A&O   †  | 118 11.  | 19  |
| Cal. & Or. C.P. bonds, 68, g., '92 J&J !                                  | 103 10  |   | Chi. St P.& K.C1st, g, 5s,1936J&J   Chic.St.P.Min.&Om.—Con. 6s, 1930           | 1001  | 99                      | do do Unstamped   | 1641   | 10.4                                      |
| Land grant M., 68, g., 1890, A&O  | 103 10  | 04  | Ch.St.P.& Minn. 1st,6s,1918M&N   | 126   |                         | 1st,6s, g. 1910F&A  |  |   |
| West. Pacif., 1st, 6s, g., '99. J&J                                       | $\frac{103}{110^{1}2}$                                    | 11  |  | $\begin{array}{c ccccccccccccccccccccccccccccccccccc$ | 27                      | TY . IN: - 1 - 1001 NEC 11  |  | 92  |
| Unari'te Col.&A.—Cons78.'95.J&J   | 11138   | (   | chic. & Tomah.—6s  | 116 1   | 20                      | do 2d, 6s, 1931J&J  |  |   |
| Cheraw & Darl.—1st M8s.'88.A&O  | $\begin{array}{c c} 113^{1}2 & 1 \\ 100 & 10 \end{array}$ | 03  |  | $\frac{112}{110^{1_2}}$                               |                         | Fal. Hous. & Hen.—1st, 5s A&O<br>Feorgia—7s, 1883-90 J&J                              | <b>6</b> 5   | 75  |
| 2d mort., 7s  | 100   |   | Chic. & W. Mich. 5s, 1921J&D   | 9612  | 98                      | 6s, 1910J&J   |  | 09  |
| Series A, 1908A&O   | 100   | 1112  | Cin. Ham. & Dayt.—Consol.5s A&O   †<br>Consol. mort., 7s, 1905                 | 119 1   | 224                     | 2d mort   | 48   | 10<br>51                                  |
| 68, gold, series B  | 7158  |   | Consol. mort., 6s, 1905A&O   | 111 1   | 1212                    | 3r. Rap. & Ind.—1st, l.g., g'd, 7s, g. 1  | 117 12   | 20%                                       |
| Extended 4s, 1986M&N<br>6s, currency, int. def., 1918J&J                  | 27  | 71 +2<br>27 +2 (  | Cin. H. & I., 1st M., 7s, 1903.J&J †<br>Cin. & Indianap., 1st., 7s, '92J&D †   | 111   | 07                      |   | 100  |   |
| 6s, 1911A&O.  | $97\frac{1}{2}$ $108\frac{1}{2}$ 1                        |   | 2d M., 7s, 1857-92J&J † Indianapolis C. & L., 7s of '97 †                      | 109   |                         | Consol. 5s, 1924  | 10   | 00  |
| 2d mort., 6s, 1911F&A   | 724   |   | Ind'apolis & Cin., 1st,7s,'88.A&O  |   |                         | 2d, incomes, 1911   |  | 32  |
| * Price nominal; no late transacti  | ons.  | 1 Pu  | rchaser also pays accrued interest.  | † InL   | ondon,                  | Coupon of § In Amsterdan  | n.   |   |

<sup>\*</sup> Price nominal; no late transactions.

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

| For   | Expis                                   | auati   | ons See Notes at Head of Fi  |   |                           |  |   | 1                               |
|---|---|---|--|---|---------------------------|--|---|---------------------------------|
| RAILROAD BONDS.   | Bid.                                    | Ask.  | RAILROAD BONDS.  | Bid.                                    | Ask.                      | RAILROAD BONDS.  | Bid.                                    | Ask.                            |
| Gulf Col. & S. Fe-1st, 7s,1909 J&J  |   | 121   | Memphis & L. Rock-1st, 8s, 1907  | 95                                      | 99                        | N.Y.&.N.Eng.—1st M., 7s, 1905J&J   | 1248                                    |                                 |
| 2d, 6s, gold, 1923  | 9708                                    |   | Memph.& Charl.—1st,7s, 1915.J&J<br>2d mort., 7s, extendedJ&J               | 120<br>120                              | 125                       | 1st M., 6s, 1905J&J<br>2d m.,6s, 1902F&A                                 | 10134                                   | 102                             |
| Harris, P. Mt. J. & L.—1st, 48 1913   | 100                                     | 110   | 1st consol. 7s, 1915J&J<br>1st, cons Tenn. lien, 7s, 1915 J&J              | $\frac{116}{120}$                       |                           | 2d 6s (scaled to 3s)F&A<br>N. Y. N. H. & H.1st r. 4s,1903.J&D            | 92 <sup>1</sup> 2<br>105 <sup>1</sup> 8 |                                 |
| Hart. & Conn. West.—581903<br>Ho'st.E.&W. Tex.—1st,7s,'98.M&N   | 65                                      |   | Gold, 68, 1924   | 102<br>113                              | 104<br>11334              | N.Y.Ont.& W.—1st, g., 6s, 1914M&S<br>N.Y.Pa.& O.—1st, inc.,acc.7s,1905   | 11212                                   |                                 |
| 2d, 6s, 1913  | 114                                     | 11412   | Metrop'n Elev.—1st, 6s, 1908. J&J<br>2d 6s, 1899                           | 104 <sup>1</sup> 8<br>72 <sup>1</sup> 2 | 106                       | do prior lien, inc. ac., 5-68, '95                                       | 109                                     | 111                             |
| West. Div., 1st, 7s, g., 1891. J&J<br>Waco & N. W., 1st, 7s, g., 1903. J&J  | 1114                                    | 112%  | Scaled 4s. 1911  | 6614                                    | 6619                      | 2d mort. inc   | 3                                       | 4                               |
| Cons. mort., 8s, 1912A&C  | 99                                      | 106<br>70   | Bond scripIncomes, 1911  | $70 \\ 183$                             | 70½<br>19½                | Leased L. rental trust, per deb. 4s<br>West. ext. certifs, 8s, 1876. J&J | ‡ 50                                    | 90<br>55                        |
| Gen. mort. 6s, 1921, Tr. rec. A&C<br>Hunt. & Br. Top—1st, 7s, '90A&C  | 106                                     |   | Debenture 10s, 1890-95A&O<br>Scrip 10s, 1889J&J                            | 1003 <u>1</u><br>983 <u>4</u>           |                           | do do 7s, guar. Erie<br>N.Y. Phil. & Nor.—1st, 1923J&J                   | ‡ 50<br>991 <sub>2</sub>                | 55<br>100                       |
| 2d mort., 7s, g., 1895F&A<br>Cons. 3d M. 5s, 1895A&C  | 10212                                   |   | Mexican Nat.—1st, 6s, 1912 A&O   | 4214<br>9519                            | 43                        | Income, 6s, 1933A&O  | 30                                      | •••••                           |
| Illinois Cent.—1st Chi. &Spr. '98 J & J<br>1st, gold. 4s, 1951  |   | 115<br>105  | New 1st mort. 6s   | 12812                                   | 304                       | 1st refund., 5s, 1937J&J   |   | 944                             |
| Gold, 348, 1951J&J  | 110                                     | 9412  | Consol. 5s, 1902   | 108                                     | 10134                     | 2d mort., 4½s, 1937F&A<br>Midl'd of N. J.—1st,6s,1910.A&O                | 73<br>113                               | 114                             |
| Middle Div. reg. 5s, 1921 F&A<br>Sterling, S. F., 5s, g., 1903A&C   | 1108                                    | 110<br>115  | Air Line, 1st M., 8s, guarM&N  | 103                                     | 104                       | N. Y. Wood. & Rock, 2d inc. 1912<br>Norf'k & W.—Gen'l M.,68,1931 M&N     | 117                                     | 118                             |
| Sterling, gen. M., 6s, g., 1895. A&C<br>Sterling, 5s. 1905  | 1106                                    | 103   | 6s, 1909   | 110                                     | 103                       | New River 1st 6s, 1932A&O  | 1134                                    |                                 |
| Chic.8t.&N O.—1st con.7s, 1897.<br>2d, 6s, 1907J&L  | 120                                     |   | Kalamazoc&S.H.,1st,8s,'90.M&N<br>J.L.&Sag.North Ext.,8s,'90.M&N            |   |                           | Impr. & Exten., 6s. 1934F&A<br>Adjustment 7s, 1924Q.—M.                  | 107                                     |                                 |
| Ten. lien, 7s, 1897M&N  | 1110                                    | 120   | do Cons.1stM.,8s,'91.M&S<br>do Es,1891M&S                                  | $\frac{107}{104}$                       | 1074                      | Conv. deb., 6s, 1894J&J<br>Norf'k & Petersb., 2d, 8s, '93.J&J            | 112                                     | 115                             |
| 5s, 1951, goldJ&I<br>Ind. Bl. & W.—1st, pf., 7s, 1900J&J  | 1124                                    |   | Joliet & N.Ind.,1st,7s (guar.M.C.)   |   |                           | 80. Side, Va., ext. 5-6-8s, 88-1900<br>do 2d M., ext. 5-6s, 88-1900      | 102 <sup>1</sup> s<br>102               | 1054<br>104                     |
| 1st mort., 5-6, 1909, Tr. rec.A&O<br>2d mort., 5-6, 1909, Tr. rec.A&O   | 68                                      |   | Mich. & Ohio—1st, 6s, 1923 M&N<br>Midd. Un. & Wat. Gap—1st mort            | 98<br>76                                | 101<br>80                 | do 3d M., 6s, '96-1900.J&J   |   | 108<br>1234                     |
| Income, 1921, Tr. rec   | 18                                      | 90  | 2d mort. 5s, quar. N.Y. S. & W<br>Mil. Lake Shore & Western—               |   |                           | Va.& Tenn., 4th M., 8s, 1900.J&J<br>do extended 5s, 1900.J&J             | 103                                     | 106                             |
| Ind. Dec. & Sp.—1st, 7s, 1906. A&C  | 11:04                                   | 106   | 1st mort., 6s, 1921  | 119 <sup>1</sup> 4<br>88 <sup>7</sup> 8 | 89                        | North Carolina—M., 8s, 1888.M&N<br>North Penn.—1st,7s, 1896M&N           | 120                                     | 121                             |
| 2d mort., 5s, 1911J&J<br>2d, income, 1906, Tr Co. cert.J&J  |   | 35  | Mich. Div., 1st, 6s, 1924J&J   |   | 115 <sup>1</sup> 2<br>116 | Gen. mort., 7s, 1903J&J  | •••••                                   | 128                             |
| New 1st mort. 6s, funded<br>Ind'polis & St. L.—1st,7s, 1919. Var  | 1112                                    |   | Ashland Div., 1st 6s, 1925M&S<br>1st, incomes                              |   | 104                       | New loan, 6s, reg., 1905M&S<br>Northeast., S.C.—1st M., 8s, '99, M&S     | 100                                     | •••••                           |
| Ind'apolis Vin,—1st, 7s, 1908.F&A<br>2d mort 6s, g., guar., 1900.M&N  | 10312                                   | 120   | St. P. E. & Gr. Tr'k, 1st, guar., 6s.<br>Mil. & No.—1st, 6s, 1910J&D       | 98<br>109                               | 99                        | 2d mort., 8s, 1899   | 114                                     | 1143                            |
| Int. & Gt. North.—1st, 6s, 1919. M&N  | 105                                     | 1 <b>0</b> 9<br>72                                | 1st, 6s, on extension 1913J&D  | 10712                                   | 122                       | Northern Cent.—412 per centJ&J<br>3d mort., 6s, 1900A&O                  | 119                                     |                                 |
| Coup. 6s, 1909  | 110312                                  |   | Minn'p. & St. L.—1st M. 1927.J&D<br>1st M., Iowa City&W 1909.J&D           | 90                                      | 100                       | Con. mort., 6s, g., coup., 1900.J&J                                      | 1184<br>1094                            |                                 |
| I wa City & West.—1st,7s,1909M & I'a Falls & S. C.—1st,7s,1917. A & C.—1st,7s,1917. A | 112912                                  | 131   | 2d mort., 7s, 1891J&J<br>Southwest.Ext.,1st,7s,1910.J&D                    |   |                           | Mort. bds., 5s, 1926, series A J&J<br>do series B                        | 108                                     | 111<br>113                      |
| Jefferson—1st mort., 7s, 1889.J&J<br>Jeff. Mad.& Ind.—1st, 7s, 1906.A&C   | 1,                                      | 115   | Pacific Ext., 1st, 6s, 1921 A&O Imp. & Equip. 6s, 1922J&J                  |   | 65                        | Con. mort, stg. 6s, g., 1904J&J<br>Northern, N.J.—1st M., 6s, '88.J&J    | ŧ                                       |                                 |
| 2d mort., 78, 1910J&J   | ILAU .                                  | 119   | Minn'p. & Pac., 1st, 5s, 1936. J&J   | 102                                     | 99                        | North. Pac., P. D'O Div.—6s, M&S.<br>Mo. Div. 6s, 1919                   |   |                                 |
| Junction (Phil.)—1st,4\2s 1907 J&J<br>Kanawha & O.—1st os, 1936 J.&J  |   |   | Minn. S. Ste. M. & Atl.—1st,5s,1926<br>Minn. & N. W.—1st, 5s, 1934J&J      | 115                                     |                           | Gen'l l. g., 1st, 6s, 1921J&J  | 11638                                   |                                 |
| Kan. C. Clint'n & Springfield—18,58<br>K.C.Ft.Scott & G.—1st,7s,1908 J&L  | 1 30.46                                 | 11512   | Miss.& Tenn.—1st M., 8s, series "A"<br>8s, series "B"J&J                   | 105                                     | 10.19.                    | Gen. land gr., 2d, 6s, 1933A&O<br>Dividend scrip extJ&J                  |   |                                 |
| Pleas. Hill & De Soto, 1st, 7s, 1907  | 1114                                    | $\frac{118}{114 \frac{1}{2}}$                     | Mo.K. & T.—Cons. 7s., 1904-6. F&A<br>Consolidated 6s, 1920J&D              | 102<br>70                               | 1023 <u>1</u><br>714      | James Riv. Val.—1st,g.,6s,'36J&J<br>Spokane & Pal.,1st 6s, 1936.M&N      |   | 1014                            |
| Kansas C. Lawr. & So. 1st, 6s. 1909<br>Kan. C. M. & B.—1st, 5s, 1927. M&S   | 9334                                    | 94  | Consolidated 5s, 1920J&D   | 60                                      | 62                        | St.P.& Nor.Pac.gen.6s,1923.F&A<br>Helena& Red Mt.1st,6s,1937M&S          | 116<br>103                              |                                 |
| K.C.St.Jos.& C.B.—M.7s,1907. J&J<br>K.C.Spr.&Mem.—1st,6s,1923.M&N   | 11114                                   | 11112   | 2d mort., income, 6s, 1911A&O<br>1st, 6s. g., 1899. (U. P. S. Br.)J&J      | •••••                                   | 10712                     | Dul. & Man., 1st, 6s, 1936J&J  |   | 100                             |
| Ken. Čent. Ry.—Gold 4s, 1987.J&J<br>Keokuk&Des M1st,5s,guar.A&O   |   | 74 <sup>1</sup> 4<br>107 <sup>1</sup> 9           | Han. & C. Mo., 1st 7s, g., '90.M&N<br>Mo.Pac.—1st mort., 6s, gld, '88, F&A | 101                                     | 10212                     | Dul.&Dak., 1st, s.f. 6s, 1937.J&D<br>Hel. B. Val. & B.,1st,6s,1937M&N    |   |                                 |
| Knoxv. & Ohio 1st, 6s, 1925J&J  |   | $\begin{array}{c}92 \frac{1}{2} \\104\end{array}$ | Consol. 6s, 1920   | 11234                                   | 109                       | Drum. & Pet., 1st, 5s, 1937J&D<br>Helena&N'rth—1st.5s,1937J&D            |   | 93                              |
| Lake E.& West.—1st,g.,5s,1937J&J<br>Lake Shore & Mich. So.—   | 1102                                    |   | Car. B., 1st mort., £8, g. '93A&O  | 116                                     | ••••                      | North. Pac. Ter. Co1st, 6s, '33.J&J<br>Norw'h&Wore'r-1st M., 6s. '97.J&J | 102 <sup>1</sup> 2<br>113               | 115                             |
| Cl. P. & Ash., new 7s, 1892A&C<br>Bufl.& E., new bds, M.,7s,'98.A&C   | 101                                     |   | 3d mortgage, 7s, 1906M&N<br>Verd.V.Ind.&W.,1st,5s,1926M&S                  | c                                       | 10214                     | Ogd'nsb'g&L.Ch.—1st M.6s,'97,J&J   | 101                                     | 101 <sup>1</sup> / <sub>3</sub> |
| Buff. & State L., 78, 1886J&.   |   |   | Leroy & C. Val., 1st,5s,1926.J&J<br>Mobile & Birm.—1st, 5s, 1937           | ‡94                                     | 96                        | Sinking fund, 8s, 1890 M&S<br>Consol., 6s, 1920 A&O                      |   | 101                             |
| Det.Mon.& Tol.,1st,7s,1906. F&A<br>Kalamazoo Al.& Gr.R.,1st,8s.J&J  | :::::                                   |   | Mobile & Ohio.—  | 503 <sub>8</sub>                        |                           | Income, 3s & 6s1920<br>Ohio Cen.—Riv. Div., 1st, 6s1922                  | 36                                      | 38                              |
| Kal.& Wh. Pigeon, 1st, 7s, '90J&J<br>Dividend bonds, 7s, 1899A&C  | 121                                     | 12212   | 1st pref. debentures   | $\frac{281_{2}}{221_{2}}$               |                           | Income, 6s, 1922, Tr. rec  | 1154                                    |                                 |
| L.S.& M. S., cons., cp., 1st, 7s. J&J<br>do cons., reg., 1st, 7s, 1900. Q—J   | 125                                     | 12612   | 3d pref. debentures4th pref. debentures                                    | 19<br>115                               | 22                        | Ohio & Miss.—Cons.,s.fd.7s,'93 J&J<br>Cons. mort., 7s, '98J&J            | 1154                                    | 118                             |
| do cons., cp., 2d.78, 1903.,J&I   | 124                                     | 12434   | New mortgage, 6s, 1927J&D<br>Collateral trust 6s, 1892J&J                  | 102                                     | 120                       | 2d mort., 7s, 1911   | 148                                     | 95                              |
| do cons.,reg.,2d, 7s,1903.J&L<br>Mahoning Coal RR. 1st, 5s. J&J   | 110                                     |   | 1st extension 6s, 1927Q-J  | 106                                     | 75                        | 1st mort., Springf. Div., 1905 M&N<br>Ohio River RR.—1st. 5s, 1936. J&D  | 96                                      | 110<br>974                      |
| Lawrence—1st mort., 7s,1895.F&A<br>Lehigh Val.—1st,6s,coup., '98.J&D  | 120                                     |   | St.L.& Cairo—4s, guar., 1931.J&J<br>Morg'n's La.&Tex.,1st,6s,1920J&J       | 107<br>121                              | 112<br>125                | Ohio Southern—1st 6s, 1921J&D  | 102<br>331 <sub>2</sub>                 | 34                              |
| 2d mort., 7s, 1910  | 131                                     | 143   | 1st mort., 7s, 1918  | 14218                                   |                           | 2d income, 6s, 1921  | 1112                                    | 113                             |
| L. Miami—Renewal 58,1912M&N   | 110 <sup>1</sup> 2<br>1083 <sub>4</sub> | 112   | 2d mort, 7s, 1891F&A<br>Bonds, 7s, 1900J&J                                 | $\frac{10714}{117}$                     |                           | 6s, 1895J&D<br>7s. 1894M&S   | 1134                                    |                                 |
| L Rock& Ft.S.—1st,l.gr.,7s'95.J&J<br>Long Island—1st M., 7s, 1898.M&N   | 121                                     |   | General mort., 7s, 1901A&O   | $125 \\ 1353$                           | 128<br>136                | 4 <sup>1</sup> 28, 1904  |   | 105                             |
| 1st consol. 5s, 1931Q-J<br>Newtown & Fl., 1st, 7s, 1891   | 100                                     |   | Consol. mort., 7s, 1915J&D<br>Nashua & Lowell—6s, g., '93.F&A              |   | 109                       | B. C. F. & N. B., 58, 1910 J&J   | 109                                     | 112                             |
| N.Y.& Man. Beach. 1st 7s, '97, J&J<br>N. Y. B. & M. B., 1st con. 5s, 1935   |   |   | 5s,-1900.<br>Nashv.Ch.& St.L.—1st,7s,1913 J&J                              | 123                                     |                           | N. Bedford RR., 78, 1894J&J<br>Omaha & St. L.—1st, 48, 1937J&J           | 75                                      | 76                              |
| Lou'v.C.& Lex.—1st,7s,'97 J&J(ex)   | 114                                     | 115<br>118  | 2d mort., 6s, 1901J&J<br>Nashv.& Decatur—1st,7s,1900.J&J                   | 105                                     | 1064                      | Orange Belt—1st mort., 6s, 1907<br>Oreg. & Cal.—1st 6s, 1921J&J          | 101                                     | 106                             |
| 2d mort., 7s, 1907A&C<br>Lou'v.Ev.& St.L—1st 6s,1926.A&C  | 10312                                   | 104   | Natchez Jack. & Col.—1st, 7s, 1910   |   | 101                       | 2d mort., 78   | 9512                                    | 953                             |
| <b>2d</b> mort., 2-6s, 1936   | 122                                     | 124   | New'kS'set&S.—1st.7s, g., '89.M&N<br>N'burgh&N.Y.—1st M. 7s, 1888.J&J      |   | 101                       | Osw.&Rome-1st M. 78, 1915.M&N  | 122                                     | 105                             |
| Cecilian Br., 7s, 1907 M&S<br>LebKnoxy. 6s, 1931 M&S  |   | 1087  | N. J. Junction, 1st, 4s, 1986. F&A<br>New Jersey & N. Y.—1st mort          | 96                                      | 101                       | Sinking fund sub., 6s, 1910. M&N   |   |                                 |
| Louis. Cin. & Lex., 6s, 1931.M&N  | 10812                                   | 122   | N. J. Southern—1st M., new 6s. J&J<br>N. O. & Gulf.—1st, 6s, 1926M&N       | 96<br>99                                | 99<br>105                 | Subsidy bonds, Eng. issue, 6s<br>Penn. RR Gen. M, 6s, cp., 1910Q-J       | 129                                     | 101                             |
| Mem.& O.,stl., M.,7s, g.,1901J&I<br>M.&Clarksv.,st'g,6s,g.,1902 F&A   | 116                                     | 119   | N. O. & Northeast Prior 1.68.1915  | 114                                     | 116                       | Cons. mort., 6s, 1905Q—M<br>Collateral trust, 4 <sup>1</sup> 2s, 1913J&D | 121                                     | 108                             |
| N. O. & Mobile. 1st 6s, 1930 J&J<br>do 2c, 6s, 1930 J&J   | 9734                                    |   | N.Y & Can.—£ M., 6s, g., 1904.M&N<br>N. Y. Cent. & Hud. R.—                |   |                           | Consol. 58, 1919J&D  | 112                                     | 108                             |
| Pensacola Div., 1st, 6s, 1920. M&S  | 103                                     |   | Extended 58  | 106<br>134                              |                           | Penn. Co., 6s, reg., 1907Q.—J<br>do 1st M., 4 <sup>1</sup> 2s, 1921.J&J  |   | 107                             |
| 8t. Louis Div 1st, 6s, 1921 M&S<br>do 2d., 3s, 1980. M&S  | 60                                      | 118   | Debenture 58, 1904   | $\frac{110}{122}$                       | 111                       | Penn. & N.Y. Can. — 1st. 7s, '96. J&D<br>1st mort 7s, 1906J&D            | 117                                     |                                 |
| Nash. & Dec., 1st 7s, 1900J&J<br>E. H. & N., 1st 6s, 1919J&D  | 11412                                   | 115   | Sterling mort., 6s, g., 1903J&J<br>N.Y.Chic.& St.L.—New 1st,4s,1937        | 897 <sub>8</sub><br>1151 <sub>4</sub>   | .50                       | Pensacola & Atlantic – 1st m F&A<br>Peo. Dec. & Ev.—1st. 6s, 1920 J&J    |   | 110                             |
| Gen 1 mort., 6s, 1930J&L<br>8o. & No. Ala., S. F. 6s, 1910 A&C  | 1053                                    | 106   | N. Y. Elevated.—1st M., 1906.J&J<br>N. Y. & Greenw'd L.—1st M. inc. 6s     |   |                           | 2d mortgage, 58, 1927  | $74^{1}_{2}$ $103$                      | 75                              |
| Trust bonds, 6s, 1922Q-M  | 10914                                   | 110   | 2d mortgage income<br>N.Y.&Harlem-7s,coup.,1900.M&N                        | $131^{1}_{4}$                           | :                         | Evansville Div.,1st 6s,1920.M&S<br>Peo.& Pekin Un.—1st,6s,1921.Q—F       | 103                                     |                                 |
| Ten-forty 6s. 1924  | 99                                      | 101   | N.Y. Lack & W.—1st, 6s, 1921.J&J   | 129<br>1063 <u>4</u>                    | 130                       | 2d mort . 4 48, 1921Q-F<br>Perkiomen—Cons.63,,1913,sterling              | 95                                      | 73<br>105                       |
| Pensa. & Atl.—1st,6s,gu,'21.F&A<br>L'sv.N.A.& Chic.—1st,6s,1910. J&J  | 10342                                   | 11034   | 2nd, 5s, guar., 1923 F&A<br>N. Y. Lake Erie & Western—                     | 119                                     |                           | Petersburg -Class A, 1926J&J   | 103                                     |                                 |
| Con. mort. 6s, 1916   | 92                                      | 9214  | 1st mort, 7s, 1897, extM&N<br>2d mort. exten., 5s, 1919M&S                 | 11312                                   |                           | Class B, 1926  | 10134                                   | 102                             |
| 2d mort., 5s, 1934M&S   |   | 118   | 3d mort. ex. 4 <sup>1</sup> 28, 1923M&S<br>4th mort., ext., 58, 1920A&O    | 106<br>114 <sub>2</sub>                 |                           | Gen. M., guar., 6s, g., 1920. J&J<br>Consol, 5s, 1920                    |   | 126                             |
| Maine Cent. – Mort. 7s, 1898 J&J<br>Exten. bonds, 6s, g., 1900 A&C  | 1103                                    | 110   | 5th mort., 78, 1888J&D   |   | 10214                     | Sunbury&Erie, 1st M.,7s,'97.A&O<br>Phila & Read'g—1st, 6s, 1910.J&J      |   |                                 |
| Cons. 7s, 1912A&C   | 1128                                    | 130  <br>105                                      | 1st cons. M., 7s, g.,1920M&S<br>New 2d cons. 6s, 1969J&D                   | 9813                                    |                           | 2d. 78. '93A&O   | 11212                                   |                                 |
| Leeds & Farm'gt'n, 6s, 1896.J&J<br>Portl. & K.,Cons. M., 6s, '95.A&C  | †109                                    | 111   | Collateral Tr. 6s, 1922M&N<br>Fund. 5s, 1969J&D                            | 83                                      | 90                        | Debenture 68, 1893J&J<br>Consol.M.,78,1911, reg.&cp.J&D                  |   | 130                             |
| Debenture, 68, 10-20 F&A  | 105                                     | 107   | 1st con 3. fund coup., 78, 1920 M&S  | 132<br>107                              | 137                       | Consol. mort., 6s, 1911J&D<br>Improvement mort., 6s, '97.A&O             |   | 105                             |
| Man.Beach Imp., lim., 7s, 1909, M&S<br>Marietta Min.—1st, 6s, 1915. M&N   | 11                                      | 86<br>95  | Reorganizat'n 1st lien, 6s, 1908<br>Gold income bonds, 6s, 1977            | ; 75                                    | 85                        | Gen'l mort., 6s, 1908J&J   | $110^{1}_{2}$ $112^{1}_{2}$             | 1104                            |
| Marq'tte Ho.& O.—Mar.a O.,88, '92<br>68, 1908.  | 10912                                   |   | Long Dock mort., 7s, 1893J&D<br>do con. g., 6s, 1935A&O                    |   | 11714                     | Gen'l mort., 78, 1908J&J<br>Convertible, 78, 1893J&J                     |   | 76                              |
| 68, 1923 (extension)J&D   | 97                                      | 98<br>96  | N.Y. & North.—1st g 5s,1927. A&O<br>2d gold 4s, 1927J&D                    |   |                           | Cons. 5s, 1st seriesM&N<br>Cons. 5s, 2d seriesF&A                        |   | 774                             |
| 68, 1925 (Mary. & West.) J&L  |   |   | 1 Purchaser also nave accrued interes                                      |   | In Lo                     |  |   |                                 |

GENERAL QUOTATIONS OF STOCKS AND BONDS—Continued.

| · · · · · · · · · · · · · · · · · · ·                                   | or Exp                                    | lanat                                    | ions See Notes at Head of   | KILAL                | P840              | or Quotations.  |   | 1         |
|---|---|--|---|----------------------|-------------------|---|---|-----------|
| RAILROAD BONDS.   | Bid.                                      | Ask.                                     | RAILROAD BONDS  | Bid.                 | Ask.              | RAILROAD STOCKS.  | Bid.                                    | 4: k      |
| nil.& Read(Cont.)Con.adj.sci  | +00                                       |  | Syr.Bing.&N.Y.—consol.7s,'06A&O<br>Tex. Cent.—1st,sk.fd.,7s,1909M&N           | 134                  |                   | Boston Revere Beach & Lynn100<br>Brooklyn Elevated., new            | 157 <sup>1</sup> 2<br>38                | 160<br>42 |
| Scrip for 6 deferred 42 coupons.  Deferred income                       | 19  | 100<br>21                                | 1st mort., 7s, 1911   |                      | 70                | Brooklyn & Montauk100   | 10<br>20                                |           |
| Income mort., cons. 7s, '96, J&l<br>Coal& I., guar., 7s, '92, ex-cp. M& | 2   |  | Texas & New Orleans—1st,7s.F&A<br>Sabine Div., 1st, 6s, 1912M&S               | 100                  | 114               | Buffalo N. Y. & Phila., ass. pd50                                   | \$ 11                                   | 11        |
| hila. Wil. & Balt.—68, 1892. A&668, 1900. A&6                           | 1 103                                     | 104                                      | Tex.& Pac —1st M6s,g.,1905.M&S<br>Cons. M., 6s, g. 1905.tr. rec. J&D.         | 108<br>104           | 10512             | do do Pref50<br>Buffalo Rochester & Pittsb100                       | 45                                      | 55        |
| 58. 1910J&  | ) 1100                                    | 104                                      | Inc. and land gr., reg., 1915. July<br>Rio Gr. Div., 6s, 1930, Trust rec.     | 4912                 | 50                | Burlington C. Rapids & North. 106<br>California Pacific             | 30 .<br>4                               | 50        |
| Trust certs., 4s, 1921J&<br>ne Creek- 6s, 1932J&                        | )   |  | Gen. M. & ter. 6s. 1905. tr. rec. A&O.  | 6112                 | 63                | California Southern   | 43                                      | 18        |
| ttsb.C.& St.L.—1st, 7s, 1900.F&<br>ttsb.Cl.& Tol.—1st, 6s, 1922. A&     | 11134                                     |  | N.O. Pac., 1st, 6s, gold, 1920.J&J<br>Fol.A.Ar.&N.M.—1st, 6s, 1924.M&N        | 97                   | 9719              | Camden & Atlantic50 do Pref50                                       | \$ 40<br>545 <sub>8</sub>               |           |
| ittsb.&Con'llsv.—1stM.7s,'98.J&<br>Sterling cons. M. 6s, g., guar.J&    | 11 110-4                                  | 118½<br>129                              | Tol. A. A. & Gr.T., 1st, 6s, 1921. J&J<br>Tol. & Ohio Cent.—1st, 5s, gu. 1935 | $\frac{1027_8}{97}$  | $97^{3}8$         | Canada Southern100<br>Canadian Pacific100                           | 2007                                    |           |
| ittsb.Ft.W. & C1st.78,1912 va   | r 140                                     | 141                                      | Tol. Peoria&W.—1st.7s,1917, tr.rec.<br>Tol. St.L.&K.C.,1st,6s,1916J&D         | 8212                 | 90                | Catawissa   | <b>3</b>                                | :::       |
| 2d mort., 7s, 1912  | 102                                       |  | United CosN.J.—Cons6s.'94.A&O   |                      |                   | do 2d pref50<br>Cedar Falls & Minnesota100                          | 0 04                                    |           |
| ttsb. McK.& Y.—1st,6s,1932.J&<br>ttsb. & West.—1st, 4s, 1917.J&         |   | 72                                       | do gen. 4s, 1923F&A<br>Sterling mort., 6s, 1894M&S                            | 1111                 | 113               | Central of Georgia100   | 119                                     | 12        |
| ortlind&Ogbig—1st6s,g.,1900J&   | 1 105                                     | 108                                      | do 6s, 1901M&S<br>Cam. & Amb., mort., 6s, '89.M&N                             | 1122                 | 124               | Central Iowa, 2d assesm't pd. 100<br>do 1st pref 100                | 412                                     | 1         |
| ort Royal & Aug.—1st, 6s, '99. J&<br>Income mort., 6s, 1899 J&          | J 40                                      | 144                                      | Union Pacific—1st, 6s, g.,1896.J&J<br>1st, 6s, 1897J&J                        | 114                  |                   | do 2d pref100<br>Central Massachusetts100                           | 21                                      | 2         |
| en.&S'toga—1st 7s,1921 cou.M&<br>ich'd & Allegh—1st, 7s, trust rec      | . 55                                      | 5812                                     | 1st. 6s. 1898J&J  | 11458                | 115               | do pref100<br>Central of New Jersey100                              | $78^{1}_{2}$                            |           |
| 2d mort., 6s, 1916  | N   |  | 1st, 6s, 1899J&J<br>Land Grant, 7s, 1887-9A&O                                 | 10312                |                   | Central Ohio50  | 44<br>50                                | 4         |
| General mort., 6s, 1915 3&  | 1114                                      |  | Sink. F., 8s, 1893  | $1185_8$ $1123$      | 128               | do Pref50<br>Central Pacific100                                     | 3014                                    |           |
| Debenture, 68, 1927   | 0   |  | Collateral trust, 6s, 1908 J&J  | 105                  |                   | Charlotte Col. & Aug  | $\frac{21}{4}$                          | 2         |
| Piedmont Br., 88, 1388 A&<br>ch.Fred.& PotM.78, '81-90J&                | 102                                       |  | Collateral trust, 5s, 1907J&D<br>Kans. Pac., 1st, 6s, 1895F&A                 |                      | 111               | do 1st pref100  | 9<br>5                                  | 1         |
| ch. & Petersb., 68, 1915M&  | N 120                                     | 116                                      | do 1st M., 6s, 1896J&D<br>do Denv. Div., 6s M&N                               | 110                  | 111               | do 2d pref100<br>Cheshire, pref100                                  | 11834                                   | 11        |
| New mort., 78, 1915 M&<br>ichmond York Riv. & Ches., 88.                | . 112                                     | 117                                      | do 1st cons. M., 6s, 1919 M&N   | 104                  | $\frac{106}{100}$ | Chicago & Alton   | 6                                       | 14        |
| 2d mort., 6s  | A 86%                                     | 8712                                     |   |                      | 90                | Chicage Burlington & North 100                                      | 60 <sup>1</sup> 4<br>128 <sup>1</sup> 8 |           |
| och. & Pitts., 1st, 6s, 1921F&<br>Consol. 1st, 6s, 1922J&               | A III                                     | $115i_2$                                 | Utah So., gen., 7s, 1909 J&J<br>do ext,1st,7s,1909 J&J                        | 92<br>90             | 94                | Chicago Burlington & Quincy100<br>Chicago & East. Illinois100       | 424                                     | 4         |
| do income, 1921   |   | 1  | Utica & Bl'k RMort., 7s, '91.J&J<br>Valley of Ohio-Con. 6s, 1921.M&S          | 1105                 | 10512             | do pref100<br>Chicago & Grand Trunk                                 | 5                                       |           |
| ome & Carrollt.—1st, 6s. g., 191<br>ome & Dec.—1st., 6s, 1926J&         | D   |  | Ver. & Mass.—Guar. 5s, 1903 M&N   | 105<br>80            | 1054              |   | $\frac{42}{921_2}$                      | 4         |
| omeWat'n&O.—S.F.,78,1891.J&<br>2d mort 78, 1892J&                       | J 10842                                   |  | Vicksb. & Mer.—New 1st mort<br>2d mort.                                       | 50                   |                   | Chicago Milwaukee & St. Paul. 100                                   | 7014                                    | 7         |
| Consol., 1st ex. 5s, 1922A&<br>atlana-1st M., 6s, 1902M&                | 0 1024                                    | 103                                      | 3d mort., income  | 6                    | 109               | Chicago & North Western100  | 11018                                   | 11        |
| Equipment, 2d mort., 5sF&   | A 9512                                    | $\frac{96}{101^{1}2}$                    | Va.Midland-1st ser.,6s,1906.M&S   | 118                  | 11812             | do Pref., 7100<br>Chicago Rock Island & Pac100                      | 1404                                    | 111       |
| Jo. & Gr. Isl'd—1st, guar. 6s, 1925<br>2d mort., incomes, 5s, 1925      | . 40                                      |  | 3d series, 5-6s, 1916 M&S   | 109                  | 110               | Chic. St. Louis & Pitts100  | 14                                      | 3         |
| .L.Alt.&T.H.—1st M., 7s, '94.J&<br>2d mort., pref., 7s, 1894F&          | 1 1124                                    | 11512                                    | 4th series, 3-4-5s, 1921  | 101                  | 1014              | Chic. St. P. Minn. & Om., com 100                                   | 3978                                    | 3 4       |
| 2d income, 78, 1894M&   | N 10312                                   | 41                                       | Incomes, cumul., 6s, 1927J&J<br>Gen. 5s, guar., 1936M&N                       | $\frac{991_{2}}{79}$ | 8012              | do pref. 100<br>Chicago & West Michigan100                          | 41                                      | 10        |
| Div. bonds, 1894<br>Bellev.&S.Ill.,1st,S.F.8s.'96.A&                    | 0 117                                     | 120                                      | Wab.St.L &P1st,ex.,7s,'90.F&A   | 10912                |                   | Cin. Hamilton & Dayton100   | * 6712                                  | 8         |
| Bellev.& Car., 1st 6s, 1923. J&<br>L. Ark. & Tex. 1st 6s, 1936. M&      | N 10312                                   | 113                                      | Mort., 7s, 1879-1909 A&O<br>2d mort., 7s, ext. 1893, ex M&N                   | 854                  | 88<br>100         | Cin. Indianap. St. Louis & Chic. 100                                | 78<br>593                               | 1 8       |
| 2d mort., 6s. 1936F&  | A 4738                                    | 4784                                     | Equipment 7s, 1883  | 45                   | 51                | Cincinnati N. O. & Tex. Pac100<br>Cin. Sandusky & Cleveland50       | 20                                      | 1 2       |
| t. L. & Iron Mt1st.7s,'92 F&<br>2d mort., 7s, g., 1897                  | N   | 110                                      | Chic. Div., 58, 1910 goldJ&J  | 974                  | 98                | do Pref., 6.50<br>Cincinnati & Springfield                          | 52                                      | 1.5       |
| Ark. Br. l. gr., M., 78, g., '95.J&<br>Cairo Ark. & T1st.78.g., '97.J&  | $\begin{array}{c c} D & 1094 \end{array}$ | 112                                      | Havana Div., 6s, 1910J&J<br>Indianap. Div., 6s, 1921J&D                       |                      |                   | Cin. Washington & Balt100   | 31g                                     |           |
| Cairo & Ful., 1st, l.g., 78, g., '91.13                                 | J 103                                     | 105 <sup>1</sup> 8<br>91 <sup>1</sup> 4  | Detroit Div., 6s, 1921J&J<br>Cons.mort7s,1907,convert.Q-F                     | 107%                 | 87                | do pref. 100<br>Cleveland Akron & Col100                            | a 344                                   | 3 3       |
| Gen. con. r'y & l. g., 58,1931A & L.I. & San Fr.—2d cl. A,1906. M&      | N 117                                     | 118                                      | 1st. St. L. div., 7s, 1889F&A<br>Gt. West., Ill.,1st, 7s, '88F&A              | 10834                |                   | Cleveland & Canton  | 812                                     | 2         |
| 2d M., class B, 1906  | N 117                                     |  | do 2d, 7s, '93M&N   | 902                  |                   | do do Pref<br>Clev. & Pittsburgh, guar., 750                        | 31<br>156                               | 1         |
| Bouth Pacific.—1st M, 1888. J&<br>Kan. C. & Sw., 1st, 6s, g., 1916J&    | J 10118                                   | 101 <sup>1</sup> 2<br>104 <sup>1</sup> 2 | Q'ney & Tol., 1st, 7s, '90M&N<br>Ill. & S.Ia., 1st, 6s, 1912F&A               | 90                   |                   | Cœur d'Alene  |   | . :-      |
| Pierre C. & O. 1st, 6s F&   | A 105                                     |  | 8t.L.K.C. & N. (r.est. & R.),7s.M&S<br>do Om.Div.,1st7s,1919.A&O              |                      | 114               | Columbus & Xenia, guar., 850<br>Col. Hock. Val. & Tol100            | 23                                      | 1         |
| Equipment 7s. 1895  | J 11434                                   | 10258                                    | do Clar. Br., 6s, 1919 F&A  | :::::                | 116               | Columbia & Greenville, pref100<br>Concord50                         | 15                                      | 2 1       |
| General mort., 5s, 1931 J&<br>Ft.S.& V.B.Bd.,1st,6s, 1910.A&            | J 102                                     | 105                                      | do St. Cha's Bridge 6s, 1908  |                      |                   | Concord & Portsmouth, guar., 7 100                                  | 140                                     | 1         |
| St.L.K. &So.W1st 6s, 1916M&<br>Trust bonds, 6s, 1920F&                  | 8   |  | Wab. Fund, 1907—Var. 7s. F&A<br>Warren (N.J.)—2d, 7s, 1900 .A&O               | 118                  |                   | Connecticut & Passumpsic100<br>Connecticut River100                 | 186                                     |           |
| 8t. L. W. & W., 6s, 1919 Mo   | S C                                       |  | West Chester—Con. 7s, 1891A&O<br>W. Jersey & At. 1st M.,6s1910M&S             | 10712                | 1074              | Danbury & Norwalk   |   |           |
| L.Vand.&T.H1stM.,7s,'97.J&<br>2d mort., 7s, 1898                        | N 100                                     |  | West Jersey -1st, 6s, 1896J&J   | 112                  |                   | do Pref., guar., 8.50   | 1574                                    | 2 1       |
| <b>2d, 7</b> s, guar., 98   | N 105<br>A 105                            |  | 00110011 11101111   | 1                    |                   | Delaware & Bound Brook100<br>Delaware Lack. & Western50             | 1324                                    | 8 i       |
| 2d 6s, 1909 A&  | J 112                                     | 11212                                    | West Shore guar. 4sJ&J<br>West'n Ala.—1st M., 8s, '88A&O                      | 100%                 | 101               | Denv. & Rio Gr  | 52                                      | 1         |
| Dak. Ext., 6s. 1910   | N 119                                     | $121 \\ 116^{1}8$                        | 2d mort., 8s, guar., '90A&O   | 106                  | 1201-             | Denver & Rio Grande Western<br>Des Moines & Fort Dodge              | 10                                      |           |
| 1st consol. 6s, 1933  | J 96 12                                   |  | West.Maryl'd—3d en.,6s, 1900.J&J<br>W'n No.Carolina—1st,7s,1890.M&N           | 102                  | 108               | do do Pref  | 18                                      |           |
| Minn's U'n, 1st, 6s, 1922J&<br>Montana Ext., 1st, 4s, 1937.J&           | J 110                                     | 83                                       | Consol. 6s, 1911J&J<br>West'nPenn.—1st M., 6s, '93A&O                         | 103                  |                   | Det. Lansing & Northern, com .100<br>do Pref.100                    | 1 99                                    | 1         |
| Montana Cent.—1st, 6s, 1937J&   | J 109                                     | 113                                      | Pitts. Br., 1st M., 6s, '96J&J<br>Wheeling & L. Erie—1st, 5s,1926             | 109                  |                   | Dubuque & Sioux City100 Duluth So. Sh. & Atl                        | 10                                      | -         |
| an Ant. & A. Pass., 1st, 6s, 1916. J&<br>do 1st, 6s, 1926. J&           | 1 89                                      | 90                                       | Wichita & Western-1st, 6sJ&J  | 1014                 | 104               | do Pref100  | 30                                      |           |
| ndusky Mansf. & N.—1st, 7s,190<br>v. Fl. & W.—1st, 6s, 1934 A&          |   |  | Wilm. Columbia & Augusta, 6s<br>Wil. & Weldon—S. F., 7s, g., '96. J&J         | 118                  | 122               | do do 1st pref 100  | 591                                     |           |
| At. & Gulf, con. 7s, '97J&<br>So. Ga. & Fla.—1st, 7s, 1899              | J 113<br>113                              |  | Wisconsin Cent.—new 1st, 5s<br>Incomes, non-cum., 5s                          | 45                   | 89                |   |   |           |
| 2d, 7°, 1899 M&   | N 109                                     | ::::-                                    | Wis. Valley—1st, 7s, 1909J&J<br>Wore'r & Nashua—5s, '93-'95Var                | 118                  | 120<br>105        | East & West, Alabama100   | 110                                     | i         |
| aboard & Roan.—6s, 1916. F&<br>5s, coup., 1926 J&                       | J   | 103                                      | Nash. & Roch., guar., 58. '94. A&C  | 1034                 |                   | do Pref   | 128                                     | 1         |
| 10to Val.—1st. 7s, sink'g fd J&<br>2d mort., 7s, sink'g fd &&           | O 69                                      | 95<br>71                                 | RAILROAD STOCKS. Par. Ala. Gt. South.—Lim., A., 6s, pref                      | 1 104                |                   | Elizabeth Lex. & Big Sandy100                                       | 10                                      |           |
| Consol. 7s, 1910  | J   50                                    |  | Lim., B, com  | ‡ 3                  | 134               | Elmira & Williamsport, 550<br>do Pref., 750                         | \$ 60                                   | :         |
| nam. V. & Potts7s, con. 1901J&  | J   |  | do do def   | 147                  | 149               | Evansville & Terre Haute50  | 951                                     |           |
| nenandoan Val1st,7s,1909.J&<br>General mort., 6s, 1921A&                | O 35                                      | 3612                                     | Allegheny Valley  |                      | 001               | Flint & Pere Marquette  | 25 961                                  | 2         |
| hreve. & Hous.—1st. &s, gu., 191<br>oux C. & Pac., 1st M., 6s, '98.J&   | 4 65<br>J 1064                            | 108                                      | Atlanta & Charlotte Air Line  | 82                   | 85                | Florida Ry & Nav. Co  |   | 4         |
| odus Bay& So.—1st,5s,g.,1924J&<br>o. Carolina—1st M.,6s,1920A&          | J   | 102                                      | Atlantic & Pacific100<br>Augusta & Savannah, leased100                        | 104                  | $10^{1}_{2}$      | Fort Worth & Denver C100  | 13<br>45 <sup>1</sup>                   | - 1       |
| 2d mort., 6s, 1931J&  | J 78                                      | 82                                       | Baltimore & Ohio100   | 1034                 | 105               | Galv. Harrisb. & San Antonio<br>Georgia Pacific                     | 161                                     | 4         |
| Income 6s, 1931   |   | 1812                                     | do 2d, pref   | 112                  | 115               | Georgia Railroad & Bank'g Co.100                                    | 200                                     | 2         |
| outh. Kansas—1st, 5s, 1926 M.S.<br>Texas Div., 1st, 5s, 1926 M.S.       | S 96                                      | 964                                      | Parkersburg Branch 100<br>Beech Creek 50                                      |                      | 7                 | Grand Rapids & Indiana<br>Green Bay Winona & St. Paul. 100          | 5 9                                     |           |
| Income, 6s  | 813                                       | 82                                       | do pref50   |                      |                   | do do Pref100 Houston & Texas Central100                            | 12                                      |           |
| Dec, Cal1st, 6s, g., 1905-12 A&<br>O. Pac., Ariz.—1st, 6s, 1909-10. J&  | J   |  | Bell's Gap  | 75                   | 60                | Huntingdon & Broad Top50  | 141                                     | 2 .       |
| o. Pac., N. M1st, 6s, 1911 .Jd<br>taten Isl. Rapid Trans.—1st mod       | J 107                                     |  | Boston & Albany   | )                    | 199               | Illinois Central100   | 1211                                    |           |
| teuben. & Ind., 1st 6s, 1914Je  | J 1064                                    | 2  | do Pref., 5100<br>Boston Hoosae Tun. & Western                                | 1043                 | 105<br>28         | do Leased line, 4 p. c. 100<br>Indiana Bloom. & West., ass. pd. 100 |   | 2         |
| tock. & Cop —1st, 5s. 1905 Je<br>ammit Br.—1st, 7s, 1903 Je             | J 103                                     | 105                                      | Boston & Lowell100  | 1574                 | 158               | Jeff'v. Mad. & Ind'p's, leased100<br>Kanawha & Ohio                 |   | 1:        |
| anb.Haz.&W-B.—1st,5s,1928M&   | N 1031                                    | 1  | Boston & Maine100   | 97                   | 211<br>99         | do 1st pref   |   | 2         |
| 2d mort., 6s, 1938  | N   | .  99                                    | Boston & N. Y. Air-Line, pref<br>Boston & Providence100                       |                      | 24212             | do 2d pref  |   | ٦.        |

<sup>\*</sup>Trice nominal. † Purchaser also pays accrued interest. † In London || Coupon off. § Price per share. c In Frankfort. a In Amsterdam.

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

|   |                                       | For                              | Explanations See I  |   |  | 1   | 1                                     |   |  | Ī                                     | 1                 |
|---|---------------------------------------|----------------------------------|---|---|--|---|---------------------------------------|---|--|---------------------------------------|-------------------|
| RAILROAD STOCKS.  | Bid.                                  | Ask.                             | MISCELLANEOUS.  | Bid.  | Ask.                                     | MISCELLANEOUS.                                      |                                       | Ask.  | MISCELLANEOUS.                                     | Bid.                                  | Ask               |
| RR. STOCKS.   |                                       | ,                                | 3t. L. Van. & T. H<br>4t. Louis & San Fr.100                            | 8<br>353 <sub>4</sub>                               | 36%                                      | COAL & MINING<br>STOCKS, N.Y.                       |                                       |   | GOLD & SILVER MINING STOCKS                        |                                       |                   |
| an.C.Ft.Scott&G.100   | 873 <sub>4</sub><br>1343 <sub>4</sub> | 88<br>135                        | do Pref100<br>do 1st pref.100   | 724   | 734<br>114                               | Cameron Iron & Coal 50<br>Colorado Coal & I.100     |                                       | 34 38   | (N. Y. & SAN. FRAN.)<br>Alice                      |                                       | .8                |
| ans.C.Mem.& B. 100  | 534                                   | 54<br>871 <sub>2</sub>           | 3t. Paul & Duluth. 100  | 59  | 60                                       | Col. & Hock. 100. C & I.<br>Consol. Coal of Md. 100 | 274                                   |   | Alta Montana100<br>Amie10                          |                                       |                   |
| an.C.Sp'd& Memphis<br>an.C.Cl'n & Sp'd.100                        | 87                                    | 40                               | do Pref.100<br>st. P.Minn. & Man.100                                    | 112   | 113                                      | Homestake Min'g. 100                                |                                       | 12  | Barcelona  | • • • • • •                           | •5                |
| Can. City & Omaha   | 312                                   | ð                                | Seab'd & Roanoke100   | *150  | 10                                       | Marshall Cons. Coal<br>Maryland Coal100             |                                       | 15  | Bassick100<br>Bechtel                              |                                       |                   |
| do pref100<br>cokuk & West  |                                       | 25                               | South Carolina100<br>Southern Pac. Co100                                | 814   | 9  | New Central Coal .100<br>N. Y. & Perry100           |                                       | 15<br>50  | Belle Isle100<br>Bodie100                          | 2.30                                  | 7                 |
| ingston & Pembroke.<br>ake Erie & W100                            | 30<br>151 <sub>2</sub>                | 31<br>16                         | S'west., Ga., g'd, 7.100<br>Syr. Bing. & N. Y.100                       | 126   | 127                                      | Ontario Sil. Min'g. 100<br>Pennsylvania Coal. 50    |                                       | 28<br>271   | Bulwer100<br>Caledonia B. H100                     | 1.60                                  | 1.8               |
| do. Pref.   | 4012                                  | 4634                             | Jummit Branch, Pa. 50   | 10  | $\frac{10^{1}4}{50}$                     | Quicksilver Min'g.100<br>do pref.100                | 10                                    | 11<br>36  | Consol. California. 100<br>Chrysolite              | 19·37<br>·47                          |                   |
| Sh. & Mich. So 100<br>ehigh Valley50                              | 931 <sub>8</sub><br>555 <sub>8</sub>  | 56                               | Sunbury & Lewist50<br>Ferre H. & Ind'nap.50                             | 2638  | $\frac{75}{2658}$                        | Tenn.Coal&IronCo100                                 | 32                                    | 321 <sub>2</sub><br>49                              | Chollar100<br>Consol. Pacific100                   |                                       |                   |
| ittle Miami50 \\ ittle Schu'k'I50                                 | 165 <sup>1</sup> 4<br>60              | 166                              | Foxas & Pacific 100<br>Fol. Ann Arbor & N.M                             | $22^{1}_{2}$  | 24                                       | Wyoming Val. Coal. 100<br>EXPRESS ST'CKS            |                                       |   | Crown Point100                                     | 1.25                                  |                   |
| ong Island50<br>a. & Mo. River100                                 | 90                                    | 91                               | Tol. & Ohio Central<br>do Pref.   | 30<br>49  | 35<br>51                                 | Adams100<br>American100                             | 142                                   | 145   | Dunkin<br>Eureka Consol 100                        | 10.20                                 |                   |
| do Pref 100<br>ou. Evans. & St. L. 100                            | 1378                                  | 1418                             | U. N.J. RR &C. Co.100<br>Union Pacific100                               | F 01  | $\begin{array}{c} 215 \\ 56 \end{array}$ | United States100<br>Wells, Fargo & Co.100           | 7212                                  | $\begin{array}{c} 73\frac{1}{9} \\ 132 \end{array}$ | Father De Smet 100<br>Gold Stripe                  | 31                                    | 1                 |
| do. Pref. 100<br>ouisv. & Nashv 106                               | 2/34                                  | $\frac{28}{6078}$                | Utah Central100<br>Utica & Black Riv.100                                |   |  | TEL'PH STOCKS                                       |                                       |   | Goodshaw100<br>Gould & Curry S100                  | 5.00                                  |                   |
| ouisv.N.A.&Chic.100   | 36                                    | 40<br>125                        | Vt.& Mass., l'sed, 6.100  |   | 135                                      | AND BONDS.<br>American Tel. & Cable                 | 73                                    | 74  | Green Mountain10<br>Hale & Norcross100             | 10.00                                 |                   |
|   | 208                                   | 212                              | Vicksb. & Meridian<br>do pref   | 14  | 50 <sup>58</sup>                         | Atlantic & Pacific st'k<br>Bank's & Merch'ts. 100   |                                       | $\begin{array}{c c} 52 \\ 2 \end{array}$            | Horn Silver  | •95                                   | 1.0               |
| lanhattan, con100   | 87<br>18                              | 88<br>20                         | Virginia Midland<br>Wabash St. L. & Pac                                 | 15  | 16                                       | General mort. cert<br>Baltimore & Ohio              |                                       |   | Independence100<br>Iron Silver20                   | ••••                                  |                   |
| do Pref100<br>femph.& Charl25                                     | 91<br>53                              | 92<br>53                         | do Pref.100<br>Warr'n(N.J.),l's'd,7.50                                  | 2634  | 2778                                     | Cent. & So. Am. Cable                               |                                       | 100   | Lacrosse10   | ·09                                   | 1.5               |
| lexican Central 100<br>lexican Nat., Tr. rec.                     | 14%                                   | 1434                             | West Jersey50<br>West Jersey & Atlantic                                 | 8   | 6012                                     | Commercial Tel. Co.pf.<br>Franklin 100              | 25                                    | 33  | Little Chief 50<br>Little Pitts                    |                                       | 13                |
| ex. Nat. Constr. Co.  | 26                                    | 27                               | Western Maryland  | 1312  | 15<br>5284                               | Gold & Stock 100<br>Bonds                           | 96                                    | 95<br>102   | Mexican G. & Silv.100<br>Navajo100                 | 5.50<br>1.70                          |                   |
| idland of New Jersey  | 84 <sup>1</sup> <sub>2</sub><br>25    | 8478                             | Wheeling & L. Erie 100<br>Wil. Columbia & Aug.                          | 112   | 118                                      | Mexican100<br>N. Y. Mutual Un. Tel.                 | 160                                   | 170<br>80   | Ophir10  | 8.25                                  |                   |
|   | 76<br>100                             | 80<br>103                        | Wilm. & Weldon, 7.100<br>Wisconsin Central                              | 1734  |  | Mutual Union 6s<br>N'west., 7s, 1904 J&J            |                                       | 83  | Rappahanock 1                                      | 19                                    |                   |
| il. & Northern  | 623                                   | 6319                             | do Pref.<br>Worc'ter&Nashua.100   | 364<br>1284   | 363 <sub>4</sub><br>129                  | Postal Telegraph100                                 |                                       |   | Red Elephant 10<br>Robinson Consol 50              |                                       |                   |
| inneap. & St. L. 100<br>do Pref 100                               | 7                                     | 7 kg                             | CANAL BONDS.  |   |  | Bonds, 1st 6s<br>Postal T. Cable, new.              |                                       | 28  | Silver Cliff50                                     |                                       |                   |
| isso'i Kan. & Tex. 100  | 164                                   | 17<br>8534                       | Caes.&Del1st, 6s,'86  | •••••   | 88                                       | So. Tel., 1st mort. b'ds<br>South'n & Atlantic.25   |                                       | 72  | Standard 100<br>Union Consol 100                   | 2·90<br>5·00                          |                   |
| issouri Pacific100<br>obile & Ohio100                             | 85 <sup>1</sup> 2                     | 14                               | Ches.&O.—6s, '70.QJ<br>Del. & H.—7s, '91.J&J                            | 4   | 1074                                     | Western Union100<br>78, 1900, M. & N                | 784                                   | 78 <sup>1</sup> 9                                   | BOSTON MINING                                      | 0.00                                  |                   |
| organ's La.&Tex.100<br>orris & E'x, gu.,7.50                      | $139^{1}_{2}$                         |                                  | 1st ext., 1891M&N<br>Coup. 7s. 1894.A&O                                 | 117   |  | TELEPHONE<br>STOCKS.                                |                                       |   | STOCKS.8   |                                       | 2                 |
| ashv.Chat.& St. L.25<br>ashua & Lowell100                         | 79<br>189                             | 190                              | 1st Pa.D.cp.,7s,M&S<br>Lehigh Nav 4 <sup>1</sup> 2s, '14                | 1084  | 142                                      | American Bell100                                    |                                       | 228   | Allouez  | 15<br>15                              | 15                |
| 'squehoning Vall'y50  |                                       | 544                              | RR. 6s, reg., '97,Q-F<br>Conv 6s,g.rg.'94M&S                            |   |  | Amer. Speaking100<br>Erie                           | 3134                                  |   | Brunsw'k Antimony.5<br>Calumet & Heela25           | 210                                   | 211               |
| do Pref.  |                                       | i                                | 6s,g.,ep.&rg'97J&D  | 11212   |  | Mexican<br>New England                              | 1 1 <sub>4</sub><br>43 1 <sub>2</sub> |   | Catalpa Silver 10<br>Central 25                    | 29c.                                  | 30                |
| . Jersey Southern<br>News & Miss. Val. Co                         | 78<br>9 12                            | 1012                             | Cons.M.,1911 7sJ&D<br>Penn.—6s, coup., 1910                             | I   |  | Tropical10  | 50c                                   | 70c.  | Franklin 25  | 1412                                  |                   |
| Y.Cent.& H.Riv.100<br>Y.Ch.&St.L.new100                           | 1714                                  | $107\frac{7}{8}$ $17\frac{1}{2}$ | Schuylkill Nav.—<br>1st M., 6s, 1897.Q-M                                |   |  | EIGHT STOCKS.<br>Brush, Balt100                     | 55                                    | 70  | Huron25<br>Minnesota25                             | \$212                                 | \$5               |
| do 1st pref. 100<br>do 2d pref 100                                | 71<br>35                              | 713 <sub>4</sub>                 | 2d M., 6s, 1907J&J<br>Mort. 6s, cp., '95 J&J                            | 45<br>49  | 50                                       | Brush Illuminat'g 100                               | 85                                    | 100   | National25<br>Osceola25                            | \$31 <sub>8</sub><br>231 <sub>4</sub> | 23                |
| . Y. City & Northern.   |                                       | 218                              | 6s, imp.,cp.,'80 M&N<br>6s, bt&car, 1913 M&N                            |   |  | Edison Illuminating                                 | 90                                    | 100   | Pewabie  | $61^{2}$                              | 62                |
| .Y.Lack.&West100  | 2778                                  | 28                               | 7s,bt&car,1915M&N   | 25  |  | United States Ill. Co                               | 31                                    | 39<br>95  | Ridge25<br>Tamarack25                              | $$2^{7}8$ 155                         | \$3<br>159        |
| .Y.L.Erie& West.100<br>do Pref.100                                | 63                                    | 65<br>37 <sup>5</sup> 8          | 8usq.—6s,cp.,1918J&J<br>7s, coup., 1902J&J                              |   |  | TRUST CO.'S<br>STOCKS, N.Y.                         |                                       |   | MANUFACT'ING<br>STOCKS.                            |                                       |                   |
| Y. & N.England.100<br>do Pref.100                                 |                                       | 11614                            | CANAL STOCKS.<br>Chesapeake & Del50                                     |   | 11112                                    | Am. Loan & Trust.100<br>Brooklyn Trust 100          |                                       | 100<br>280  | Am. Linen (Fall Riv.)                              |                                       | 850               |
| .Y. Ont. & West 100   | 214<br>1758                           | 223<br>1778                      | Del. & Hudson100<br>Del. Div. leased, 850                               | §   | 111-2                                    | Central100<br>Farmers' Loan & Tr.25                 | 475                                   |   | Amory (N. H.)100<br>Amoskeag (N.H.) 1000           | 1790                                  | 180               |
| . Y. Penn. & Ohio<br>do Pref.                                     |                                       |                                  | Lehigh Navigation50<br>Morris, guar., 4100                              | ; 48  | 85                                       | Knickerbocker 100                                   | 135                                   | 140   | Androscog'n (Me.).100<br>Appleton (Mass.).1000     | 645                                   | $\frac{127}{650}$ |
| Y. Phil. & Norf. 100<br>Y. Susq. & Western.                       | 9                                     | 15<br>93 <sub>8</sub>            | do pf., guar.10100<br>Pennsylvania50                                    | 200   |  | Long Island 150<br>Mercantile 100                   | 205                                   | 160<br>215  | Atlantic (Mass.)100<br>Barnaby (Fall Riv.)         | 108                                   | 109               |
| do Pref.  | 3,38                                  | 33                               | Behuylkill Nav50  | V   | 7  | Metropolitan100<br>N. Y. Guar. & Ind100             |                                       | 175   | Barnard Mfg. (F. R.)<br>Bates (Me.)100             | 80                                    | 85<br>123         |
| Y. West Shore & B<br>orf. & West,, com. 100                       | 18                                    | 184                              | do do pref.50   | \$ 5  | •  | N. Y. Life & Trust.100<br>Union100                  | 570                                   | 590   | Boott Cot. (Mass.) 1000                            | 1335                                  | 134               |
| do pref.100<br>o. Pennsylvania50                                  | 46 <sup>3</sup> 8                     | 80                               | Am. Wat'rW.Co.,1st,6s   | 10234   | 10312                                    | United States100                                    |                                       | 586   | Border City Mfg. (F.R.)<br>Boston Co. (Mass.) 1000 | 1140                                  | 116               |
| orthern Central50   | 86<br>139                             | 87                               | Canton(Balt.)6s.g., '04<br>Un. RR.,1st, end.,6s.                        | 110   |  | N.Y. & BR'KLYN<br>HORSE RRS.                        |                                       |   | Boston Belting100<br>Bost. Duck (Mass.)700         | x875                                  | 920               |
| orth'n Pac., com. 100   | 2138<br>4:34                          | $213_{4} \\ 161_{4}$             | Col.Coal& Iron-1st,68   | 10012   | 101                                      | (See Local Securities in Chronicle each w'k,        |                                       |   | Chace (Fall Riv.) .100<br>Chicopee (Mass.)100      | 99                                    | 100               |
|   | 17512                                 | 176                              | Col & Hock. C. & I., 6s<br>Cov. & Cin. Bge. 5s, 3-5 y                   |   | 10012                                    | except first of month.)                             |                                       |   | Cocheco (N.H.)500<br>Collins Co. (Conn.)10         | 480                                   | 485               |
| zd. & L. Champ 100<br>nio & Miss 100                              | 10<br>24 <sup>1</sup> 2               | 13<br>25                         | 58,5 yearsM&S<br>Hend'n Bridge6s, 1931                                  | 110   |  | Balt. Consol. Gas                                   | 56                                    | 5612  | Continental (Me.). 100                             | 39                                    | 39                |
| do Pref. 100 ‡  | 78                                    | 80<br>13                         | Or. Imp., 1st, 6s. 1910<br>Oreg.R.& N. 1st.6s, J&J                      | 9912  | 1093 <sub>4</sub>                        | Boston Gaslight500<br>East Boston25                 |                                       | 860   | Cres't Mills (F. R.) 100<br>Crystal Spr. Bl.(F.R.) | 70<br>40                              | 50                |
| d Colony100<br>regon Short Line                                   | 1741 <sub>2</sub><br>161 <sub>2</sub> |                                  | Debenture 7s, 1888.<br>Con. 5s 1925 J.&D                                | 9958  |  | Roxbury100<br>South Boston100                       |                                       |   |  | x 70                                  | 70                |
| egon Trans-Cont   | 167                                   | 22 <sup>1</sup> 4<br>170         | Ocean SS.Co., st guar.  | 101   | 103                                      | Brookline, Mass100<br>Cambridge, Mass100            | 97                                    | 100<br>177  | Dwight (Mass.)500<br>Everett (Mass.)100            | 735<br>68                             | 69                |
| nnsylvania RR50 §   | 5412                                  | 5458                             | St. I. Bridge & Tun-<br>1st, 7s, g, 1929. A&O                           | <b>‡135</b>   | 139                                      | Chelsea, Mass100<br>Dorchester, Mass100             | 112                                   | 113<br>109  | F. R. Machine Co 100<br>F. R. Merino Co 100        |                                       |                   |
| nsacola & Atlantic<br>oria Dec. & Ev. 100                         | 1912                                  |                                  | Tenn.C.&I.—T'nn D.6s<br>Bir. Div. 1st,6s, 1917                          | 8138  | 8431                                     | Jamaica Pl'n, Mass 100                              | x156                                  | 158   | Flint Mills (F. R.) 100                            | 100<br>90                             | 101               |
| tersburg100<br>ila. & Erie50                                      | $\frac{59}{27}$                       | 61                               | MISC'LLANEOUS<br>STOCKS.  |   |  | Lawrence, Mass100<br>Lowell100                      | x193                                  | 126<br>197  | Franklin (Me.)100<br>Gl'be Y.Mills(F.R.)100        | 116                                   |                   |
| il. Germ. & Nor. 50 S<br>ila.&Read.ass.pd.50                      |                                       | 120<br>6638                      | Amer. Bank Note Co<br>Amer. Cotton Oil trusts                           | 35<br>32  | $\frac{40}{32^{1}\!2}$                   | Lynn, Mass., G. L100<br>Mald. & Melrose100          | 114                                   | 116<br>106  | Granite (F.R.)1000<br>Great Falls (N. H.)100       | $\frac{225}{904}$                     |                   |
| do Pref 50 §  |                                       |                                  | Aspinwall Land10  | 8   | 814                                      | Newton & Wat'n 100<br>Salem, Mass., 100             | x136                                  | 140<br>110  | Hamilton (Mass.) 1000<br>Hartf. Carpet (Ct.) 100   | 765<br>x134                           | 187               |
| ila. Wilm.& Balt.50 \$<br>tts. Cin. & St. L50 \$                  |                                       | 25                               | Boston Land10<br>Boston Water Power                                     | 734   | 8  | Brooklyn, L. I25                                    | 100                                   | 103   | Hill (Me)100<br>Holyoke W.Power.106                | 77<br>225                             | 75                |
| tts.Ft.W.&C.,guar.7   | 1521 <sub>2</sub>                     |                                  | Brookline (Mass.)L'd5<br>Canton Co. (Balt.).100                         | 5 1 <sub>8</sub> 45                                 | 50 5 14                                  | Citizens', Brooklyn. 20<br>Metropolitan, B'klyn.    | 75                                    | 55<br>80  | Jackson (N. H.)1000                                | 970                                   | 950               |
| ttsb. & Western 50  |                                       | 1642                             | Cov. & Cin. Bridge, pf.<br>East Boston Land.                            | $\begin{array}{c} 210 \\ 5 \frac{1}{2} \end{array}$ | 534                                      | Nassau, Brooklyn25<br>People's, Brooklyn .10        | 62                                    | 100<br>63   | King Philip (F. R.) 100<br>Laconia (Me)400         | X460                                  | 465               |
| ort.Saco &Ports,lsd 6<br>ort Royal & Augusta                      | 120                                   | 1204                             | Frenchman's Bay Ld.<br>Keeley Motor                                     | 83 <sub>1</sub><br>7 4 <sub>2</sub>                 | 878                                      | Williamsb'g, B'klyn 50<br>Charlest'n, S.C., Gas. 25 | 115                                   | 120<br>20   | Lancaster M.(N.H)400<br>L'rel Lake Mills (F. R.)   | 8710                                  | 590               |
| orts. Gt.F.& Con. 10c   |                                       | 109                              | Manh'tt'n B'ch Co.100   | 110   | 10<br>33 <sub>8</sub>                    | Chicago G.& Coke. 100                               | 210<br>36 <sup>5</sup> 8              |   | Lawrence (Mass.) 1000<br>Lowell (Mass)690          | 1540<br>700                           | 155<br>703        |
| ch. & Alleg., ass. pd.  | 163                                   | 12                               | Maverick Land 10<br>N.E. Mtg. Secur. (Bost.)                            | 92  | 95                                       | Chicago Gas Trust<br>Cincinnati G. & Coke           | 17834                                 | 17912   | Lowell Bleachery, 200!                             | 140                                   | 143<br>725        |
| do Guar. 7.100  |                                       |                                  | N. Hampshire Land 25<br>N.Y.& Tex.Ld., Lim. 50                          | 35c   | 50c.                                     | Hartford, Ct., G. L25<br>Jersey C.& Hobok'n 20      | 160                                   |   | Lowell Mach. Shop. 500<br>Lyman M. (Mass.). 100    | x 67                                  | 67                |
| do do 6   | 125                                   | 112                              | Land serip<br>Oregon Improvement.                                       | 51  | 52                                       | People's, Jersey C<br>Louisville G. L               | 70<br>115                             | 120   | Manchester (N.H.) 100<br>Mass. Cotton1000          | 142<br>x1000                          | 10.               |
| ich. & West Point   | 2234                                  | 23                               | Oregon Ry. & N.Co.100   | 934   | 94                                       | Milwaukee Gas                                       |                                       | 60  | Mechanics' (F. R.) 100<br>Merchants' (F. R.) 100   | 88                                    | 90                |
| do Preflehmond York R.&C.   | 58                                    | 58 <sup>1</sup> ⁄₂               | Pacific Mail SS. Co. 100<br>Philadel. Co. Nat. Gas.                     | 10212   |  | Consolidated, N.Y.100                               | 76                                    | 77  | Merrimack(Mass)1000                                | 1140                                  | 115               |
| ome & Decatur<br>ome W. & Ogd100                                  | 86                                    | 83                               | Pullm'n Palace Car100<br>San Diego Land                                 | 5019  |  | Equitable, N. Y100<br>Mutual of N. Y100             | 88                                    | 90  | Metacomet (F.R.) .100<br>Middlesex (Mass.) .100    | 170                                   | 178               |
| utland100   | . 6                                   | 7                                | St. Louis B'dge, 1st pref   |   | 106                                      | N. Orleans G. L 100<br>Portland, Me., G. L. 50      | 844                                   | 85<br>70  | Narragans'tt(F.R,)100<br>Nashua (N. H.)500         | 90<br>495                             | δυC               |
|   | 34                                    | 30                               | 2d Dref. certificates   |   |  | L OI CIAITAL MICH.                                  |                                       |   |  | 7/17                                  | 1106              |
| do Pref., 7100  t. Joseph & G'd Isl'd.  t. Louis Alt. & T. H. 100 | 34                                    | 35                               | 2d pref. certificates.<br>St. Louis Tunnel RR<br>St. Louis Transfer Co. |   | 110<br>75                                | St. Louis Gas Tr100<br>Laclede, St. Louis.100       | 6712                                  | 70  | Naumkeag (Mass.)100<br>N. E. Glass (Mass.)375      | 85                                    | 102<br>95<br>320  |

Price nominal; no late transactions.

<sup>†</sup> Purchaser also pays accrued interest.

<sup>‡</sup> In London.

<sup>§</sup> Quotation per share.

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

| MANI  |   | -  | 1  | dapinatations 500 i   |   |  | ALL OF PRISE PASO   |   | 1  |   |   |   |
|---|---|--|--|---|---|--|---|---|--|---|---|---|
|   | UFAC'ING STOCKS.  | Bid.   | Ask.   | BANK STOCKS.  | Bid.  | Ask.   | BANK STOCKS.  | Bid.  | Ask.   | INSURANCE STOCKS.   | Bid.  | Ask.  |
| Pepp  | perell (Me.)500   | x1095  | 1100   | Continental Nat100  | 117   | 120  | Park100   | 16612   | 169  | Hartford, Conn.   |   |   |
| Poca  | sset (F. R.)100<br>Bord'n(F.R.) 100   | 116  | 7712   | First National100<br>Fort Dearborn Nat  |   | 110  | People's25<br>Phenix 20   | 185   |  | Ætna Fire100<br>Connecticut100  | 245<br>109  | 2451g<br>1121g  |
| Robe  | eson (F. Riv.) 1000   |  | 100  | Hide and Leather. 100   | 140   |  | Produce Exchange100   | 110   | 112  | Hartford 100  | 280   | 285   |
| Balm  | more (F. Riv.) 100<br>ion Falls (N.H.) 300  | 230  | 110<br>240   | Merchants' Nat100<br>Metropolitan Nat. 100  |   | ••••   | Republic100<br>Second National100   | 140<br>230  | 142  | National100<br>Orient100  | 75  | 7712  |
| Sand  | lw.Glass(Mass.)80<br>ve (Fall Riv.). 100  | 25   | 30<br>871 <sub>2</sub>   | Nat. Bk. of Amer 100  | 13712   | 140<br>225   | Seventh Ward100   | 115   | 128<br>145   | Phœnix100<br>Steam Boiler50   | 190   | 195   |
| Blade   | e (Fall Riv.) 100   | 50   | 55   | Nat. B'k of Illinois.100<br>Northwestern Nat. 100   | 800   |  | Shoe & Leather100<br>St. Nicholas100  |   | 126  | London, Eng.  |   |   |
| Staff(  | ord (FallRiv.) 100<br>k Mills (N.H.) 1000   | 105<br>1120  | 1130   | Union National100<br>Un.Stock Y'ds Nat.100  |   | 175<br>200   | State of N. Y100<br>Tradesmen's40   | 118<br>105  | 120<br>108   | Commercial Union. 25<br>Guardian  | 21 <sup>1</sup> 2<br>74   | 22½<br>76   |
| Tecu  | mseh (F. R.). 100   | 103  | 165  | Cincinnati.   |   |  | United States Nat. 100  |   | 225  | Imperial Fire25   | 155   | 159   |
| Trem  | ndike(Mass.)1000<br>nont&S.(Mass)100  | 120  | 1204   | Atlas National<br>Cincinnati National   | 95  | 100<br>100   | Western National  Philadelphia.§  | 97  | 98   | Lancashire F. & L. 25<br>London Ass. Corp. 12 <sup>1</sup> 2  | $\frac{5^{3}4}{52}$   | 6 <sup>1</sup> 4<br>54  |
| Troy  | C. & W.(F.R.) 500<br>n C.Mf. (F.R.) 100   | <b>850</b>   | 225  | Citizens' National<br>Commercial Bank   | 175   | 180<br>110   | B'k of N. America .100<br>Centennial Nat100   | 350   | •••••  | Liv. & Lond. & Globe. 2<br>North'n Fire & Life 5  | 33<br>55  | 34<br>56  |
| Wam   | panoag(F.R.) 100  | 105  | 110  | First National  | 270   | 280  | City National50   |   |  | North Brit. & Mer. 834  | 42  | 43  |
| Wasi  | hingt'n(Mass.)100<br>d Sew. M'e (Ct.)25   |  | 100  | Fourth National German National   |   | 180<br>150   | Commercial Nat50<br>Commonwealth Nat 50   |   | 43   | Queen Fire & Life1<br>Royal Insurance3  | 31 <sub>9</sub><br>38   | 39  |
| Weet  | tamoe (F. R.)100  | <b>50</b>  | 55   | Market National   |   | 100  | Consolidation Nat30   |   | 1  | New Orleans.  |   |   |
| York  | m'tic Linen( $Ct$ )25<br>c Co. (Me.)750   | 970  | 975  | Merchants' National<br>Metropolitan Nat   | 139   | 140<br>124 <sup>1</sup> 2  | Corn Exchange Nat.50<br>Eighth Nat100   | 64.34   |  | Crescent Mutual100<br>Factors' and Tr100  | 45  | 34<br>50 <sup>1</sup> 2   |
| BA  | NK STOCKS.<br>Baltimore.  |  |  | Nat. Laf. & Bk. of Com.   | 255   | 275 ·<br>135   | First Nat100  |   | 245  | Firemen's 50  | x56   | 60<br>1161 <sub>9</sub>   |
| Bank  | of Baltimore 100  |  | 141  | Ohio Valley Nat'l<br>Queen City National  | 67  | 75   | Farmers'&Mech.N.100<br>Fourth St. Nat'l100  | 107   |  | Germania100<br>Hibernia100  | 6619  |   |
| Citize  | of Commerce. 15   | 151-   |  | Second National<br>Third National   |   | 210<br>145   | Independence100<br>Girard National40  |   | 134  | Home100<br>Hope100  | x74   |   |
| Com.  | . & Farmers' 100.   | 129  | 133  | Western German Bank   | 200   | 225  | Kensington Nat50  | 100   |  | Lafayette 50  | x.6712  |   |
| Farm  | ners' B'k of Md.30<br>ners' & Merch40   | 32   | 5842   | Hartford.<br>Ætna Nat100  | 102   | 110  | Keystone Nat'l50<br>Manufact'r'rs' Nat.100  | 90  | 56 <sup>1</sup> 2  | Merchants' Mutual 100<br>Mechanics' & Tr100   | 56<br><b>x106</b>   | 59<br>110   |
| Farm  | ners'&Planters'25<br>Nat. of Balt. 100  | 1110   | 46   | American Nat50  | 60  | 65<br>106  | Mechanics' Nat100   |   |  | New Orl's Ins. Ass'n 30   | 1412  | 15<br>22 <sup>1</sup> 2   |
| rran  | iklin   | 92   | 128<br>95  | Charter Oak Nat100<br>City100   | 90  | 95   | Merchants' Nat<br>Nat. B'k Commerce. 50   |   |  | New Orl's Ins. Co. 50<br>People's25   |   |   |
| How   | nan American  |  | 1219   | Connecticut River 50<br>Far. & Mech. Nat. 100   |   | 49<br>107  | Nat.B'k Germant'n 50<br>Nat.B'k N. Liberties 50   | 162   |  | Sun Mutual 100<br>Teutonia 100  | x113½<br>x117   | 120   |
| marii   | ne 30   | 38   |  | First Nat100  |   | 98   | Nat. B'k Republic100  |   |  | New York.   |   |   |
| Merc  | hanics'10<br>chants'100   |  | 13   | Hartford Nat100<br>Mercantile Nat100  |   |  | National Security 100<br>Penn National 50   |   |  | Alliance  | 140   | 150<br>150  |
| Natio   | onal Exch'ge. 100<br>ole's20  |  | 128  | National Exchange: 50   | 58  | 65   | Philadelphia Nat100   | 248   |  | Bowery25  | 140   | 150<br>170  |
| Beco1   | nd National 100   | 150  | 20   | Phœnix Nat100<br>State100   | 91  | 128<br>95  | Second Nat100<br>Seventh Nat100   |   |  | Broadway25<br>Brooklyn17  | 110   | 120   |
| Unio  | d National100   | 108<br>811 <sub>2</sub>  |  | United States100<br>Louisville.   | 250   |  | Sixth Nat100  | • • • • • •   |  | Citizens'   | 110   | 120<br>120  |
| West  | ern20   | 31   | 33   | B'nk of Commerce  | 122   | 123  | Southwark Nat50   |   |  | Clinton100  | 85  | 95  |
| Atlar   | Boston.   | 130  | 131  | Bank of Kentucky100<br>Bank of Louisville100  | 90  | 163<br>91  | Tenth Nat. Bank<br>Third Nat100   |   |  | Commonwealth100<br>Continental100   |   | 100<br>210  |
| Atlas   | s   | 114  | 1144   | Citizens' National.100  | 116   | 118<br>118   | Western Nat50   |   |  | Eagle40   | 225   | 240<br>100  |
| Bosto   | on Nat100   | 120  | 121  | City Nat100<br>Falls City Tobacco100  | 106   | 107  | West Philadelphia.100 Portland, Me.   |   | 1 1  | Empire City100<br>Exchange30  | 90  | 110   |
| Broad   | $\begin{array}{cccccccccccccccccccccccccccccccccccc$  | 102  | 131  | Farmers' of Ky100<br>Farmers' & Drov100   | 109<br>102  | 114<br>104   | Cumberland Nat 40   |   |  | Farragut50<br>Fire Association100   | 100   | 120<br>100  |
| Bunk  | ker Hill 100  | 183  | 185  | First Nat 100   | 172   | 173  | Canal Nat100<br>Casco Nat100  | 158<br>146  | 160<br>148   | Firemen's17   | 80  | 90  |
| City.   | ral100  | 103  | $131 \\ 1031_{2}$  | German Ins. Co.'s.100<br>German100  | 139   | 141  | First Nat100<br>Merchants' Nat75  |   | 118<br>123   | German-American 100<br>Germania50   |   | 320<br>160  |
| Colu  | mbian100<br>merce100  | 127  | 128  | German National. 100  | 144   | 146<br>133   | National Traders'.100   |   | 140  | Globe50<br>Greenwich25  | 110   | 125<br>215  |
| Com   | monwealth 100   | 137  | 1371   | Kentucky Nat100<br>Louisv. Banking Co.40  | 255   | 257  | Richmond, Va.   |   | 30   | Guardian100   | 50  | 70  |
| E R.Q.1   | inental100<br>e100  | 10214  | 120  | Masonic100<br>Merchants' Nat100   | 140   | 141<br>143   | City Bank 25<br>First Nat 100   | 29<br>130   | 135  | Hamilton15<br>Hanover50   | 105<br>125  | 115<br>130  |
| ELLOT   | 100   | 129  | 130  | Northern of Ky100   | 124   | 126  | Merchants' Nat100   | 125   | 104  | Home100   | 123   | 130<br>60   |
| WAT CH  | rett106<br>hange100   | $95 \\ 125 \\ {}^{1}_{4}$  | 97<br>1251   | People's Bank100  | 115   | 120<br>116   | Nat. Bk of Virginia100<br>Planters' Nat100  | 145   |  | Howard40<br>Jefferson30   | 55<br>105   | 115   |
| First   | uil Hall 100<br>t National 100  | 140<br>220   | 140 <sup>1</sup> 9<br>230  | Security100<br>Third National100  | 103   | 170<br>140   | State Bank of Va.100<br>St. Louis.  | 116   |  | Kings Co. (B'klyn) .20<br>Knickerbocker30   | 175<br>70   | 200<br>80   |
| First   | t Ward100<br>th National100   | 128  | 132  | Western100  |   | 119  | B'k of Commerce100  | 460   |  | Lafayette (B'klyn) .50  | 70  | 90<br>100   |
| rree:   | mans' 100   | 91   | 93   | New Orleans.<br>Canal & Banking100  | x141  | 143  | Commercial 100 Continental 100  | 160   |  | Liberty   | 90  | 100   |
| Grob  |   |  | 94   | 100   | 04  | 67<br>160  | Franklin100   | 175   |  | Manuf. & Builders'100<br>Mechanics' (B'klyn)50  | 110   | 125<br>80   |
| Ham   | e   | 93   | 125  | Citizens'100  | x152  |  | Fourth National 1001  |   |  |   | 70  |   |
| Hide  | & Leather 100   | 93<br>124 <sup>1</sup> 9<br>1133 <sub>1</sub>  | 125<br>114 <sup>1</sup> 4  | Germania Nat100   | X152<br>X150%   | 158  | Fourth National 100<br>International 100  | . 90  | 100  | Mercantile50  | 55  | 70  |
| Hide<br>Howa<br>Linco   | 100 & Leather 100 ard 100 oln 100   | 93<br>124 <sup>1</sup> 9<br>113 <sup>3</sup> 1<br>107  | 125<br>114 <sup>1</sup> 4<br>108<br>111  | Germania Nat100 Hibernia Nat100 Louisiana Nat100 Metropolitan   | x152<br>x150%<br>x143%<br>x118  | 158<br>153<br>120  | International100<br>Mechanics'100   | . 90  | 128<br>95  | Mercantile50<br>Merchants'50<br>Montauk (B'klyn) 50   | 55<br>60<br>8ა  | 70<br>80<br>87  |
| Ham<br>Hide<br>How<br>Linco<br>Manu<br>Mark   | 11ton   | 93<br>124 <sup>1</sup> 9<br>113 <sup>3</sup> 4<br>107<br>110 <sup>1</sup> 9<br>94  | 125<br>114 <sup>1</sup> 4<br>108<br>111<br>96  | Germania Nat100 Hibernia Nat100 Louisiana Nat100 Metropolitan100 Mutual Nat100  | x152<br>x1501/2<br>x1431/2<br>x118<br>x1251/2   | 158<br>153<br>120<br>130   | International100<br>Mechanics'100<br>Merchants' Nat100<br>St. Louis National.100  | 90<br>126<br>90<br>130  | 128<br>95  | Mercantile  | 55<br>60<br>80<br>135   | 70<br>80<br>87<br>140   |
| Ham<br>Hide<br>How<br>Linco<br>Manu<br>Mark<br>Mark   | 100   | 93<br>124 <sup>1</sup> 2<br>113 <sup>3</sup> 4<br>107<br>110 <sup>1</sup> 2<br>94<br>91  | 125<br>114 <sup>1</sup> 4<br>108<br>111<br>96<br>92<br>143   | Germania Nat100 Hibernia Nat100 Louisiana Nat100 Metropolitan100 Mutual Nat100 New Orleans Nat100 People's50  | x152<br>x150½<br>x143½<br>x118<br>x125½<br>x490<br>x61  | 158<br>153<br>120<br>130<br>550<br>63  | International 100<br>Mechanics' 100<br>Merchants' Nat 100<br>St. Louis National .100<br>Third National 100<br>San Francisco.  | 90<br>126<br>90<br>130<br>103   | 128<br>95<br>110   | $\begin{array}{llllllllllllllllllllllllllllllllllll$  | 55<br>60<br>80<br>135<br>90<br>140  | 70<br>80<br>87<br>140<br>105<br>155   |
| Hamilde<br>Howa<br>Linco<br>Manu<br>Mark<br>Mark<br>Mass<br>Mass  | 11ton   | 93<br>124 <sup>1</sup> 9<br>113 <sup>3</sup> 1<br>107<br>110 <sup>1</sup> 9<br>94<br>91<br>140<br>102<br>222 <sup>1</sup> 9  | 125<br>114 <sup>1</sup> 4<br>108<br>111<br>96<br>92<br>143<br>102 <sup>1</sup> 2   | Germania Nat  | x152<br>x150½<br>x143½<br>x118<br>x125½<br>x490<br>x61<br>x105½   | 158<br>153<br>120<br>130<br>550<br>63<br>110   | International 100 Mechanics' 100 Merchants' Nat 100 St. Louis National 100 Third National 100 San Francisco. Anglo-Californian  | 90<br>126<br>90<br>130  | 128<br>95<br>110<br>60   | Mercantile50 Merchants'50 Montauk (B'klyn)50 Nassau (B'klyn)50 National37½ N. Y. Equitable35 New York Fire100 | 55<br>60<br>80<br>135<br>90<br>140<br>75<br>145   | 70<br>80<br>87<br>140<br>105<br>155<br>90<br>155  |
| Ham<br>Hide<br>Howa<br>Linco<br>Man<br>Mark<br>Mark<br>Mass<br>May<br>Mech  | 11ton   | 93<br>124 <sup>1</sup> 9<br>113 <sup>3</sup> 1<br>107<br>110 <sup>1</sup> 9<br>94<br>91<br>140<br>102<br>222 <sup>1</sup> 9<br>140   | 125<br>114 <sup>1</sup> 4<br>108<br>111<br>96<br>92<br>143<br>102 <sup>1</sup> 2<br>225<br>150   | Germania Nat.   | x152<br>x150%<br>x143%<br>x118<br>x125%<br>x490<br>x61<br>x105%<br>x108%  | 158<br>153<br>120<br>130<br>550<br>63<br>110   | International 100 Mechanics' 100 Merchants' Nat 100 St. Louis National 100 Third National 100 San Francisco. Anglo-California Bank of California First Nat. Gold 100  | 90<br>126<br>90<br>130<br>103<br>56<br>198<br>1221 <sub>2</sub>   | 128<br>95<br>110<br>60<br>2024   | Mercantile  | 55<br>60<br>80<br>135<br>90<br>140<br>75<br>145   | 70<br>80<br>87<br>140<br>105<br>155<br>90<br>155  |
| Ham Hide How: Jinco Manu Mark Mark Mass Mave Merc Merc  | 11ton   | 93<br>124 <sup>1</sup> 2<br>113 <sup>3</sup> 1<br>107<br>110 <sup>1</sup> 2<br>94<br>91<br>140<br>102<br>222 <sup>1</sup> 2<br>140<br>138 <sup>1</sup> 4   | 125<br>114 <sup>1</sup> 4<br>108<br>111<br>96<br>92<br>143<br>102 <sup>1</sup> 2<br>225<br>150<br>98<br>138 la   | Germania Nat  | x152<br>x150%<br>x143%<br>x118<br>x125%<br>x490<br>x61<br>x105%<br>x108%  | 158<br>153<br>120<br>130<br>550<br>63<br>110<br>110<br>174 <sup>1</sup> <sub>2</sub><br>142  | International 100 Mechanics' 100 Merchants' Nat 100 St. Louis National 100 Third National 100 San Francisco. Anglo-Californian Bank of California First Nat. Gold 100 Pacific   | 90<br>126<br>90<br>130<br>103   | 128<br>95<br>110<br>60<br>2021 <sub>2</sub>  | Mercantile  | 55<br>60<br>80<br>135<br>90<br>140<br>75<br>145<br>90<br>146<br>50  | 70<br>80<br>87<br>140<br>105<br>155<br>90<br>155<br>100<br>170<br>70  |
| Ham<br>Hide<br>How:<br>Linco<br>Mani<br>Mark<br>Mark<br>Mass<br>Mave<br>Mecc<br>Merc<br>Merc<br>Merc<br>Metr<br>Moni  | 11ton   | 93<br>124 <sup>1</sup> 9<br>113 <sup>3</sup> 1<br>107 <sup>1</sup> 10 <sup>1</sup> 9<br>94<br>91<br>140<br>102<br>222 <sup>1</sup> 9<br>140<br>97 <sup>1</sup> 2<br>138 <sup>1</sup> 4<br>117 <sup>1</sup> 4   | 125<br>114 <sup>1</sup> 4<br>108<br>111<br>96<br>92<br>143<br>102 <sup>1</sup> 2<br>225<br>150<br>98<br>138 <sup>1</sup> 2<br>117 <sup>1</sup> 2   | Germania Nat  | x152<br>x150%<br>x143%<br>x118<br>x125%<br>x490<br>x61<br>x105%<br>x1084<br>±172<br>±140<br>250   | 158<br>153<br>120<br>130<br>550<br>63<br>110<br>110  | International 100 Mechanics' 100 Merchants' Nat 100 St. Louis National 100 Third National 100 San Francisco. Anglo-Californian Bank of California First Nat. Gold 100 Pacific  FIRE INSUR'CE  | 90<br>126<br>90<br>130<br>103<br>56<br>198<br>1221 <sub>2</sub>   | 128<br>95<br>110<br>60<br>2024   | Mercantile  | 55<br>60<br>80<br>135<br>90<br>140<br>75<br>145<br>90<br>146<br>50  | 70<br>80<br>87<br>140<br>105<br>155<br>90<br>155<br>100<br>170<br>70<br>160<br>95   |
| Ham<br>Hide<br>How:<br>Linco<br>Man<br>Mark<br>Mark<br>Mass<br>Mass<br>Mech<br>Merc<br>Merc<br>Merc<br>Metro<br>Mon<br>Mt.  | 11ton   | 93<br>124 12<br>113 12<br>107 12<br>94<br>91<br>140<br>102<br>222 12<br>140<br>97 12<br>138 14<br>117 14<br>220<br>133   | 125<br>1141 <sub>4</sub><br>108<br>111<br>96<br>92<br>143<br>1021 <sub>2</sub><br>225<br>150<br>98<br>1381 <sub>2</sub><br>1171 <sub>2</sub><br>223<br>1331 <sub>6</sub>   | Germania Nat  | x152<br>x1501/4<br>x1501/4<br>x118<br>x1251/2<br>x490<br>x61<br>x1051/4<br>x1081/4<br>172<br>1140<br>250<br>162<br>130  | 158<br>153<br>120<br>130<br>550<br>63<br>110<br>110<br>174 <sup>1</sup> <sub>2</sub><br>142  | International 100 Mechanics' 100 Merchants' Nat 100 St. Louis National.100 Third National 100 San Francisco. Anglo-Californian Bank of California First Nat. Gold 100 Pacific FIRE INSUR'CE STOCKS. Baltimore.  | 90<br>126<br>90<br>130<br>103<br>56<br>198<br>1221 <sub>2</sub>   | 128<br>95<br>110<br>60<br>202 ½<br>170   | Mercantile  | 55<br>60<br>80<br>135<br>90<br>140<br>75<br>145<br>90<br>146<br>50<br>150   | 70<br>80<br>87<br>140<br>105<br>155<br>90<br>155<br>100<br>170<br>70<br>160<br>95<br>103  |
| Ham Hide How: Jinco Mani Mark Mark Mark Mesc Meoci Metr Moni Mt. V  | 11ton   | 93 124 14 113 110 12 110 12 122 12 140 138 14 122 136 146 14 132 14  | 125<br>1141 <sub>4</sub><br>108<br>111<br>96<br>92<br>143<br>1021 <sub>2</sub><br>225<br>150<br>98<br>1381 <sub>2</sub><br>1171 <sub>9</sub><br>223<br>1331 <sub>2</sub><br>147<br>1321 <sub>2</sub>   | Germania Nat  | x152<br>x1501/4<br>x1431/4<br>x1431/4<br>x1251/4<br>x490<br>x61<br>x1051/4<br>x1081/4<br>172<br>1140<br>250<br>162<br>130<br>210<br>225   | 158<br>153<br>120<br>130<br>550<br>63<br>110<br>110<br>174 <sup>1</sup> <sub>2</sub><br>142<br>260   | International 100 Mechanics' 100 Merchants' Nat 100 St. Louis National.100 Third National 100 San Francisco. Anglo-Californian Bank of California First Nat. Gold 100 Pacific  FIRE INSUR'CE STOCKS. Baltimore. Associate Firemen's.5 Baltimore Fire Ins. 10  | 90<br>126<br>90<br>130<br>103<br>56<br>198<br>1221 <sub>2</sub>   | 128<br>95<br>110<br>60<br>2021 <sub>2</sub><br>170<br>81 <sub>2</sub><br>27  | Mercantile  | 55<br>60<br>80<br>135<br>90<br>140<br>75<br>145<br>90<br>150<br>150<br>125  | 70<br>80<br>87<br>140<br>105<br>155<br>90<br>155<br>100<br>170<br>70<br>160<br>95<br>103<br>140<br>110  |
| Ham<br>Hide<br>How:<br>Linco<br>Mani<br>Mark<br>Mark<br>Mass<br>Mech<br>Merc<br>Metr<br>Moni<br>Mt. V<br>Nort<br>Nort<br>Olde   | 11ton   | 93 124 14 113 1107 1107 94 91 140 97 12 120 133 146 14 132 14 132 14 158 18 18 18 18 18 18 18 18 18 18 18 18 18  | 125<br>1141 <sub>4</sub><br>108<br>111<br>96<br>92<br>143<br>1021 <sub>2</sub><br>225<br>150<br>98<br>1381 <sub>2</sub><br>1171 <sub>2</sub><br>223<br>1331 <sub>2</sub><br>147<br>1321 <sub>2</sub><br>1031 <sub>2</sub>  | Germania Nat  | x152<br>x1501/431/431/431/431/431/431/431/431/431/43  | 158<br>153<br>120<br>130<br>550<br>63<br>110<br>110<br>174 <sup>1</sup> <sub>2</sub><br>142<br>260<br><br>3600   | International 100 Mechanics' 100 Merchants' Nat 100 St. Louis National.100 Third National 100 San Francisco. Anglo-Californian Bank of California First Nat. Gold 100 Pacific  FIRE INSUR'CE STOCKS. Baltimore. Associate Firemen's.5 Baltimore Fire Ins.10 Firemen's Insur'ce.18   | 90<br>126<br>90<br>130<br>103<br>56<br>198<br>122 <sup>1</sup> <sub>2</sub>   | 128<br>95<br><br>110<br>60<br>202 <sup>1</sup> <sub>2</sub><br>170<br><br>170  | Mercantile  | 55<br>60<br>83<br>135<br>140<br>75<br>145<br>90<br>150<br>150<br>100<br>125<br>100  | 70<br>80<br>87<br>140<br>105<br>155<br>90<br>155<br>100<br>170<br>70<br>160<br>95<br>103<br>140   |
| Hami<br>Hide<br>How:<br>Linco<br>Mani<br>Mark<br>Mark<br>Mass<br>Mave<br>Merc<br>Merc<br>Merc<br>Merc<br>Merc<br>Moni<br>Nort<br>Nort<br>Olde<br>Peop   | 11ton   | 93<br>124 12<br>113 12<br>107 12<br>94<br>91<br>140<br>102<br>222 12<br>140<br>97 12<br>138 14<br>117 14<br>132 14<br>103<br>162   | 125<br>1141 <sub>4</sub><br>108<br>111<br>96<br>92<br>143<br>1021 <sub>8</sub><br>225<br>150<br>98<br>1381 <sub>9</sub><br>1171 <sub>9</sub><br>223<br>1331 <sub>2</sub><br>147<br>1321 <sub>9</sub><br>1031 <sub>9</sub><br>163   | Germania Nat.   100     Hibernia Nat.   100     Louisiana Nat.   100     Metropolitan   100     Mutual Nat.   100     New Orleans Nat.   100     People's   50     State Nat.   100     Union Nat.   100     New York.     America   100     America   Exch'ge100     Broadway   25     Butchers'& Drovers25     Central National   100     Chase National   100     Chatham   25     Chemical   100     City   100     Citizens   25   | x152<br>x1501/4<br>x1431/4<br>x118<br>x1251/2<br>x490<br>x61<br>x1051/2<br>x1081/4<br>172<br>1140<br>220<br>210<br>220<br>3200<br>300<br>140  | 158<br>153<br>120<br>130<br>550<br>63<br>110<br>110<br>174 <sup>1</sup> <sub>2</sub><br>142<br>260<br>   | International 100 Mechanics' 100 Merchants' Nat 100 St. Louis National.100 Third National 100 San Francisco. Anglo-Californian Bank of California First Nat. Gold 100 Pacific  FIRE INSUR'CE STOCKS. Baltimore. Associate Firemen's .5 Baltimore Fire Ins. 10 Firemen's Insur'ce .18 Howard Fire 5 Maryland Fire 10   | 90<br>126<br>90<br>130<br>103<br>56<br>198<br>122½<br>  | 128<br>95<br>110<br>60<br>2021 <sub>2</sub><br>170<br>170  | Mercantile  | 55<br>60<br>80<br>135<br>90<br>140<br>75<br>145<br>90<br>146<br>50<br>150<br>125<br>100<br>100<br>130   | 70<br>80<br>87<br>140<br>105<br>155<br>90<br>155<br>100<br>170<br>160<br>95<br>103<br>140<br>110<br>80<br>115   |
| Hami<br>Hide<br>Hinco<br>Mani<br>Mark<br>Mark<br>Mass<br>Mave<br>Merc<br>Merc<br>Metr<br>Mont<br>Nort<br>Nort<br>Nort<br>Nort<br>Peope<br>Rede<br>Repu  | 11ton   | 93 124 13 1107 110 12 94 91 140 102 122 12 140 138 14 117 1220 133 146 14 103 58 162 128 138 138 148 138 138 138 138 138 138 138 138 138 13  | 125<br>1141 <sub>4</sub><br>108<br>111<br>96<br>92<br>143<br>1021 <sub>2</sub><br>225<br>150<br>98<br>1381 <sub>2</sub><br>1171 <sub>2</sub><br>223<br>1331 <sub>2</sub><br>147<br>1321 <sub>2</sub><br>1031 <sub>2</sub><br>163<br>1281 <sub>4</sub><br>149   | Germania Nat.   100     Hibernia Nat.   100     Louisiana Nat.   100     Metropolitan   100     Mutual Nat.   100     New Orleans Nat.   100     People's   50     State Nat   100x     Union Nat.   100     New York.     America   Exch'ge100     Broadway   25     Butchers'& Drovers25     Central National   100     Chase National   100     Chatham   25     Chemical   100     City   100     Citizens   25     Commerce   100     Continental   100  | x152<br>x1501/4<br>x118<br>x1251/2<br>x490<br>x61<br>x1051/4<br>x1081/4<br>172<br>1140<br>250<br>162<br>130<br>210<br>225<br>3200<br>300<br>140<br>1671/4<br>122  | 158<br>153<br>120<br>130<br>550<br>63<br>110<br>110<br>174 <sup>1</sup> <sub>2</sub><br>142<br>260<br><br>3600   | International 100 Mechanics' 100 Merchants' Nat 100 St. Louis National.100 Third National 100 San Francisco. Anglo-Californian Bank of California First Nat. Gold 100 Pacific  FIRE INSUR'CE STOCKS. Baltimore. Associate Firemen's.5 Baltimore Fire Ins.10 Firemen's Insur'ce.18 Howard Fire5  | 90<br>126<br>90<br>130<br>103<br>56<br>198<br>122½<br>  | 128<br>95<br>  | Mercantile  | 55<br>60<br>80<br>135<br>90<br>140<br>75<br>145<br>90<br>146<br>50<br>150<br>125<br>100<br>100<br>130   | 70<br>80<br>87<br>140<br>105<br>155<br>90<br>155<br>100<br>170<br>160<br>95<br>103<br>140<br>110<br>80<br>115   |
| Hami<br>Hide<br>How:<br>Linco<br>Mani<br>Mark<br>Mark<br>Merc<br>Merc<br>Merc<br>Metr<br>Moni<br>Mt. V<br>Nort<br>Nort<br>Vort<br>Peop<br>Rede<br>Repu  | 11ton   | 93 124 12 113 1107 12 94 91 140 102 122 12 140 138 14 122 123 146 14 132 125 125   | 125<br>1141 <sub>4</sub><br>108<br>111<br>96<br>92<br>143<br>1021 <sub>2</sub><br>225<br>150<br>98<br>1381 <sub>2</sub><br>1171 <sub>2</sub><br>223<br>1331 <sub>2</sub><br>147<br>1321 <sub>2</sub><br>1031 <sub>2</sub><br>59<br>163<br>1281 <sub>4</sub><br>140   | Germania Nat  | x152<br>x1501/4<br>x118<br>x1251/4<br>x118<br>x1251/4<br>x490<br>x61<br>x1051/4<br>x1081/4<br>172<br>1140<br>250<br>162<br>130<br>210<br>220<br>3200<br>300<br>140<br>1671/4<br>122<br>195  | 158<br>153<br>120<br>130<br>550<br>63<br>110<br>110<br>174 <sup>1</sup> <sub>2</sub><br>142<br>260<br>   | International 100 Mechanics' 100 Merchants' Nat 100 St. Louis National.100 Third National 100 San Francisco. Anglo-Californian Bank of California First Nat. Gold 100 Pacific  FIRE INSUR'CE STOCKS. Baltimore. Associate Firemen's.5 Baltimore Fire Ins.10 Firemen's Insur'ce .18 Howard Fire 5 Maryland Fire 10 National Fire 10 Boston. American F. & M. 100   | 90<br>126<br>90<br>130<br>103<br>56<br>198<br>122 <sup>1</sup> <sub>2</sub><br><br>16<br>53,<br>4   | 128<br>95<br>  | Mercantile  | 55<br>60<br>80<br>135<br>90<br>140<br>75<br>145<br>90<br>150<br>150<br>125<br>100<br>130  | 70<br>80<br>87<br>140<br>105<br>155<br>90<br>170<br>70<br>160<br>95<br>103<br>140<br>110<br>80<br>115<br>150<br>140   |
| Hami<br>Hide<br>How:<br>Linco<br>Mani<br>Mark<br>Mark<br>Mass<br>Mave<br>Merc<br>Merc<br>Merc<br>Merc<br>Moni<br>Nort<br>Nort<br>Nort<br>Nort<br>Nort<br>Repu   | 11ton   | 93 124 12 113 11 107 12 94 91 140 102 122 12 140 138 14 117 220 138 146 148 132 148 125 148 125 148 125 148 125  | 125<br>1141 <sub>4</sub><br>108<br>111<br>96<br>92<br>143<br>1021 <sub>8</sub><br>225<br>150<br>98<br>1381 <sub>9</sub><br>1171 <sub>9</sub><br>223<br>1331 <sub>2</sub><br>147<br>1321 <sub>9</sub><br>163<br>1281 <sub>4</sub><br>140<br>126<br>149<br>153   | Germania Nat.   100     Hibernia Nat.   100     Hibernia Nat.   100     Louisiana Nat.   100     Metropolitan   100     Mutual Nat.   100     New Orleans Nat.   100     People's   50     State Nat.   100     Union Nat.   100     New York     America   100     America   Exch'ge100     Broadway   25     Central National   100     Chase National   100     Chase National   100     Chemical   100     Citizens   25     Commerce   100     Continental   100     Continental   100     East River   25     Eleventh Ward   25  | x152<br>x1501/4<br>x1501/4<br>x118<br>x1251/2<br>x490<br>x61<br>x1051/4<br>x1081/4<br>172<br>1140<br>2250<br>210<br>2250<br>3200<br>140<br>1671/4<br>122<br>130<br>150  | 158<br>153<br>120<br>130<br>550<br>63<br>110<br>110<br>174 <sup>1</sup> <sub>2</sub><br>142<br>260<br>   | International 100 Mechanics' 100 Merchants' Nat 100 St. Louis National.100 Third National 100 San Francisco. Anglo-Californian Bank of California First Nat. Gold 100 Pacific  FIRE INSUR'CE STOCKS. Baltimore. Associate Firemen's.5 Baltimore Fire Ins.10 Firemen's Insur'ce.18 Howard Fire5 Maryland Fire5 Maryland Fire10 National Fire10 Boston100 Boylston100   | 90<br>126<br>90<br>130<br>108<br>56<br>198<br>122 <sup>1</sup> 2<br><br>16<br>534<br>4<br><br>115<br>139<br>95  | 128<br>95<br>110<br>60<br>202 <sup>1</sup> <sub>2</sub><br>170<br>170<br>8 <sup>1</sup> <sub>2</sub><br>27<br>18<br><br>5<br>120<br>139 <sup>1</sup> <sub>2</sub><br>96  | Mercantile  | 55<br>60<br>80<br>135<br>90<br>140<br>75<br>145<br>90<br>150<br>150<br>125<br>100<br>130  | 70<br>80<br>87<br>140<br>105<br>155<br>90<br>170<br>70<br>160<br>95<br>103<br>140<br>110<br>80<br>115<br>150<br>140   |
| Hami<br>Hide<br>How<br>Linco<br>Mani<br>Mark<br>Mark<br>Mass<br>Mave<br>Merc<br>Merc<br>Merc<br>Merc<br>Motr<br>Nort<br>Nort<br>Nort<br>Nort<br>Nort<br>Secon<br>Secon<br>Secon<br>Shaw   | 11ton   | 93 124 13 1107 110 12 94 91 140 102 122 12 140 17 120 133 146 14 132 148 132 148 132 148 152 125 148 152 125 148 152 125 148 152 148 1 | 125<br>1141 <sub>4</sub><br>108<br>111<br>96<br>92<br>143<br>1021 <sub>2</sub><br>225<br>150<br>98<br>1381 <sub>2</sub><br>1171 <sub>3</sub><br>223<br>147<br>1321 <sub>2</sub><br>1031 <sub>4</sub><br>163<br>1281 <sub>4</sub><br>140<br>126<br>149  | Germania Nat. 100 Hibernia Nat. 100 Louisiana Nat. 100 Metropolitan 100 Mutual Nat. 100 New Orleans Nat. 100 People's 50 State Nat. 100 New Work.  America 100 American Exch'ge100 Broadway 25 Butchers'& Drovers25 Central National 100 Chase National 100 Chatham 25 Chemical 100 Citizens 25 Commerce 100 Continental 100 Corn Exchange 100 East River 25 Eleventh Ward 25 First National 100  | x152<br>x1501/4<br>x1501/4<br>x118<br>x1251/2<br>x490<br>x61<br>x1051/4<br>x1081/4<br>172<br>140<br>250<br>210<br>220<br>3200<br>3200<br>140<br>1671/4<br>122<br>195<br>150<br>1600   | 158<br>153<br>120<br>130<br>550<br>63<br>110<br>110<br>174 <sup>1</sup> 2<br>142<br>260<br>136<br>   | International 100 Mechanics' 100 Merchants' Nat 100 St. Louis National.100 Third National 100 San Francisco. Anglo-Californian Bank of California First Nat. Gold 100 Pacific  FIRE INSUR'CE STOCKS. Baltimore. Associate Firemen's .5 Baltimore Fire Ins. 10 Firemen's Insur'ce. 18 Howard Fire 10 National Fire 10 National Fire 10 Boston 100 Boylston 100 Dwelling House 100  | 90<br>126<br>90<br>130<br>103<br>56<br>198<br>122 <sup>1</sup> <sub>2</sub><br><br>16<br>53<br>4<br><br>115<br>139<br>95<br>90  | 128<br>95<br>110<br>60<br>202 <sup>1</sup> <sub>2</sub><br>170<br>170<br>8 <sup>1</sup> <sub>2</sub><br>27<br>18<br><br>5<br>120<br>139 <sup>1</sup> <sub>2</sub><br>96<br>91  | Mercantile  | 55<br>60<br>80<br>135<br>90<br>140<br>75<br>145<br>90<br>150<br>150<br>125<br>100<br>130  | 70<br>80<br>87<br>140<br>105<br>155<br>90<br>155<br>100<br>170<br>70<br>160<br>95<br>103<br>140<br>110<br>80<br>115<br>150<br>140<br>285  |
| Hami<br>Hide<br>How:<br>Linco<br>Mani<br>Mark<br>Mark<br>Merc<br>Merc<br>Merc<br>Metr<br>Moni<br>Mt. V<br>Nort<br>Nort<br>Nort<br>Peop<br>Rede<br>Repui<br>Reve<br>Becol<br>Becol<br>Secul<br>Shak<br>Shak<br>Shak<br>Shak<br>Shak<br>Shak<br>Shak<br>Shak  | 11ton   | 93 124 13 113 107 19 14 91 140 102 122 13 140 138 141 103 58 142 138 125 148 152 125 148 152 19 99   | 125<br>1141 <sub>4</sub><br>108<br>111<br>96<br>92<br>143<br>1021 <sub>2</sub><br>225<br>150<br>98<br>1381 <sub>2</sub><br>1171 <sub>2</sub><br>223<br>1331 <sub>2</sub><br>147<br>1321 <sub>2</sub><br>1031 <sub>2</sub><br>149<br>149<br>149<br>149<br>153<br>195<br>149<br>149<br>151 <sub>4</sub>  | Germania Nat.   100     Hibernia Nat.   100     Louisiana Nat.   100     Metropolitan   100     Mutual Nat.   100     New Orleans Nat.   100     People's   50     State Nat.   100x     Union Nat.   100     New York.     America   Exch'ge100     Broadway   25     Butchers'& Drovers25     Butchers'& Drovers25     Central National   100     Chase National   100     Chatham   25     Chemical   100     Citizens   25     Commerce   100     Corn Exchange   100     East River   25     Eleventh Ward   25     First National   100     Fourth National   100     Fourth National   100     Fourth National   100     Fourth National   100     Fulton   30   | x152<br>x1501/4<br>x118<br>x1251/4<br>x118<br>x1251/4<br>x1051/4<br>x1081/4<br>172<br>1140<br>250<br>210<br>225<br>3200<br>1671/4<br>122<br>195<br>150<br>1600<br>141<br>165  | 158<br>153<br>120<br>130<br>550<br>63<br>110<br>110<br>174 <sup>1</sup> <sub>2</sub><br>142<br>260<br>136<br>  | International 100 Mechanics' 100 Merchants' Nat 100 St. Louis National.100 Third National 100 San Francisco. Anglo-Californian Bank of California First Nat. Gold 100 Pacific  FIRE INSUR'CE STOCKS. Baltimore. Associate Firemen's.5 Baltimore Fire Ins.10 Firemen's Insur'ce .18 Howard Fire 5 Maryland Fire 10 National Fire 10 Boston 100 Boylston 100 Boylston 100 Dwelling House 100 Firemen's 100 Firemen's 100  | 90<br>126<br>90<br>130<br>103<br>56<br>198<br>122 <sup>1</sup> <sub>2</sub><br><br>16<br>53,<br>4<br><br>115<br>139<br>95<br>90<br>126<br>181 <sup>1</sup> <sub>2</sub>   | 128<br>95<br>  | Mercantile  | 55<br>60<br>80<br>135<br>90<br>140<br>75<br>145<br>90<br>150<br>150<br>100<br>100<br>130<br>130<br>160  | 70<br>80<br>87<br>140<br>105<br>155<br>90<br>155<br>100<br>170<br>70<br>160<br>95<br>103<br>140<br>110<br>80<br>115<br>150<br>140<br>285  |
| Hami<br>Hide<br>How:<br>Linco<br>Mani<br>Mark<br>Mark<br>Mass<br>Mave<br>Metro<br>Metro<br>Metro<br>Metro<br>Nort<br>Nort<br>Nort<br>Nort<br>Nort<br>Nort<br>Secon<br>Secon<br>Shave<br>State<br>Suffo  | 11ton   | 93 124 14 113 11 107 12 94 91 140 102 122 140 122 140 133 146 141 132 1220 133 146 145 125 148 125 148 125 148 125 148 115 149 116 116 116 116 116 116 116 116 116 11  | 125<br>1141 <sub>4</sub><br>108<br>111<br>96<br>92<br>143<br>1021 <sub>8</sub><br>225<br>150<br>98<br>1381 <sub>9</sub><br>1171 <sub>9</sub><br>223<br>1331 <sub>9</sub><br>147<br>1321 <sub>9</sub><br>163<br>1281 <sub>4</sub><br>140<br>126<br>149<br>153<br>195<br>1251 <sub>4</sub><br>100<br>1161 <sub>9</sub>   | Germania Nat.   100     Hibernia Nat.   100     Louisiana Nat.   100     Metropolitan   100     Mutual Nat.   100     New Orleans Nat.   100     State Nat.   100     Union Nat.   100     New York.     America   Exch'ge100     Broadway   25     Butchers'& Drovers25     Central National   100     Chase National   100     Chatham   25     Chemical   100     Citizens   25     Commerce   100     Continental   100     Continental   100     East River   25     Eleventh Ward   25     First National   100     Fourth National   100     Fourth National   100     Fulton   30     Fifth Avenue   100  | x152<br>x1501/4<br>x118<br>x1251/2<br>x490<br>x61<br>x1051/4<br>x108 /4<br>172<br>130<br>210<br>220<br>3200<br>3200<br>140<br>1671/4<br>122<br>130<br>1600<br>141<br>165<br>750<br>200  | 158<br>153<br>120<br>130<br>550<br>63<br>110<br>110<br>174 <sup>1</sup> <sub>2</sub><br>142<br>260<br>136<br>  | International 100 Mechanics' 100 Merchants' Nat 100 St. Louis National.100 Third National 100 San Francisco. Anglo-Californian Bank of California First Nat. Gold 100 Pacific  FIRE INSUR'CE STOCKS. Baltimore. Associate Firemen's.5 Baltimore Fire Ins.10 Firemen's Insur'ce.18 Howard Fire5 Maryland Fire5 Maryland Fire10 National Fire10 Boston100 Boylston100 Boylston  | 90<br>126<br>90<br>130<br>108<br>56<br>198<br>122 <sup>1</sup> <sub>2</sub><br><br>16<br>534<br>4<br><br>115<br>139<br>95<br>90<br>126<br>181 <sup>1</sup> <sub>2</sub><br>40   | 128<br>95<br>  | Mercantile  | 55<br>60<br>80<br>135<br>90<br>140<br>75<br>145<br>90<br>146<br>50<br>150<br>125<br>100<br>130<br>130<br>130<br>140<br>70<br>1100<br>130<br>140<br>70<br>130<br>140<br>70<br>140<br>70<br>140<br>70<br>140<br>70<br>140<br>70<br>140<br>70<br>70<br>70<br>70<br>70<br>70<br>70<br>70<br>70<br>70<br>70<br>70<br>70  | 70<br>80<br>87<br>140<br>105<br>155<br>90<br>155<br>100<br>170<br>70<br>160<br>95<br>103<br>140<br>110<br>80<br>115<br>150<br>140<br>285  |
| Hami<br>Hide<br>How:<br>Linco<br>Mani<br>Mark<br>Mark<br>Mark<br>Mass<br>Mave<br>Merc<br>Merc<br>Merc<br>Moni<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>Nort:<br>N | 11ton   | 93 124 12 113 11 107 12 94 91 140 102 122 12 140 133 146 14 117 12 220 133 146 14 132 14 103 162 112 185 1185 119 116 115 12   | 125<br>1141 <sub>4</sub><br>108<br>111<br>96<br>92<br>143<br>1021 <sub>2</sub><br>225<br>150<br>98<br>1381 <sub>2</sub><br>11771 <sub>3</sub><br>223<br>1331 <sub>2</sub><br>147<br>1321 <sub>2</sub><br>1031 <sub>4</sub><br>140<br>126<br>149<br>153<br>195<br>1251 <sub>4</sub><br>100<br>1161 <sub>2</sub>   | Germania Nat.   100     Hibernia Nat.   100     Louisiana Nat.   100     Metropolitan   100     Mutual Nat.   100     New Orleans Nat.   100     People's   50     State Nat.   100     Work.   100     New York.     America.   100     American Exch'ge100     Broadway   25     Butchers'& Drovers25     Central National   100     Chase National   100     Chase National   100     Citizens   25     Commerce   100     Continental   100     Corn Exchange   100     Corn Exchange   100     Corn Exchange   100     Fourth National   100     Fourth National   100     Fulton   30     Fifth Avenue   100     Gallatin National   50     Garfield   100     Carfield   100     Continental   100     Carfield   100     Carfield | x152<br>x1501/4<br>x118<br>x1251/2<br>x490<br>x61<br>x1051/4<br>x1081/4<br>172<br>130<br>210<br>220<br>3200<br>3200<br>140<br>1671/4<br>122<br>195<br>130<br>1600<br>141<br>165<br>750<br>225   | 158<br>153<br>120<br>130<br>550<br>63<br>110<br>110<br>174 <sup>12</sup><br>260<br>136<br>   | International 100 Mechanics' 100 Merchants' Nat 100 St. Louis National.100 Third National 100 San Francisco. Anglo-Californian Bank of Californian Bank of California FIRE INSUR'CE STOCKS. Baltimore. Associate Firemen's.5 Baltimore Fire Ins.10 Firemen's Insur'ce.18 Howard Fire 10 National Fire 10 National Fire 10 Boston 100 Boylston 100 Boylston 100 Eliot 100 Firemen's 100 Manufacturers' 100 Manufacturers' 100 Mass. Mutual 100 Mercantile F. & M.100   | 90<br>126<br>90<br>130<br>103<br>56<br>198<br>122 <sup>1</sup> <sub>2</sub><br><br>16<br>534<br>4<br><br>115<br>139<br>95<br>90<br>126<br>181 <sup>1</sup> <sub>2</sub><br>40<br>115<br>124   | 128<br>95<br>110<br>60<br>202 <sup>1</sup> <sub>2</sub><br>170<br>170<br>8 <sup>1</sup> <sub>2</sub><br>27<br>18<br><br>5<br>5<br>120<br>139 <sup>1</sup> <sub>2</sub><br>96<br>91<br>128<br>140 <sup>1</sup> <sub>4</sub><br>117<br>127 | Mercantile  | 55<br>60<br>80<br>135<br>90<br>140<br>75<br>145<br>90<br>150<br>150<br>100<br>100<br>130<br>130<br>160  | 70<br>80<br>87<br>140<br>105<br>155<br>90<br>155<br>100<br>170<br>70<br>160<br>95<br>103<br>140<br>110<br>80<br>115<br>150<br>140<br>285  |
| Hami<br>Hide<br>How:<br>Linco<br>Mani<br>Mark<br>Mark<br>Mark<br>Mech<br>Merc<br>Metr<br>Moni<br>Mt. V<br>Nort<br>Nort<br>Nort<br>Nort<br>Nort<br>Repu<br>Repu<br>Reve<br>Reco<br>Becol<br>Becol<br>Shoe<br>State<br>Suffo<br>Thir<br>Trad  | 11ton   | 93 124 13 113 107 12 94 91 140 97 12 120 133 146 14 125 125 125 125 125 125 125 125 125 125  | 125<br>1141 <sub>4</sub><br>108<br>111<br>96<br>92<br>143<br>1021 <sub>8</sub><br>225<br>150<br>98<br>1381 <sub>9</sub><br>1171 <sub>9</sub><br>223<br>1331 <sub>9</sub><br>147<br>1321 <sub>9</sub><br>163<br>1281 <sub>4</sub><br>149<br>153<br>195<br>161<br>100<br>1161 <sub>9</sub><br>1161 <sub>9</sub> | Germania Nat.   100     Hibernia Nat.   100     Louisiana Nat.   100     Metropolitan   100     Mutual Nat.   100     New Orleans Nat.   100     People's   50     State Nat.   100     New York.     American Exch'ge100     Broadway   25     Butchers'& Drovers25     Central National   100     Chase National   100     Chatham   25     Commerce   100     Citizens   25     Commerce   100     Corn Exchange   100     Corn Exchange   100     East River   25     Eleventh Ward   25     First National   100     Fourth National   100     Fulton   30     Fifth Avenue   100     Garfield   100     German American   75     Germania   100   | x152<br>x1501/4<br>x1431/4<br>x1431/4<br>x1251/4<br>x490<br>x61<br>x1051/4<br>x1081/4<br>172<br>130<br>162<br>130<br>225<br>130<br>140<br>1671/4<br>165<br>750<br>200<br>140<br>165<br>750<br>200<br>200<br>200<br>200<br>200<br>200<br>200<br>200<br>200<br>2  | 158<br>153<br>120<br>130<br>550<br>63<br>110<br>110<br>174 <sup>12</sup><br>260<br>136<br>   | International 100 Mechanics' 100 Merchants' Nat 100 St. Louis National.100 Third National 100 San Francisco. Anglo-Californian Bank of California First Nat. Gold 100 Pacific FIRE INSUR'CE S'TOCKS. Baltimore. Associate Firemen's.5 Baltimore Fire Ins.10 Firemen's Insur'ce .18 Howard Fire 10 National Fire 10 National Fire 10 Boston 100 Boylston 100 Boylston 100 Boylston 100 Firemen's 100 Minufacturers' 100 Manufacturers' 100 Mercantile F. & M. 100 North American 100 North American 100 North American 100   | 90<br>126<br>90<br>130<br>103<br>56<br>198<br>122 <sup>1</sup> <sub>2</sub><br><br>16<br>53,<br>4<br><br>115<br>139<br>95<br>90<br>126<br>181 <sup>1</sup> <sub>2</sub><br>40<br>115<br>124<br>86<br>95   | 128<br>95<br>  | Mercantile  | 55<br>60<br>80<br>135<br>90<br>140<br>75<br>145<br>90<br>150<br>150<br>100<br>125<br>100<br>130<br>130<br>160   | 70<br>80<br>87<br>140<br>105<br>155<br>90<br>155<br>100<br>170<br>70<br>160<br>95<br>140<br>110<br>80<br>115<br>140<br>285<br>NGE   |
| Hami<br>Hide<br>How:<br>Linco<br>Mani<br>Mark<br>Mark<br>Mark<br>Mass<br>Mave<br>Merc<br>Merc<br>Merc<br>Merc<br>Moni<br>Nort<br>Nort<br>Nort<br>Nort<br>Nort<br>Nort<br>Nort<br>Nort   | 11ton   | 93 124 14 113 11 107 12 1107 110 110 110 110 110 110 110 110 11  | 125 1141 <sub>4</sub> 108 111 96 92 143 1021 <sub>9</sub> 225 150 98 1381 <sub>2</sub> 1171 <sub>3</sub> 223 147 1321 <sub>2</sub> 143 146 149 125 140 1161 <sub>2</sub> 1163 1161 <sub>2</sub> 116 1001 <sub>2</sub> 923 <sub>4</sub> 101 142 121   | Germania Nat.   100     Hibernia Nat.   100     Louisiana Nat.   100     Metropolitan   100     Mutual Nat.   100     New Orleans Nat.   100     State Nat.   100     State Nat.   100     Vork.     America   100     America   Exch'ge100     Broadway   25     Butchers'& Drovers25     Central National   100     Chase National   100     Chatham   25     Chemical   100     Citizens   25     Commerce   100     Continental   100     Continental   100     Continental   100     East River   25     Eleventh Ward   25     First National   100     Fourth National   100     Fourth National   100     Fulton   30     Fifth Avenue   100     Gallatin National   50     Garfield   100     Germania   100     Germania   100     Germania   100     Gerenwich   25  | x152<br>x1501/4<br>x118<br>x1251/4<br>x118<br>x1251/4<br>x490<br>x61<br>x1051/4<br>x1081/4<br>172<br>130<br>210<br>220<br>3200<br>140<br>1671/4<br>122<br>130<br>1600<br>141<br>1650<br>200<br>141<br>1650<br>200<br>1651/4<br>1650<br>200<br>1651/4<br>1650<br>200<br>1651/4<br>1650<br>200<br>1651/4<br>1650<br>200<br>1650<br>1650<br>1650<br>1650<br>1650<br>1650<br>1650<br>16   | 158<br>153<br>120<br>130<br>550<br>63<br>110<br>110<br>174 <sup>12</sup><br>260<br>136<br>   | International 100 Mechanics' 100 Merchants' Nat 100 St. Louis National.100 Third National 100 San Francisco. Anglo-Californian. Bank of California. First Nat. Gold 100 Pacific.  FIRE INSUR'CE STOCKS. Baltimore. Associate Firemen's.5 Baltimore Fire Ins.10 Firemen's Insur'ce.18 Howard Fire  | 90<br>126<br>90<br>130<br>103<br>56<br>198<br>122 <sup>1</sup> <sub>2</sub><br><br>115<br>139<br>95<br>90<br>126<br>181 <sup>1</sup> <sub>2</sub><br>40<br>115<br>124<br>86<br>95<br>95   | 128<br>95<br>  | Mercantile  | 55<br>60<br>80<br>135<br>90<br>140<br>75<br>145<br>90<br>146<br>50<br>150<br>125<br>100<br>70<br>130<br>130<br>160<br>130<br>130<br>160   | 70<br>80<br>87<br>140<br>105<br>155<br>90<br>155<br>100<br>170<br>70<br>160<br>95<br>103<br>140<br>115<br>150<br>140<br>285<br>NGE  |
| Hami<br>Hide<br>How:<br>Linco<br>Mani<br>Mark<br>Mark<br>Mark<br>Merc<br>Merc<br>Merc<br>Merc<br>Mont<br>Mot<br>Nort<br>Nort<br>Nort<br>Nort<br>Nort<br>Nort<br>Nort<br>No  | 11ton   | 93 124 13 113 1107 12 94 91 140 102 122 123 146 14 120 133 146 14 152 125 148 152 125 148 152 125 148 152 125 148 152 125 148 152 125 148 152 125 148 152 125 148 152 125 148 152 125 148 152 125 148 152 125 148 152 125 148 152 125 148 152 125 148 152 125 148 152 152 152 152 152 152 152 152 152 152  | 125 1141 <sub>4</sub> 108 111 96 92 143 1021 <sub>9</sub> 225 150 98 1381 <sub>2</sub> 1171 <sub>3</sub> 223 147 1321 <sub>2</sub> 143 146 149 125 140 1161 <sub>2</sub> 1163 1161 <sub>2</sub> 116 1001 <sub>2</sub> 923 <sub>4</sub> 101 142 121   | Germania Nat.   100     Hibernia Nat.   100     Louisiana Nat.   100     Metropolitan   100     Mutual Nat.   100     New Orleans Nat.   100     People's   50     State Nat.   100x     Union Nat.   100     New York     America   Exch'ge100     Broadway   25     Butchers'& Drovers25     Central National   100     Chase National   100     Chase National   100     Chatham   25     Chemical   100     City   100     City   100     Corn Exchange   100     Continental   100     Corn Exchange   100     Fourth National   100     Fifth Avenue   100     Gallatin National   50     Garfield   100     German American   75     Germania   100     Greenwich   25     Hanover   100     Importers' & Tr   100   | x152<br>x1501/4<br>x118<br>x1251/4<br>x118<br>x1251/4<br>x490<br>x61<br>x1051/4<br>x1081/4<br>172<br>130<br>210<br>220<br>3200<br>140<br>1671/4<br>122<br>130<br>1600<br>141<br>1650<br>225<br>112<br>200<br>161<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2151/4<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2   | 158<br>153<br>120<br>130<br>550<br>63<br>110<br>110<br>174 <sup>1</sup> 2<br>260<br>136<br>  | International 100 Mechanics' 100 Merchants' Nat 100 St. Louis National.100 Third National 100 San Francisco. Anglo-Californian Bank of Californian Bank of California First Nat. Gold 100 Pacific  FIRE INSUR'CE STOCKS. Baltimore. Associate Firemen's.5 Baltimore Fire Ins.10 Firemen's Insur'ce.18 Howard Fire 10 Maryland Fire 10 National Fire 10 Boston 100 Boston 100 Boylston 100 Boylston 100 Dwelling House 100 Firemen's 100 Manufacturers' 100 Manufacturers' 100 Mercantile F. & M.100 Neptune F. & M.100 North American 100 Washington 100 Cincinnati.  | 90<br>126<br>90<br>130<br>108<br>56<br>198<br>122 <sup>1</sup> 2<br><br>16<br>534<br>4<br><br>115<br>139<br>95<br>90<br>126<br>181 <sup>1</sup> 2<br>40<br>115<br>124<br>85<br>95<br>90   | 128<br>95<br>  | Mercantile  | 55<br>60<br>80<br>135<br>90<br>140<br>75<br>145<br>90<br>150<br>150<br>100<br>125<br>100<br>130<br>130<br>160<br>185<br>100<br>130<br>130<br>160  | 70<br>80<br>87<br>140<br>105<br>155<br>90<br>155<br>100<br>170<br>70<br>160<br>95<br>103<br>140<br>110<br>80<br>115<br>150<br>140<br>285<br>NGE   |
| Hami<br>Hide<br>How:<br>Linco<br>Mani<br>Mark<br>Mark<br>Mark<br>Merc<br>Metr<br>Moni<br>Mt. V<br>Nort<br>Nort<br>Nort<br>Nort<br>Nort<br>Nort<br>Nort<br>Nort  | 11ton   | 93 124 13 113 1107 12 94 91 140 102 122 120 133 146 14 120 135 152 125 148 152 125 148 152 125 148 152 125 148 152 125 148 152 125 148 152 125 148 152 125 148 152 125 148 152 125 148 152 120 121 141 141 120 121 145 145 145 145 145 145 145 145 145 14  | 125 1141 <sub>4</sub> 108 111 96 92 143 1021 <sub>2</sub> 225 150 98 1381 <sub>2</sub> 117 1321 <sub>2</sub> 1031 <sub>4</sub> 140 126 149 153 195 1251 <sub>4</sub> 100 1161 <sub>2</sub> 116 1001 <sub>2</sub> 923 <sub>4</sub> 101 142 121 103  | Germania Nat.   100     Hibernia Nat.   100     Louisiana Nat.   100     Metropolitan   100     Mutual Nat.   100     New Orleans Nat.   100     People's   50     State Nat.   100     The Nat.   100     New York     America   100     American Exch'ge100     Broadway   25     Butchers'& Drovers25     Central National   100     Chase National   100     Chase National   100     Chase National   100     Citizens   25     Commerce   100     Continental   100     Corn Exchange   100     Continental   100     Corn Exchange   100     Fourth National   100     Fourth National   100     Fourth National   100     Gallatin National   100     Garfield   100     German American   75     Germania   100     Greenwich   25     Hanover   100     Importers' & Tr   100     Irving   50     Leather Manufts   100     Leather Manufts   100     Leather Manufts   100     Leather Manufts   100     Louis   | x152<br>x1501/4<br>x118<br>x1251/2<br>x118<br>x1251/2<br>x490<br>x601<br>x1081/4<br>172<br>130<br>225<br>130<br>210<br>225<br>130<br>1671/4<br>122<br>195<br>130<br>1600<br>141<br>165<br>750<br>225<br>1122<br>1132<br>1132<br>1132<br>1132<br>1132<br>1132  | 158<br>153<br>120<br>130<br>550<br>63<br>110<br>110<br>174 <sup>1</sup> 2<br>260<br>136<br>  | International 100 Mechanics' 100 Merchants' Nat 100 St. Louis National.100 Third National 100 San Francisco. Anglo-Californian Bank of California First Nat. Gold 100 Pacific FIRE INSUR'CE S'TOCKS. Baltimore. Associate Firemen's.5 Baltimore Fire Ins.10 Firemen's Insur'ce .18 Howard Fire 10 National Fire 10 National Fire 10 Boston 100 Boylston 100 Boylston 100 Boylston 100 Firemen's 100 Firemen's 100 Manufacturers' 100 Manufacturers' 100 Mercantile F. & M. 100 North American 100 North American 100 Vashington 100 Vashington 100 Cincinnati. Amazon 20 Aurora 20  | 90<br>126<br>90<br>130<br>103<br>56<br>198<br>122 <sup>1</sup> <sub>2</sub><br><br>16<br>53<br>4<br>4<br><br>115<br>139<br>90<br>126<br>181 <sup>1</sup> <sub>2</sub><br>40<br>115<br>124<br>86<br>95<br>90<br><br>95<br>90   | 128<br>95<br>  | Mercantile  | 55<br>60<br>80<br>135<br>90<br>140<br>75<br>145<br>90<br>150<br>150<br>100<br>100<br>130<br>130<br>130<br>130<br>130<br>146<br>100<br>100<br>130<br>130<br>130<br>130<br>130<br>130<br>130<br>130   | 70<br>80<br>87<br>140<br>105<br>155<br>90<br>155<br>100<br>170<br>70<br>160<br>95<br>103<br>140<br>110<br>80<br>115<br>150<br>140<br>285<br>NGE   |
| Hamile How: Hide How: Lincolor Manumark Mark Mark Mass Mave Merc Merc Merc Merc Monumark Nort Nort Nort Nort Nort Nort Nort Nort  | 11ton   | 93 124 14 113 1107 12 140 197 1220 133 146 14 122 128 138 125 148 125 125 125 125 125 125 125 125 125 125  | 125 1141 <sub>4</sub> 108 111 96 92 143 1021 <sub>9</sub> 225 150 98 1381 <sub>2</sub> 1171 <sub>3</sub> 223 147 1321 <sub>2</sub> 143 146 149 125 140 1161 <sub>2</sub> 1163 1161 <sub>2</sub> 116 1001 <sub>2</sub> 923 <sub>4</sub> 101 142 121   | Germania Nat.   100     Hibernia Nat.   100     Louisiana Nat.   100     Metropolitan   100     Mutual Nat.   100     New Orleans Nat.   100     People's   50     State Nat.   100     The New York     America   100     American Exch'ge100     Broadway   25     Butchers'& Drovers25     Central National   100     Chase National   100     Chase National   100     Chatham   25     Chemical   100     Citizens   25     Commerce   100     Continental   100     Corn Exchange   100     Continental   100     Fourth National   100     Fourth National   100     Fourth National   100     Gallatin National   50     Garffeld   100     German American   75     Germania   100     Greenwich   25     Hanover   100     Importers' & Tr   100     Irving   50  | x152<br>x1501/4<br>x1501/4<br>x118<br>x1251/4<br>x1051/4<br>x1051/4<br>x1081/4<br>172<br>130<br>1600<br>140<br>162<br>130<br>150<br>1600<br>1600<br>1151/4<br>165<br>1600<br>1151/2<br>182<br>182<br>182<br>182<br>183<br>183<br>184<br>185<br>185<br>185<br>185<br>185<br>185<br>185<br>185<br>185<br>185  | 158<br>153<br>120<br>130<br>550<br>63<br>110<br>110<br>174 <sup>1</sup> <sub>2</sub><br>142<br>260<br>136<br>  | International 100 Mechanics' 100 Merchants' Nat 100 St. Louis National 100 St. Louis National 100 San Francisco. Anglo-Californian Bank of California First Nat. Gold 100 Pacific  FIRE INSUR'CE STOCKS. Baltimore. Associate Firemen's.5 Baltimore Fire Ins. 10 Firemen's Insur'ce 18 Howard Fire 5 Maryland Fire 10 National Fire 10 Boston 100 Boylston 100 Boylston 100 Dwelling House 100 Dwelling House 100 Firemen's 100 Manufacturers' 100 Manufacturers' 100 Mercantile F. & M. 100 North American 100 Prescott 100 Vashington 100 Cincinnati 20 Cincinnati 25   | 103<br>56<br>198<br>122 <sup>1</sup> <sub>2</sub><br><br>16<br>534<br>4<br><br>115<br>139<br>95<br>90<br>126<br>181 <sup>1</sup> <sub>2</sub><br>40<br>115<br>128<br>95<br>95<br>95<br>90<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00 | 128<br>95<br>  | Mercantile  | 55<br>60<br>80<br>135<br>90<br>140<br>75<br>145<br>90<br>150<br>150<br>100<br>125<br>100<br>130<br>130<br>160<br>130<br>130<br>140<br>70<br>100<br>130<br>130<br>130<br>140<br>130<br>130<br>140<br>140<br>150<br>150<br>150<br>150<br>150<br>150<br>150<br>150<br>150<br>15  | 70<br>80<br>87<br>140<br>105<br>155<br>90<br>155<br>100<br>170<br>70<br>160<br>95<br>140<br>110<br>80<br>115<br>140<br>285<br>NGE   |
| Hamile Hide How: Lincoln Mark Mark Mark Mark Mark Mark Mech Mercoln Metroln Mt. View North  | 100   100 | 93 124 13 1107 12 1107 12 1107 12 1107 12 12 12 12 12 12 12 12 12 12 12 12 12  | 125 1141 <sub>4</sub> 108 111 96 92 143 1021 <sub>8</sub> 225 130 98 1381 <sub>9</sub> 1171 <sub>9</sub> 223 1331 <sub>2</sub> 147 1321 <sub>9</sub> 163 1281 <sub>4</sub> 140 126 149 153 195 1251 <sub>4</sub> 100 1161 <sub>2</sub> 923 <sub>4</sub> 101 1161 <sub>2</sub> 1121 103   | Germania Nat.   100     Hibernia Nat.   100     Louisiana Nat.   100     Metropolitan   100     Mutual Nat.   100     Mutual Nat.   100     New Orleans Nat.   100     People's   50     State Nat.   100     Work.   100     New York.     America   100     American Exch'ge100     Broadway   25     Central National   100     Chase National   100     Chase National   100     Chase National   100     Citizens   25     Commerce   100     Continental   100     Continental   100     Continental   100     East River   25     Eleventh Ward   25     First National   100     Fourth National   100     Fourth National   100     Fourth National   50     Garfield   100     German American   75     Germania   100     Greenwich   25     Hanover   100     Irving   50     Leather Manufts   100     Manhattan   50     Market   100     Mechanics'   25   | x152<br>x1501/4<br>x118<br>x1251/4<br>x118<br>x1251/4<br>x105 /4<br>x105 /4<br>x108 /4<br>172<br>130<br>210<br>210<br>210<br>210<br>210<br>167<br>1125<br>130<br>1600<br>141<br>165<br>1600<br>165<br>1600<br>167<br>195<br>1195<br>1195<br>1195<br>1195<br>1195<br>1195<br>1195  | 158<br>153<br>120<br>130<br>1550<br>63<br>110<br>110<br>174 <sup>12</sup><br>2260<br>136<br>   | International 100 Mechanics' 100 Merchants' Nat 100 St. Louis National.100 Third National 100 San Francisco. Anglo-Californian. Bank of California. First Nat. Gold 100 Pacific  FIRE INSUR'CE STOCKS. Baltimore. Associate Firemen's.5 Baltimore Fire Ins.10 Firemen's Insur'ce.18 Howard Fire 10 National Fire 10 National Fire 10 Boston 100 Boylston 100 Boylston 100 Giotal House 100 Firemen's 100 Manufacturers' 100 Manufacturers' 100 Mercantile F. & M. 100 North American 100 Prescott 100 Vashington 100 Cincinnati 20 Aurora 20 Cincinnati 25 Citizens' 20 Commercial 25   | 115<br>139<br>122 <sup>1</sup> 2<br>115<br>139<br>126<br>126<br>121<br>124<br>86<br>95<br>90<br>124<br>124<br>124<br>124<br>124<br>124<br>124<br>124<br>124<br>124  | 128<br>95<br>  | Mercantile  | 55<br>60<br>80<br>135<br>90<br>140<br>75<br>145<br>90<br>150<br>150<br>125<br>100<br>70<br>130<br>130<br>160<br>170<br>130<br>130<br>160<br>170<br>170<br>170<br>170<br>170<br>170<br>170<br>170<br>170<br>17   | 70<br>80<br>87<br>140<br>105<br>155<br>90<br>155<br>100<br>170<br>70<br>160<br>95<br>103<br>140<br>115<br>150<br>140<br>285<br>NGE  |
| Hamile Hide How: Linco Mani Mark Mark Mark Mark Merco Metro Metro Mont North N  | 100   100 | 93 124 13 1137 1107 194 91 140 192 122 133 146 14 14 120 138 125 148 152 185 1150 1150 121 120 141 141 120 121 145 320 167 325 118   | 125 1141 <sub>4</sub> 108 111 96 92 143 1021 <sub>9</sub> 225 150 98 1381 <sub>9</sub> 1171 <sub>9</sub> 223 1331 <sub>2</sub> 147 1321 <sub>2</sub> 1031 <sub>2</sub> 149 153 195 1251 <sub>4</sub> 1100 1161 <sub>2</sub> 923 <sub>4</sub> 101 1142 111 103  | Germania Nat.   100     Hibernia Nat.   100     Louisiana Nat.   100     Metropolitan   100     Mutual Nat.   100     New Orleans Nat.   100     State Nat.   100     New York.     America   Exch'ge100     Broadway   25     Butchers'& Drovers25     Central National   100     Chase National   100     Chatham   25     Chemical   100     Citizens   25     Commerce   100     Corn Exchange   100     Corn Exchange   100     East River   25     Eleventh Ward   25     First National   100     Fourth National   100     Fourth National   100     Garfield   100     Garfield   100     Garfield   100     German American   75     Germania   100     Greenwich   25     Hanover   100     Importers' & Tr   100     Importers' & Tr   100     Importers' & Tr   100     Manhattan   50     Market   100     Mechanics'   25     Mechanics' & Tr   25     Mercantile   100     Mercantile   100     Mercantile   100     Mercantile   100     Mercantile   100     Mercantile   100     Metanics'   25     Mercantile   100   | x152<br>x1501/4<br>x1501/4<br>x118<br>x1251/4<br>x1051/4<br>x1051/4<br>x1051/4<br>x1051/4<br>172<br>162<br>130<br>162<br>130<br>1600<br>162<br>125<br>130<br>1600<br>1650<br>1600<br>1650<br>1600<br>1650<br>1600<br>1650<br>1600<br>1650<br>1600<br>160  | 158<br>153<br>120<br>130<br>550<br>63<br>110<br>110<br>174 <sup>1</sup> <sub>2</sub><br>260<br>136<br>   | International 100 Mechanics' 100 Merchants' Nat 100 St. Louis National.100 Third National 100 San Francisco. Anglo-Californian Bank of California First Nat. Gold 100 Pacific  FIRE INSUR'CE STOCKS. Baltimore. Associate Firemen's.5 Baltimore Fire Ins.10 Firemen's Insur'ce .18 Howard Fire 10 National Fire 10 National Fire 10 Boston 100 Boylston 100 Boylston 100 Boylston 100 Firemen's 100 Firemen's 100 Manufacturers' 100 Manufacturers' 100 Manufacturers' 100 Mercantile F. & M. 100 North American 100 Verscott 100 Veshington 100 Veshington 100 Veshington 100 Cincinnati 20 Aurora 20 Cincinnati 25 Citizens' 20 Commercial 25 Eagle 100 Enterprise 20   | 90<br>126<br>90<br>130<br>103<br>56<br>198<br>122 <sup>1</sup> <sub>2</sub><br><br>16<br>53<br>4<br>4<br><br>115<br>139<br>95<br>90<br>126<br>181 <sup>1</sup> <sub>2</sub><br>40<br>115<br>124<br>86<br>95<br>95<br>90<br>124<br>125<br>125<br>126<br>126<br>126<br>126<br>126<br>126<br>126<br>126<br>126<br>126  | 128<br>95<br>  | Mercantile  | 55<br>60<br>80<br>135<br>90<br>140<br>75<br>145<br>90<br>150<br>150<br>100<br>100<br>130<br>130<br>130<br>130<br>130<br>140<br>70<br>100<br>130<br>130<br>130<br>140<br>146<br>150<br>150<br>100<br>100<br>130<br>130<br>140<br>140<br>140<br>140<br>140<br>140<br>140<br>140<br>140<br>14  | 70<br>80<br>87<br>140<br>105<br>155<br>90<br>155<br>100<br>170<br>70<br>160<br>95<br>103<br>140<br>110<br>80<br>115<br>150<br>140<br>285<br>NGE   |
| Hamile How: Lincoln Mark Mark Mark Mark Mass Mave Merc Merc Merc Merc Mont Nort Nort Nort Nort Nort Nort Nort Nor   | 11ton   | 93 124 14 113 1107 12 140 192 14 120 133 146 14 120 133 146 14 120 135 148 125 | 125 11414 108 111 96 92 143 1021 <sub>2</sub> 225 150 98 1381 <sub>2</sub> 117 1321 <sub>2</sub> 1031 <sub>4</sub> 147 1321 <sub>2</sub> 1031 <sub>4</sub> 149 153 1195 1251 <sub>4</sub> 100 1161 <sub>2</sub> 116 1001 <sub>2</sub> 923 <sub>4</sub> 101 142 121 103   | Germania Nat.   100     Hibernia Nat.   100     Louisiana Nat.   100     Metropolitan   100     Mutual Nat.   100     New Orleans Nat.   100     State Nat.   100     State Nat.   100     Union Nat.   100     New York.     America.   100     America.   Exch'ge100     Broadway.   25     Butchers'& Drovers25     Central National   100     Chase National   100     Chase National   100     Chatham   25     Commerce.   100     Citizens   25     Commerce.   100     Continental   100     Continental   100     Contra Exchange   100     East River   25     Eleventh Ward   25     First National   100     Fourth National   100     Fourth National   100     Gallatin National   50     Garfield   100     Germania   100     Germania   100     Greenwich   25     Hanover   100     Inporters' & Tr   100     Irving   50     Manhattan   50     Market   100     Mechanics'   25     Mechanics' & Tr   25     Mercantile   100     Merchants'   50   | x152<br>x1501/4<br>x118<br>x1251/4<br>x118<br>x1051/4<br>x1081/4<br>172<br>130<br>1600<br>141<br>165<br>1600<br>1671/4<br>165<br>1600<br>1671/4<br>165<br>1600<br>1671/4<br>165<br>1600<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4<br>1671/4 | 158<br>153<br>120<br>130<br>150<br>63<br>110<br>174 <sup>1</sup> <sub>2</sub><br>142<br>260<br>136<br>   | International 100 Mechanics' 100 Merchants' Nat 100 St. Louis National.100 Third National 100 San Francisco. Anglo-Californian Bank of California First Nat. Gold 100 Pacific  FIRE INSUR'CE STOCKS. Baltimore. Associate Firemen's.5 Baltimore Fire Ins.10 Firemen's Insur'ce. 18 Howard Fire 5 Maryland Fire 10 National Fire 10 Boston 100 Boylston 100 Boylston 100 Boylston 100 Boylston 100 Mercantile F. & M. 100 Mercantile F. & M. 100 Mercantile F. & M. 100 North American 100 Prescott 100 Vashington 100 Cincinnati 20 Cincinnati 20 Cincinnati 25 Citizens' 20 Commercial 25 Eagle  | 90<br>126<br>90<br>130<br>108<br>56<br>198<br>122 <sup>1</sup> 2<br><br>16<br>534<br>4<br><br>115<br>139<br>95<br>90<br>126<br>181 <sup>1</sup> 2<br>40<br>115<br>124<br>85<br>95<br>95<br>90<br>125<br>230<br><br>145<br>230<br>220  | 128<br>95<br>  | Mercantile  | 55<br>60<br>80<br>135<br>90<br>140<br>75<br>145<br>90<br>146<br>50<br>150<br>150<br>100<br>130<br>130<br>160<br><b>KCHA</b><br><b>EXAMPLE</b><br>\$<br>22,00<br>1,75<br>1,75<br>1,75<br>1,75<br>1,75<br>1,75<br>1,75<br>1,75<br>1,75<br>1,75<br>1,75<br>1,75<br>1,75<br>1,75<br>1,75<br>1,75<br>1,75<br>1,75<br>1,75<br>1,75<br>1,75<br>1,75<br>1,75<br>1,75<br>1,75<br>1,75<br>1,75<br>1,75<br>1,75<br>1,75<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1,76<br>1 | 70<br>80<br>87<br>140<br>105<br>155<br>90<br>155<br>100<br>170<br>70<br>160<br>95<br>103<br>140<br>115<br>150<br>140<br>285<br>NGE  |
| Hamile How: Lincoln Mark Mark Mark Mark Mass Mave Merc Merc Merc Merc Mont Nort Nort Nort Nort Nort Nort Nort Nor   | 11ton   | 93 124 14 113 1107 12 140 192 14 120 133 146 14 120 133 146 14 120 135 148 125 | 125 11414 108 111 96 92 143 1021 <sub>9</sub> 225 150 98 1381 <sub>2</sub> 1171 <sub>3</sub> 223 147 1321 <sub>2</sub> 1031 <sub>4</sub> 140 126 149 153 1251 <sub>4</sub> 100 1161 <sub>2</sub> 116 1001 <sub>2</sub> 923 <sub>4</sub> 101 142 121 103  | Germania Nat.   100     Hibernia Nat.   100     Louisiana Nat.   100     Metropolitan   100     Mutual Nat.   100     New Orleans Nat.   100     People's   50     State Nat.   100x     Union Nat.   100     New York.     America.   100     American Exch'ge100     Broadway   25     Butchers'& Drovers25     Central National   100     Chase National   100     Chase National   100     Chatham   25     Chemical   100     City.   100     City.   100     Corn Exchange   100     Corn Exchange   100     Corn Exchange   100     Fourth National   100     Fourth National   100     Fourth National   100     Fourth National   100     Gallatin National   50     Garfield   100     German American   75     Germania   100     Greenwich   25     Hanover   100     Importers' & Tr   100     Irving   50     Leather Manufts   100     Manhattan   50     Market   100     Mechanics' & Tr   25     Mercantile   100     Merchants'   50     Metropolitan   100     Metropolitan   100   | x152<br>x1501/4<br>x118<br>x1251/4<br>x118<br>x1251/4<br>x105 /4<br>172<br>130<br>210<br>210<br>210<br>210<br>1671/4<br>122<br>130<br>1600<br>141<br>170<br>1600<br>161<br>161<br>161<br>161<br>161<br>161<br>161<br>161<br>1   | 158<br>153<br>120<br>130<br>550<br>63<br>110<br>110<br>174 <sup>1</sup> 2<br>240<br>136<br>  | International 100 Mechanics' 100 Merchants' Nat 100 St. Louis National.100 Third National 100 San Francisco. Anglo-Californian Bank of California. First Nat. Gold 100 Pacific  FIRE INSUR'CE STOCKS. Baltimore. Associate Firemen's.5 Baltimore Fire Ins.10 Firemen's Insur'ce.18 Howard Fire 10 National Fire 10 National Fire 10 National Fire 10 Boston 100 Boylston 100 Boylston 100 Firemen's 100 Mercantile F. & M. 100 Manufacturers' 100 Mercantile F. & M. 100 North American 100 Prescott 100 Vashington 100 Cincinnati 25 Citizens' 20 Commercial 25 Eagle 100 Enterprise 20 Farmers' Ins. Co 20 Fidelity 100   | 115<br>139<br>122 <sup>1</sup> 2<br>115<br>139<br>95<br>90<br>126<br>121<br>124<br>86<br>95<br>95<br>90<br>125<br>124<br>86<br>95<br>90<br>125<br>124<br>86<br>95<br>90<br>125<br>124<br>86<br>95<br>90<br>125<br>124<br>86<br>95<br>90<br>125<br>122<br>122<br>122<br>123<br>124<br>125<br>125<br>125<br>125<br>125<br>125<br>125<br>125<br>125<br>125   | 128<br>95<br>  | Mercantile  | 55<br>60<br>80<br>135<br>90<br>140<br>75<br>145<br>90<br>150<br>150<br>100<br>130<br>125<br>100<br>100<br>130<br>130<br>125<br>100<br>1,75<br>1,75<br>1,45<br>1,42<br>1,26<br>1,30<br>1,26<br>1,30<br>1,26<br>1,30<br>1,26<br>1,30<br>1,26<br>1,30<br>1,26<br>1,30<br>1,26<br>1,30<br>1,26<br>1,30<br>1,26<br>1,30<br>1,26<br>1,30<br>1,26<br>1,30<br>1,30<br>1,26<br>1,30<br>1,30<br>1,30<br>1,30<br>1,30<br>1,30<br>1,30<br>1,30  | 70<br>80<br>87<br>140<br>105<br>155<br>90<br>155<br>100<br>170<br>70<br>160<br>95<br>140<br>110<br>80<br>115<br>140<br>285<br>NGE   |
| Hamile Hide How: Lincol Mani Mark Mark Mark Mark Mark Mech Mercol Metrol Mont North   | 100   100 | 93 124 13 113 1107 12 1107 12 1107 12 1107 12 120 12 120 120 120 120 120 120 120 1   | 125 1141 <sub>4</sub> 108 111 96 92 143 1021 <sub>9</sub> 225 150 98 1381 <sub>9</sub> 1171 <sub>9</sub> 223 1331 <sub>2</sub> 147 1321 <sub>2</sub> 1031 <sub>2</sub> 159 163 1281 <sub>4</sub> 1100 126 149 153 195 101 1161 <sub>2</sub> 923 <sub>4</sub> 101 101 1142 121 103  | Germania Nat.   100     Hibernia Nat.   100     Louisiana Nat.   100     Metropolitan   100     Mutual Nat.   100     New Orleans Nat.   100     State Nat.   100     State Nat.   100     Union Nat.   100     New York.     America.   Exch'ge100     Broadway.   25     Butchers'& Drovers25     Central National   100     Chase National   100     Chase National   100     Chatham   25     Chemical   100     Citizens   25     Commerce   100     Corn Exchange   100     Continental   100     Continental   100     Corn Exchange   100     Fourth National   100     Fourth National   100     Fulton   30     Fifth Avenue   100     Gallatin National   50     Garfield   100     German American   75     Germania   100     Greenwich   25     Hanover   100     Importers' & Tr   100     Importers' & Tr   100     Manhattan   50     Market   100     Mechanics'   25     Merchanics' & Tr   25     Merchants' Exch'e   50     Metropolitan   100     Nassau   50     New York   100     New York   100     Merchants'   50     New York   100     New York   100     State Nat   100     Merchants'   50     New York   100     New York   100     Metropolitan   100     New York   100     Metropolitan   100     New York   100     High Nat   100     Merchants'   50     New York   100     Metropolitan   100     New York   100   | x152<br>x150<br>x150<br>x118<br>x125<br>x108<br>x108<br>x108<br>x108<br>x108<br>x108<br>x108<br>x108  | 158<br>153<br>120<br>130<br>550<br>63<br>110<br>110<br>174 <sup>1</sup> <sub>2</sub><br>260<br>136<br>   | International 100 Mechanics' 100 Merchants' Nat 100 St. Louis National.100 Third National 100 San Francisco. Anglo-Californian. Bank of California First Nat. Gold 100 Pacific  FIRE INSUR'CE STOCKS. Baltimore. Associate Firemen's.5 Baltimore Fire Ins.10 Firemen's Insur'ce.18 Howard Fire  | 90<br>126<br>90<br>130<br>103<br>56<br>198<br>122 <sup>1</sup> <sub>2</sub><br><br>16<br>5 <sup>3</sup> <sub>4</sub><br>4<br><br>115<br>139<br>95<br>90<br>126<br>181 <sup>1</sup> <sub>2</sub><br>40<br>115<br>124<br>86<br>95<br>95<br>95<br>90<br><br>145<br>230<br><br>145<br>230<br>220<br>  | 128<br>95<br>  | Mercantile  | 55<br>60<br>80<br>135<br>90<br>140<br>75<br>145<br>90<br>150<br>150<br>150<br>100<br>130<br>130<br>130<br>130<br>130<br>140<br>150<br>100<br>130<br>130<br>130<br>130<br>130<br>140<br>146<br>150<br>150<br>160<br>160<br>160<br>160<br>160<br>160<br>160<br>160<br>160<br>16   | 70<br>80<br>87<br>140<br>105<br>155<br>90<br>155<br>100<br>170<br>70<br>160<br>95<br>103<br>140<br>110<br>80<br>115<br>150<br>140<br>285<br>NGE<br>0 ask.<br>0 ask.<br>0 ask.<br>0 ask.<br>0 ask.<br>0 ask.<br>0 ask.<br>0 ask.<br>0 ask.<br>0 ask. |
| Hamile Hide How: Lincol Mani Mark Mark Mark Mark Mark Mark Mercol Mercol Metrol Mont North  | 100   de Leather   100   de Leather   100   de Charleston   100 | 93 124 124 113 1107 12 94 91 140 102 121 140 1220 141 120 133 146 141 120 133 146 141 120 133 146 152 128 138 125 148 152 128 135 148 152 128 136 152 128 136 152 128 136 152 128 136 152 128 136 152 152 152 152 152 152 152 152 152 152  | 125 11414 108 111 96 92 143 1021 <sub>9</sub> 225 150 98 1381 <sub>9</sub> 1171 <sub>9</sub> 223 1331 <sub>2</sub> 147 1321 <sub>2</sub> 1031 <sub>4</sub> 149 153 195 145 140 1161 <sub>2</sub> 923 <sub>8</sub> 101 142 116 1002 1142 111 103  | Germania Nat.   100     Hibernia Nat.   100     Louisiana Nat.   100     Metropolitan   100     Mutual Nat.   100     New Orleans Nat.   100     State Nat.   100     State Nat.   100     Union Nat.   100     New York.     America.   Exch'ge100     Broadway.   25     Butchers'& Drovers25     Central National.   100     Chase National.   100     Chase National.   100     Chatham.   25     Commerce.   100     Citizens.   25     Commerce.   100     Continental.   100     Continental.   100     Control Exchange.   100     East River.   25     Eleventh Ward.   25     First National.   100     Fourth National.   100     Fourth National.   100     Gallatin National.   50     Garfield.   100     Germania.   100     Germania.   100     Greenwich.   25     Hanover.   100     Inporters' & Tr.   100     Irving.   50     Market.   100     Manhattan.   50     Market.   100     Mechanics'   25     Mechanics' & Tr.   25     Merchants' Exch'e.   50     Metropolitan.   100     Nassau.   50     New York.   100     N. Y. Nat. Exch'ge100   | x152<br>x1501/4<br>x118<br>x1251/4<br>x118<br>x1251/4<br>x1051/4<br>x1051/4<br>x1081/4<br>172<br>1600<br>1672<br>130<br>1600<br>1672<br>130<br>1600<br>1672<br>1150<br>1641<br>1650<br>1641<br>1650<br>1641<br>1650<br>1641<br>1650<br>1641<br>1650<br>1641<br>1650<br>1641<br>1650<br>1641<br>1650<br>1641<br>1650<br>1641<br>1650<br>1641<br>1650<br>1641<br>1650<br>1650<br>1650<br>1650<br>1650<br>1650<br>1650<br>165  | 158<br>153<br>120<br>130<br>550<br>63<br>110<br>110<br>174 <sup>1</sup> 2<br>240<br>136<br>  | International 100 Mechanics' 100 Merchants' Nat 100 St. Louis National.100 Third National 100 San Francisco. Anglo-Californian 100 Bank of California 100 Pacific  FIRE INSUR'CE STOCKS. Baltimore. Associate Firemen's.5 Baltimore Fire Ins.10 Firemen's Insur'ce 10 Firemen's Insur'ce 10 National Fire 10 National Fire 10 Maryland Fire 10 Boston 100 Boylston 100 Boylston 100 Boylston 100 Firemen's 100 Minercantile F. & M. 100 Mercantile F. & M. 100 Mercantile F. & M. 100 North American 100 Prescott 100 Vashington 100 Cincinnati 25 Citizens' 20 Commercial 25 Eagle 100 Enterprise 20 Enterprise 20 Fidelity 100 Firemen's Ins. Co 20 Fidelity 100 Firemen's 20 Germania 20 | 90<br>126<br>90<br>130<br>108<br>56<br>198<br>122 <sup>1</sup> 2<br><br>16<br>534<br>4<br><br>115<br>139<br>95<br>90<br>126<br>181 <sup>1</sup> 2<br>40<br>115<br>124<br>86<br>95<br>95<br>90<br>145<br>230<br><br>145<br>230<br>220<br><br>102 <sup>1</sup> 2  | 128<br>95<br>  | Mercantile  | 55<br>60<br>80<br>135<br>140<br>75<br>145<br>90<br>150<br>150<br>150<br>100<br>130<br>130<br>130<br>130<br>130<br>130<br>140<br>150<br>150<br>150<br>150<br>150<br>150<br>150<br>15   | 70<br>80<br>87<br>140<br>105<br>155<br>100<br>170<br>170<br>160<br>95<br>103<br>140<br>110<br>80<br>115<br>150<br>140<br>285<br>NGE<br>0 ask.<br>0 ask.<br>0 ask.<br>0 ask.<br>0 ask.<br>0 ask.<br>0 ask.<br>0 ask.<br>0 ask.<br>0 ask.             |
| Hamile How: Hide How: Lincoln Mark Mark Mark Mark Mass Mave Merc Merc Merc Merc Mont Nort Nort Nort Nort Nort Nort Nort Nor   | 100   2   | 93 124 13 1137 1107 12 94 91 140 102 122 12 140 133 146 132 14 132 14 132 14 132 14 132 14 132 14 120 133 162 150 160 12 12 12 145 150 118 150 122 12 145 150 118 118 118 118 118 118 118 118 118 11   | 125 1141 <sub>4</sub> 108 111 96 92 143 1021 <sub>8</sub> 225 150 98 1381 <sub>2</sub> 117 1321 <sub>2</sub> 147 1321 <sub>2</sub> 140 126 149 1251 <sub>4</sub> 1001 1161 <sub>2</sub> 116 1001 <sub>2</sub> 923 <sub>4</sub> 101 142 1103  | Germania Nat.   100   | x152<br>x1503½<br>x118<br>x125½<br>x118<br>x125½<br>x105½<br>x108¼<br>172<br>130<br>210<br>210<br>220<br>1674<br>125<br>130<br>1600<br>141<br>1650<br>1601<br>1650<br>1641<br>1650<br>1642<br>1150<br>1642<br>1150<br>1642<br>1150<br>1642<br>1150<br>1642<br>1150<br>1642<br>1150<br>1642<br>1150<br>1642<br>1150<br>1642<br>1643<br>1643<br>1643<br>1643<br>1643<br>1643<br>1643<br>1643  | 158<br>153<br>120<br>130<br>550<br>63<br>110<br>110<br>174 <sup>1</sup> <sub>2</sub><br>142<br>260<br>136<br>  | International 100 Mechanics' 100 Merchants' Nat 100 St. Louis National.100 Third National 100 San Francisco. Anglo-Californian. Bank of California. First Nat. Gold 100 Pacific  FIRE INSUR'CE STOCKS. Baltimore. Associate Firemen's.5 Baltimore Fire Ins.10 Firemen's Insur'ce.18 Howard Fire 10 National Fire 10 National Fire 10 Boston 100 Boston 100 Boylston 100 Boylston 100 Firemen's 100 Manufacturers' 100 Manufacturers' 100 Mercantile F. & M. 100 Mercantile F. & M. 100 North American 100 Prescott 100 Vashington 100 Cincinnati 25 Citizens' 20 Cuncinnati 25 Citizens' 20 Commercial 25 Eagle 100 Enterprise 20 Cincinnati 25 Farmers' Ins. Co. 20 Fidelity 100 Firemen's 20 Germania 20 Merchants'& Manuf 20 Miami Valley 50   | 115<br>139<br>122 <sup>1</sup> 2<br>115<br>139<br>122 <sup>1</sup> 2<br>115<br>139<br>95<br>90<br>126<br>181 <sup>1</sup> 2<br>40<br>115<br>124<br>86<br>95<br>95<br>90<br>126<br>124<br>102 <sup>1</sup> 2<br>102 <sup>1</sup> 2<br>102 <sup>1</sup> 2   | 128<br>95<br>  | Mercantile  | 55<br>60<br>80<br>135<br>140<br>75<br>145<br>90<br>150<br>150<br>150<br>100<br>130<br>130<br>130<br>130<br>130<br>130<br>140<br>150<br>150<br>150<br>150<br>150<br>150<br>150<br>15   | 70<br>80<br>87<br>140<br>105<br>155<br>100<br>170<br>170<br>160<br>95<br>103<br>140<br>110<br>80<br>115<br>150<br>140<br>285<br>NGE<br>0 ask.<br>0 ask.<br>0 ask.<br>0 ask.<br>0 ask.<br>0 ask.<br>0 ask.<br>0 ask.<br>0 ask.<br>0 ask.             |
| Hamile How: Hide How: Lincoln Mark Mark Mark Mark Mark Mark Mark Mech Metro Metro Mont Nort OldE Peop Reock Becom Reock Becom Shark   | 100   100 | 93 124 13 113 1107 12 1107 12 1107 12 1107 12 120 140 120 140 120 140 120 130 140 120 130 140 140 150 150 160 160 160 160 160 160 160 160 160 16   | 125 11414 108 111 96 92 143 1021 <sub>9</sub> 225 150 98 1381 <sub>9</sub> 1171 <sub>9</sub> 223 1331 <sub>2</sub> 147 1321 <sub>2</sub> 1031 <sub>4</sub> 149 153 195 145 140 1161 <sub>2</sub> 923 <sub>8</sub> 101 142 116 1002 1142 111 103  | Germania Nat.   100     Hibernia Nat.   100     Louisiana Nat.   100     Metropolitan   100     Mutual Nat.   100     New Orleans Nat.   100     State Nat.   100     State Nat.   100     Union Nat.   100     New York.     America.   Exch'ge100     Broadway.   25     Butchers'& Drovers25     Central National   100     Chase National   100     Chase National   100     Chatham   25     Chemical   100     Citizens   25     Commerce   100     Corn Exchange   100     Continental   100     Continental   100     Corn Exchange   100     Fourth National   100     Fourth National   100     Fourth National   100     Gallatin National   50     Garfield   100     German American   75     Germania   100     Greenwich   25     Hanover   100     Importers' & Tr   100     Irving   50     Leather Manufts   100     Manhattan   50     Market   100     Mechanics' & Tr   25     Merchanics' & Tr   25     Merchanics' & Tr   25     Merchanics' & Tr   25     Merchanics' & Tr   25     Merchanics   50     Merchanics   70     New York   100     North America   70     North America   70     North River   30   | x152<br>x150<br>x150<br>x118<br>x125<br>x108<br>x108<br>x108<br>x108<br>x108<br>x108<br>x108<br>x108  | 158<br>153<br>120<br>130<br>1550<br>63<br>110<br>110<br>174 <sup>1</sup> <sub>2</sub><br>142<br>260<br>136<br><br>3600<br><br>170<br><br>145<br><br>152 <sup>1</sup> <sub>2</sub><br>205<br>170<br>143<br>117 <sup>1</sup> <sub>2</sub><br>24<br>155<br>125<br>              | International   | 115<br>139<br>122 <sup>1</sup> 2<br>115<br>139<br>122 <sup>1</sup> 2<br>115<br>139<br>95<br>90<br>126<br>181 <sup>1</sup> 2<br>40<br>115<br>124<br>86<br>95<br>95<br>90<br>126<br>121<br>240<br>115<br>124<br>86<br>95<br>95<br>90<br>126<br>121<br>121<br>121<br>121<br>121<br>121<br>121<br>121<br>121  | 128<br>95<br>  | Mercantile  | 55<br>60<br>80<br>135<br>140<br>75<br>145<br>90<br>150<br>150<br>150<br>100<br>130<br>130<br>130<br>130<br>130<br>130<br>140<br>150<br>150<br>150<br>150<br>150<br>150<br>150<br>15   | 70<br>80<br>87<br>140<br>105<br>155<br>100<br>170<br>170<br>160<br>95<br>103<br>140<br>110<br>80<br>115<br>150<br>140<br>285<br>NGE<br>0 ask.<br>0 ask.<br>0 ask.<br>0 ask.<br>0 ask.<br>0 ask.<br>0 ask.<br>0 ask.<br>0 ask.<br>0 ask.             |
| Hamile How: Hide How: Lincoln Mark Mark Mark Mass Mave Mercoln Mercoln Metroln  | 100   3   | 93 124 12 113 110 110 110 110 110 110 110 110 110  | 125 11414 108 111 96 92 143 10214 225 150 98 13814 117 13212 10314 153 12814 140 126 149 12514 1001 11612 116 10012 9234 101 142 1103  | Germania Nat.   100   | x152<br>x152<br>x152<br>x152<br>x152<br>x152<br>x152<br>x152  | 158<br>153<br>120<br>130<br>150<br>63<br>110<br>174 <sup>1</sup> <sub>2</sub><br>142<br>260<br>136<br><br>3600<br><br>170<br><br>145<br><br>152 <sup>1</sup> <sub>2</sub><br>205<br>170<br>150<br>143<br>117 <sup>1</sup> <sub>2</sub><br>24<br>155<br>125<br>138<br><br>138 | International 100 Mechanics' 100 Merchants' Nat 100 St. Louis National.100 Third National 100 San Francisco. Anglo-Californian. Bank of California. First Nat. Gold 100 Pacific  FIRE INSUR'CE STOCKS. Baltimore. Associate Firemen's.5 Baltimore Fire Ins.10 Firemen's Insur'ce.18 Howard Fire 10 National Fire 10 National Fire 10 Boston 100 Boston 100 Boylston 100 Boylston 100 Firemen's 100 Manufacturers' 100 Manufacturers' 100 Mercantile F. & M. 100 Mercantile F. & M. 100 North American 100 Prescott 100 Vashington 100 Cincinnati 25 Citizens' 20 Cuncinnati 25 Citizens' 20 Commercial 25 Eagle 100 Enterprise 20 Cincinnati 25 Farmers' Ins. Co. 20 Fidelity 100 Firemen's 20 Germania 20 Merchants'& Manuf 20 Miami Valley 50   | 100 120 120 120 120 120 120 120 120 120   | 128<br>95<br>  | Mercantile  | 55<br>60<br>80<br>135<br>140<br>75<br>145<br>90<br>150<br>150<br>150<br>100<br>130<br>130<br>130<br>130<br>130<br>130<br>140<br>150<br>150<br>150<br>150<br>150<br>150<br>150<br>15   | 70<br>80<br>87<br>140<br>105<br>155<br>100<br>170<br>170<br>160<br>95<br>103<br>140<br>110<br>80<br>115<br>150<br>140<br>285<br>NGE<br>0 ask.<br>0 ask.<br>0 ask.<br>0 ask.<br>0 ask.<br>0 ask.<br>0 ask.<br>0 ask.<br>0 ask.<br>0 ask.             |

<sup>\*</sup> Frice nominal; no late transactions.

<sup>:</sup> Last price this week.

# 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 all regular subscribers of the CHRONICLE. Extra copies are sold to subscribers of the CHRONICLE at 50 cents each, and to others at \$1 per copy.

### RAILROAD EARNINGS.

Gross Earnings to Latest Dates.—The latest railroad earn ings and the totals from Jan. 1 to latest date are given below for all the railroad companies whose reports can be obtained.

| Pouns                                   | Latest Earnings Reported. |  |                              | Jan. 1 to Latest Date.   |   |  |
|---|---------------------------|--|------------------------------|--|---|--|
| ROADS                                   | Week or Mo                | 1887-8.  | 1886-7.                      | 1887-8.  | 1886-7.   |  |
| Alloghong Vol                           | Dogombon                  | \$<br>179,048  | \$<br>156,799                | \$<br>2,029,108  | \$<br>1,812,729                                     |  |
| Allegheny Val.<br>Atch. T. & S. Fe.     | November.                 | 1,657,078  | 1,719,355                    | 16,965,412   | 14,459,378  |  |
| Atlanta & Char.<br>Atlantic & Pac       |                           | $\begin{array}{c} 134,539 \\ 72,604 \end{array}$             | 55,883                       | $\begin{array}{c c} 1,198,749 \\ 172,440 \end{array}$              | 151,681   |  |
| Balt. & Potomac<br>Beech Creek          | December.                 | $120,983 \\ 97,352$  | 110,349<br>58,789            | 1,447,332<br>786,823   | 1,345,873   |  |
| Buff.Roch.& Pitt                        | 4th wk Jan                | 33,960   | 39,821                       | 149,623  | 123,446   |  |
| Bur.C.Rap.& No.<br>Cairo V. & Chic      |                           | 45,834 $12,922$  | 47,629 $13,971$              | 37,886   | 41,004  |  |
| Cal. Southern<br>Camden & Atl'e         |                           | $44,523 \\ 33,724$   | 29,597                       | $105,252 \\ 678,644$   |   |  |
| Canadian Pacific<br>Cp.F'r &Yad.Val     | 3d wk Jan                 | 155,000 $26,537$   | $127,000 \\ 21,339$          | 544,000  | 431,000   |  |
| Carolina Cent                           | December.                 | 48,695   | 46,219                       |  |   |  |
| Central of Ga<br>Central Iowa           |                           | 106,816 $134,518$  | 96,398 $126,737$             | $320,\!174$ $1,\!352,\!532$  | $281,722 \\ 1,323,625$                              |  |
| Central of N. J.                        | December.                 | 974,880  | 995,925 $1,141,081$          | 11,528,588   | $10,742,892 \\ 9,940,703$                           |  |
| Central of S. C.                        | November.                 | 9,241  | 8,175<br>40,574              | 446,205  | 433,081   |  |
| Charlest'n & Sav<br>Cheshire            | November.                 | $42,910 \\ 54,303$   | 49,964                       | 605,777  | 579,862   |  |
| Cheraw & Darl<br>Chesap. & Ohio.        | November.<br>November.    | 7,917 $412,123$  | 7,511<br>358,551             | 4,099,351  | 3,755,867   |  |
| Eliz.Lex.&B.S.<br>Ches. O. & S. W.      | December.                 | 87,833 $199,631$   | 80,846 $166.875$             | 1,103,585 $1,998,178$  | 937,528 $1,713,325$                                 |  |
| Ches. & Lenoir                          | November.                 | 7,402  | 6,163                        |  |   |  |
| Chic. & Atlantic                        | October<br>3d wk Jan      | $903,372 \\ 31,664$  | $808,942 \\ 31,295$          | 7,392,907<br>99,266  | 6,565,102<br>93,886                                 |  |
| Chic. Burl. & No.<br>Chic. Burl. & Q    | November.<br>November.    | $154,899 \ 2.382.965$  | $142,901 \\ 2.2 \cdot 6.339$ | $2,\!134,\!200$ $25,\!448,\!822$                                   | 24,359,976  |  |
| Chic. & East. Ill.<br>Chic. & Ind. Coal | 3d wk Jan                 | 39,909<br>9,333  | 33,605<br>6,224              | $111,482 \\ 30,880$  | $108,222 \\ 17,525$                                 |  |
| Chic. Mil. & St.P.                      | 4th wk Jan                | 491,000  | 473,190                      | 1,452,000  | 1,490,239   |  |
| Chic. & N'thw'n.<br>Chic. & Oh. Riv     | December.<br>December     | 4.143  | $2,174,554 \\ 9,169$         | $\begin{array}{c} 27,140,726 \\ 66,271 \end{array}$                | 73,399  |  |
| Chic. St.L.&Pitts<br>Chic. St.P. &K.C.  |                           | $523,407 \\ 10,845$  | $469,425 \\ 7,043$           | 5,862,764  | 4,812,317   |  |
| Chic. St.P.M.&O.                        | December.                 | 599,410  | 563,499                      | 6,943,428  | 6,153,266   |  |
| Chic. & W. Mich.<br>Cin.Ind.St.L.&C.    | December.                 | $19,785 \ 236,889$   | $17.807 \\ 246,977$          | 56,114 $2,692,076$   | 2,409<br>2,601,563                                  |  |
| Cin. Jack. & Mac.<br>Cin. N. O. & T. P. | 3d wk Jan<br>3d wk Jan    | $\begin{array}{c} 7,642 \\ 58,705 \end{array}$               | $\frac{5,725}{60,013}$       | $22,074 \ 173,173$   | $18,521 \\ 162,509$                                 |  |
| Ala. Gt. South                          | 3d wk Jan<br>3d wk Jan    | $27,104 \\ 14,917$   | $28,022 \\ 14,557$           | $84,630 \\ 45,422$   | 79,205 $41,916$                                     |  |
| Vicksb. & Mer.                          | 3d wk Jan                 | 7,772  | 12,171                       | 28,057   | 31,646  |  |
|   | 3d wk Jan                 | 7,225 $115,723$  | $12,983 \ 127,746$           | $28,706 \\ 359,988$  | $31,204 \\ 346,480$                                 |  |
| Cin.Rich.&Ft.W.<br>Cin. & Spring'd      |                           | $   \begin{array}{c}     6,658 \\     95.968   \end{array} $ | $6,245 \\ 102,122$           | 6,658<br>1,183,684   | 6,245 $1,130,324$                                   |  |
| Cin.Wash.&Balt.<br>Clev.Akron &Col      |                           | $33,721 \\ 9,572$  | $45,155 \\ 8,427$            | $118,901 \\ 30,243$  | $\begin{array}{c c} 128,389 \\ 24,843 \end{array}$  |  |
| Clev. & Canton                          | November.                 | 33,682   | 31,292                       | 345,161  | 327,719   |  |
| Clev. Col. C. & Ind<br>Clev. & Marietta | 3d wk Jan                 | $381,253 \\ 5,207$   | $351,982 \\ 6,102$           | 4,580,969<br>17,355  | 4,184,117 $16,577$                                  |  |
| Cœur d'Alene<br>Col. & Cin. Mid         | December<br>3d wk Jan     | $\frac{16,181}{5,108}$                                       | 6,549                        | 18,292   | 18,590  |  |
| Col. Hock. V. & T.<br>Denv. & Rio Gr    | 4th wk Jan                | 56,000   | 59,000<br>180,024            | 204,518  | 223,565   |  |
| Denv. & R. G. W.                        | 3d wk Jan                 | 155,100<br>22,000  | 18,275                       | 597,600<br>57,475  | $\begin{bmatrix} 545,650 \\ 46,950 \end{bmatrix}$   |  |
| Den. Tex.&Gulf.<br>Det.Bay C.&Alp.      | December.                 | 25,895<br>31,000   | $18,922 \\ 24,542$           | 466,667  | 242,017   |  |
| Det.Lans'g & No. Duluth S.S. & Atl.     |                           | $13,788 \ 17,080$  | $\frac{14,074}{8,270}$       | 38,422<br>50,622   | $\frac{44,305}{25,326}$                             |  |
| E.Tenn. Va. & Ga.<br>Evans. & Ind'plis  | 3d wk Jan                 | 104,418<br>3,098   | 94,448<br>5,683              | 316,349  | 275,665   |  |
| Evansv. & T. H.                         | 3d wk Jan                 | 14,721   | 14,213                       | 11,023<br>43,125   | $12,311 \ 37,773$                                   |  |
| Flint & P. Marq.<br>Fla. R. & Nav. Co.  | 3d wk Jan                 | $\frac{44,012}{22,840}$                                      | 36,833<br>20,850             | $\begin{array}{c} \textbf{128,532} \\ \textbf{69,470} \end{array}$ | $113,523 \\ 65,280$                                 |  |
| Ft.W.& Den.City<br>Georgia Pacific      | th wk Jan<br>2d wk Jan    | 15,400<br>29,367   | $10.154 \\ 24.852$           | $58,200 \\ 53,256$   | $37,619 \mid 41,140 \mid$                           |  |
| Gr. Rap. & Ind.                         | lst wk Jan                | $31,337 \\ 2,392$  | 31,844                       | 31,337   | 31,844  |  |
| Grand Trunk                             | lst wk Jan<br>Wk.Jan.21   | 266,131  | 240,779                      | $2,392 \\ 834,926$   | 791,127   |  |
| Gn.Bay W.&St.P  <br>Gulf Col. & S. Fe.  |                           | $34.377 \\ 356,270$  | $36,725 \\ 234,646$          | 2,928,277  | 316,004 $2,274,171$                                 |  |
| Hous.&Tex.Cen. 3<br>Humest'n &Shen      | 3d wk Jan                 | $45,069 \\ 17,420$   | 50,829 $16,564$              | $133,529 \\ 161,761$   | $\begin{array}{c c} 161,647 \\ 160,852 \end{array}$ |  |
| III.Cen. (Ill.&Se)                      | December. 1               | ,110,900   | ,112,721 1                   | 1,820, 32  | 10,776,187  |  |
| Cedar F. & Min. I<br>Dub. & Sioux C.    | November.                 | 10,540<br>82,235   | $15,892 \\ 84,855$           | $106,872 \\ 765,251$   | $159,126 \\ 868,578$                                |  |
| Ia. Falls & S. C. Ind. Bloom. & W.      | 3d wk Jan                 | $67,128 \ 48,913$  | 54,843<br>47,534             | $625,525 \ 135,323$  | $576,249 \mid 143,638 \mid$                         |  |
| Ind. Dec. & Spr. Ind. & St. Louis       | December.                 | $30,540 \\ 34,497$   | 61,297<br>38,267             | $411,634 \\ 109,562$   | 449,098<br>101,806                                  |  |
| Jack. T. & K. W. I<br>K.C.Ft.S. & Gulf. | November.                 | 35,492   | 38,624                       | 402.173  | 252,459   |  |
| Kan. C. Sp. & M. 3                      | 3d wk Jan                 | $\frac{42,990}{28,979}$                                      | 56,473<br>42,460             | * 128,293<br>83,752  | $\begin{array}{c c} 151,043 \\ 108,933 \end{array}$ |  |
| Kan. C. Cl. & Sp. 3<br>Kentucky Cent.   | December.                 | 5,083<br>88,259  | 3,545<br>71,461              | 13,196<br>1,074,590  | $9.427 \\ 920,697$                                  |  |
| Keokuk & West. Kingst'n & Pem.          | 3d wk Jan                 | 6,634  | 5.649<br>1,073               | 20,003<br>5,375  | 16,947<br>3,399                                     |  |
| Knoxv. & Ohio . 1                       | November.                 | 47.052   | 36,995                       |  |   |  |
| Lake E. & West. 3                       | ou wk Jan'                | 34,8581  | 34,075                       | 97,541   | 102,504   |  |

|     | Pouns  | Latest Earnings Reported. |   |  | Jan. 1 to Latest Date.          |   |  |
|-----|--|---------------------------|---|--|---------------------------------|---|--|
|     | ROADS.   | Week or Me                | 0 1887-8.   | 1886-7.  | 1887-8.                         | 1886-7.                                       |  |
|     | Lehigh & Hud<br>L. Rock & Mem.                           | 3d wk Jan                 | 15,086  | 20,782   | 49,311                          | 62,346  |  |
| T . | Long Island<br>Lou. & Mo. Riv.                           | October                   | 60,565  | 53,566   | 500,371                         |   |  |
| l   | Louis. Ev. & St. L.<br>Louisv. & Nashv.                  |                           |   | 18,228   | 56,200                          | 47,407  |  |
| l   | Lou.N.A. & Chic.   | 3d wk Jan                 | 28,077  | 27,339   | 89,446                          | 85,504  |  |
| •   | Louisy. N.O. & T.<br>Lykens Valley.                      | November.                 | .194,872  | 48,336<br>60,465                                   | 718,859                         | 694,459                                       |  |
|     | Mar. Col. & No<br>Mar. Hough. & O.                       | December.                 | 8,317   | 5,260  | 24,757                          | 15,721  |  |
| е   | Memphis & Chas.<br>*Mexican Cent                         | 3d wk Jan                 | 42,135  | 42,722   | 110,764                         | 117,021                                       |  |
| 9   | *Mex. N. (all lns)<br>Mil.L.Sh.&West                     | December.                 | 152,625   | 154,399<br>53,500                                  | 1,777,491                       | 1,743,450                                     |  |
|     | Milwaukee & No.  | 3d wk Jan                 | 12,195  | 14,508   | 41,085                          | 43,328  |  |
| -   | Minneap. & St. L.<br>Min. St. Ste. M & A                 | November.                 | 25,101  | $\begin{array}{c c} 149,184 \\ 12,837 \end{array}$ |                                 |   |  |
|     | Minn. & No. West.<br>Miss. & Tenn                        | 4th wk Dec<br>1st wk Jan  | $44,016 \\ 8,652$                                     | 19,879<br>7,161                                    | 1,504,557 $8,652$               |   |  |
|     | Mobile & Ohio<br>Nash. Ch. & St. L.                      | December.                 | 242,182   | 287,024 $229,946$                                  | 2,485,232                       | 2,224,459                                     |  |
| L   | New Brunswick.   | November.                 | 73,773  | 66.701   | 750.875                         | 740,90 <b>3</b><br>32,651,01 <b>5</b>         |  |
| 7   | N.Y. Cen. & H.R.<br>N.Y. & Northern                      | Wk. Oct. 8                | 11,358  | 12,473   | 441,664                         | 419,243                                       |  |
| •   | cN.Y. L. E. & W. N.Y. & New Eng.                         | December.                 | 425,857   | $\frac{1,985,149}{386,277}$                        | 4,446,905                       | 23,002,509<br>4,169,202                       |  |
|     | N.Y. Ont. & W<br>N.Y. Sus. & W                           | 3d wk Jan<br>December     | 25,306<br>135,645                                     | $19,429 \\ 112,545$                                | 71,355 $1,395,181$              |   |  |
|     | Norfolk & West.<br>N'theastrn (S.C.)                     | 4th wk Jan                | 84,068  | 66,379 $47,237$                                    | 349,144<br>499,960              | 261,655                                       |  |
|     | Northern Cent'l.   | December                  | 490,286   | 457,809 $182,872$                                  | $\substack{6,212,927\\656,386}$ | 5,474,618                                     |  |
|     | Northern Pacific Ohio & Miss                             | 3d wk Jan                 | 71,306  | 81,823   | 217,967                         | 223,372                                       |  |
| 3   |  | 3d wk Jan<br>December     | 6,723 $62,672$  | $\frac{4,601}{32,839}$                             | 20,343 $595,443$                | 13,803<br>508,75 <b>7</b>                     |  |
|     | Oregon Imp. Co<br>Oreg. R. & N. Co.                      | November.<br>3d wk Dec    | 393,252<br>103,391                                    | $286,289 \mid 90,538 \mid$                         | 3,796,502 $5,164,398$           | 2,735,013<br>5,211,92 <b>0</b>                |  |
|     | Pennsylvania<br>Penn. Company.                           | December.                 | 4,892,954   | 4,428,216  | 55,671,303                      | 50,379,068                                    |  |
|     |  | December<br>December      | 1,585,696   | 1,350,956<br>1,166,064                             | 18,532,322 $14.362,552$         | 15,469, <b>215</b><br>12,002,449              |  |
|     | Peoria Dec. & Ev.  |                           | 12,326<br>31,404                                      | 16,922<br>28,300                                   | 26,513 $326,276$                | 30,811  |  |
|     | Phila. & Erie  | December                  | 328,637   | 301.174  | 4.036,931                       | 3,708,484<br>19,766,815                       |  |
|     | tPhila. & Read'g.<br>Coal & Iron Co.                     | December                  | 1.573.422   | 1.342.525  | 19.656,704                      | <b>15.843.679</b>                             |  |
|     | Tot.both Co's<br>Pitts. & West'rn                        | 3d wk Jan                 | 24,747  | 34.968   | 79,908                          | 35,610,494<br>104,946                         |  |
|     | P'rtRoyal & Aug.<br>Pt. R'al & W.Car.                    | November.<br>November.    | $26,609 \\ 33,908$                                    | 25,752<br>33,548                                   | 292,860                         | 283,165                                       |  |
|     | R&W.P.Ter.Co-<br>Rich. & Dany                            | 3d wk Jan                 | 103,975   | 101,775  | 289,350                         | 257,775                                       |  |
| 1   | Va. Mid. Div<br>C. C. & A. Div.                          | 3d wk Jan                 | $\begin{array}{c} 34,225 \\ 18,2 \cdot 0 \end{array}$ | $22,950 \\ 18,600$                                 | 94,375<br>51,300                | $69,600 \\ 45,000$                            |  |
|     | Col. & Gr. Div. 3<br>West N. C. Div. 3                   | 3d wk Jan                 | $14,650 \\ 13,925$                                    | $13,275 \\ 11,100$                                 | $\frac{41,000}{42,075}$         | 34,825<br>29,05 <b>0</b>                      |  |
| ١   | W. O. & W.Div. :<br>Ash. & Sp. Div. :                    | 3d wk Jan<br>3d wk Jan    | $\frac{2,200}{2,275}$                                 | $\frac{1,900}{800}$                                | 6,875<br>5,775                  | $\substack{6,075\\2,500}$                     |  |
| -   | Total all Rich.& Petersbg.                               | 3d wk Jan                 | $189,450 \\ 20,175$                                   | $170,400 \\ 17,332$                                | 530,750 $210,584$               | 444,8 <b>25</b><br>193,45 <b>2</b>            |  |
|     | Rome W. & Og   St.L.Alt &T.H.                            | November.                 | 279,598<br>34,497                                     | $249,607 \\ 38,267$                                | 2,951,794 $109,562$             | 2,645,381<br>101,806                          |  |
|     | Branches   | 3d wk. Jan                | 18,830  | 18,720   | 51,957<br>139,292               | 49,934<br>112,467                             |  |
| İ   | St.L. & San Fran.  | th wk Jan                 | 42,807 $143,200$                                      | 37,489<br>148,685                                  | 392,732                         | 386,486                                       |  |
|     | St.Paul & Duluth St.P.Min. & Man. I                      | December                  | $14,530 \\ 905,264$                                   | $22,813 \\ 700,161$                                | 8,745,227                       | 68,439 $7,427,339$                            |  |
| 1   | S.Ant.&Ar.Pass. Scioto Valley                            |                           | $17,820 \\ 70,723$                                    | 61,536   | $34,781 \ 726,223$              | 623,339                                       |  |
| 1   | Seab'rd & Roan I<br>Shenandoah Val I                     | December                  | 67,486 $73,000$                                       | 54,693<br>54,315                                   | 904,640                         | 740,654                                       |  |
|     | South Carolina<br>So. Pacific Co.—                       |                           | 119,674   | 113,609  | 1,094,494                       | 1,022,630                                     |  |
|     | Gal.Har.&S.A. N<br>Louis'a West                          |                           | $291,208 \\ 76,914$                                   | 211,975<br>57,359                                  | $3,032.306 \\ 765,948$          | 2,352, <b>793</b><br>578,63 <b>7</b>          |  |
| l   | Morgan's L&T. N. Y. T. & Mex.                            | November.                 | 554,584<br>13,157                                     | $403,242 \\ 15,796$                                | 4,063,527 $154,990$             | 3,700,60 <b>4</b><br>14 <b>4</b> ,78 <b>5</b> |  |
| ı   | Tex. & N. Orl. Atlan'e system                            | November.                 | 108,391   | 94,918   | 1,148,437<br>9,165,289          | 896,015<br>7,672,825                          |  |
|     | Pacific system N<br>Total of all N                       | Vovember.                 | 2,597,696 2   | ,117,351 2   | 4,652,822                       | 21,532,78 <b>7</b><br>29,205, <b>612</b>      |  |
| ľ   | So. Pac. RR  |                           | 162,778   |  | 1,447,398                       | 1,335,421                                     |  |
|     | No. Div. (Cal.) C<br>So. Div. (Cal.) C<br>Arizona Div (C | october                   | 492,397<br>143,148                                    | 245,110  | 3,419,580<br>1,352,639          | 2,643,033<br>1,261,328                        |  |
| ľ   | New Mex. Div C   | october                   | 36,119  | 50,943   | 576,597                         | 552,08 <b>3</b><br>73,61 <b>6</b>             |  |
| 1   | Spar. Un. & Col. N<br>Stater Is. Rap. Tr. I.             | December.                 | 10,558<br>50,515                                      | 9,687 $44,537$                                     | 69,763<br>852,581<br>1 935,857  | 788,313<br>628,718                            |  |
| ı   | Summit Branch   N<br>Texas & Pacific   3                 | d wk Jan                  | $147,222 \\ 101,274 \\ 14,050$                        | 118,610  | 1,235,857 $384,232$             | 341,37 <b>7</b>                               |  |
| 1   | Tol.A.A.& N.M'h 4<br>Tol. & Ohio Cent. 3                 | d wk Jan                  | $14.959 \\ 22,427$                                    | 11,269 $19,601$                                    | 48,368<br>71.688                | 35,242<br>55,981                              |  |
| ı   | Tol. P. & West 3<br>Union Pacific N                      | lovember. 2               | 19,139 $2,597,585$ $2$                                |  | 51,465 $6,313,894$ $2$          | 54,371<br>3,936,643                           |  |
| ı   | Valley of Ohio N<br>Wab. Western 3                       | lovember.                 | 56,793 $91,787$                                       | $61,106 \\ 91,693$                                 | 601,160 $267,873$               | 570,9 <b>77</b><br>258,85 <b>6</b>            |  |
| ı   | Wab., E. of Miss N<br>West N. Y. & Pa. 4                 | ovember.                  | 590,850<br>66,500                                     |  | 6,354.791 $213,900$             | 6,201,669<br>189,809                          |  |
| ı   | tWest JerseyD<br>Wil. Col. & Aug                         | December.                 | 98,897<br>74,006                                      |  | 1,469,215<br>678,224            | 1,352,458<br>614,678                          |  |
| ľ   | Wheeling & L. E. 3                                       | d wk Jan                  | 15,581  | 12,192   | 44,902<br>134,944               | 34,730<br>119,978                             |  |
| ľ   | aWisconsin Cen. 3  | u wk Jan'                 | 46,244  | 45,127   | 104,544                         | 110,010                                       |  |

‡ And branches.

\* Mexican currency.

- c After deducting earnings paid over to leased roads operated on a percentage basis.
- † Not including Central of N. J. in either year.
- ¶ Including Ind. & St. Louis.
- a All lines included.

Latest Gross Earnings by Weeks.—The latest weekly earnings in the foregoing table are separately summed up below.

Notwithstanding a considerable falling off in earnings on a number of roads as a result of the bad weather prevailing in that period, our final statement of earnings for the third week of January shows a slight gain over the corresponding period in 1887.

| 3d week of January.          | 1888.                   | 1887.     | Increase. | Decrease. |
|------------------------------|-------------------------|-----------|-----------|-----------|
|                              | \$                      | \$        | \$        |           |
| Prev'ly report'd (38 roads)  |                         |           |           | 123,989   |
| Atlantic & Pacific           | 72.604                  | 55.883    | 16,721    | 1 1       |
| Burl. Cedar R. & North       | 45,834                  | 47,629    |           | 1,795     |
| Central of Georgia           | 106,816                 | 96.398    | 10.418    |           |
| Chic. & West Michigan        | 19,785                  | 17.807    | 1.978     |           |
| Cincinnati Jack. & Mack      | 7,642                   |           | 1,917     |           |
| Cin. N. O. & Texas Pac       | 58,705                  | 60,013    |           | 1,308     |
| Alabama Gt. Southern         | 27,104                  | 28,022    | 1         | 918       |
| New Orleans & N. E           | 14,917                  | 14,557    | 360       |           |
| Vicksburg & Meridian.        | 14,917 $7,772$          | 12,171    |           | 4,399     |
| Vicksburg Shrev. & Pac.      | 7,225                   | 12,983    |           | 5,758     |
| Cin. Wash. & Balt            | 33,721                  | 45,155    |           |           |
| Cleveland Akron & Col        | 9.572                   | 8.427     | 1,145     |           |
| Col. Hock. Val. & Tol        | 43,000                  |           |           | 10,000    |
| Total Mook & Mara            | 8,763                   | 3,010     | 5,753     | 20,555    |
| Detroit Mack. & Marq         | 104,418                 | 94,448    | 9,970     |           |
| East Tenn. Va. & Ga          | 44,012                  | 36,833    | 7,179     |           |
| Flint & Pere Marquette       | $\frac{44,012}{22.840}$ |           |           |           |
| Florida Ry & Nav             | 266,131                 | 240,779   |           |           |
| Grand Trunk of Canada        | 45,069                  | 50,829    | 20,002    | 5,760     |
| Houston & Texas Cent         | 42,990                  | 56,473    |           | 13,483    |
| Kansas C. Ft. S. & Gulf      | 00 070                  | 42,160    |           | 13,481    |
| Kansas C. Spr. & Mem         | $28,979 \\ 5,083$       | 3.545     | 1,538     | Toyac -   |
| Kansas C. Clin. & Spr        | 5,083<br>1,906          |           |           | 1         |
| Kingston & Pembroke          |                         |           |           | 5,696     |
| Little Rock & Memphis        | $15.086 \\ 8.317$       | 5,260     | 3,057     | 0,000     |
| Marquette Hough. & Ont.      |                         | 10 799    | 3,007     | 587       |
| Memphis & Charleston         | 42,135                  |           |           | 2,313     |
| Milwaukee & Northern         | 12,195                  | 14,508    |           |           |
| Ohio & Mississippi           | 71,306                  | 81,823    | 0.100     | 10,517    |
| Ohio River                   | 6,723                   | 4,601     | 2,122     |           |
| Richmond & Danville          | 103,975                 |           | 2,200     | •••••     |
| Virginia Mid. Div            | 34,225                  |           |           |           |
| Char. C. & A. Div            | 18,200                  | 18,600    | 1 975     | 400       |
| Col. & Gr. Div               | 14,650                  |           |           |           |
| West North Car. Div          | 13.925                  |           |           |           |
| Wash. O. & W. Div            | 2,200                   | 1,900     |           |           |
| Ash. & Spar. Div             | 2,275                   |           |           | 2.770     |
| *St. L. Alt.& T. H., M. Line | 34,497                  | 38,267    |           | 3,770     |
| St. L. Alt. & T. H. Brchs.   | 18,830                  |           | 110       |           |
| Tol. Peoria & Western        | 19,139                  | 19,353    |           | 214       |
| Total (77 roads)             | 3,622,001               | 3,546,509 | 291,314   | 215,822   |
| Net increase (2.13 p. c.)    |                         |           | 75,492    |           |

<sup>\*</sup> Including Indianapolis & St. Louis.

For the fourth week of January twelve roads have reported thus far, and the result in the aggregate is a gain of a little less than 2 per cent.

| 4th week of January.                              | 1888.               | 1887.               | Increase. | Decrease. |
|---|---------------------|---------------------|-----------|-----------|
|   | \$                  | \$                  | \$        | \$        |
| Buffalo Roch. & Pittsburg.                        | 33,960              |                     |           | 5,861     |
| Chicago Mil. & St. Paul                           | 491,000             | 473,190             | 17,810    | 3.000     |
| Col. H. Val. & Toledo                             | 56,000              | $59,000 \\ 180,024$ |           | 24,924    |
| Denver & Rio Grande<br>Fort Worth & Denv. City.   | $155,100 \\ 15,400$ | 10,154              | 5,246     | #1,0#E    |
| Long Island                                       | 37,240              | 38,153              | 0,210     | 913       |
| Milwaukee L. Sh. & West.                          | 44,798              | 53,500              |           | 8,702     |
| Norfolk & Western                                 | 84,068              | 66,379              | 17,689    |           |
| Northern Pacific                                  | 210,417             | 182,872             | 27,545    | E 105     |
| St. Louis & San Fran                              | 143,200             | $148.645 \\ 11,269$ | 3,690     | 5,485     |
| Toledo Ann A. & No. Mich.<br>Western N. Y. & Penn | 14,959<br>66,500    | 61,300              | 2,200     |           |
| Total (12 roads)                                  | 1,352,642           | 1,327,347           | 74,180    | 48,885    |
| Net increase (1.91 p. c.)                         |                     |                     | 25.295    |           |

Net Earnings Monthly to Latest Dates.—The tables following show the latest net earnings reported this week, the returns for each road being published here as soon as received, but not kept standing from week to week. The first statement includes all roads for the latest month and from January 1, 1887; following that we give the totals for the fiscal year on those companies whose fiscal year does not correspond with the calendar year.

Month and Calendar Year.

| ,                                  | Decem                          | ber                     |                           | Dec. 31.                    |
|------------------------------------|--------------------------------|-------------------------|---------------------------|-----------------------------|
| -                                  | 1887.                          | 1886.                   | 1887.                     | 1886.                       |
| Roads.                             | \$                             | \$                      | \$                        | \$                          |
| Allegheny ValleyGross.<br>Net      | $\frac{179,048}{73,727}$       | 156,799 $64,590$        | 2,029,108<br>797,769      | $1,812,729 \\ 681,230$      |
| Balt. & PotomaeGross.<br>Net       | $120.983 \\ 37,113$            | 110,349<br>30,356       | 1,447,332 $538,955$       | 1,345,°73<br>513,016        |
| Camden & Atl. & brs. Gross.<br>Net | 33,724<br>def. 6,314           | 29,597<br>def. 8,257    | $678,644 \\ 138,563$      | 599,091<br>129,775          |
| Canadian PacificGross.             | 1,151,741<br>363,707           | $894,100 \\ 280,245$    | 11,606,412 $3,504,118$    | 10,081,803<br>3,703,487     |
| Carolina CentralGross.             | $\frac{48,695}{23,874}$        | $\frac{46,219}{22,888}$ |                           | ••••                        |
| *Col. Coal & Iron Co. Net          | 64,600                         | 49,862                  | 621,437                   | 390,507                     |
| Denv. & Rio G. West. Gross.<br>Net | $\substack{101,941 \\ 21,682}$ | 95,693<br>39,031        | 1,181,324<br>341,868      | $1,057,093 \ 3 \circ 1,099$ |
| Louisville & Nashv. Gross.<br>Net  | 1,449,562 $575,179$            | 1,278,717 $538,685$     | $16,044,473 \\ 6,251,557$ | $13,978,546 \\ 5,522,115$   |
| Mar. Col. & NoGross.<br>Net        | $\frac{6,773}{2,729}$          | 4,613                   | 64,342                    |                             |
| Norfolk & WesternGross.<br>Net     | 406,428                        | 267,336<br>91,011       | 4,254,794 $1,771,014$     | 3,252,057 $1,291,147$       |
| Northern PacificGross.<br>Net      | 1,181,773<br>472,996           | 899,665<br>383,708      | $13,854\ 320$ $6,016,290$ | $12,329,552 \ 6,140,372$    |
| Ohio & Mississippi Gross.<br>Net   | 345,919 $112,614$              | $296,918 \\ 80,465$     | 4,128,365<br>1,436,441    | 3,827,831<br>1,150,107      |
| Philadelphia & Erie. Gross.<br>Net | 87,007                         | $301,174 \\ 91,886$     | 4,036,931 $1,579,884$     | $3,708,484 \\ 1,465,952$    |
| Phila. & ReadingGross.<br>Net      | 793,032                        | 008,202                 | 11,310,311                | 8,513,720                   |
| Coal & Iron CoGross.<br>Net        | df. 46,201                     | ar.21,649               | 1,123,929                 | 0.1093,132                  |
| Total both Co.sGross.              | 3,289,078 $747,428$            | 2,919,238               | 41,559,777 $12,734,840$   | $35,610,494 \\ 7,420,588$   |
| Seaboard & Roanoke. Gross. Net     | 67,486 $35,991$                | 54,693 $20,993$         |                           | ******                      |
| Shenandoah ValGross.<br>Net        | 71,223<br>def. 992             | 51,315<br>3,900         | $\frac{902,862}{129,316}$ | $740,654 \\ 116,659$        |
| 383                                |                                |                         |                           |                             |

|  | Dec  | ember       | -Jan. 1                                 | to Dec. 31            |
|--|--|-------------|---|-----------------------|
|  | 1887.  | 1886.       | 1887.                                   | 1-86.                 |
| Roads.   | \$   | \$          | \$                                      | \$                    |
| Tol. & Ohio CentralGross.  | 110,240  | 99,872      | 1,085,186                               | 844,799               |
| Net  | 45,036   | 47,588      | 373,019                                 | 270,629               |
| West Jersey & Brchs.Gross.   | 98,897   | 83,569      | 1,469,215                               | 1,352,458             |
| Net  | def. 3,968   | 15,756      | 492,957                                 | 503,274               |
|  |  | er          |   | Oct. 31               |
| Road.  | 1887.<br>\$  | 1886.<br>\$ | 1887.<br>\$                             | 188 <b>6.</b>         |
|  | 20.242   | 19.852      | . •                                     | . c. +                |
| Evansville & IndGross.   | 7,890  | 7,132       | 196,611                                 | 161,418               |
| Evansville & T. H Gross.   | 78,303   | 68.728      | 738.161                                 | 639,229               |
| Net  | 34,233   | 36,661      | 387,685                                 | <b>3</b> 44,374       |
| Peoria Dec. & Evans. Gross.  | 80,839   | 80,693      | 716,546                                 | 672,662               |
| Net  | 39,209   | 45,797      | 337,244                                 | 334,985               |
| Mont   | h and Fi   | scal Yea    |   | •                     |
|  |  | ember.      |   | Nov. 30.              |
| * .  | 1887.  | 1886.       | 18:6-7.                                 | 1885-6.               |
| Road.  | \$   | \$          | \$                                      | \$                    |
| Lake Erie & Western. Gross.  | 172,646  | 146,633     | 1,737,435                               | 1,497,104             |
| Net  | 60,617   | 42,267      | 714,092                                 | 355,576               |
|  |  | ber         |   | o Der. 31-            |
| Road.  | 1887.<br>\$  | 1886.<br>\$ | 1887.                                   | 1886.                 |
| and the second s | -  | Ψ.          | · • • • • • • • • • • • • • • • • • • • | <b>P</b>              |
| Louisville & Nashv. Gross.<br>Net  | 575,179  |             | 8,624,298<br>3,520,819                  | 7,662,707 $3,229,020$ |
| Northern PacificGross.   | 100 COOLS - 100 CO | 899,665     | 8,407,166                               | 7,342,295             |
| Northern Facility  | 472,996  | 383,708     | 4,131,585                               | 3,970,126             |
| Ohio & MississippiGross.   | 345,919  | 296,918     | 2,237,041                               | 2,097,111             |
| Net  | 112,614  | 80,465      | 824,639                                 | 726,150               |
| Pittsb. & WesternGross.  | 172,377  | 142,432     | 1.118,843                               |                       |
| Net  | 47,336   | 31,417      | 319,656                                 |                       |
| Tol. & Ohio CentralGross.  | 110,240  | 99,872      | 614,426                                 | 490,649               |
| Net  | 45,036   | 47,588      | 227,470                                 | 170,470               |
| * Not including pagelties  | 554E (#  | u = 15      | 8                                       | (4.4                  |
| * Not including royalties.   |  |             |   | 542                   |
|  |  |             |   | w 4                   |

## ANNUAL REPORTS.

### Delaware & Hudson Canal.

(For the year ending December 31, 1887.)

Last week the CHRONICLE published from manuscript copy the full report of this company except the balance sheet, and now the figures of the latter are given in the table below, in comparison with previous years:

GENERAL BALANCE AT CLOSE OF EACH FISCAL YEAR.

|                               | 1884.     | 1885.      | 1886.        | 1887.      |
|-------------------------------|-----------|------------|--------------|------------|
| Assets—                       | \$        | . \$       | \$           | . 8        |
| Canal                         | 6,339,210 | 6,339,210  | 6,339,210    | 6,339,210  |
| Railroad and equipment .:     | 6,468,684 | 7,134,018  | 7,257,329    | 7,276,629  |
| Real estate                   | 9,325,365 | 9,628,325  | 9,725,394    | 16,757,387 |
| Mine improv'ts, fixt'es, &c.  | 2,792,417 | 2,795,576  | 2,792,511    | 2,815,844  |
| Coal-yard, barges, &c         | 790,779   | 934,856    | 1.007.821    | 893,723    |
| Lack. & Susquehanna RR.       | 1.022,938 | 1.022,938  | 1,022,938    |            |
| New York & Canada RR          | 3,597,074 | 3,597,074  | 3,597,074    | 3,878,724  |
| Cherry Val. & Sharon RR.      | 300,000   | 300,000    | 300,000      | 300,000    |
| Mechan. & Ft. Edward RR       | 51,928    | 59,131     | 59,972       | 59,972     |
| Schen. & Mechan. RR           | 211,527   | 211,765    | 212,993      | 212,993    |
| Coal on hand Dec. 31          | 892,804   | 649,905    | 332,652      | 183,697    |
| Advances to leased lines      | 1,502,789 | 330,737    | 861,729      | 494.864    |
| Advances on coal royalties    | 698,125   | 720,055    | 756,040      |            |
| Miscellaneous assets          | 3,372,061 | 2,740,040  | 2,586,396    | *2,604,359 |
| Telegraph and Car Co          | 43,035    | 43,035     | 14,735       | 14,735     |
| Supplies, tools, &c., on hand | 1,611,254 | 1,185,028  | 1,135,412    | 1,200,174  |
| Cash and bills receivable     | 2,823,813 | 3,964,939  | 4,459,007    | 5,255,912  |
| Total assets4                 | 1.843.804 | 11.656.642 | 12, 161, 213 | 44,017,310 |
| Liabilities—                  | \$        | 8          | \$           | \$         |

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\*These miscellaneous assets include the following: Sundry bonds, \$47,415; 6,500 shares Albany & Susquehanna RR., \$650,000; 16,000 shares Rensselaer & Saratoga RR., \$1,600,000; sundry stocks, \$306,944.

#### New Central Coal Company of Maryland.

(For the year ending December 31, 1887.)

The annual report of this company in circular form has the following:

| following:   |                                   |
|--|-----------------------------------|
| Coal mined in 1887.  | Tons.<br>181,905 16<br>149,043 08 |
| Increase.  | 32,862 08                         |
| STATEMENT OF PROFITS FOR THE YEAR 1887.  1887. Dec. 31st, balance to credit of coal account.  Dec. 31st, coal on hand. | 2,946                             |
| Deduct amount paid for railroad freights, mining, office and shipping expenses, salaries, etc.                         |                                   |
| Net earnings for the year  | \$38,668                          |
| Balance to credit of profit and loss, Dec. 31st, 1886  | \$252,684                         |
| Deduct—<br>Dividend paid March 1st, 1887   | 50,000                            |
|  | \$202,684                         |
| Add—<br>Net earnings for the year 1887.  | 38,668                            |
| Balance to credit of profit and loss December 31st, 1887   | \$241,35 <b>3</b>                 |
| GENERAL BALANCE DEC. 31, 1887. Assets.   |                                   |
| Real Estate.   | \$5 000,000<br>75,574             |
| Personal property at mines.  Personal property at New York and Hoboken.  |                                   |
| Koontz Barracks.   | 3,635                             |
| Barges. Cash in Trust Company. \$77,058 Cash in Bank. 25,392   | 6,000                             |
| Cash in Office. 69   |                                   |
| Coal on hand   | 2,946                             |
| Accounts uncollected   | 72,373                            |
|  | \$5,265,551                       |

| Liabilities.                          |             |
|---------------------------------------|-------------|
| Capital stock                         | 23,288      |
| * * * * * * * * * * * * * * * * * * * | \$5,265,551 |

### GENERAL INVESTMENT NEWS.

Chesapeake & Ohio.—The proposed plan of reorganization has not yet been made public, but it is accepted as a fact that Mr. M. E. Ingalls of the "Big Four" road will be president or general manager of the company. Mr. Huntington has said in reply to inquiries that the receivership will be necessary for, say, six months or a year. General Wickham, the receiver, is vice president, and he will retain that position in any event. All the line from Newport News to Cincinnati will be under Mr. Ingalls management and the Chesapeake & Ohio will be fortunate in having the services of one who has so well earned the confidence of the public as a railroad man. The extension from Ashland to Cincinnati along the Kentucky shore of the Ohio will be completed under his direction. Work on this new line is slow just now because of the weather, but it can be completed within a year, or less time. This line will be about 135 miles long, and with the Ohio River Bridge will give a direct connection with the Cincinnati Indianapolis St. Louis & Chicago road.

Chicago & Eastern Illinois—Chicago & Indiana Coal.— The condensed income account of the e two companies for 1887 is as follows:

| Railroad earnings<br>Earnings from investments                           |                          | C. & I. C.<br>\$436,500<br>78,015 |
|--|--------------------------|-----------------------------------|
| Total receiptsOperating expenses and taxes                               | \$2,071,604<br>1,253,000 | \$514,515<br>260,000              |
| Net receipts   | 25                       | \$254,515<br>\$1,073,119          |
| From which deduct interest, rentals and sinking funds for both companies | . *                      | 766,681                           |
| Earnings on their stocks   |                          | \$306,437                         |

Detroit Lansing & Northern.—The directors of the Detroit Lansing & Northern Railroad Company have declared a dividend of 3½ per cent on the preferred stock, payable February 15, 1888, making 7 per cent for the year. The summary of the company's business for the year ending December 31, 1887, as presented at the meeting, shows in comparison with that for 1886 as follows:

| Gross earnings                   | 1887.<br>\$1,147,159<br>696,114 | 1886.<br>\$1,226,536<br>727,818 | Decrease.<br>\$79,376<br>31,704 |
|----------------------------------|---------------------------------|---------------------------------|---------------------------------|
| Net Interest on bonds            | \$451,045<br>269,650            | \$198,717<br>265,985            | \$17,671<br>Inc. 3,664          |
| Miscellaneous interest           | \$181,395<br>4,046              | \$232,732                       | \$51,336                        |
| Dividends on pref. stock, 7 p. c | \$177,318<br>175,700            | \$232,732<br>175,700            | \$55,383                        |
| Surplus                          | \$1,648                         | \$57,032                        | \$55,383                        |

Florida Railway & Navigation —A plan for the reorganization of this company has been agreed upon, and Messrs. W. Bayard Cutting, Wayne MacVeagh, E. N. Dickerson and P. C. A. N. Van Weil are the committee who have undertaken to carry it through, and it will be submitted to hand and stockholders in a short time. The Commercial Bulletin reports that the above gentlemen had a conference with Simon Borg & Co. in relation to the status of the "A" bonds under the reorganization. The result of this conference was that Borg & Co. were offered par and accrued interest at the rate of 5 per cent from January, 1885, for their \$1,000,000 of bonds, which offer it was decided to accept. This, the officials of the company say, removes every obstable to a successful reorganization.

The plan provides for a 5 per cent first mortgage at the rate of \$5,000 per mile, first preferred stock at the rate of \$3,000 per mile, and second preferred stock at the rate of \$3,000 per mile, besides about the same amount of common stock as now exists. This arrangement will make a material reduction in fixed charges.

An assessment on the old stock of the company is to be collected, the amount to be determined after the committee have decided how much money is necessary to put the road in first-class condition. It is intimated that the assessment will be 6 per cent on both the common and the preferred stock. Mr. Henning, now President of the company, says: "The new organization will be controlled by Mr. W. Bayard Cutting and his associates. It is understood that Mr. H. R. Duval, the present receiver, will be made President. I have sold out my interest, and shall retire from the company upon the completion of the reorganization."

Indiana Bloomington & Western.—Negotiations are in progress now between this company and the Cincianati Sandusky & Cleveland for a new basis of consolidation. Nothing has been concluded yet. The I. B. & W. was unable to carry out its part of the agreement, owing to the fact that the company had to spend more money than had been expected.

Long Island Railroad.—The report for the quarter ending Dec. 31, is as follows

| Gross earnings            | 1887.<br>\$719,711<br>461,111 | 1886.<br>\$643,057<br>419,942 |
|---------------------------|-------------------------------|-------------------------------|
| Net income\$ Other income | \$258,600<br>26,175           | \$223,115<br>23,876           |
| Total income              | \$284,775<br>181,583          | \$246,991<br>151,909          |
| Surplus                   | \$103,192                     | \$95,082                      |

Missouri Kansas & Texas.—The February interest on the old consolidated bonds of this company dated 1871-73 was paid on the 1st inst. The representatives of the Amsterdam holders of these securities is here for the purpose of making a thorough investigation. Mr. Adolph Boissevain has appointed Mr. R. V. Martinsen, of 48 Exchange Place, chairman of a committee to work in harmony with the Dutch committee for the protection of the stock and bondholders.

New York & New England.—New York & New England earnings for the first quarter of the current fiscal year beginning October 1 have just been reported. The quarter's expenses were larger than in 1886, owing partly to expenditures for improvements. The quarter's net earnings therefore show a decrease of 8½ per cent. The Norwich & Worcester's earnings are now included in the New York & New England's statements for both years 1887 and 1886. The comparative figures follow:

|                            | -October 1 to |                                 |                                  |
|----------------------------|---------------|---------------------------------|----------------------------------|
| Gross earnings<br>Expenses |               | 1886.<br>\$1,262,557<br>774,120 | Increase.<br>\$81,648<br>123,430 |
| Net earnings               | \$446,655     | \$488,437                       | dec.\$41,782.                    |

Northern Pacific.—In the editorial columns of the CHRONICLE to-day will be found an analysis of the earnings, expenses and charges of this company for the hal-fyear ending with December 31. The land sales in the six months amounted to 187,124 acres for \$670,216, and the total sales, including town lots, &c., to \$820,144. On December 31, 1887, the land notes or deferred payments outstanding were \$4,084,002, of which \$1,075,343 was applicable to retirement of preferred stock, \$1,703,732 to Missouri & Pend d'Oreille division bonds and \$1,304,926 to the first mortgage bonds.

Ohio River.—This railroad company makes the following statement of earnings, expenses and net earnings for the year 1887:

| Earnings —<br>Passenger | Ø100 00 <b>7</b> |
|-------------------------|------------------|
| Freight                 | 164.76B          |
| Mail                    | 11.336           |
| Express.                | 3,687            |
| Telegraph               | 1,811            |
| Miscellaneous           | 1,423            |
| Mileage                 |                  |
| Total                   | \$375,216        |
| Operating expenses.     | 184,380          |

Pittsburg & Western.—The statement for the month of December, 1887, and for the six months, July 1 to Dec. 31, is is as follows:

| is as follows.  | December,<br>1887. | 6 mos. to Dec. 31.<br>1887. |
|---|--------------------|-----------------------------|
| Gross earnings<br>Operating expenses, taxes and rentals | \$172,376          | \$1,118,843<br>799,187      |
| Net earnings Interest on bonded debt                    | \$47,336<br>32,000 | \$319,656<br>194,000        |
| Surplus over interest.                                  | \$15,336           | <b>\$125,656</b>            |

Philadelphia & Reading.—The gross and net earnings for December, the first month of the fiscal year, have been as below given. The net earnings of both companies aggregated \$747,428 in December, 1887, against \$646,643 in December, 1886.

| RAILROAD CO.                        |                                  |                                 |
|-------------------------------------|----------------------------------|---------------------------------|
| _                                   | Decen                            | iber.                           |
| Gross carnings. Operating expenses. | 1887.<br>\$1,715,656<br>\$22,024 | 1886.<br>\$1,576,714<br>908,422 |
| Net earnings                        | \$793,632                        | \$668,292                       |
| COAL & IRON CO                      |                                  |                                 |
| × ×                                 | Decen                            | mber.                           |
|                                     | 1887.                            | 1886.                           |
| Gross earnings                      | \$1,573,422                      | \$1,342,524                     |
| Operating expenses                  | 1,619,626                        | 1,364,174                       |
| Net earnings                        | loss.\$46,204                    | loss.\$21,650                   |

\*For December the amount transferred to sinking fund was \$47,024.

Texas & Pacific.—According to the announcement lass week made exclusively by the Chronicle the United States Courts in Dallas and New Orleans have ordered that the sale in the foreclosure suits against the Texas & Pacific Railroad Company be set aside, and the money paid in by the bidders, less the costs and charges, refunded. In the matter of the receivership the Court has ordered that the injunction issued be relaxed so as to allow the company to execute the mortgages required to carry cut the contemplated reorganization. The existence and conduct of the receivership are not affected by the above orders, but will remain under Governor Brown's administration until wound up by further decree of court.

Gov. Brown stated to an N. O. Picayune reporter that the plan of reorganization will be carried out in the same manner as if the foreclosure sales had been completed. The matter was taken out of the courts by agree nent of all the parties

interested.

## Reports and Documents.

### INVESTMENT CIRCULAR OF CHAS. T. WING.

INVESTMENTS.

Number 91.

OFFICE OF

CHARLES T. WING,

A. M. KIDDER & CO., BANKERS.

18 WALL STREET. NEW YORK, February, 1888.

#### NEW TORK & NORTHERN BAILWAY CO.

First Mortgage 5 per cent. Gold bond,

Dated October, 1887, due October, 1927. Interest April and October, at office of Company, 96 Broadway, N.Y. City. Issue, \$1,200,000—denomination \$1000—on 57 miles of road, from 155th street, New York City, to Brewsters, including the branch to Getty's Square, Yonkers—8 miles being double track, and also 11 miles of siding. About \$21,000 per mile being double track, and also 11 miles of siding. About \$21,000 per mile—covering also equipment, depots, grounds, bridges (including that over the Harlem River), and terminals in the city of New York, costing in all over \$13,000,000—(according to statement of Railway to New York Stock Exchange when bonds were listed in December) on all of which this is an absolute first mortgage, the amount of which cannot be increased, and being less than one-tenth of its cost value. \$600,000 of these bonds have been placed abroad, and only a small portion of belance is still unsold. balance is still unsold.

The small amount of this mortgage, covering, as it does, the right of

way into New York City, and property so largely in excess of its face, which must decidedly increase in value each year, makes it one of the most desirable of new securities.

Price, 10416 and int.

At 1041/2, pays 43/4%

#### NEW YORK & LONG BRANCH RAILROAD CO.

First Mortgage 5 per cent Bond.

Dated January 16, 1882, due December, 1931. Interest June and December, at office of Central Railroad Co. of N. J., 119. Liberty Street, N. Y. City. Issue, \$1,500,000—denomination, \$1000—on 38 miles road—Perth Amboy to Bay Head Junction, N. J. Leased January, 1882, to CENTRAL RAILROAD CO. of N. J. and PENNSYLVANIA RAILROAD CO., for 99 years, to be used jointly by them at a guaranteed minimum rental of \$206,000 per annum over and above all expenses of maintain-

rental of \$206,000 per annum over and above all expenses of maintain-ance. Stock pays 7%.

Bonds may be redeemed after January 1, 1899, at 110 and accrued interest; are guaranteed principal and interest by CENTRAL RAIL; ROAD CO. of N. J., and endorsed as follows:

"For value received, the Central Railroad of N. J. hereby promise and guarantee the payment of the principal and interest of the within Bond, at the times and upon the terms and conditions therein specified, as is fully set forth in the Mortgage given to secure the series of Bonds of which this is one.

Price, 107 and int.

At 107, pays 45/8%.

#### NEW YORK CENTRAL & HUDSON RIVER RAILROAD CO.

Debenture 5 per cent Certificate.

Dated September, 1884, due September, 1904. Interest March and September, at office of Company, 42d St. Station, N. Y. City. Issue, \$10,000,000—denominations, \$1000, \$500, \$100, with provisions for exchange into Registered Certificates, \$10000, \$5000, \$1000, a direct obligation of the Company, which contains the following provision:

"It is agreed with the holder hereof that in case the said Company."

shall at any time before July 1st, 1902, create any Mortgage on its property to secure the payment of any Bonds or other obligation, the Certificate of this issue shall be included in such Mortgage and shall have the benefit of the security thereof as fully as such other Bonds or

obligations. Price 108 and int.

At 1071/4, pays 43/6%.

### CHICAGO & EASTERN ILLINOIS BAILROAD CO.

First Mortgage 6 per cent Bond.

Dated September, 1877, due December 1907. Interest June and December at Fourth National Bank, N. Y. City. Issue, \$3,000,000—denominations, \$1000, \$500. \$100, on 138 miles Road—Dolton, Ill., to Danville, and Branches—about \$22,700 per mile.

best Investments.

Price, 116 and int.

At 116, pays 43/1%

#### CHICAGO & NORTHWESTERN RAILWAY CO.

General Consolidated Mortgage 7 per cent Gold bond.

Dated 1872, due December, 1902. Interest June and December, at Company's cflice, N. Y. City. Issueauthorized, \$48,000,000—denominations, \$1,000, \$500.

The bonds of this issue now outstanding amount to....... \$12,343,000 Add the amount paid into Sinking Fund, and canceled .....

284,000

After which no further issue can be made, except by retiring an equal amount of some other class of bonds, which this Company has previously issued, or has assumed the payment of, which bonds amount, in the aggregate, to....... 31,349,000

When this limit shall have been reached, the mortgage will become a first hen upon all the lines of Road, Equipments, etc., owned by the Company, and upon the leasehold or other interest of this Company in all the lines of road operated or controlled by it, at the date of this

mortgage. Trice, 1301/4 and int.

At 1301/4, pays 41/4%.

## OSWEGO & SYRACUSE RAILROAD CO. (Delaware Lackawanna &

Guaranteed 9 per cent. Stock.

Issue, \$1,320.4 0- on 35 miles of Road; total track, 57.22 miles-Syracuse to Oswego, N. Y. Dividend, 4½%, semi-annually. February and August 20th, at office of Delaware Lackawanna & Western Railroad Co., N. Y. City. Leased February, 1869, during length of charter and renewals thereof to Delaware Lackawanna & Western Railroad Co., at Central Trust Company, and the accumulations of this fund

rental equal to 9% on Stock and the interest on \$438,000 7% and \$668,000 5% Bonds; the principal of the 5% Bonds being also guaranteed.

At 170, pays 51/4%. Price, 170 and int.

#### PITTSBURG CINCINNATI & ST. LOUIS BAILWAY CO.

First Mortgage 7 per cent Bond.

Dated August, 1868, due August, 1900. Interest February and August, at office Pennsylvania Railroad Co. Authorized issue, \$10.000,000—denomination, \$1,000, both Coupon and Registered,—outstanding, \$6,863,000—balance held in reserve to take up prior mortgages as they mature—on 200 miles of Road—Pittsburg, Pa., to Columbus, O., and Codig Branch

This Company is controlled by the Pennsylvania Company through the ownership of the majority of the Stock, and hence is part of the Pennsylvania Railroad system.

Price, 1181/2 and int.

#### ST. LOUIS VANDALIA & TERRE HAUTE RAILROAD CO.

Second Mortgage 7 per cent Bond.

Dated March, 1868, due May, 1898. Interest May and November, at Third National Bank, N. Y. City. Issue, \$2,600,000 (\$1,600,000 guaranteed)—denomination, \$1000.—on 158 miles Road.—East St. Louis to Indiana State Line—Leased at 30% of gross earnings to the TERRE HAUTE & INDIANAPOLIS RAILROAD CO., for account of itself and the PITTS-BURG CINCINNATI & ST. LOUIS and COLUMBUS CHICAGO & INDIANA CENTRAL RAILWAY COMPANIES, and their guarantee independ on each Bond, as follows: antee indorsed on each Bond, as follows:

"For a valuable consideration the Terre Haute & Indianapolis Railroad Company, the Columbus Chicago & Indiana Central Railway Company and the Pittsburg Cincinnati & St. Louis Railway Company hereby covenant and agree with the lawful holder of the within bond that they will, when and as the said bond and the interest warin bond that they will, when and as the said bond and the interest warrants thereon shall respectively become due, when requested and upon the surrender and delivery of the same to them or their agent in the city of New York, purchase the said bond and interest warrants for cash at par according to the tener and effect thereof, and when so purchased each and all of said bonds and coupons are to be held by said companies with all the rights hereby given and with the benefit of every security thereof."

The annual report for year ending October 31,1887, shows gross earnings \$1,757,000—net earnings \$644,922. The income at 30% of gross earnings is \$527,101—leaving surplus after interest, expenses and taxes of

Price, Guaranteed Bonds, 1091/2 and int.

At 10916, pays 534%.

Cincinnati, Chicago, St. Louis and Louisville City Bonds for sale at price netting investor 4 to 5 per cent.

Prices of above Bonds subject to changes of the market.

#### COLUMBUS & HOCKING COAL & 1RON COMPANY.

Messrs. John H. Davis & Co. have recently issued a circular regarding the bonds of this company which contains the following statements:

The company was organized in 1883, being a consolidation of various properties previously owned and worked by private firms or individuals. The property comprises 13,351 acres of coal and iron ore lands in Hocking, Perry, Athers and Vinton counties, Ohio, upon which are located:

17 active coal mines, with a capacity of \$2,000,000 tons per year.

5 large blast furnaces, with a capacity of 70,000 tons per year.
5 large blast furnaces, with a gearly of 70,000 tons per year.
689 dwelling houses, with a yearly rental of \$35,000.
10 stores, with a yearly business of \$300,000.
Personal property, consisting of railroad cars, machinery, furnace stock, merchandise and stores, iron ores, etc., etc., valued at over In addition, the company leases 1,207 acres of coal land, mined upon

To ascertain the actual cash value of the property, Messrs. Davis & Co. sent two carefully-selected experts to make a thorough examination and report, not only of the lands, mines and furnaces, but also as to the working of the mines and the general business management. Several weeks were spent in this examination, and a report was finally made on December 30th, 1887, which was highly satisfactory as to the company's methods and management, and which computed the low cash value of the property at over three million dollars.

The economic advantages possessed by this company for practical and profitable operation are shown in the following

extract from the report above referred to:

"In the examination of this large coal field no serious natural difficulties were observed, and only such slight natural difficulties incidental to and found in the most favorable coal seams. The coal bed rests on a bed of fire clay, the floor being nearly level and even, having a slight dip to the south and east, whilst the roof is a hard slate and sand-stone, condi tions very favorable for economical mining. Everything considered, we know of no place in the bituminous regions of the States, if we except the Connellsville coke region and the Fourth Pool of the Monongahela River region, where coal can be loaded on board cars as cheaply as in the Hocking Valley. After a partial examination of other property now in operation in the Hocking Valley the conclusion is reached that the advantages and facilities enjoyed by this company for cheap mining are not excelled, if equaled, by any other company engaged in the business.'

BONDED DEBT, FIXED CHARGES AND INCOME.

Up in the entire property owned by the company, including lands, mines, furnaces, buildings, houses, machinery, railroads, rights, privileges and appurtenances, a first mortgage was placed, securing an issue of 6 per cent gold bonds, dated January 1, 1887, and due 1937, interest payable January and July, the Central Trust Company of New York, trustee.

The company has no floating debt or outstanding obligations of any sort, save this issue of bonds, and on November 30, 1887, had a surplus of cash and available assets amount-

ing to \$559,273.

By provision in the mortgage a sinking fund of two cents

are to be applied to the redemption of these bonds, provided they are offered at not exceeding 105 and interest; but there

can be no compulsory redemption before majurity.

The capital stock of the company is \$4,700,000; both stock and bonds are listed at the New York Stock Exchange.

The charter and organization of the company, the proceedings resulting in the issue of these bonds, and the form of the bond and mortgage, have been examined and approved by Messrs. Davis & Co.'s counsel.

The company was formed, as has been stated, in 1883. The following statement of the results of operations since that time,

is a remarkably strong one:

| Total | bonde   | ed debt    |                |       |            | <b></b>      | \$1,000,000 | 00  |
|-------|---------|------------|----------------|-------|------------|--------------|-------------|-----|
| Annu  | al inte | erest cha  | rge            |       | . <b> </b> |              | 60,000      | 00  |
| Net e | arning  | gs 13 mo   | nths ending    | Apri  | 11,1884    |              | 139,534     |     |
|       | . "     | vear       | . "            | .66   | 1, 1885    | :            | 100,542     | 96  |
| .6    | 66      |            | 4.             |       |            |              |             | 49. |
| E     | . 66    | 44         | 66             |       |            |              |             | 00  |
| Avera | age ne  | t earning  | gs per year f  | or th | e four ye  | ars          | 138,495     | 59  |
| "     | an      | nual suri  | olus over tota | al am | nount of 1 | resent inter |             |     |
|       |         |            | es             |       |            |              |             | 59  |
| Net e | arning  | gs for nin | e months, A    | pril  | 1 to Dec.  | 31, 1887     | 132,753     | 11  |

Net earnings for nine months, April 1 to Dec. 31, 1887.... or a surplus in nine months of \$72,753 11 over and above the interest charges for the entire year.

The net earnings for December were \$19,634, or nearly four

times the interest charge for the month.

The "Hocking Coal" is well known and in demand throughout the West and commands the highest price of any coal west of Pennsylvonia (except the "Brier Hill" coal of north eastern Ohio, of which but a very limited amount remains unmined.) The mines of this company produced in 1885-6 over 11 per cent of the total coal output of the State of Ohio. They are worked economically and easily. The mining plant is in good working order. The furnaces are well equipped and in full blast, making a good quality of iron. Ample and competing railroads ensure ready access to market. The management is in the hands of experienced and judicious

After the most thorough investigation, Messrs. Davis & Co. recommend this bond as a safe and profitable investment.

Present price 97 and accrued interest, subject to advance without previous notice.

Broadway Railroad (N. Y. City).—The report of the Broadway & Seventh Avenue Railroad to the N. Y. State Commissioners, for the quarter ended December 31, 1887, shows:

| Gross earnings.     | 1887.     | 1886.<br>\$432,200  |
|---------------------|-----------|---------------------|
| Operating expenses. | 258,788   | 245,155             |
| Net earnings        | \$164,973 | \$187,045<br>98,447 |
| Fixed charges.      |           | 98,447              |
| No. 4 manual land   | DOT COO   | 000 307             |

Covington & Macon.—The temporary receiver of the Covington & Macon road of Georgia has been discharged. The trouble with contractors is now settled, interest on the bonds has always been paid, and it is reported that M ssrs. Alex. Brown & Sons, of Baltimore, have contracted to take all the bonds, and the road will be finished to Athens (105 miles), by June 1. Fifty miles have been in operation since October.

East Pennsylvania.—President Corbin, of the Reading, is considering plans for refunding \$495,900 East Pennsylvania 7 per cent bonds which mature March 1. It is believed the bonds will be extended at 4 or 4½ per cent.

Ohio & Mississippi .-- At a meeting of holders of common stock of this company, at No. 40 New Street, the following committee was appointed to confer with preferred stockholders, with a view to harmony of action. Louis C. Clark of Clark, Dodge & Co., W. G. Dominick of Dominick & Dickerman, G. J. Wiczlar of J. D. Probst & Co., Malcolm Campbell of Alexander Campbell & Co., and Van Brugh Livingston. Mr. Living-ton is chairman of the committee.

Pitrsburg Youngstown & Ashtabula.—This railroad company has placed a mortgage for \$4,000,000 on record at Youngstown, Onio. The mortgage is in favor of the Farmers' Loan & Toust Company of New York as trustee. There are now \$1,500,000 first mortgage bonds outstanding upon the

St. Joseph & St. Louis,-The St. Joseph & St. Louis railroad runs from St. Joseph. Mo., to North Lexington, Mo., 76 miles. Previously to July, 1886, when it returned to the control of its owners, it was operated under lease by the St. Louis Kansas City & Northern Railroad. The road is now to be sold, as reported, to the St. Joseph & Santa Fe, which is the Atchison line between Atchison and St. Jos ph. It was also decided to change the name of the St. Joseph & Santa Fe, upon the consolidation, to the St. Joseph Sc. Louis & Santa

Summit Branch.—The approximate statement of the Summit Branch for the year 1887 shows: Gross carnings, \$1,358,000, increase, \$623,877; all expenses, \$1.225,000; increase, \$503.659; net earnings, \$133,000; increase, \$120,000; interest, \$82,950; Lykens Valley def., \$101,000; increase, \$3,809; total deficit, \$50.95). increase, \$116,409.

Warren & Franklin.—The coupons of the Warren & Franklin Railroad, which have been purchased several times as they fell due by the Philadelphia & Erie Railroad, were paid Feb. 1 at the office of the Wastern New York & Pennsylvania road in New York. The Philadelphia & Erie has transferred to the Western New York & Pennsylvania the Warren & Franklin coupons purchased by it as guarantor, and has received the cash—about \$250,000.

## e Commercial Limes.

## COMMERCIAL EPITOME.

FRIDAY NIGHT, Feb. 3, 1888.

The weather has become more agreeable. The severe cold and violent storms of last week are followed by a milder temperature and clear skies. Railroad transportation is no longer obstructed, and general trade has made good progress. The only serious drawback is the Reading strike and its complications. Congress makes slow progress with legislation affecting finances and trade, but the opinion is general that the needed relief will come by and-by, and that nothing radical will be proposed or carried, and the subject causes little uneasiness anywhere.

The following is a statement of the stocks of leading articles of domestic and foreign merchandise at dates given:

|                         | 1888.<br>Jan. 1. | 1888.<br>Feb. 1. | 1887.<br>Feb. 1. |
|-------------------------|------------------|------------------|------------------|
| Porkbbls.               | 14,488           | 13,443           | 27,116           |
| Lardtcs.                | 18,932           | 15,197           | 39,499           |
| Tobacco, domestichhds.  | 43,442           | 42,423           | 37,543           |
| Tobacco, foreignbales.  | 40,576           | 39,991           | 48,985           |
| Coffee, Riobags.        | 170,802          | 144,507          | 224,107          |
| Coffee, otherbags.      | 81,056           | 59,564           | 36,443           |
| Coffee, Java, &c mats,  | 96,650           | 107,900          | 135,144          |
| Sugarhhds.              | 3,530            | 3,019            | 9,592            |
| Sugar boxes.            | None.            | None.            | 3,935            |
| Sugarbags, &c.          | 1,089,401        | 1,242,084        | 1,859,976        |
| Meladohhds.             | None.            | None.            | None.            |
| Molasses, foreignhhds.  | 762              | 77               | 571              |
| Molasses, domesticbbls. | 1,800            | 2,000            | 5,000            |
| HidesNo.                |                  | 320,300          | 355,400          |
| Cottonbales.            |                  | 247,188          | 245,800          |
| Rosinbbls.              | 26,071           | 27,570           | 16,388           |
| Spirits turpentinebbls. | 2,055            | 2,514            | 2,445            |
| Tarbbls.                | 560              | 1,153            | 908              |
| Rice, E. Ibags.         | 8,700            | 9,500            | 8,440            |
| Rice, domesticpkgs.     | 5,500            | 5,300            | 7,000            |
| Linseedbags.            | None.            | None.            | None.            |
| Saltpetrebags.          | 13,000           | 14,000           | 12,750           |
| Jute buttsbales.        |                  | 15,000           | 25,000           |
| Manila hempbales.       | 6,500            | 6,500            | 16,926           |
| Sisal hempbales.        | 7,600            | 3,500            | 8,959            |
| Flourbbls. and sacks    | 186,860          | 156,116          | 212,941          |
| m                       |                  |                  |                  |

The speculation in lard for future delivery was sluggish at variable and unsettled prices early in the week, but on Wednesday became active and buoyant, continuing down to near the close on Thursday, when there was some reaction toward lower prices. To-day there was a slight further advance but a quiet closing.

Lard on the spot has shown a hardening tendency. The demand was only moderate, but there was a general disposition to hold for higher prices. The close was quiet at 7.80c. for prime city, 8.05@8.12½c. for prime to choice Western, 8.10c. for refined to the Continent and 8.75c. for South America.

DAILY CLOSING PRICES OF LARD FUTURES.

|                  | Saturd'y. | Mond'y | Tuesd'y. | Wednsd'y. | Thursd'y. | Friday         |
|------------------|-----------|--------|----------|-----------|-----------|----------------|
| February deliv'y | 7.76      | 7.72   | 7.76     | 7.86      | 7.99      | $8.02^{\circ}$ |
| March delivery   | 7.78      | 7.76   | 7.76     | 7.86      | 7.99      | 8.02           |
| April delivery   | 7.85      | 7.79   | 7.81     | 7.91      | 8.04      | 8.07           |
| May delivery     |           | 7.85   | 7.86     | 7.96      | 8.09      | 8.13           |
| June delivery    |           | 7.90   | 7.92     | 8.01      | 8.15      | 8.18           |
| July delivery    |           | 7.96   | 7.98     | 8.07      | 8.21      | 8.24           |

Pork has been marked up 25@50c. per bbl.; new mess closes fairly active at \$15 50@\$15 75. Pickled cutmeats also show some improvement, with a good business to-day at 71/2075/c. for bellies. Other "hog products," as well as beef, butter and cheese, show very little change.

The speculation in options for Rio coffee has been active at widely fluctuating prices, in which, however, the declines exceeded the advances. To-day, however, there was decided buoyancy, especially in the summer months, closing this afternoon with sellers as follows for delivery in 1888:

|                 |                  | -                |
|-----------------|------------------|------------------|
| February12.80c. | June 12.45c.     | October11.60c.   |
| March 12.75c.   | July 12:15c.     | November11.50c.  |
| April12 65c.    | August11.85c.    | December 11.50c. |
| May12.60e.      | September11.70c. |                  |

Coffee on the spot has been more freely offered at lower prices but to-day was steadier; fair cargoes quoted 16c., with sales of No. 6 at 141/2@143/4c.

Raw sugars have been dull owing to the stopping of many refineries by what is known as the "Sugar Trust," and there is a further decline in values. Quoted to day at 4% @5c. for fair refining Cuba and  $5\frac{5}{8}$ c. for centrifugal, 96 deg. test, with the latter in bond at  $3\frac{1}{4}$  ( $\omega 3$  5-16c. Refined sugars are firmly

held. Molasses cull at 221/2c. for 50 deg. test. The tea sale on W dnesday went off at steady prices. Kentucky tobacco sold in January to the extent of 6,071 hhds. of which 4,283 for export. Closing prices are: Lugs light, 41/2@7c., heavy 43/2@61/2c.; leaf, light 61/2@17c., heavy 63/4015c. Seed leaf was in moderate demand, with sales of

1,200 cases. The speculation in metals has been fitful in the past week and prices very unsettled. To-day there was some revival of the movement in copper, with sales at 16.55c. on the spot, 16.75c. for March, 16.85c. for April and 16.70c. for June. Lead has declined and sold to day at 4.70c. for Feb. and 4.671/c. for March and tin at 35:10c. for March and 33:85c. for April.

Spirits turpentine closes quiet at 401/4@401/2c. and rosins at \$1 10@1 15 for common to good strained. Crude petroleum certificates have not received so much speculative attention and close quiet at 90\%@90\\2c. Wool is more active at full. COTTON.

FRIDAY, P. M., Feb. 3, 1888.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (Feb. 3), the total receipts have reached 98,668 bales, against 90,1 30 bales last week, 105,403 bales the previous week and 145,741 bales three weeks since, making the total receipts since the 1st of September, 1887, 4,583,627 bales, against 4,486,382 bales for the same period of 1886-7, showing an increase since September 1, 1887, of 97,245 bales.

| Receipts at-     | Sat.   | Mon.   | Tues.  | Wed.   | Thurs. | Fri.   | Total.      |
|------------------|--------|--------|--------|--------|--------|--------|-------------|
| Galveston        | 786    | 1,673  | 2,167  | 878    | 1,208  | 505    | 7,217       |
| Indianola, &c.   |        |        |        |        |        |        | • • • • • • |
| New Orleans      | 5,975  | 6,017  | 9,640  | 5,110  | 5,454  | 2,297  | 34,493      |
| Mobile           | 1,071  | 1,362  | 680    | 193    | 161    | 1,569  | 5,036       |
| Florida          |        |        | 266    |        |        | 101    | 367         |
| Savannah         | 2,736  | 2,882  | 2,320  | 2,730  | 1,896  | 1,783  | 14,347      |
| Brunsw'k,&c.     |        |        |        |        |        | 2,519  | 2,519       |
| Charleston       | 630    | 1,407  | 1,608  | 1,329  | 1,248  | 1,345  | 7,567       |
| Port Royal,&c    |        |        |        |        |        | 459    | 459         |
| Wilmington       | 6      | 186    | 809    | 320    | 329    | 340    | 2,300       |
| Wash'gton, &c    |        |        | 38     |        |        | 26     | 64          |
| Norfolk          | 1,167  | 1,262  | 786    | 1,659  | 969    | 627    | 6,470       |
| West Point, &c   | 1,200  | 1,317  | 2,255  | 1,402  | 1,313  | 1.235  | 8,722       |
| New York         | 244    | 326    | 61     | 1,232  | 886    | 67     | 2,816       |
| Boston           | 187    | 429    | 48     | 530    | 149    | 331    | 1,674       |
| Baltimore        |        |        | 126    |        |        | 2,981  | 3,107       |
| Philadelphia,&c  | 150    | 29     | 655    | 220    | 388    | 68     | 1,510       |
| Totals this week | 14,462 | 16,890 | 21,459 | 15,603 | 14,001 | 16,253 | 98,668      |

For comparison we give the following table showing the week's total receipts, the total since September 1, 1887, and the stock to-night, and the same items for the corresponding periods of last year.

|                     | 18            | 87-88.              | 188           | 86-87.                 | Sto     | ck.     |
|---------------------|---------------|---------------------|---------------|------------------------|---------|---------|
| Receipts to Feb. 3. | This<br>Week. | Since Srp. 1, 1887. | This<br>Week. | Since Sep.<br>1, 1886. | 1888.   | 1887.   |
| Galveston           | 7,217         | 601,331             | 12,260        | 653,334                | 35,724  | 67,572  |
| Ind'nola,&c         |               |                     |               |                        |         |         |
| New Orleans.        | 34,493        | 1,404,740           | 48,714        | 1,420,857              | 370,142 | 379,339 |
| Mobile              | 5,036         | 188,071             | 3,114         | 190,765                | 38,756  | 30,341  |
| Florida             | 367           | 22,044              | 255           | 21,113                 |         |         |
| Savannah            | 14,347        | 785,635             | 13,293        | 725,438                | 75,259  | 69,997  |
| Brunsw.,&c          | 2,519         | 54,106              | 86            | 25,341                 | *****   |         |
| Charleston          | 7,567         | 367,849             | <b>4</b> ,002 | 356,064                | 39,257  | 31,973  |
| P.Royal, &c         | 459           | 12,015              | 105           | 14,978                 | 497     | 477     |
| Wilmington .        | 2,300         | 161,765             | 1,149         | 127,735                | 13,939  | 3,032   |
| Wash't'n,&c         | 64            | 4,576               | 129           | 3,688                  |         |         |
| Norfolk             | 6,470         | 407,106             | 13,265        | 466,564                | 46,632  | 29,290  |
| W.Point, &c         | 8,722         | 424,763             | 14,417        | 277,533                | 7,008   | 13,780  |
| New York            | 2,816         | 49,378              | 2,465         | 70,767                 | 256,500 | 256,942 |
| Boston              | 1,674         | 56,830              | 6,273         | 63,249                 | 20,000  | 9,500   |
| Baltimore           | 3,107         | 22,527              | 6,769         | 44,065                 | 17,970  | 20,346  |
| Phil'del'a, &c      | 1,510         | 20,891              | 1,457         | 24,901                 | 21,028  | 10,054  |
| Totals              | ,             |                     |               | 4,486,382              |         | 922,643 |
| Note.—1,17          | ,             |                     |               |                        |         |         |

ceipts since September 1.
In order that comparison may be made with other years, we

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

Receipts at-1888. 1887. 1886. 1885. 1884. 1883. Galvest'n, &c 7,217 12,260 11,481 7,583 11,301 15,941 34,493 48,714 50,879 37,353 36,499 54,904 New Orleans. 7,139 6,289 Mobile ..... 5,036 3,114 5,678 9,467 14,347 13,293 10,504 10,315 19,027 Savannah ... 14,715 7,107 7,318 7,233 8,026 7,654 15,712 Charlest'n,&c 1,278 1,194 1,561 Wilm'gt'n, &c 2,364 2,380 6,754 12,864 6,470 13,265 14,376 7,391 21,710 Norfolk ..... 3,676 8,722 14,417 4,692 4,128 W't Point, &c 6,755 11,993 17,305 9,952 7,627 All others.... 21,902 15,598 98,668 130,753 122,418 Tot. this week 89,785 111,481 165,568 Since Sept. 1. [4583,627]4486,382]4235,664]4216,777[4092,797]4485,815

The exports for the week ending this evening reach a total of 102,385 bales, of which 78,767 were to Great Britain, 1,007 to France and 22,611 to the rest of the Continent. Below are the exports for the week and since September 1, 1887.

| Emmonto          | We                 | ek End<br>Export                   |                 | . 8.           | From Se           |             | 887 to Fel      | . 3, 1888 |  |  |  |
|------------------|--------------------|------------------------------------|-----------------|----------------|-------------------|-------------|-----------------|-----------|--|--|--|
| Exports<br>from- | Great  <br>Brit'n. | France                             | Conti-<br>nent. | Total<br>Week. | Great<br>Britain. | France      | Conti-<br>nent. | Total.    |  |  |  |
| Galveston        | 2,309              |                                    |                 | 2,309          | 220,385           | 4,021       | 74,818          | 299,227   |  |  |  |
| New Orleans      | 25,617             | •••                                | 4,654           | 30,271         | 470,819           | 200,037     | 280,198         | ,         |  |  |  |
| Mobile           | 4,610              |                                    |                 | 4,310          | 55,103            |             | ē,.             | 55,106    |  |  |  |
| Florida          |                    |                                    |                 | •••••          | 3,446             |             |                 | 3,446     |  |  |  |
| Savannah*        |                    |                                    | 9,435           | 9,43           | 163,351           | 12,480      | 214,322         | 390,153   |  |  |  |
| Charleston       | 2,720              |                                    | 1,700           | 4,420          | 52,849            | 25,839      | 149,411         | 238,099   |  |  |  |
| Wilmington       | • • • • • • •      |                                    |                 |                | 68,377            | 6,395       | 37,635          | 112,407   |  |  |  |
| Norfolk          | 7,240              |                                    | •••••           | 7,240          | 194,083           | • . • • • • | 1,975           | 198,057   |  |  |  |
| West Point,&c    | 6,008              |                                    | ••••            | 6,008          | ,                 |             | 1,082           | 167,741   |  |  |  |
| New York         | 12,947             | 1,007                              | 4,816           | 18,770         | 292,252           | 22,813      | 150,801         | 465,866   |  |  |  |
| Boston           | 7,448              |                                    | ••••            | 7,448          | 1                 |             | 1,996           | 112,956   |  |  |  |
| Baltimore        | 7,217              | •••••                              | 2,006           | 9,223          | 66,687            | 1,805       | 24,664          | 98,156    |  |  |  |
| Philadelp'a'&c   | 2,651              |                                    |                 | 2,651          | 35,227            | •••••       | 3,760           | 38,967    |  |  |  |
| Total            | 78,767             | 1,007                              | 22,611          | 102,385        | 1,910,250         | 273,393     | 940,642         | 3,124,285 |  |  |  |
| Total 1886-7.    | 71,798             |                                    |                 |                | 1,921,749         | 418,988     | 782,498         | 8,123,235 |  |  |  |
| * Includes ex    | xports             | * Includes exports from Brunswick, |                 |                |                   |             |                 |           |  |  |  |

In addition to above exports, our telegrams to-night also giveus the following amounts of cotton on shipboard, not cleared, at the ports named. We add similar figures for New York, which are prepared for our special use by Messrs. Carey, Yale & Lambert, 24 Beaver Street.

|   | On  | for  | 1   |  |   |  |
|---|---|--|---|--|---|--|
| Feb. 3, AT-   | Great<br>Britain.   | France.  | $France. egin{bmatrix} Other Foreign \end{bmatrix}$                   |  | Total.  | Leavin <b>g</b><br>Stock.  |
| New Orleans Mobile Charleston Savannah Galveston Norfolk New York Other ports | 18,191<br>4,000<br>3,100<br>6,600<br>3,847<br>13,500<br>2,400<br>10,000 | 18,232<br>None.<br>None.<br>None.<br>None.<br>900<br>None. | 22,209<br>None.<br>3,500<br>4,600<br>2,772<br>1,300<br>3,500<br>3,000 | 8,748<br>None.<br>500<br>3,100<br>5,035<br>1,700<br>None.<br>None. | 67,380<br>4,000<br>7,100<br>14,300<br>11,654<br>16,500<br>6,800<br>13,000 | 302,762<br>34,756<br>32,157<br>60,959<br>24,070<br>30,132<br>249,700<br>67,442 |
| Total 1888  | 61,638  | 19,132   | 40,881  | 19,083   | 140,734   | 801,978  |
| Total 1887 Total 1886   | 96,622 $101,427$  | 21,690<br>18,283   | 43,300<br>65,252  | 16,318<br>17,559   | 177,930<br>202,521  | 744,713:<br>861,759  |

The speculation in cotton for future delivery at this market opened depressed on Saturday last, in sympathy with dull foreign advices and some expectation that better weather at the South would lead to a freer movement of the crop. Disquieting political news from the Continent was also an element of weakness. Monday was buoyant on a renewal of speculative manipulation, in which the summer months shared more freel as they had been relatively cheaper than the spring months. A decline on Tuesday was caused by an increase in receipts at New Orleans, which induced many of the bull party to unload. A decline at Liverpool on Wednesday made a dull opening, with the early months lower, but on the renewal of speculation there was a quick rally, followed again by a turn downward under pretty full receipts at the ports. Yesterday Liverpoal further declined and prices with us yielded a few points after a stronger opening. The fuller crop movement and some rumors regarding theforthcoming statistics of the overland movement caused many bulls to lose confidence. To-day the opening was weak, but a steadier closing at Liverpool and reduced port receipts led to a demand to cover contracts, and there was a quick recovery followed by an advance of a few points. Cotton on the spot remained quiet and unchanged until yesterday, when there was a decline of 1-16c. The market to-day was quiet but firm at 105%c. for middling uplands.

The total sales for forward delivery for the week are 463,900 bales. For immediate delivery the total sales foot up this week 1,297 bales, including 10 for export, 897 for consumption, 390 for speculation and — in transit. Of the above — bales were to arrive. The following are the official quotations for

each day of the past week—Jan. 28 to Feb. 3.

| UPLANDS.                                       | Sat.      | Mon.       | Tues         | Wed           | Th.          | Fri.            |
|--|-----------|------------|--------------|---------------|--------------|-----------------|
| Ordinary 39 lb                                 | 71316     | 71316      | 71316        | 71316         | 734          | 734             |
| Strict Ordinary                                | 8516      | 8516       | 8516         | 8516          | 84           | 814             |
| Good Ordinary                                  | 914       | 914        | 914          | 914           | $93_{16}$    | 9316            |
| Strict Good Ordinary                           | 934       | 934        | 934          | 934           | 91118        | 91116           |
| Low Middling                                   | 10316     | 10316      | 10316        | 10316         | 1018         | 1048            |
| Strict Low Middling                            | $10^{12}$ | 1012       | $10^{1}_{2}$ | 1042          | 10716        | 10716.          |
| Middling                                       | 101118    | 1011:8     | 101116       | 101118        | 1058         | 1058            |
| Good Middling                                  | 101518    | 101516     | 101516       | 101518        | $10^{7}8$    | 1078            |
| Strict Good Middling                           | 11318     | 11316      | 11316        | 11316         | 1118         | 1118            |
| Middling Fair                                  | 11918     | 11916      | 11916        | 11918         | 1112         | 1113            |
| Fair   | 12316     | 12316      | 12316        | 12316         | 1218         | 1218            |
| GULF.  |           |            | Tues         |               |              | Fri.            |
| 0 1:   | 515       | 712        |              |               |              |                 |
| Ordinary 8 1b                                  | 71018     | 71516      | 71516        | $7^{15}_{16}$ | 778          | $7^{7}_{8}$     |
| Strict Ordinary                                | 8716      | 8716       | 8716         | 8716          | 838          | 838             |
| Good Ordinary                                  | 9.8       | 14.00      | 11.70        | 11.50         | 9018         | 9516            |
| Strict Good Ordinary                           | 9 8       | 978        | 978          | 978           | 91316        | 91316           |
| Low Middling                                   | 10016     | 10516      | 10516        | 10516         | $10^{1}4$    | $10^{1}4$       |
| Strict Low Middling                            | $10^{5}8$ | 1058       | 1058         | $10^{58}$     | $109_{16}$   | 10916           |
| Middling                                       | 101316    | 101316     | $10^{13}16$  | 1013;6        | 1034         | 10%             |
| Good Middling                                  | 111116    | $111_{16}$ | 111116       | 11116         | 11           | 11              |
| Strict Good Middling                           | 11516     | 11516      | 11516        | $115_{16}$    | $11^{1}_{4}$ | 114             |
| Middling Fair                                  | 11111     | 111116     | 1111116      | 1111116       | 1158         | $11^{5}8$       |
| Strict Good Middling.<br>Middling Fair<br>Fair | 12516     | 12516      | 12516        | 12516         | 124          | $12\frac{1}{4}$ |
| STAINED.                                       | Sat       |            | Tues         |               |              | Fri.            |
| Good Onlinear #0.11                            | 73.       | 73.        | 73.          | 79.           | 711          | 711             |
| Good Ordinary                                  | 704       | 734        | 734          | 734           | 71116        | 71116           |
| Strict Good Ordinary                           |           | 8716       | 8716         | 8716          | 838          | 838             |
| Low Middling                                   | 938       | 938        | 938          | $9^{38}$      | 9516         | 9516            |
|  | 11() (4   | 104        | 104          | 1014          | $103_{16}$   | 1 (1.5          |

#### 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         | SALES OF SPOT AND TRANSIT. |                 |               |                   |                                      | FUTURES.         |  |  |
|-----------------------------------|---|--------------|----------------------------|-----------------|---------------|-------------------|--------------------------------------|------------------|--|--|
|                                   | SPOT MARKET<br>CLOSED.  | Ex-<br>port. | Con-<br>sump               | Spec-<br>ul't'n | Tran-<br>sit. | Total.            | Sales.                               | Deliv-<br>eries. |  |  |
| Mon .<br>Tues .<br>Wed .<br>Thurs | Quiet<br>Firm.<br>Quiet<br>Steady.<br>Quiet @ 1 <sub>16</sub> dec |              | 347<br>154                 | 390             |               | $\frac{347}{544}$ | 87,900<br>84,000<br>66,900<br>65,100 |                  |  |  |
| Fri                               | Quiet   | 10           | 62                         |                 |               | 72                | 93,700                               |                  |  |  |
| Total.                            |   | 10           | 897                        | 390             |               | 1,297             | 463.900                              | ••••             |  |  |

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

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

| Sales since Sep. 1, 87 1 13,788,300 | Total sales this week. Average price, week. | Friday, Feb. 3— Sales, total Prices paid (range) Closing   | Thursday, Feb. 2—<br>Bales, total<br>Prices paid (range)<br>Closing        | Wedn'sd'y, Feb. 1—<br>Sales, total  | Tuesday, Jan. 31—<br>Bales, total<br>Prices paid (range)<br>Closing   | Monday, Jan. 30—<br>Sales, total   | Saturday, Jan. 28— Sales, total Prices paid (range) Closing | FUTURES.     | Market, Prices and<br>Sales of |
|-------------------------------------|---|--|--|---|---|--|---|--------------|--------------------------------|
| 13,788,300                          | 463,900                                     | Variable.<br>93,700<br>9.89@10.91<br>Firmer.   | Variable.<br>65,100<br>9:90:210:90<br>Lower.                               | Firmer.<br>66,900<br>9:94@10:91<br>Dull.  | Lower.<br>84,000<br>9.92@10.92<br>Dull.   | Firmer.<br>87,900<br>9.95@10.96<br>Quiet.  | Lower.<br>66,300<br>9.95@10.93<br>Easy.                     | Total Sales. | Market,<br>Range and           |
| 2,256,600                           | 8,000<br>10.55                              | Aver   | Aver   | Aver  | Aver  | Aver10.54<br>4,400<br>10.53@10.56<br>10.56—10.58   | Aver10.56<br>3,600<br>10.56@10.57<br>10.55—10.56            | January.     |                                |
| 1,540,100                           | 30,100                                      | Aver10.54<br>5,700<br>10.52@10.57<br>10.56-10.57   | Aver10.54<br>1,600<br>10.53@10.58<br>10.53—10.54                           | Aver 10.58<br>7,200<br>10.54.2010.60<br>10.56-10.57   | Aver10:56<br>7,400<br>10:55@10:58<br>10:54—10:56  | Aver10:60 Aver10:69 5,100 21,400 10:56:20:62:10:64:20:71 10:60-10:61 10:69-10:70   | Aver 10.59<br>3,100<br>10.58@10.60<br>10.58—10.59           | February.    |                                |
| 2,783,100                           | 83,200<br>10.66                             | Aver10.54 Aver10.62 Aver10.68<br>5,700 17,200 12.400<br>10.52@10.57 10.60@10.65 10.66@10.72<br>10.56-10.57 10.65 — 10.70—10.71 | 10.54 Aver10.63<br>1,600 9.700<br>910.58 10.62910.67<br>-10.54 10.62-10.63 | Aver10.67<br>12,300<br>10.62@10.69<br>10.66—10.67   | Aver10.66<br>19,200<br>10.64@10.68<br>10.64—10.65   | Aver 10.69<br>21,400<br>10.64@10.71<br>10.69—10.70   | Aver10.69<br>8,400<br>10.69@10.71<br>10.67—10.68            | March.       |                                |
| 1,434,300                           | 73.50 <b>0</b><br>10.71                     | Aver10.68<br>12.400<br>10.66@10.72<br>10.70—10.71  | Aver10.68<br>10,200<br>10.67@10.72<br>10.67—10.68                          | $\begin{array}{c ccccccccccccccccccccccccccccccccccc$   | $\begin{array}{c} \text{Aver} : .10.56 \\ 7.4:0 \\ 19,200 \\ 10.55 \# 10.58 \\ 10.64 \# 10.68 \\ 10.70 \# 10.70 \\ 10.70 \# 10.71 \\ 10.70 \# 10.71 \\ 10.76 \# 10.71 \\ 10.70 \# 10.71 \\ 10.76 \# 10.71 \\ 10.70 \# 10.71 \\ 10.76 \# 10.71 \\ 10.$ | Aver10.75<br>15.000<br>10.70@10.78<br>10.76—10.77  | Aver10.74<br>12.90<br>10.73@10.76<br>10.73—10.74            | April.       | DAILY PI                       |
| 1,474,600                           | 69.800<br>10.78                             | Aver10.75<br>14,500<br>10.72.20.78<br>10.77-10.78  | Aver 10.75<br>12,100<br>10.74.010.78<br>10.74-10.75                        | Aver10.78<br>8,200<br>10.76.2080<br>10.77-10.78   | Aver10.79<br>12,100<br>10.77@10.81<br>10.76—10.77   | Aver10.81<br>13,300<br>10.76@10.85<br>10.82—10.83  | Aver 10.81<br>9.600<br>10.80 @ 10.83<br>10.79 - 10.80       | May.         | PRICES AND                     |
| 1,144,500                           | 95,400<br>10.84                             | Aver10.81<br>25,000<br>10.78 @10.85<br>10.84—10.85   | Aver . 10.82<br>12,200<br>10.80@10.85<br>10.80—10.81                       | Aver 10.85<br>13,700<br>10.83.0010.87<br>10.84—10.85  | Aver10.85<br>15,100<br>10.83@10.88<br>10.83—10.84   | Aver10.86 Aver<br>17,100<br>10.83@10.92 10.87<br>10.89—10.90 10.92   | Aver10.87<br>12,300<br>10.85@10.88<br>10.85—10.86           | June.        | SALES OF                       |
| 328,000                             | 28,000<br>10 <sup>.</sup> 87                | Aver10.84<br>3,700<br>10.81 20.88<br>10.87-10.88   | Aver 10.85<br>2.100<br>10.83@10.87<br>10.83—10.64                          | Aver10.86<br>4,000<br>10.85.2010.89<br>10.87—10.88  | Aver10.88<br>5,900<br>10.86@10.89<br>10.85—10.86  | Aver10.89<br>3,100<br>10.87 æ10.94<br>10.92—10.93  | Aver10.90<br>9,200<br>10.89@10.90<br>10.88—10.89            | July.        | FUTURES                        |
| 322,400                             | 3×,000<br>10·89                             | 10.84 Aver10.86 Aver 3,700 7,800 7,800 10.88 10.83 \$\tilde{a}\$10.91 10.37 10.91 10.39  | Aver10.86<br>6,800<br>10.85%10.90<br>10.86—10.87                           | Aver10.90<br>6,500<br>10.87 @191<br>10.89—10.90   | Aver10.90<br>6,300<br>10.88@10.92<br>10.98—10.89  | 10.89 Aver 10.93<br>3,100 6 100<br>810.94 10.89 \$\tilde{x}\$10.96<br>-10.93 10.94 10.95   | Aver10.92<br>4,500<br>10.92@10.93<br>10.90—10.91            | August.      | FOR EAOH                       |
| 43,300                              | 11,300                                      | Aver10:38<br>3,000<br>10 37@10:40<br>10 39-10:40   | Aver10:39<br>2,790<br>10:39 \$\tilde{\pi}\$10:40<br>10:39 \$-10:40         | Aver10.41<br>3,000<br>10.40.210.44<br>10.41-10.43   | Aver10:90 Aver10:41<br>6,300<br>10:88@10:92 10:40@10:41<br>10:98-10:89 10:40-10:41  | Aver10.45<br>10.44.010.46<br>10.45-10.46   | Aver10.45<br>1,900<br>10.44@10.46<br>10.43—10.44            | September.   | HINOM E                        |
| 61,400                              | 6,600<br>10.08                              | Aver10.05<br>2,200<br>10.02@10.05<br>10.08-10.05   | $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$                     | Aver10.86 Aver10.90 Aver10.41 Aver 10.10<br>4,000 6,500 3,000<br>10.87-20.89 10.87-20.90 10.44-20.44 10.03-20.10<br>10.87-10.88 10.89-10.90 10.41-10.43 10.08-10.09 | $\begin{array}{c ccccccccccccccccccccccccccccccccccc$   | Firmer. $\frac{4}{87,900}$ $\frac{4}{4,000}$ $\frac{5}{10.00}$ $\frac{21,400}{5,100}$ $\frac{21,400}{10.56 \pm 10.00}$ $\frac{21,400}{10.70 \pm 10.70}$ $\frac{15,000}{10.70 \pm 10.70}$ $\frac{15,000}{10.76 \pm 10.70}$ $\frac{13,300}{10.76 \pm 10.92}$ $\frac{17,100}{10.83 \pm 10.92}$ $\frac{3,100}{10.87 \pm 10.93}$ $\frac{6100}{10.89 \pm 10.96}$ $\frac{500}{10.44 \pm 10.46}$ $\frac{500}{10.99 \pm 10.12}$ $\frac{900}{10.99 \pm 10.10}$ $\frac{10.56 \pm 10.58}{10.56 \pm 10.58}$ $\frac{10.69 \pm 10.70}{10.69 \pm 10.70}$ $\frac{10.76 \pm 10.77}{10.92 \pm 10.83}$ $\frac{10.89 \pm 10.94}{10.89 \pm 10.92}$ $\frac{10.44 \pm 10.46}{10.94 \pm 10.46}$ $\frac{10.11 \pm 10.13}{10.11 \pm 10.13}$ | $\begin{array}{c ccccccccccccccccccccccccccccccccccc$       | October.     |                                |
| 43,600                              | 4,800<br>9.94                               | 5 Aver 9.90<br>1,200<br>1,200<br>9.89 - 9.91<br>9.93 - 9.95  | Aver 9.90<br>9.90% —<br>9.91% 9.92   | Aver 9.94<br>800<br>9.947 9.95<br>9.93 9.95   | Aver 9.34<br>1,400<br>9.32  | Aver 9.97<br>9.95 @ 9.97<br>9.97 — 9.98  | Aver 9.97<br>300<br>9.36% 9.97<br>9.94— 9.95                | November.    |                                |
| 17,400                              | 8,600<br>9.93                               | Aver 9.91<br>8.00<br>9.90 9.96<br>9.93 — 9.96  | Aver 9.91<br>4,300<br>9.90 p 9.91<br>9.91— 9.32                            | Aver: 9.95<br>1,300<br>9.94@ 9.95<br>9.93— 9.95   | Aver: 9.93<br>1,800<br>9.92@ 9.94<br>9.92— 9.94   | Aver 9.96<br>9.96% —<br>9.97— 9.99   | Aver: 9.95<br>300<br>9.94 - 9.95<br>r. 258,20               | December.    |                                |

\*Includes sales in September, 1887, for September, 258,200; September-October, for October, 570,200; September-November, for November, 481,600; September-December, for December, 1,027,400; sales in January for January, 1889, 1,600 at 9.95 \( \tilde{\pi} 99.7 \).

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, 10.60c.: Monday, 10.55c.: Tuesday, 10.50c.; Wednesday, 10.50c.; Thursday, 10.55c.; Friday, 10.60c.

The following exchanges have been made during the week: 15 pd. to exch. 500 Feb. for Apr. 19 pd. to exch. 700 Mar. for June. 17 pd. to exch. 300 Apr. for May. 19 pd. to exch. 300 Apr. for May. 10 pd. to exch. 300 Apr. for May. 11 pd. to exch. 100 May for Aug.

THE VISIBLE SUPPLY OF COTTON to-night, as made up by cable and telegraph, is as follows. The Continental stocks, as well as those for Great Britain and the afloat are this week's returns, and consequently all the European figures are brought down to Thursday evening. But to make the totals the complete towns are 105,117 bales more than for the same time in 1886-7.

Digitized

figures for to-night (Feb. 3), we add the item of exports from the United States, including in it the exports of Friday only.

| ino omica states, meradi                                | ng m m t             | me expor    | s or rilu           | ay only.            |
|---|----------------------|-------------|---------------------|---------------------|
|   | 1888.                | 1887.       | 1886.               | 1885.               |
| Stock at Liverpoolbales                                 | 759 000              |             |                     |                     |
|   | 758,000              |             |                     |                     |
| Stock at London   | 28,000               | 12,000      | 17,000              | 37,000              |
|   |                      | -           |                     |                     |
| Total Great Britain stock.                              | 786,000              | 889,000     | 653,000             | 897,000             |
|   |                      |             |                     |                     |
| Stock at Hamburg  |                      |             |                     |                     |
| Stock at Bremen   |                      |             |                     | 47,100              |
| Stock at Amsterdam                                      | 23,000               | 30,000      | 29,000              | 43,000              |
| Stock at Rotterdam                                      | 300                  |             |                     | 700                 |
| Stock of Antworp  | 900                  |             |                     |                     |
| Stock at Antwerp  |                      |             |                     | 1,100               |
| Stock at Havre  | 184,000              | 225,000     | 168,000             | 216,000             |
| Stock at Marseilles                                     | 2,000                | 3,000       | 4,000               | 4,000               |
| Stock at Barcelona                                      | 46,000               |             | 45,000              | 45,000              |
| Stock of Conce  | 4,000                |             |                     |                     |
| Stock at Genoa  |                      |             | 12,000              | 7,000               |
| Stock at Trieste  | 4,000                | 9,000       | 3,000               | 5,000               |
| 1   |                      |             |                     | -                   |
| Total Continental stocks                                | 312,000              | 339,500     | 304,400             | 376,100             |
| Total Continental Stocks                                | 012,000              | 000,000     | 004,400             | 070,100             |
| m   | 1 000 000            | 1 000 500   | 022 400             | 1 070 100           |
| Total European stocks                                   | 1,098,000            | 1,228,500   | 957,400             | 1,273,100           |
| India cotton affoat for Europe.                         | 80,000               | 147,000     | 104,000             | 54,000              |
| Amer. cott'n afloat for Eur'pe.                         | 460,000              | 619,000     | 418,000             | 474,000             |
|   |                      |             |                     |                     |
| Egypt, Brazil, &c., afit for E'r'pe                     | 41,000               | 31,000      | 31,000              | 46,000              |
| Stock in United States ports                            | 942,712              |             | 1,063,680           | 869,062             |
| Stock in U.S. interior towns                            | 343,525              | 302,128     | 436,697             | 255,587             |
| United States exports to-day.                           | 5,192                | 24,000      | 19,308              | 10,100              |
| Chitch blatch chiports to day.                          | 0,102                | 21,000      | 10,000              | 10,100              |
| Motel wielble commit-                                   | 0.070.400            | 0.074.071   | 0.000.005           | 2.001.040           |
| Total visible supply                                    | 2,970,429            | 3,274,271   | 3,030,085           | 2,981,849           |
| Of the above, the totals of Amer                        | rican and o          | ther descri | ptions are a        | asfollows:          |
| American -  |                      |             |                     |                     |
| Liverpool stockbales                                    | 573,000              | 680,000     | 479,000             | 012 000             |
|   |                      |             |                     | 643,000             |
| Continental stocks                                      | 185,000              | 240,000     | 239,000             | 272,000             |
| American affoat for Europe                              | 460,000              | 619,000     | 418,000             | 474,000             |
| Jnited States stock                                     | 942,712              | 922.643     | 1,063,680           | 869,062             |
| United States interior stocks                           | 343,525              | 302,128     | 436,697             |                     |
|   |                      |             |                     | 255,587             |
| United States exports to-day                            | 5,192                | 24,000      | 19,308              | 10,100              |
|   |                      |             |                     |                     |
| Total American  | 2.509.429            | 2.787.771   | 2.655.685           | 2.523.749           |
| East Indian, Brazil, &c                                 | -,000,0              | -,          | _,000,000           | 2,020,120           |
|   | 105 000              | 107 000     | 757 000             | 017 000             |
| Liverpool stock   | 185,000              | 197,000     | 157,000             | 217,000             |
| London stock  | 28,000               | 12,000      | 17,000              | 37,000              |
| Continental stocks                                      | 127.000              | 99,500      | 65,400              | 104,100             |
| India afloat for Europe                                 | 80,000               | 147,000     | 104,000             | 54,000              |
|   |                      |             |                     |                     |
| Egypt, Brazil, &c., afloat                              | 41,000               | 31,000      | 31,000              | 46,000              |
|   |                      |             |                     |                     |
| Total East India, &c<br>Total American                  | 461,000              | 486,500     | 374,400             | 458,100             |
| Total American  | 2 509 429            | 2 787 771   | 2 655 685           | 9 593 740           |
| Total Amorioan  | 2,000,120            | 2,101,112   | 2,000,000           | 2,020,743           |
| m. a. y idays a samalar                                 | 070 400              | 0.054.051   | 0.000.005           | 0.001.045           |
| Total visible supply                                    | 2,970,429            | 3,274,271   | 3,030,085           | 2,981,849           |
|   |                      |             |                     |                     |
| Price Mid. Upl., Liverpool<br>Price Mid. Upl., New York | 1011 -               | Olac        | ±10160.             | 6d.                 |
| Frice Mid. Upl., New 10rk                               | 1011 <sub>16</sub> 0 | 9 20.       | 93 <sub>16</sub> c. | 11 <sup>1</sup> 80. |
| The imports into Con                                    |                      |             |                     |                     |
| Tag imports into Col                                    | umental              | Ports till  | S MEGIT II          | rve peen            |
| 50,000 bales.   |                      |             |                     |                     |
|   |                      |             | -                   |                     |

The above figures indicate a decrease in the cotton in sight to-night of 303,842 bales as compared with the same date of 1887, a decrease of 59,656 bales as compared with the corresponding date of 1886 and a decrease of 11,420 bales as compared with 1885.

AT THE INTERIOR TOWNS the movement—that is the receipts for the week and since Sept. 1, the shipments for the week, and the stocks to-night, and the same items for the corresponding period of 1886-87—is set out in detail in the following statement.

| Bla        | uer              | nent.  |                   |  |
|------------|------------------|--|-------------------|--|
| Total, all | Total, new towns | Newberry, S. C Raleigh, N. C Petersburg, Va Louisville, Ky*. Little Rock, Ark. Brenham, Tex Houston, Tex | Total, old towns. | Towns.  Argus a, Ga Cosimbus, Ga Macon, Ga Montgom'ry, Ala. Ala Memphis Tenn. Nashville, Tenn. Dallas, Texas Palestine, Tex. Shreveport, La. Vicksburg, Miss. Columbus, Miss. Columbus, Miss. Griffin, Ga Atlanta, Ga. Atlanta, Ga. Charlotte, N. C. St. Louis, Mo Cineinnati, Ohio.   |
| 49,441     | 9,890            | 207<br>398<br>192<br>151<br>989<br>7,528   | 39,551            | This week.  2,435 600 217,196 940 1194 109 1,790 3,309 461 779 2461 779 1586 199 1,236 586 586 199 6,563   |
| 2,956,708  | 736,272          | 15,519<br>28,809<br>13,227<br>11,354<br>60,067<br>23,875<br>583,421                                      | 2,220,436         | Movement to Receipts.  Receipts.    Receipts   Rept.1, 87.     Sept.1, 87.     54,089     17   49,428     97,475     98,095     14   12,839     14,869     14,869     12,830     99,635     14,869     14,869     15,77.     16,931     16,931     16,931     16,931     16,935     16,935     17,425     18,293     |
| 67,897     | 8 674            | 20 <b>7</b><br>1,106<br>340<br>228<br>388<br>15<br>6,390   | 59,223            | Feb. 3, 1888  Shipm'ts  Neek:  3,232 3,579 1,461 1,553 17,847 10 2,508 4,187 1,428 1,428 1,428 1,428 1,488 1,488 1,488 1,488 1,488 1,488 1,488 1,488 1,488 1,488 1,488 1,488 1,488 1,488 1,271 1,488 1,2970  |
| 379,556    | 36,031           | 2,243<br>2,093<br>895<br>10,376<br>1,660<br>18,764   | 343,525           | 888.<br>Stock<br>Feb. 3.<br>33,300<br>10,101<br>3,506<br>10,361<br>8,248<br>129,846<br>9,423<br>211<br>13,673<br>16,761<br>13,673<br>16,761<br>10,101<br>10,2419<br>3,151<br>110,420<br>5,950<br>78,288<br>5,507   |
| 63,063     | 12,534           | 1,897<br>9,268   | 50,529            | ## This week.  2,217 853 291 16,166 1,017 4,875 3,566 3,566 597 743 743 1,031 1,031 1,031 898 8,355  |
| 2,851,591  | 807,529          | 9,793<br>28,345<br>9,840<br>8,477<br>67,098<br>16,650<br>667,326   | 2,044,062         | Movement to Feb. 4, 1887, Receipts.  Receipts.  Shipm'ts  Shipm'ts  Sept.1,'86, week.  Sept.1,'86, week.  17 135,574 2,164 1,55  46,846 185  87 89,539 1,666  04 46,732 1,449  10 10 125  17,595 326  17,595 326  19,464 1,263  17,595 326  25 9,464 1,255  82,450 5,255  18,44,455 5,255  136 79,671 4,478 1  16,643 2,35  17,819 2,294  18,117,819 2,294  18,117,819 1,299  18,117 |
| 77,812     | 16,140           | 9.50<br>5.50<br>5.00<br>5.00<br>5.00<br>5.00<br>5.00<br>5.00   | 61,672            | Shipm'le Thie week.  2,164 1,355 1,466 1,456 1,263 2,263 4,478 4,478 4,478 4,478 4,478 4,478 52 5,255 5,256  |
| 336,612    | 34,484           | 862<br>1,913<br>956<br>11,692<br>2,075<br>16,986   | 302,128           | 867.  Slock Feb. 4.  21,009 9,251 5,313 4,473 4,473 105,375 7,489 624 15,673 13,921 12,808 1,647 833 18,406 3,141 350 75,501 11,509  |

\*The figures for Louisville in both years are "net."

The above totals show that the old interior stocks have decreased during the week 19,672 bales and are to-night 41,417 bales more than at the same period last year. The receipts at the same towns have been 10,978 bales less than the same week last year, and since September 1 the receipts at all the 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- |         |         |         |         |            |  |  |  |
|--------------|--|---------|---------|---------|---------|------------|--|--|--|
| Feb. 3.      | Satur.                                     | Mon.    | Tues.   | Wednes. | Thurs.  | Fri.       |  |  |  |
| Galveston    | 10   | 10      | . 10    | 10      | 10      | . 10       |  |  |  |
| New Orleans. | 978  | 978     | 978     | 978     | 91316   | 91316      |  |  |  |
| Mobile       | 978  | 978     | 978     | 978     | 978     | 978        |  |  |  |
| Savannah     | 978  | 978     | 978     | 978     | 978     | $97_8$     |  |  |  |
| Charleston   | 10   | 10      | 10      | 10      | 10      | 10         |  |  |  |
| Wilmington . | 10116                                      | 10116   | 10116   | 10116   | 10116   | 10         |  |  |  |
| Norfolk      | 10116                                      | 10116   | 10116   | 10116   | 10116   | 10116      |  |  |  |
| Boston       | 1034                                       | 1034    | 1034    | 1034    | 1034    | 1034       |  |  |  |
| Baltimore    | 1038@12                                    | 1042@58 | 1012@58 | 1012@58 | 1012@58 | 1012       |  |  |  |
| Philadelphia | 1034                                       | 10%     | 1034    | 1034    | 1034    | 1034       |  |  |  |
| Augusta      | 10   | 10      | 10      | 10      | 10      | 978        |  |  |  |
| Memphis      | 91316                                      | 91316   | 91316   | 91316   | 91316   | $913_{16}$ |  |  |  |
| St. Louis    | 978  | 978     | 978     | 978     | 978     | 978        |  |  |  |
| Cincinnati   | 10   | 10      | 10      | 10      | 10      | 10         |  |  |  |
| Louisville   | 10   | 10      | 10      | 10      | 10      | 10         |  |  |  |

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

| Week    | Receipts at the Ports. |         |         | St'k at Interior Towns. |         |         | Rec'pts from Plant'ns. |         |         |
|---------|------------------------|---------|---------|-------------------------|---------|---------|------------------------|---------|---------|
| Ending— | 1885-86                | 1886-87 | 1897-88 | 1885-86                 | 1886-87 | 1887-88 | 1885-86                | 1886-87 | 1887-88 |
| Dec. 30 | 189,852                | 238,618 | 188,824 | 543,557                 | 443,565 | 493,883 | 212,050                | 246,649 | 179,029 |
| Jan. 6  |                        |         |         |                         |         |         |                        |         |         |
|         |                        |         |         |                         |         |         |                        | 109,408 | 121,139 |
|         |                        |         |         |                         |         |         |                        |         | 92,033  |
| " 27    | 134,804                | 132,531 | 90,130  | 476,342                 | 351,361 | 398,012 | 117,896                | 117,464 | 64,310  |
| Feb. 3  | 122,418                | 130,759 | 98,668  | 469,013                 | 336,612 | 379,556 | 115,089                | 116,004 | 80,212  |

The above statement shows—1. That the total receipts from the plantations since September 1, 1887, are 4,939,353 bales; in 1886-7 were 4,774,934 bales; in 1885-6 were 4,688,827 bales.

2.—That, although the receipts at the outports the past week were 98,668 bales, the actual movement from plantations was only 80,212 bales, the balance being taken from the stocks at the interior towns. Last year the receipts from the plantations for the same week were 116,004 bales and for 1886 they were 115,089 bales.

AMOUNT OF COTTON IN SIGHT FEB. 3.—In the table below we give the receipts from plantations in another form, and add to them the net overland movement to Feb. 1, and also the takings by Southern spinners to the same date, so as to give substantially the amount of cotton now in sight.

| · · · · · · · · · · · · · · · · · · ·  | 1887-88.  | 1886-87.  | 1885-86.  | 1884-85.  |
|--|-----------|-----------|-----------|-----------|
| Receipts at the ports to Feb. 3. Interior stocks on Feb. 3 in                            |           | 4,486,382 | 4,235,664 | 4,216,777 |
| excess of September 1  |           | 288,552   | 453,163   | 254,575   |
| Tot. receipts from plantat'ns<br>Net overland to Feb. 1<br>Southern consumpt'n to Feb. 1 | 792,413   | 583,220   | -559,199  | 442,478   |
| Total in sight Feb. 3  | 5,971,766 | 5,552,154 | 5,412,026 | 5,057,830 |
| Northern spinners' takings to Feb. 3.  | 1,374,682 | 1,162,107 | 1,215,956 | 979,479   |

It will be seen by the above that the increase in amount in sight tonight, as compared with last year, is 439,622 bales, the increase as compared with 1885-6 is 559,750 bales, and the facrease over 1884-5 is 913,936 bales.

WEATHER REPORTS BY TELEGRAPH.—As received by telegraph to nie ht our reports from the South indicate that the weather has been more favorable during the week, and that marketing has made good progress.

Galveston, Texas.—We have had rain on three days of the week, the rainfall reaching one inch and sixty-eight hundredths. The thermometer has averaged 61, ranging from 47 to 64. During January the rainfall reached two inches and

Palestine, Texas.—It has rained on four days of the week, the rainfall reaching one inch and fifty hundredths. The thermom ter has ranged from 40 to 70, averaging 57. During the month of January the rainfall reached six inches and fifteen hundredths.

San Antonio, Texas.—Rain has fallen on three days of the week, the rainfall reaching fifty six hundredths of an inch. Average thermometer 59, highest 70 and lowest 44. During the month of January the rainfall reached one inch and twenty-eight hundredths.

New Orleans, Louisiana.—It has rained on one day of the week, the rainfall reaching eighty-two hundredths of an inch.

The thermometer has averaged 52.

Columbus, Mississippi.—We have had rain on one day of the week, the rainfall reaching fifty-eight hundredths of an inch. The thermometer has averaged 51, ranging from 30 to 68. During January the rainfall reached five inches and sixtynine hundredths.

Leland, Mississippi.—There has been no rain all the week. The thermometer has ranged from 30 to 13, averaging 55.1.

Greenville, Mississippi.—Telegram not received. Clarksdale, Mississippi.—During the month of January the rainfall reached four inches and forty-one hundredths on seven days.

Vicksburg, Mississippi.—There has been no rain during

the week. The thermometer has ranged from 37 to 77, aver-

aging 59.

Little Rock, Arkansas.—Telegram not received.

Helena, Arkansas.—It has rained on one day of the week, the rainfall reaching sixty-five hundredths of an inch. There is a little cotton yet to be picked in the hottoms. The thermometer has averaged 55, ranging from 28 to 66. January rainfall five inches and seventy-three hundredths on ten days.

Memphis, Tennessee.—No rain fell during the week, but it is raining now. Average thermometer 48, highest 64 and lowest 27. During the month of January we had rain on ten days, the rainfall reaching four inches and four hundredths. Nashville, Tennessee.—We have had rain on three days of

Nashville, Tennessee.—We have had rain on three days of the week, the rainfall reaching thirty-one hundredths of an inch. The thermometer has ranged from 19 to 58, averaging 40. Mobile, Alabama.—Rain has fallen on two days of the

week, the rainfall reaching sixty-eight hundredths of an inch. Average thermometer 55, highest 75 and lowest 36.

Montgomery, Alabama.—There has been no rain all the

Montgomery, Alabama.—There has been no rain all the week. The thermometer has averaged 55, the highest being 74 and the lowest 31. Rainfall for month of January four inches and twelve hundredths.

Selma, Alabama.—Telegram not received.
Auburn, Alabama.—Telegram not received.
Madison, Florida.—Telegram not received.
Macon, Georgia.—Telegram not received.

Columbus, Georgia.—Rain has fallen on two days of the week to the extent of forty hundredths of an i ch. The thermometer has averaged 50, the highest being 65 and the lowest 30. Rainfall for the month of January three inches and thirty-four hundredths.

Savannah, Georgia.—The weather has been pleasant during the week, with no rain. The thermometer has averaged 52, ranging from 35 to 73.

Augusta, Georgia.—The weather has been clear and pleasant all the week. Average thermometer 50, highest 74 and lowest 28. During the month of January the rainfall reached

four inches and twenty-five hundredths.

Atlanta, Georgia.—We have had no rain all the week.

The thermometer has averaged 48, the highest being 66 and the lowest 25.

Albany, Georgia.—It has rained on one day of the week, the rainfall reaching eight hundredths of an inch. Cotton is about all gone from this county and town. The thermometer has averaged 53, ranging from 29 to 68.

Charleston, South Carolina.—There has been no rain all the week. The thermometer has ranged from 34 to 69, averaging 50.

Stateburg, South Carolina.—An inappreciable amount of rain has fallen on two days of the week. Average thermometer 47, highest 72, lowest 27. During the month of January the rainfall reached two inches and fourteen hundredths.

Columbia, South Carolina.—Rainfall for the month of January two inches and thirty hundredths.

Wilson, North Carolina.—Telegram not received.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock Feb. 2, 1888, and Feb. 3, 1887.

|                                  | Feb.  | 2,'88. | Feb. 3,'87. |       |
|----------------------------------|-------|--------|-------------|-------|
|                                  | Feet. | Inch.  | Feet.       | Inch. |
| New OrleansAbove low-water mark. | 8     | 8      | 4           | 5     |
| MemphisAbove low-water mark.     | 14    | 0      | 27          | 4     |
| Nashville Above low-water mark.  |       | 2      | 38          | 8     |
| Shreveport Above low-water mark. | 19    | 0      | 5           | 0     |
| Vicksburg Above low-water mark   |       | 1      | 23          | 2     |

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 Feb. 2.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

|      | Shipme           | ents thi   | s week. | Shipme           | ents Sinc       | Receipts. |               |               |  |
|------|------------------|------------|---------|------------------|-----------------|-----------|---------------|---------------|--|
| Year | Great<br>Brit'n. | Continent. | Total.  | Great<br>Britain | Conti-<br>nent. | Total.    | This<br>Week. | Since Jan. 1. |  |
| 1888 | 6.000            | 13,000     | 19.000  | 18,000           | 61,000          | 79,000    | 44.000        | 153,000       |  |
| 1887 | 1,000            | 16,000     | 17,000  |                  |                 | 100,000   | 43,000        | 209,000       |  |
| 1886 | 7,000            | 29,000     | 36,000  | 17,000           | 71,000          | 88,000    | 38,000        | 178,000       |  |
| 1885 | 4.000            | 14.000     | 18 000  | 15,000           | 51,000          | 66,000    | 26.000        | 111.000       |  |

According to the foregoing, Bombay appears to show an increase compared with last year in the week's receipts of 1,000 bales and an increase in shipments of 2,000 bales, and the shipments since Jan. 1 show a decrease of 21,000 bales. The movement at Calcutta, Madras and other India ports for the last reported week and since the 1st of January, for two years, has been as follows. "Other ports" cover Ceylon, Tuticorin, Kurrachee and Coconada.

|             | Shipme            | nts for th | e week. | Shipmen           | ts since Jan | uary 1.     |  |
|-------------|-------------------|------------|---------|-------------------|--------------|-------------|--|
|             | Great<br>Britain. | Continent. | Total.  | Great<br>Britain. | Continent.   | Total.      |  |
| Calcutta-   |                   |            |         |                   |              |             |  |
| 1888        | 1.000             |            | 1.000   | 9,000             | 4,000        | 13,000      |  |
| 1887        | 2,000             |            | 2,000   | 10,000            | 2,000        | 12,000      |  |
| Madras-     |                   |            |         | 0 100 100 100     |              | ,           |  |
| 1888        |                   |            |         | 2,000             |              | 2,000       |  |
| 1887        |                   |            |         | 2,000             |              | 2,000       |  |
| All others- |                   |            |         |                   |              |             |  |
| 1888        | 3,000             | 1,000      | 4,000   | 7,000             | 4,000        | 11,000      |  |
| 1887        | 4,000             |            | 4,000   | 9,000             | 4,000        | 13,000      |  |
|             |                   |            |         |                   |              | <del></del> |  |
| Total all—  |                   |            |         |                   |              |             |  |
| 1888        | 4,000             | 1,000      | 5,000   | 18.000            | 8,000        | 26,000      |  |
| 1887        | 6,000             |            | 6,000   | 21,000            | 6.000        | 27,00€      |  |

The above totals for the week show that the movement from the ports other than Bombay is 1,000 bales less than the same week last year. For the whole of India, therefore, the total shipments since January 1, 1888, and for the corresponding periods of the two previous years are as follows:

EXPORTS TO EUROPE FROM ALL INDIA.

|                                     | 18              | 88.              | 18              | 87.               | 1886.           |                  |  |
|-------------------------------------|-----------------|------------------|-----------------|-------------------|-----------------|------------------|--|
| Shipments<br>to all Europe<br>from— | This week.      | Since<br>Jan. 1. | This week.      | Since<br>Jan. 1.  | This week.      | Since<br>Jan. 1. |  |
| Bombay<br>All other ports.          | 19,000<br>5,000 | 79,000<br>26,000 | 17,000<br>6,000 | 100,000<br>27,000 | 36,000<br>5,000 | 88,000<br>25,500 |  |
| Total                               | 24,000          | 105,000          | 23,000          | 127,000           | 41,000          | 113,500          |  |

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

| Alexandria, Egypt,<br>Feb. 1.                | 18             | 87-88.             | 188            | 6-87.             | 1885-86.       |                   |  |
|--|----------------|--------------------|----------------|-------------------|----------------|-------------------|--|
| Receipts (cantars*)— This week Since Sept. 1 |                | 85,000<br>05,000   |                | 80,000<br>47,000  |                | 65 <b>,000</b>    |  |
|  | This week.     | Since<br>Sept. 1.  | This week.     | Since<br>Sept. 1. | This week.     | Since<br>Sept. 1. |  |
| Exports (bales)— To Liverpool To Continent   | 4,000<br>2,000 | 193,000<br>108,000 | 5,000<br>6,000 | 194,000<br>97,000 | 6,000<br>4,000 | 174,000<br>99,000 |  |
| Total Europe                                 | 6,000          | 301,000            | 11,000         | 291,000           | 10,000         | 273,000           |  |

<sup>\*</sup> A cantar is 98 pounds.

This statement show that the receipts for the week ending Feb. 1 were 85,000 cantars, and the shipments to all Europe

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

|                      |   | 1887-88.                          | ,   |  |   | 1886-87.   |   |  |   |   |
|----------------------|---|-----------------------------------|---|--|---|--|---|--|---|---|
|                      | 32s Cop.<br>Twist.  | 8 <sup>1</sup> 4 lbs.<br>Shirting | .   | Cott'n<br>Mid.<br>Uplds  | 328   | Cop.   |   |  | lbs.<br>tings.  | Cott'n<br>Mid.<br>Uplds                         |
| " 13<br>" 20<br>" 27 | d. d.<br>734 @838<br>734 @838<br>71316—8716<br>71316—8716<br>71316—8716<br>71316—8716 | 5 9 @7<br>5 9 @7                  | d.<br>3<br>3<br>2<br>2<br>2<br>1 <sup>1</sup> 2 | 511 <sub>16</sub><br>55 <sub>8</sub><br>55 <sub>8</sub><br>55 <sub>8</sub> | $7^{5}_{16}$ $7^{5}_{16}$ $7^{1}_{4}$ $7^{1}_{4}$ | $\begin{array}{c} \text{d.} \\ \text{@}7^{15}_{16} \\ \text{@}7^{15}_{16} \\ \text{@}7^{15}_{16} \\ \text{@}7^{7}_{8} \\ \text{@}7^{7}_{8} \\ \text{@}7^{3}_{4} \end{array}$ | 5 | 8<br>91 <sub>2</sub><br>91 <sub>2</sub><br>91 <sub>2</sub> | 8. d.<br>@6 10<br>@6 10<br>@6 10 <sup>1</sup> 2<br>@6 10 <sup>1</sup> 2<br>@6 10 <sup>1</sup> 2 | d.<br>514<br>5516<br>514<br>5316<br>5316<br>518 |

OVERLAND MOVEMENT, &C., TO FEBRUARY 1.—In our editorial columns to-day will be found our regular statement of overland movement, receipts, exports, spinners' takings, &c., brought down to February 1.

EUROPEAN SUPPLY AND CONSUMPTION.—By cable we have received the substance of Mr. Ellison's annual first of January cotton review, and in our editorial columns give the results and some suggestions respecting them.

East India Crop.—From the Bombay Company's (Limited) cotton report, dated Bombay, Dec. 30, we have the following:

Some rain has fallen in Bombay during the last few days, and also in Some rain has fallen in Bombay during the last few days, and also in parts of the Berars, but not sufficient to affect the prospects of the crop for the worse. Heavy rain now would of course seriously damage the quality of the cotton, but latest reports say that the weather has cleared up and that no damage has been done. Telegrams received to-day report slight rain in the Broach and Dhollera districts, but no damage will result unless it continues. As regards supply, it is still maintained in some well-informed quarters that the Oomrawuttee crop is going to be short this year, on the other hand, Dhollera and Broach will probably be larger than last year, as well as sawginned Dharwar, Comptahs and Westerns, so that notwithstanding the shortage in Bengals and Oomras the total supply will probably be almost the same as last year.

Messrs. Gaddum, Bythell & Co.'s report of the same date

There is no change in crop prospects. The quality of the cotton There is no change in crop prospects. The quality of the cotton arriving in the Oomra markets shows some improvement on what has been procurable hitherto, but the supplies are still disappointingly small, and prices remain on a high level compared with Bombay or Europe. Reports from the Broach and Dhollera districts continue very satisfactory, and the Western, Compta and Dharwar crops are also making good progress. Bengal cotton is arriving a little more freely now; quality is satisfactory. We regret to have to report that within the last two days a sudden change took place in the weather, and rain has fallen in most of the Oomra districts. The rainfall has not been very heavy so far, and should it clear up soon but little harm will result beyond delaying arrivals somewhat. yond delaying arrivals somewhat.

JUTE BUTTS, BAGGING, &c.—There has been only a light call for bagging since our last, and buyers are taking parcels for present wants. Prices are quoted at 5½c. for 1½b., 6c. for 1¾b., 6½c. for 2b. and 7c. for standard grades. Some inquiry is reported for butts, and sales are being made at 2¼c. for paper grades and 2\%@2\%c. for bagging qualities.

AVERAGE WEIGHT OF BALES.-We have had numerous inquiries this week regarding the difference between the average gross weight of bales of cotton marketed to January 1 as given in the Chronicle of January 7, and the average as shown by the Government statement lately issued. To remove the doubt we have made an examination and find that it is simply a clerical error in the total of the Bureau of Statistics' report for November and carried forward into December. The monthly figures of bales and pounds reported by months by the Bureau have been as follows:

| SeptemberOctoberNovemberDecember. |           | Pounds.<br>145,084,038<br>387,267,033<br>371,429,177<br>316,562,074 | Weight.<br>483:46<br>483:90<br>485:65<br>485:71 |
|-----------------------------------|-----------|---|---|
| Total 4 months                    | 2,516,956 | 1,220,342,322   | 484.85  |

These totals show that the Government's average weight was 484.85. Of course, from month to month some revision is made by the Chief of the Bureau of Statistics, but as a rule it is very slight. This year, how ever, in making the additions an error occurred during November and December, the total bales being increased by corrections 118,126 bales. and the pounds only 8,417,479, or a little over 77 pounds per bale, which brought the aggregate figures down to the very low average of 4664 pounds per bale. The fact is, that only 18,000 should have been added instead of 118,000. Making this correction the total in the Bureau's last statement would be 2,535,082 bales containing 1,228,759, 801 pounds, or an average weight of 484 70 pounds per bale, which, it will be noted, differs very slightly from the average indicated by the unrevised monthly figures given above, and confirms the correctness of

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 111,105 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.

|  | al bales. |
|--|-----------|
| NEW YORK-To Liverpool, per steamers City of Berlin, 2,572  |           |
| Germanic, 2,227Lake Superior, 2,607Servia,   |           |
| 2.653 Wisconsin, 1.762   | 11,821    |
| To Hull, per steamer Galileo, 675  | 675       |
| To Glasgow, per steamer Asia, 451  | 451       |
| To Havre, per steamers La Bourgogne, 457Marsala, 550.  | 1,007     |
| To Bremen, per steamers Eider, 300 Saale, 50   | 350       |
| To Hamburg, per steamer Rugia, 1,000   | 1,000     |
| To Amsterdam, per steamer Edam, 959  | 959       |
| To Antwerp, per steamer Westernland, 2,070   | 2.070     |
| To Antwerp, per steamer westermand, 2,070  | 100       |
| To Copenhagen, per steamer Slavonia, 100   | 337       |
| To Barcelona, per steamer Britannia, 337.  | 001       |
| NEW ORLEANS-To Liverpool, per steamers Bernard Hall, 6,003   | 10,903    |
| To Havre, per steamer Tancarville, 6,122   | 6,122     |
| To Havre, per steamer Tancarvine, 6,122  | 0,122     |
| To Bremen, per steamer Escalona, 4,934per bark Hera,   | 0.000     |
| 3,286  | 8,220     |
| To Barcelona, per bark Tafalla, 1,200  | 1,200     |
| To Passages, per brig San Prisco, 1,200  | 1,200     |
| To Passages, per brig San Prisco, 1,200.  MOBILE—To Liverpool, per steamer Propitious, 4,670per          | . == .    |
| ship Mohur, 4,080  | 8,750     |
| ship Mohur, 4,080  | 4,393     |
| To Barcelona, per steamers Marion, 5,582 Romanby,  |           |
| 4.450 per bark Gyller, 1.350   | 11,382    |
| CHARLESTON—To Havre, per bark Nellie T. Guest, 3,050   | 3,050     |
| To Bremen, per steamers India, 3,900 Westergale, 4,150   | 8,050     |
| GALVESTON—To Bremen, per steamer Maritana, 3,690   | 3,690     |
| To Vera Cruz, per steamer Whitney, 1,246 WILMINGTON—To Ghent, per bark Marianne, 1,556                   | 1,246     |
| WILMINGTON—To Ghent, per bark Marianne, 1,556  | 1,556     |
| Norrolk—To Liverpool, per bark Maiden City, 3,318  | 3,318     |
| West Point—To Liverpool, per steamer Haverstoe, 6,418  | 6,418     |
| NEWPORT NEWS-To Liverpool, per steamers Duke of West-  |           |
| minster and Roxburgh Castle, 5.024   | 5,024     |
| BALTIMORE-To Liverpool, per steamers Oranmore, 2,060   | ,         |
| Sarmatian 1.965  | 4.025     |
| Sarmatian, 1,965<br>To Havre, per steamer Panama, 210  | 210       |
| To Antwern per steamer Gothenburg City, 67   | 67        |
| To Antwerp, per steamer Gothenburg City, 67  Boston – To Liverpool, per steamers Istrian, 1,323Norseman, | ٠.,       |
| 1,966Palmyra, 222  | 3,511     |
| 1,000 alliyia, aaa   |           |
| Total  | 111.105   |
| AVVOI  | ,         |

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

|             |        |          |        |        | Amster- | Barce- |       |           |
|-------------|--------|----------|--------|--------|---------|--------|-------|-----------|
|             |        |          |        | 5      | dam,    | lona   |       |           |
| -           |        | Hull     | 4      | Brem.  | Antw'p, | and    |       |           |
|             | Liver- | and      |        | and    | Ghent & | Pas-   | Vera  |           |
|             | pool.  | Glasa'w. | Havre. | Hamb.  | Copenh  | sages. | Cruz. |           |
| New York .  |        | 1.126    | 1,007  | 1,350  | 3,129   | 337    |       | 18,770    |
| N. Orleans. | 10,903 |          | 6,122  | 8.220  |         | 2,400  |       | 0 = 0 1 = |
| Mobile      | 8,750  |          |        |        |         |        |       | 8,750     |
| Savannah .  | 4,393  |          |        |        | 1       | 1,382  |       | 15,775    |
| Charlest'n. |        |          | 3,050  | 8,050  |         |        |       | 11,100    |
| Galveston.  |        |          |        |        |         |        | 1,246 | 4,936     |
| Wilmingt'n  |        |          |        |        | 1,556   |        |       | 1,556     |
| Norfolk     | 3.318  |          |        |        |         |        |       | 3,318     |
| West Point. | 6,418  |          |        |        |         |        |       | 6,418     |
| Newport N.  | 5,024  |          |        |        |         |        |       | 5,024     |
| Baltimore . | 4,025  |          | 210    |        | 67      |        |       | 4,302     |
| Boston      | 3,511  |          |        |        |         |        |       | 3,511     |
|             |        |          |        |        |         |        |       |           |
| Total       | 58.163 | 1.126 1  | 0.389  | 21,310 | 4.7521  | 4,119  | 1,246 | 111,105   |

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

GALVESTON—For Liverpool—Jan. 31—Bark Aphrodite, 2,309.

NEW ORLEANS—For Liverpool—Jan. 27—Steamer City of Lincoln, 8,045.

For Bremen—Jan. 28—Steamer Martha, 4,054.

For Barcelona—Jan. 28—Bark America, 600.

MOBILE—For Liverpool—Jan. 30—Steamer Charrington, 4,610.

SAVANNAH—For Bremen—Jan. 28—Steamer Amaryllis, 4,963.

CHARLESTON—For Liverpool—Jan. 27—Steamer Mayaguez, 2,720.

For Barcelona—Jan. 27—Bark Umberto I., 1,700.

NORFOLK—For Liverpool—Jan. 27—Steamer Yorkshire, 5,500.

BOSTON—For Liverpool—Jan. 24—Steamer Michigan, 3,416...Jan. 25—

Steamer Bulgarian, 2,200...Jan. 27—Steamer Pavonia,——.

BALTIMORE—For Liverpool—Jan. 28—Steamer Baltimore, 2,022...Jan. 31—Steamer Assyrian, 3,159.

For Rotterdam—Jan. 28—Steamer Lero, 735.

PHILADELPHIA—For Liverpool—Jan. 26—Steamer Lord Gough, 1,391.

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

MADURA, steamer (Br.), from Galveston for Liverpool, which arrived at Newport News, Jan. 24, will discharge a quantity of her cargo and replace it with corn for the purpose of stiffening the ship.

Cotton freights the past week have been as follows:

| ž                   | Satur.    | Mon.      | Tues.      | Wednes.   | Thurs.    | Fri.      |
|---------------------|-----------|-----------|------------|-----------|-----------|-----------|
| Liverpool, steam d. |           | 182964    | 18@964     | 180964    | 18@984    | 180964    |
| Do saild.           | ••••      |           |            |           |           |           |
| Havre, steamc.      | 932       | 932       | 932        | 932       | 932       | 932       |
| Do sailc.           | ••••      |           |            |           |           |           |
| Bremen, steam c.    | 38        | 1132@38   | 1132 20 38 | 1132 @ 38 | 1132@38   | 1132 @ 38 |
| Do sailc.           |           |           |            |           |           |           |
| Hamburg, steam c.   | 1132      | 1132      | 1132       | 1132      | 1132      | 1132      |
| Do sailc.           |           |           |            |           |           | ••••      |
| Amst'd'm, steam.c.  | 3212+     | 30-3212*  | 30-3212*   | 30-3212*  | 30-3212*  | 30-3212*  |
| Do via Leith.d.     |           | ••••      |            |           |           |           |
| Reval, steamd.      | 1364-1764 | 1364-1764 | 1364-1764  | 1364-1764 | 1364-1764 | 1364-1764 |
| Do saild.           | ••••      |           |            |           |           |           |
| Barcelona, steam d. | 14        | 14        | 14         | 732@14    | 732@14    | 732@14    |
| Genoa, steamd.      | 732       | 732       | 732        | 732       | 732       | 732       |
| Trieste, steamd.    | 14        | 14        | 14         | 14        | 14        | 14        |
| Antwerp, steam d.   |           | 764@18    | 764@18     | 7647018   | 764@18    | 764 @ 18  |
| + Day 100 Iba       |           |           |            |           |           |           |

\* Per 100 lbs.

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

| 1                         |          | 1        | 1        |         |
|---------------------------|----------|----------|----------|---------|
|                           | Jan. 13. | Jan. 20. | Jan. 27. | Feb. 3. |
| Sales of the weekbales    | 53,000   | 54,000   | 59,000   | 65,000  |
| Of which exporters took   | 4.000    | 3,000    | 5,000    | 8,000   |
| Of which speculators took | 3,000    |          | 4,000    | 3,000   |
| Sales American            | 38,000   | 37.000   | 41,000   | 49,000  |
| Actual export             | 9,000    | 5,000    | 7.000    | 6,000   |
| Forwarded                 | 27,000   |          | 25,000   | 23,000  |
| Total stock—Estimated     | 629,000  | 707,000  | 746,000  | 758,000 |
| Of which American—Estim'd | 447,000  |          | 561,000  | 573,000 |
| Total import of the week  | 87,000   | 158,000  | 120.000  | 96.000  |
| Of which American         | 65,000   | 133,000  | 99,000   | 79,000  |
| Amount afloat             | 344,000  | 317,000  | 297,000  | 292,000 |
| Of which American         | 334,000  |          | 277,000  | 270,000 |
|                           |          |          |          |         |

The tone of the Liverpool market for spots and futures each day of the week ending Feb. 3 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.            | In buyers' favor.              | Easier.                                | Dull and irregular.               | Easier.                         | Fair business doing.     | Good<br>demand.         |
| Mid.Upl'ds.<br>Mid. Orl'ns.   | 558<br>511 <sub>16</sub>       | 5 <sup>5</sup> 8<br>5 <sup>11</sup> 16 | 55 <sub>8</sub> 511 <sub>16</sub> | 59 <sub>16</sub><br>558         | 59 <sub>16</sub><br>558  | 59 <sub>16</sub><br>558 |
| Sales<br>Spec. & exp.         | 8,000<br>1,000                 | 10,000<br>1,000                        | 8,000<br>1,000                    | 12,000<br>1,000                 | 10,000<br>1,000          | 12,000<br>1,500         |
| Futures. Market.   12:30 P.M. | Quiet at<br>1-64 de-<br>cline. | Quiet at<br>1-64 de-<br>cline.         | Quiet at<br>1-64 de-<br>cline.    | Easier at<br>1-64 de-<br>cline. | Quiet.                   | Steady.                 |
| Market, 4 P. M.               | Easy.                          | Firm.                                  | Weak.                             | Steady.                         | More disposit'n to sell. | Very steady.            |

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

The prices are given in pence and 61ths thus: 463 means 463-64d., and 501 means 51-64d.

|           | Sa   | Sat., Jan. 28. |      |       |      | n., J | an.  | 30.   | Tues., Jan. 31. |      |      |       |
|-----------|------|----------------|------|-------|------|-------|------|-------|-----------------|------|------|-------|
|           | Open | High           | Low. | Clos. | Open | High  | Low. | Clos. | Open            | High | Low. | Clos. |
|           | d.   | d.             | d.   | d.    | d.   | d.    | d.   | d.    | d.              | d.   | d.   | d.    |
| January   | 5 38 | 5.38           | 5 38 | 5 38  | 5 37 | 587   | 5 87 | 5 37  | 5 87            | 5 87 | 5 37 | 5 37  |
| JanFeb    | 5 38 | 5 38           | 5 38 | 5 38  | 5 37 | 5 37  | 5 87 | 5 37  | 5 36            | 5 36 | 5 36 | 5 36  |
| FebMarch  | 5 38 | 5 38           | 5 38 | 5 88  | 5 37 | 5 37  | 5 37 | 5 87  | 5 36            | 5 36 | 5 36 | 5 36  |
| MarApril. | 5 40 | 5 40           | 5 40 | 5 40  | 5 39 | 5 39  | 5 89 | 5 39  | 5 33            | 5 38 | 5 38 | 5 38  |
| April-May | 541  | 541            | 541  | 541   | 5 40 | 5 41  | 5 40 | 541   | 5 40            | 5 40 | 5 39 | 6 39  |
| May-June  | 5 43 | 5 43           | 5 48 | 5 43  | 5 42 | 5 43  | 5 42 | 5 43  | 5 42            | 5 42 | 5 41 | 5 41  |
| June-July | 3 45 | 5 45           | 345  | 5 45  | 5 44 | 5 44  | 5 44 | 5 44  | 5 44            | 5 44 | 5 43 | 5 43  |
| July-Aug  | 5 47 | 547            | 5 47 | 5 47  | 5 48 | 5 46  | 5 46 | 5 46  | 5 45            | 5 45 | 5 45 | 5 45  |
| AugSept   | 5 47 | 5 47           | 5 47 | 5 47  | 5 46 | 5 47  | 5 46 | 5 47  | 5 46            | 5 46 | 5 46 | 5 46  |

|            | We   | Wednes., Feb. 1. |      |       | Th   | Thurs., Feb. 2. |      |       | Fri., Feb. 3. |      |      |       |
|------------|------|------------------|------|-------|------|-----------------|------|-------|---------------|------|------|-------|
|            | Open | High             | Low. | Clos. | Open | High            | Low. | Clos. | Open          | High | Low. | Clos. |
|            | d.   | d.               | d.   | đ.    | d.   | d.              | d.   | d.    | đ.            | d.   | đ.   | d.    |
| February   | 5 34 | 5 33             | 5 34 | 5 35  | 5 85 | 5 35            | 5 33 | 5 23  | 5 33          | 5 31 | 5 83 | 5 34  |
| r'ebMarch  | 5 34 | 5 35             | 5 34 | 5 35  | 5 85 | 5 35            | 5 93 | 5 33  | 5 33          | 5 34 | 5 33 | 5 34  |
| MarApril.  | 5 36 | 5 37             | 5 36 | 5 37  | 5 37 | 5 87            | 5 35 | 5 35  | 5 35          | 5 36 | 5 85 | 5 36  |
| April-May. | 5 38 | 5.38             | 5 38 | 5 38  | 5 38 | 5 38            | 5 37 | 5 37  | 5 37          | 5 38 | 5 37 | 5 38  |
| May-June   | 5 40 | 5 40             | 5 40 | 5 40  | 5 40 | 5 40            | 5 39 | 5 39  | 5 39          | 540  | 5 89 | 5.40  |
| June-July  | 5 42 | 5 42             | 5 42 | 5 42  | 5 42 | 5 42            | 541  | 5 41  | 5 40          | 5 41 | 5 40 | 5 41  |
| July-Aug   | 5 44 | 544              | 5 44 | 5 44  | 5 44 | 5 44            | 5 43 | 5 49  | 542           | 543  | 5 42 | 5 43  |
| Aug. Sept  | 5 44 | 5 45             | 5 44 | 5 45  | 5 45 | 5 45            | 5 44 | 5 44  | 543           | 5 44 | 5 43 | 5 41  |
| SeptOct    | 5 45 | 5 45             | 5 45 | 5 45  | 5 45 | 5 45            | 5 44 | 5 44  | 5 43          | 5 44 | 5 43 | 5 44  |
|            |      |                  |      |       |      |                 | 1    | - 1   | )             | J    |      |       |

#### BREADSTUFFS.

FRIDAY, P. M., February 3, 1888.

The market for flour and meal has been quite dull for the week under review, and in some cases the low grades o wheat flour especially there is a lower range of values to be

The wheat market has been depressed. On Tuesday the lower prices led to some revival of export business, which was continued, though less actively, on Wednesday, causing some recovery in speculative values; but as the export business fell off prices again gave way yesterday. Accounts from the fail-sown crop are widely variable, but leave little doubt that | Cor. week 87.. 315,512

it has been winter-killed to some extent. But the severity of the winter is regarded as promising a favorable season for spring sowing. To-day covering of contracts on foreign accounts led to a dearer closing for futures, but business on the spot was dull.

DAILY CLOSING PRICES OF NO. 2 RED WINTER WHEAT.

|     |                   | Dut.      | MI OIL. | Tues.     | well. | Thurs. | FT.  |
|-----|-------------------|-----------|---------|-----------|-------|--------|------|
|     | February delivery | 90        | 89      | 89        | 894   | 8834   | 894  |
|     | March delivery    | $91^{18}$ | 9018    | $90^{18}$ | 9038  | 8978   | 904  |
|     | April delivery    | 924       | 914     | 9118      | 9158  | 91     | 9138 |
|     | May delivery      | 93        | 92      | 92        | 9212  | 9178   | 924  |
|     | June delivery     | 9278      | 9178    | 92        | 9212  | 9178   | 923  |
| 1   |                   | 9578      | 9458    | 9459      | 954   | 9431   | 95   |
| - 1 |                   | ,         |         | 0         |       |        | •    |

Indian corn declined sharply early in the week under the excessive dulness of regular trade, due in a measure to the obstacles to transportation, interior and coastwise, arising from the weather. The lower price, however, led to the renewal on a moderate scale of shipments to Great Britain, giving on Wednesday some recovery to prices. To-day the market was dull and weak, the principal business being in steamer No. 2 mixed at 591/4@591/2c. in elevator.

DAILY CLOSING PRICES OF NO. 2 MIXED CORN.

|                   | Sat.            | Mon.         | Tues.     | Wed.      | Thurs.       | Fri. |
|-------------------|-----------------|--------------|-----------|-----------|--------------|------|
| February delivery | $61^{1}8$       | 6012         | 60        | 6013      | 604          | 6012 |
| March delivery    | 614             | 6034         | 6019      | 6078      | 6013         | 60%  |
| April delivery    | 6138            | 6034         | $60^{5}8$ | G1        | 6034         | 61   |
| May delivery      | $61^{1}_{2}$    | 6034         | 6034      | 61        | 603 <u>4</u> | 61   |
| June delivery     | $61\frac{1}{4}$ | $60^{1}_{2}$ | 6058      | $603_{4}$ | 6058         | 607  |

Oats have declined somewhat, the remoter options being most depressed. The regular trade has been dull and operations for the decline come from the bears with increased force. To-day there was a further decline, but a steadier closing.

DAILY CLOSING PRICES OF NO. 2 MIXED OATS.

| February delivery March delivery May delivery | Sat. 3938<br>3958<br>3978 | Mon. 38 <sup>7</sup> 8 39 <sup>1</sup> 8 39 <sup>3</sup> 8 | Tues.<br>3834<br>39<br>3938               | Wed.<br>39<br>39 <sup>1</sup> 8<br>39 <sup>3</sup> 8 | 7hurs.<br>38 <sup>7</sup> 8<br>38 <sup>7</sup> 8<br>39 <sup>1</sup> 8 | 89° 39° 39° 4    |
|---|---------------------------|--|---|--|---|------------------|
| DAILY CLOSING                                 | PRICE                     | S OF NO  | . 2 WHI                                   | TE OAT   | 8.  |                  |
| February delivery March delivery              | Sat.<br>4134<br>42        | Mon. 41 <sup>1</sup> 2 41 <sup>3</sup> 4 41 <sup>5</sup> 9 | Tues. 41 <sup>1</sup> 4 41 <sup>5</sup> 8 | Wed. 4114 4112                                       | Thurs. 41 41 <sup>1</sup> 4   | Fri. 41 41 41 18 |

Rye is scarce and held for extreme prices. Barley is very firmly held, but buyers do not readily meet the views of sellers, and the same is true of barley mait. Buckwheat is dearer.

The following are the closing quotations:

|   |                         |             | FLO  | OUR.                 |         |                  |       |
|---|-------------------------|-------------|------|----------------------|---------|------------------|-------|
|   | Fine P bbl.             |             |      | Southern bakers' and |         |                  |       |
|   | Superfine               | 2 400       |      |                      |         |                  | 84 25 |
| 1 | Spring wheat extras.    |             |      | Rye flour, superfine |         |                  | 3 60  |
| 1 | Minn. clear and stra't. |             |      | Fine                 | 2       | 30 a             | 2 50  |
| 1 | Wintershipp'g extras.   | 2750        |      |                      | _       |                  |       |
| ١ | Winter XX and XXX.      |             |      |                      |         |                  | 3 25  |
| I | Patents                 |             |      |                      | 3       | $20  \mathbf{a}$ | 3 25  |
| I | Southern supers         | 2700        |      |                      | ٠ ـ ـ . |                  |       |
| ١ | South'n com. extras     | 3 000       | 3 40 | 100 lbs              | 2.      | 100              | 2 20  |
| I | 41                      |             | GR   | AIN.                 |         |                  |       |
| ١ | Wheat-                  |             |      | Oats-Mixed           | 37      | 0                | 41    |
| ١ | Spring, per bush        | 85 <b>a</b> | 94   | White                | 39      | 0                | 45    |
| ١ | Spring No. 2            | 88 @        | 8912 | No. 2 mixed          | 38      | 120              | 3912  |
| ı | Red winter No. 2        | 89127       |      | No. 2 white          | 41      | 40               | 424   |
| 1 | Red winter              | 86 @        |      | Barley—              |         |                  |       |
| I | White                   | 85 @        | 93   | Canada No. 1         | 95      | 701              |       |
| ١ | Corn—West'n mixed.      | 58 @        | 6112 | Two-rowed State      | 85      |                  | 88    |
| l | West'n mixed No. 2.     | 60142       | 6114 | Six-rowed State      | 88      |                  | 90    |
| I | Western white           | 60 æ        | 62   | Milwaukee No. 2      | 90      |                  | 95    |
| l | Western yellow          | 60 @        | 62   | Malt-State, 4-rowed. | 95      | @1               | 00    |

Rye— State & Pa., 39 bush. 72 @ 75 The movement of breadstuffs to market is indicated in the statement below, prepared by us from the figures of the New York Produce Exchange. We first give the receipts at Western ake and river ports, arranged so as to present the comparative movement for the week ending Jan. 28, 1888, and since August, for each of the last three years:

State, 2-rowed.... Buckwheat....

| Receipts at-  | Flour.      | Wheat.      | Corn.       | Oats.       | Barley.     | Rye.       |
|---------------|-------------|-------------|-------------|-------------|-------------|------------|
|               | Bbls.196lbs | Bush.60 lbs | Bush.56 lbs | Bush.32 lbs | Bush.48 lbs | Bu. 56 lbs |
| Chicago       | 133,177     | 156,030     | 626,701     | 545,178     | 289,553     | 28,067     |
| Milwaukee     | 48,537      | 93,520      | 13,620      | 80,000      | 64,730      |            |
| Toledo        | 8,437       | 43,251      | 25,405      | 5,577       |             | 1,685      |
| Detroit       | 5,371       | 43,596      | 5,206       | 9,226       | 30,054      |            |
| Cleveland     | 3,602       | 23,421      | 18,850      | 43,054      | 10,577      | 27         |
| St. Louis     | 16,451      | 63,816      | 486,455     | 254,000     | 19,800      | 3,850      |
| Peoria        | 1,876       | 27,500      | 319,650     | 336,600     | 24,000      | 13,200     |
| Duluth        |             | 47,128      |             |             |             | *****      |
| Minneapolis.  |             | 370,110     | ••••        | •••••       |             |            |
| Tot.wk. '88.  | 212,451     | 868,372     | 1,495,887   | 1,223,635   | 388,714     | 69,280     |
| Same wk.'87.  | 248,251     | 1,789,429   | 1,580,516   | 1,018,909   | 472,381     | 26,326     |
| Same wk.'86.  | 135,189     | 926,739     | 1,729,408   | 993,857     | 521,170     | 31,931     |
| Since Aug. 1. |             | 1           |             |             |             |            |
| 1887 -8       | 6,340,602   | 74,066,925  | 46,677,956  | 41,818,430  | 17,276,034  | 1,281,996  |
| 1886-7*       | 5,605,760   | 63,802,268  | 49,987,277  | 37,991,548  | 15,922,992  | 1.419.545  |
| 1885-6*       | 4,361,306   | 43,038,295  | 48,996,498  | 33,342,925  | 14,338,328  |            |

\* Include one week extra.

White Southern.... @ ....

The receipts of flour and grain at the seaboard ports for the week ended Jan. 28, 1888, follow:

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7,800

| At— New York Boston Montreal Philadelphia Baltimore Richmond Norfolk, Va. New Orleans | Flour,<br>bbls.<br>86,899<br>25,191<br>3,870<br>15,752<br>32,242<br>3,000<br>11,605 | Wheat, bush. 30,250 18,390 [24,600 13,729 16,225 80,252 | Corn,<br>bush.<br>131,260<br>45,093<br>56,851<br>37,534<br>4,010 | Oals,<br>bush.<br>150,000<br>48,225<br>6,250<br>53,e04<br>17,700<br>18,936 | Barley<br>bush.<br>38,750<br>13,132<br>2,550<br>11,400 | Rye,<br>bush,<br>5,674<br><br>4,270<br>30 |
|---|---|---|--|--|--|---|
| Total week  | 179 550   | 220 121   | 420 20 p   | 201 017  | UE 000   | 0.074                                     |

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g d d The exports from the several seaboard ports for the week ending Jan. 28, 1888, are shown in the annexed statement:

| Exports   from- | Wheat.    | Corn.     | Flour.  | Oats.  | Rye.  | Peas.   |
|-----------------|-----------|-----------|---------|--------|-------|---------|
|                 | Bush.     | Bush.     | Bbls.   | Bush.  | Bush. | Bush.   |
| New York        |           | 163,265   | 73,373  | 1,973  |       | 2,686   |
| Boston          | 70,898    | 62        | 39,551  |        | !     | -,      |
| Portland.       |           |           |         |        |       |         |
| N. News -       |           |           |         | ****** |       |         |
| Philadel .      |           | 51,428    | 10,267  | ****** |       |         |
| Baltim're       |           | 94,285    | 64,958  | !      |       |         |
| N. Orl'ns .     |           | 96,902    | 1,017   |        |       |         |
| Richm'd .       |           |           |         |        |       |         |
| Norfolk         | ••••      |           |         |        |       | •••••   |
| Tot. w'k.       | 197,612   | 405,942   | 189,166 | 1,973  |       | 2,686   |
| 1887            | 1,107,515 | 1,008,116 | 204,913 | 1,626  |       | 140,167 |

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit by water, Jan. 28, 1888:

|                   | Wheat,    | Corn.     | Oats.     | Rye.      | Barley,  |
|-------------------|-----------|-----------|-----------|-----------|----------|
| In store at—      | bush.     | bush.     | bush.     | bush.     | bush.    |
| New York          | 7,937,238 | 1,709,273 | 1,537,106 | 14.231    | 127,335  |
| Do affoat         | 136,500   |           |           | 1,500     | 225.690  |
| Albany            | 2,200     | 76.700    | 78.100    | 50,200    | 4) 6 650 |
| Buffalo           | 2,093,109 | 317 0:9   | 71,998    | 67.561    | £18 643  |
| " affoat          | ,         |           | 52,000    |           | 010017   |
| Chicago           | 5,436,873 | 1,457,348 | 914,126   | 27,714    | 29: 4: 6 |
| " afloat          |           | 485,405   |           | ,,        | -0. 1. 0 |
| Milwaukee         | 2,016,705 |           | 1,786     |           | 192,423  |
| Duluth            | 6,812,302 |           | 2,.00     | 15,020    | 202,220  |
| Toledo            | 1,751,212 | 92,224    | 7.187     | 13,326    | 16,698   |
| Detroit           | 1,285,400 | 71,074    | 14,206    | 6,163     | 74,630   |
| Oswego            | 55,000    | 39,000    |           | 900       | 490,5 30 |
| St. Louis         | 4,034,601 |           | 1,404,813 | 7,196     | £5,706   |
| Cincinnati        | 26,000    | 159,000   | 224,000   | 32,000    | 1 0.000  |
| Boston            | 125,395   | 86,0,5    | 91,833    | 2,423     | 8,085    |
| Toronto           | 179.843   | 900       |           | 3,193     | 129,640  |
| Montreal          | 202,375   | 8,292     | 97,034    | 4,050     | 13,556   |
| Philadelphia      | 489,515   | 225,062   | 81,806    | 2,000     | 20,000   |
| Peoria            | 65,382    | 151,148   | 443,142   | 47,423    | 16,026   |
| Indianapolis      | 90,580    | 200,580   |           | 2,070     | 20,020   |
| Kansas City       | 350,843   | 141,368   | 154,175   | _,        | 1,773    |
| Baltimore         | 1,064,949 | 312,584   |           |           | 2,110    |
| Minneapolis       | 7,202,459 |           | *****     |           |          |
| 8t. Paul          | 395,000   |           |           |           |          |
| On Mississippi    |           |           |           |           |          |
| On canal & river. | 7,600     | 6,300     |           |           |          |
|                   |           | -,-,-     |           |           |          |
| Tot Ian 99 100 4  | 1 701 001 | F 104 F00 | F -10 00F | 000 150 0 |          |

 Tot. Jan. 28.'88
 41.761,081
 7.134,733.5,510.335
 332,178.2,995,7.8

 Tot. Jan. 21,'88. 42.361,250
 6,677,034.5,590,369
 311,015.2,994,916

 Tot. Jan. 29,'87. 61,884,712
 16,251,898.4,733,373
 443,185.2,345,75

 Tot. Jan. 30,'86. 54,988,795
 7,186,054.1,995,019
 718,559.1,860,449

 Tot. Jan. 31,'85\* 42,653,259
 6,338,113.2,532,408
 511,253.1,628,009

\* Minneapolis and St. Paul not included.

According to Beerbohm's London cablegram, the amount of wheat and corn on passage at the dates mentioned stood as follows:

| Grain on Passage.                  | Week ending                           | g Feb. 1.         | Week ending Jan. 25.                  |                   |  |
|------------------------------------|---------------------------------------|-------------------|---------------------------------------|-------------------|--|
| ar with one I wasage.              | Wheat.                                | Corn.             | Wheat.                                | Corn.             |  |
| To United Kingdomqrs. To Continent | 1,412,000<br>126,000                  | 331,000<br>53,000 | 1,381,000<br>142,000                  | 307,000<br>71,000 |  |
| Total quarters<br>Equal in bushels | 1,538,000<br>12,304,000<br>23,336,000 |                   | 1,523,000<br>12,184,000<br>23,416,000 |                   |  |

The exports of wheat from India for the week, year and season are as below:

| Exports of Wheat from India.               | Week end'g | Week end'g | April 1 to |
|--|------------|------------|------------|
|  | Jan. 28.   | Jan. 21.   | Jan. 28.   |
| To United Kingdom bush. To Continent bush. | 180,000    | 20,000     | 12,640,000 |
|  | 20,000     | 20,000     | 11,760,000 |
| Totalbush.                                 | 200,000    | 40,000     | 24,400,000 |

### THE DRY GOODS TRADE.

New York, Friday, February 3, 1888.

Although there was an active undertone in he dry goods trade the past week, because of a heavy movement in many descriptions of spring and summer goods on account o former transactions new business was restricted in volume, other than a few specialties having been more or less quiet in the hands of commission houses and importers. The jobbing trade in the regular way was dull, very few out of town retailers having yet appeared in the market, but a satisfactory package business in domestics, prints, lawns, white goods, cotton hosiery, &c., was done by a few of the large jobbers. Large quantities of dry goods, clothing, laces, millinery goods, &c., were consumed by a destructive fire in this city, and subsequently the stock of Barnes, Hengerer & Co., Buffalo, was destroyed in like manner. The losses by these fires will probably approximate or fully reach two millions of dollars, though no reliable statement has thus far been obtainable. Cotton goods, both plain and patterned, have further advanced in many cases, and the tone of the market is exceptionally strong because of the very small stock on hand; but woolen goods and imported fabrics are without quotable change.

Domestic Cotton Goods.—The exports of cotton goods from this port for the week ending January 31 were 2,939 packages, valued at \$174,827. These shipments include 908 to China, 750 to Africa, 528 to the West Indies, 451 to South America, 86 to Mexico, 85 to Europe, 80 to Central America, 44 to Smyrna, and 7 to all other countries. Since the 1st of January the exports aggregate 16,729 packages, valued at \$962,527. Of this total China has had 7,998 packages,

valued at \$378,845; and 2,505 packages, valued at \$171,481, have gone to South America. For the similar period of 1887 the exports to all ports reached 15,480 packages and in 1886 were 19,538 packages. At first hands the demand for staple cotton goods was only moderate, but the movement on account of former transactions was quite active, and the tone of the market was very firm, many additional makes of brown and bleached goods, quilts, flat-fold cambrics, silesias, &c., having been marked up by the mill agents, while orders for other makes not actually in stock are now accepted "at value" only. Operations on the part of exporters were more liberal than for some time past, despite the recent sharp advance in prices, and some very good orders (for future delivery) were placed in this connection. Print cloths were in good demand, and prices have advanced to 4c. for 64x64 "spots" and "futures to April," with large transactions at this figure. Stocks last Saturday and for the three previous years were as follows:

| 7                           | 1888.    | 1887.    | 1886.    | 1885.    |
|-----------------------------|----------|----------|----------|----------|
|                             | Jan. 28. | Jan. 29. | Jan. 30. | Jan. 31. |
| Held by Providence manuf'rs | 27,000   | 83,000   | 79,000   | 462,000  |
| Fall River manufacturers    | 3,000    | 29,000   | 38,000   | 481,000  |
| Providence speculators      |          | 50,000   | 259,000  | 325,000  |
| Outside speculators (est)   | 3,000    | 30,000   | 30,000   | 325,000  |
| -                           | -        |          |          |          |

Total stock (pieces)....... 48,000 192,000 406,000 1,593,000 Prints were in good demand, and numerous makes have advanced about 2½ per cent. Printed sateens, lawns, basistes, ginghams and white goods were fairly active in movement and demand, and prices continue very firm.

Domestic Woolen Goods.—There was a considerable influx it wholesale clothiers from some of the Western markets, and a somewhat better demand for heavy clothing woolens was experienced by the commission houses, but there is still room for improvement in this branch of the trade. Prices of men's-wear woolens remain low and not very remunerative to the mills, owing in a measure to the sharp competition of foreign worsteds, &c. Fair-sized orders for heavy cassimeres, suitings, worsteds, overcoatings, &c, were placed for future delivery, but spring weights were mostly quiet. Heavy satinets were fairly active in some quarters, and Kentucky jeans and doeskins ruled quiet but steady in price. Jersey cloths continued in fair request by the manufacturing trade, but cloakings were lightly dealt in. All-wool and worsted dress goods were in moderate request, and flannels and blankets were quiet as usual at this advanced stage of the season, but a very fair business was done in carpets.

Foreign Dry Goods were in light and irregular demand at first hand, and the jobbing trade was quiet. Large deliveries of dress goods, hosiery, fabric gloves, &c., were, however, made by importers in execution of back orders and an improved business in foreign fabrics is confidently looked for as soon as retailers begin to appear in the market.

#### Importations of Dry Goods.

The importations of dry goods at this port for the week ending Fcb. 2, 1888, and since Jan. 1, and the same facts for the corresponding periods of last year are as follows:

| 15,530,747              | 118,695          | 16,692,3,137,005     | 16,692          | 14,480,305                   | 79,869           | [24,228]3,320,601] | 24,228          | Total at the port                |
|-------------------------|------------------|----------------------|-----------------|------------------------------|------------------|--------------------|-----------------|----------------------------------|
| 3,219,908<br>12,310,839 | 31,573<br>87,122 | 2,659,224            | 6.757<br>9,935  | 3,139,121<br>11,341,184      | 22,251<br>57,618 | 2,707,003          | 3,874<br>20,354 | ₽:                               |
| 323,650<br>391,800      | 22,376           | 60,843               | 5,402           | 317,462                      | 12,903           | 50,829             | 2,002           | Miscellaneous                    |
| 640,138                 | 1,557            |                      | 183             | 622,396                      |                  |                    | 270             | Flax                             |
| 730.253                 | 2.841            |                      | 367             | 911,301                      |                  | -                  | 616             | Cotton                           |
| 1 101 000               | 2 120            |                      | 597             | 964 979                      |                  |                    | 629             | Wool Wool                        |
|                         | Z.               | ERIOD.               | SAME P          | WAREHOUSE DURING SAME PERIOD | 1                | ENTERED FOR        |                 | Monte                            |
| 15,575,686              | 120,663          | 3,313,898            | 21,146          | 14,309,378 21,146 3,313,898  | 85,645           | 3,287,880          | 23,011          | Total on market 23,011 3,287,880 |
| 3,264,847<br>12,310,839 | 33,541<br>87,122 | 654,674<br>2,659,224 | 11,211<br>9,935 | 2,968,194<br>11,341,184      | 28,027<br>57,618 | 2,707,003          | 2,657<br>20,354 | Total<br>Ent'd for consumpt      |
|                         |                  |                      | 9,327           | 317,148                      | ١                | ī                  | 851             | Miscellaneous                    |
| 524,486                 | 2,078            | 137,275<br>59.975    | 279<br>461      | 392,536<br>392,993           | 2,503            | 67,106             | 469             | Flax                             |
|                         |                  |                      | 507             | 833,482                      |                  |                    | 642             | Cotton                           |
|                         |                  |                      | 637             | 842.035                      |                  |                    | 432             | Wool                             |
|                         | KET.             | THE MARKET           | WN INTO         | SE AND THROWN INTO           | WAREHOUSE        | WITHDRAWN FROM     | TTHDR           |                                  |
| 12,310,839              | 87,122           | 2,659,224            | 9,935           | 11,341,184                   | 57,618           | 20,354 2,707,003   | 20,354          | Total                            |
| 1,155,158               |                  |                      |                 |                              | 1                |                    | 10,272          | Miscellaneous                    |
|                         | 6,914            | _                    | 1,295<br>2,189  |                              | 11,275           |                    | 4,485           | Flax                             |
|                         |                  |                      |                 |                              |                  |                    | 2,188           | Cotton                           |
| 1                       | 0.050            |                      |                 | 2 772 580                    |                  | 687.031            | 1,813           | Wooles or—                       |
| Value.                  | Pkgs.            | Value.               | Pkgs.           | Value.                       | Pkgs.            | <del>-</del>       | Pkgs.           |                                  |
| m. 1, 1888.             | Since Jan.       | k Ending<br>2, 1888. | Week<br>Feb. :  | n 1, 1887.                   | Since Jan        | 3, 1887.           | Feb. 3          |                                  |
| 87.                     | 88 AND 1887      | JARY 1, 1888         | CE JANC         | WEEK AND SINCE JANUARY 1,    | FOR THE W        | CONSUMPTION I      | OR CON          | ENTERED FOR                      |

Digitized fc FRASER

## Financial.

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KANSAS CITY, MO.

| CAPITAL    | PAI | DÜ | P, | • |   | \$1,000,000 |
|------------|-----|----|----|---|---|-------------|
| SURPLUS    |     |    | •  | - |   | - 100,000   |
| Reserve Li |     |    | ۵  | • | • | 1,000,000   |
| Total      | •   |    |    | • | • | 82,100,000  |

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