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CLEARING HOUSE RETURNS.

The present statement of clearings—that for the week ending February 4—is much more favorable than the exhibit for either of the two preceding weeks, recording a substantial gain in comparison with each, while contrasted with the week of 1887 the decline is only 3.6 per cent. At New York the loss compared with a year ago reaches 8.6 per cent, but eliminating stock transactions in both years, the excess in favor of the current year is 12.8 per cent. Of the cities outside of New York, the most important gains are at Indianapolis, Peoria, St. Joseph, Louisville and Springfield.

	Week Ending Feb. 4.			Week End'g Jan. 28.		
	1888.	1887.	P. Cent.	1888.	P. Cent.	
New York.....	610,704,029	668,272,422	-8.6	549,457,039	-21.7	
Sales of—						
(Stocks.....shares.)	(965,812)	(1,865,686)	(-48.2)	(888,242)	(-53.1)	
(Cotton.....bales.)	(4,330,000)	(742,800)	(-37.5)	(415,700)	(-5.3)	
(Grain.....bushels.)	(26,843,867)	(21,593,100)	(-19.7)	(22,700,500)	(-2.5)	
(Petroleum.....bbls.)	(24,429,000)	(26,062,400)	(-6.3)	(39,854,000)	(+138.0)	
Boston.....	87,259,900	79,162,475	+10.2	76,036,243	-1.5	
Providence.....	4,455,500	4,348,100	+2.5	4,644,800	+17.4	
Hartford.....	1,337,881	2,036,221	-9.7	1,631,197	+8.0	
New Haven.....	1,224,372	1,161,862	+5.4	1,129,510	+4.7	
Portland.....	936,725	893,724	+4.8	716,904	-16.3	
Worcester.....	909,543	906,819	+0.3	868,680	-3.5	
Springfield.....	1,113,891	864,234	+28.9	816,148	+11.3	
Lowell.....	645,731	655,933	-1.6	517,651	+22.8	
Total New England.....	98,383,733	9,029,368	+9.3	86,991,133	-0.4	
Philadelphia.....	61,927,347	60,473,520	+2.4	57,276,630	+7.3	
Pittsburg.....	11,488,935	9,556,770	+20.2	11,905,034	+20.0	
Baltimore.....	11,601,658	15,882,999	-27.0	10,533,664	-14.2	
Total Middle.....	85,017,910	85,913,289	-1.0	79,775,328	+5.5	
Chicago.....	56,035,639	51,055,838	+9.7	49,681,061	+13.9	
Cincinnati.....	10,991,800	11,755,200	-8.1	10,339,050	+0.9	
Milwaukee.....	5,147,805	4,273,064	+20.5	4,496,407	+4.6	
Detroit.....	4,030,715	3,680,631	+9.5	3,976,516	+39.8	
Indianapolis.....	2,341,087	1,605,739	+45.8	1,941,817	+44.1	
Cleveland.....	2,741,624	3,028,506	-9.5	2,785,719	-5.3	
Columbus.....	2,208,783	1,977,569	+11.7	2,094,387	+6.4	
Peoria.....	1,337,016	1,053,998	+30.3	1,602,385	+57.9	
Omaha.....	3,113,879	2,418,014	+28.8	2,617,279	+16.0	
Minneapolis.....	3,115,049	2,833,535	+9.9	2,511,582	+9.0	
Denver.....	2,067,778	1,869,976	+10.6	2,065,940	+39.3	
St. Paul.....	3,744,287	3,231,488	+15.9	2,787,890	+0.7	
Grand Rapids.....	521,770	479,553	+8.8	508,401	+21.2	
Wichita.....	757,332	1,782,119	-57.5	716,478	-62.2	
Duluth.....	1,621,861	.....	.....	1,171,475	.....
Topeka.....	244,831	.....	.....	366,985	.....
Total Western.....	98,064,664	91,045,164	+7.7	87,725,030	+11.0	
St. Louis.....	17,689,227	16,341,183	+8.2	15,540,361	+1.4	
St. Joseph.....	1,483,323	1,112,521	+33.3	1,275,315	+9.1	
New Orleans.....	11,976,630	10,996,236	+8.9	11,190,905	+8.6	
Louisville.....	8,116,564	6,133,870	+32.3	5,812,470	+20.6	
Kansas City.....	6,430,259	6,792,888	-5.4	6,323,975	+1.4	
Memphis.....	2,375,106	2,514,083	-5.5	2,420,449	-3.5	
Galveston.....	983,554	1,109,115	-11.3	1,083,134	-7.1	
Norfolk.....	869,410	790,724	+9.9	914,478	+14.9	
Total Southern.....	49,924,373	45,790,620	+9.0	44,561,087	+5.7	
San Francisco.....	15,655,193	12,176,108	+28.6	12,305,360	-6.5	
Total all.....	957,750,832	903,226,971	-3.6	860,814,977	-13.8	
Outside New York.....	347,045,903	324,954,549	+6.8	311,357,988	+4.8	

* Not included in totals.

Solely on account of the large reduction in the volume of speculation on the New York Stock Exchange during the month, the total clearings for January exhibit a falling off from the similar period a year ago. Outside of New York, however, there is an excess of 5.6 per cent.

	January, 1888.			January, 1887.		
	1888.	1887.	P. Cent.	1888.	1887.	
New York.....	2,521,179,735	2,962,686,060	-14.9	2,875,528,805	2,185,377,596	
Boston.....	365,908,513	361,185,431	+0.5	373,470,939	297,228,871	
Providence.....	23,489,800	20,331,500	+15.7	20,395,000	19,553,800	
Hartford.....	9,801,529	9,154,020	+7.1	8,739,850	8,263,448	
New Haven.....	5,811,154	5,449,205	+0.7	5,325,286	5,851,703	
Portland.....	4,570,682	4,345,237	+5.2	4,059,927	3,709,855	
Worcester.....	4,514,712	4,080,092	+10.4	3,731,620	3,237,368	
Springfield.....	4,810,770	4,671,249	+3.0	3,718,794	3,487,744	
Lowell.....	2,846,812	2,386,783	+18.9	2,142,264	2,109,023	
Tot. N. Eng.....	421,723,972	415,013,519	+1.6	421,470,680	343,440,814	
Philadelphia.....	270,331,294	259,407,935	+4.2	228,318,102	197,228,670	
Pittsburg.....	51,922,266	42,313,978	+22.7	32,617,955	30,621,693	
Baltimore.....	52,139,874	61,220,896	-14.8	51,731,706	56,795,992	
Tot. Middle.....	374,393,434	362,942,809	+3.2	312,662,763	284,616,355	
Chicago.....	234,310,056	212,347,774	+10.3	197,236,357	189,867,993	
Cincinnati.....	47,956,200	46,296,350	+3.6	37,375,300	40,381,150	
Milwaukee.....	17,794,393	17,939,824	-0.8	16,657,419	18,204,707	
Detroit.....	18,358,368	15,324,824	+19.8	12,348,327	10,667,235	
Indianapolis.....	9,076,924	6,992,645	+29.8	5,981,399	6,131,360	
Cleveland.....	13,164,393	13,522,355	-2.6	9,716,612	8,630,367	
Columbus.....	9,994,698	8,570,093	+16.6	7,033,455	5,694,814	
Peoria.....	6,066,454	4,497,989	+34.9	2,712,919	3,168,256	
Omaha.....	12,735,359	10,423,171	+22.2	5,914,003	4,795,113	
Minneapolis.....	13,473,178	13,258,831	+1.6	10,497,243	8,413,499	
Denver.....	9,508,667	7,885,196	+20.6	6,290,298	.....
St. Paul.....	15,140,031	13,547,060	+11.8	9,909,586	8,893,512	
Grand Rapids.....	2,909,440	2,206,732	+31.9	1,411,452	.....
Wichita.....	3,277,777	6,312,825	-48.1	900,060	.....
Tot. West.....	413,765,878	379,125,471	+9.1	324,595,270	304,840,006	
St. Louis.....	73,489,445	71,441,522	+2.9	65,215,969	68,024,510	
St. Joseph.....	6,245,880	5,307,850	+17.7	3,947,566	2,711,920	
New Orleans.....	56,298,982	45,565,519	+23.6	41,289,162	48,728,343	
Louisville.....	27,077,702	22,302,273	+21.4	20,963,314	19,332,133	
Kansas City.....	30,513,192	28,469,055	+7.2	17,962,423	18,240,279	
Memphis.....	11,026,984	10,807,578	+2.0	7,957,528	7,832,214	
Galveston.....	5,413,800	6,380,691	-15.2	6,626,367	.....
Norfolk.....	4,220,778	3,568,594	+18.3	3,395,684	.....
Tot. South.....	214,286,768	193,812,912	+10.5	167,230,010	164,869,399	
San Francisco.....	63,373,433	57,234,075	+10.7	41,652,231	52,682,711	
Total all.....	4,008,723,215	4,370,844,846	-8.3	4,143,139,849	3,335,832,881	
Outside N. Y.....	1,487,543,480	1,408,158,786	+5.6	1,267,610,954	1,150,455,285	

We give below our compilation covering operations on the various New York exchanges for January in the two years:—

Description.	January, 1888.			January, 1887.		
	Par Value or Quantity	Actual Value.	Average Price.	Par Value or Quantity	Actual Value.	Average Price.
Stock { Sh'r's	3,926,117	210,126,645	64.4	8,147,127	414,449,380	58.1
{ Val'r	\$328,142,550	\$32,070,837	91.8	\$712,908,400	\$38,667,049	87.7
RR. bonds.....	\$34,926,200	\$1,058,862	123.3	\$38,638,609	\$978,704	120.7
Gov't bonds.....	\$858,500	\$299,303	53.8	\$811,000	\$1,034,038	26.6
State bonds.....	\$556,800	\$291,283	131.7	\$3,890,100	\$137,423	112.6
Bank stocks.....	\$221,150	\$243,546,950	67.2	\$122,030	\$450,497,494	59.5
Total.....	\$362,705,200	\$174,875,610	91.6c.	\$756,169,130	\$79,253,565	70.8-10c
Petr'l'm.bbls	191,896,000	\$138,583,670	\$3.14	\$111,951,000	\$83,336,270	\$48.36
Cotton.bales	2,593,100	\$74,033,225	83c.	1,723,100	\$103,237,172	\$63.10c
Grain...bush	89,164,077	\$631,339,465	\$7.10	119,612,308	\$716,294,501	\$5.95

Our usual telegraphic returns of exchanges for the five days have been received and are given below.

Returns by Telegraph.	Week Ending Feb. 11.			Week End'g Feb. 4.		
	1888.	1887.	P. Cent.	1888.	P. Cent.	
New York.....	457,533,996	549,958,187	-16.8	511,356,356	-10.0	
Sales of Stock (shares)....	(643,578)	(1,926,725)	(-66.6)	(774,659)	(-48.6)	
Boston.....	67,895,395	63,962,065	+6.1	73,067,722	+9.8	
Philadelphia.....	44,760,466	43,371,189	+3.2	52,828,409	+4.3	
Baltimore.....	8,904,107	8,978,823	-0.8	9,649,286	-30.1	
Chicago.....	43,367,000	37,544,000	+15.5	46,642,000	+7.2	
St. Louis.....	15,911,823	14,053,184	+13.2	14,548,054	+5.8	
New Orleans.....	9,270,529	8,869,664	+4.5	10,007,622	+7.6	
Total, 5 days.....	647,693,316	726,737,112	-10.9	718,999,449	-0.2	
Estimated 1 day.....	131,046,257	151,424,218	-13.5	136,804,287	+0.5	
Total full week....	778,739,603	878,161,330	-11.3	854,903,736	-5.1	
Balance Country*.....	98,104,263	86,594,850	+13.3	102,148,675	+12.2	
Total week all.....	876,843,866	964,756,180	-9.1	957,052,411	-8.6	

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

THE FINANCIAL SITUATION.

Money is still tending downward. On call, so far as represented by bankers' balances, the extremes have been 3 and 2 per cent, the average being hardly more than $2\frac{1}{2}$ per cent, at which renewals are reported to have been made. Some of the banks demand 4 per cent, and this has been the ruling rate with them and the trust companies; but on Tuesday at least one bank and two trust companies came into the market as liberal lenders of money, and the amount offered was so large and the demand so light that the rate was broken down to $2@2\frac{1}{2}$ per cent, and this materially assisted in keeping the quotation for bankers' balances low for the remainder of the week. Time money is also easier. One feature of the market has been the offerings on mixed collateral for 90 days at 3 per cent; and on the best security borrowers can obtain all the money they require for from 60 days to 4 months at the same rate, and for longer terms, running to 6 months, at 4 per cent. We do not know of any of our city banks that are putting out funds in this way; for time loans many of them prefer to buy paper which nets them a good interest, while some of the more conservative banks show a decided disposition to keep their money within reach by accepting the best call rates, rather than tie it up on such terms. Still there are city and State institutions of New York, and banking and trust corporations of Philadelphia and other cities, which are offering money as stated. Commercial paper is in good demand from our banks and out-of-town institutions, except a few of those at the East, where mill paper is absorbing the funds, the market now being well supplied with a choice lot of good names. Rates are $4\frac{1}{2}@5$ per cent for 60 to 90-day endorsed bills receivable, $4\frac{3}{4}@5\frac{1}{2}$ for four months' acceptances, and $5\frac{1}{2}@7$ per cent for good single names having from four to six months to run.

The feature of the foreign markets this week has been the decided change of feeling which immediately followed the speech of Prince Bismarck before the German Parliament on Monday. The publication of the details of the secret treaty between Germany and Austria, together with the announcement that there was another similar compact between Germany and Italy, served to increase the political tension, and this was added to by a feeling of nervousness which it stimulated over the possible nature and effect of the anticipated speech; and, as a result, on Saturday the cable reported a semi panic at the London Stock Exchange and Paris Bourse, with more or less disturbance at the other Continental markets. But on Monday, as soon as the quiet and pacific nature of the address had been disclosed, every European money centre recovered, the closing prices showing buoyancy. Even after careful analysis, no exception has been taken to the declarations of the Chancellor, and yet there has been something of a reaction, for every one sees that so long as the Bulgarian question is unsettled, and Russia's very large force remains close on to the German and Austrian borders, while facing it is a German and Austrian army of at least equal numbers—every one sees that while these conditions continue, war may at any moment result, or at least that the feeling of insecurity in the political situation will be of constant recurrence. Yesterday the discount rate at London for 60 days to 3 months bank bills was $1\frac{1}{4}$; in the open market at Berlin and Frankfort it was $1\frac{1}{8}$ per cent, and at Paris it was $2\frac{1}{2}@2\frac{3}{4}$ per cent. The Bank of England gained £211,000 bullion during the week, which our private cable informs us was wholly due to receipts from the interior of Great Britain, there being no imports or exports of gold.

Our foreign exchange market was dull at unchanged rates until Thursday, when a little better demand and a

lighter supply of bankers' bills due to a relaxation in the offerings drawn against securities, caused an advance of a half cent per pound sterling, and the market closed firm and so continued yesterday, but not at all active. It is thought that very likely the rise will bring out a supply of security bills which will cause another decline; but commercial bills are very scarce and the arbitrage business is limited, so that the late downward tendency of the market has been wholly due to loans which have been placed abroad, and to a constant and good demand made upon our bankers for our bonds and other securities. If the free flow this way of foreign capital continues in as large volume as heretofore, of course the exchange market will remain below the rate usual at this season of the year. The very easy condition of the money markets of Europe and the unusual amounts of capital there seeking investment certainly favor an unchanged demand; and if the Reading coal strike should be settled it might even give a further impulse to the foreign investment inquiry. Still there can be no certainty in low prices for exchange at this season of the year.

It is truly surprising to note how very small indeed the transactions at the New York stock market have been during late weeks. The business was wonderfully limited last July, then again in December; but neither period appears to have been the extreme in the depression. We hardly realized this until our monthly figures for January were made up when we found that the total number and value of shares sold that month were smaller than they have been at any similar period since our record began, which was in January, 1884, that is four years ago. The totals for this and last year have been as follows.

SALES OF STOCKS AT THE NEW YORK STOCK EXCHANGE.

Month.	1888.			1887.		
	Number of Shares.	Values.		Number of Shares.	Values.	
		Par.	Actual.		Par.	Actual.
Jan....	3,926,117	\$ 326,142,550	\$ 210,126,645	8,147,127	\$ 712,998,400	\$ 414,449,380

This statement shows that the number of shares sold during the whole month was only 3,926,117, at an actual value of \$210,126,645, against 8,147,127 in 1887, at an actual value of \$414,449,380. In January, 1886, the number of shares was 8,672,154, at an actual value of \$570,361,697. That the reader may realize how these figures contrast with an active month, we may add that in December, 1886, the total sold was 12,140,691 shares, the actual value of which was \$628,877,505. To be sure there was a raid on the market that December, the last half of it; but the two preceding months gave nearly as large totals. In fact, for the last quarter of 1886 the number of shares sold at the Stock Exchange reached 33,756,361, the actual value of which was \$1,780,532,832; three months of no larger business than January would only give us 11,778,351 shares, of an actual value of \$630,379,935, or only about a third as much as during the last quarter of 1886 referred to. We do not look for an active stock movement until Congress shall have progressed in some feasible measure for the relief of the financial problem. As we look at it, even a settlement of the rate war and the coal strike would have far less influence on business than the enactment of laws which would cut down taxes and provide for the disbursement of the existing surplus.

The war of rates in the West has this week been continued with increased bitterness, and tariffs are down now to a figure where there can be very little, if any, profit in carrying on transportation in that section of the country. Nevertheless reductions are still being made almost hourly, and there are many who question whether the

lowest point has yet been reached in the downward movement. The only new phase of the contest is that the fight is now being forced by the larger and stronger companies, the weaker lines apparently having lost much of their zest in the conflict and showing a decidedly less aggressive attitude, though for appearance sake still wearing a bold front. Perhaps this is the most hopeful sign about the whole matter. The stronger lines have suffered so much from the depredations of the weaker lines, that they may well be pardoned a desire to make the struggle so hot as to compel the newcomers to sue for peace and thus settle the difficulty once and for all. Some persons at the same time express the fear that the Eastern trunk lines will ultimately become involved in the conflict. These latter to be sure have been having some little differences of their own, but we do not share the apprehensions that they will become active participants in the Western struggle. They have too much at stake for that. The "Soo" route of course can do some harm, but there is a limit even to that. There are too many links in the "Soo" route, each independently owned and controlled, to ensure that complete harmony necessary to make the route a powerful factor for mischief.

The preliminary statement of its operations for the year 1887 which the Norfolk & Western has submitted this week is a very favorable document, and bears out the anticipations which the monthly reports issued during the progress of the year had encouraged. The increase in gross earnings is over a million dollars, or nearly one-third larger than the previous year's total. It appears that this progress is chiefly due to the growth of local traffic, the increase in local passengers being 40 per cent and in local freight 44 per cent. Of course, the larger traffic also worked an increase in expenses, nevertheless net earnings are up from \$1,291,147 to \$1,771,014, or 37 per cent. As a result, after meeting all charges, the company had left a surplus for the year of \$635,527, or nearly 3 per cent on the 22 millions of preferred stock outstanding. In 1886 the surplus was only \$131,663, and in 1885 there was a deficit of \$73,861. The balance sheet shows that the company is in easy financial condition, besides having the funds necessary for the completion of the Clinch Valley Extension.

The stock market continues to show a strong undertone. The course of prices during the week has been rather irregular, with an inclination towards weakness at times, but considering the remarkable combination of adverse circumstances that has existed, this stubbornness in values, notwithstanding the repeated attacks to depress them, proves that stocks are well held. The continued unfavorable developments in the Western rate war, the failure of the Metropolitan Bank of Cincinnati, the demand of the anthracite coal miners of the Wyoming region for a 15 per cent advance in wages, with the threat that a strike will be inaugurated in case the advance is not granted, the uncertainty about Congressional action on the surplus question—these would under ordinary circumstances have caused complete demoralization in the market. A report that the South Pennsylvania project was again to be taken up, was made a pretext for an attack on Lake Shore and other trunk line properties on Wednesday, but there has since then been a considerable recovery. About the only favorable development of the week was Prince Bismarck's speech with its peaceful tone. Rates for foreign exchange have been advanced, but money has continued easy, though the net result of the interior movement of money has been a slight loss to the banks. The governing committee of

the Stock Exchange on Wednesday decided to permit trading in petroleum certificates, but the regulations for such business have not been definitely settled yet. It is understood that the certificates will be placed among the unlisted stocks; this will permit the charging of a lower commission than that demanded for business in stocks regularly listed at the board.

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 10, 1888.	Received by N. Y. Banks.	Shipped by N. Y. Banks.	Net Interior Movement.
Currency.....	\$1,927,000	\$1,340,000	Gain. \$587,000
Gold.....	300,000	1,000,000	Loss. 700,000
Total gold and legal tenders....	\$2,227,000	\$2,340,000	Gain. \$113,000

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 lost \$2,500,000 through the operations of the Sub-Treasury. Adding this item to the above, we have the following, which should indicate the total loss to the New York Clearing House banks of currency and gold for the week covered by the bank statement to be issued to-day. It is always to be remembered, however, that the bank statement is a statement of averages for the week, whereas the figures below should reflect the actual change in the condition of the banks as between Friday of last week and Friday of this week.

Week ending February 10, 1888.	Into Banks.	Out of Banks.	Net Change in Bank Holdings.
Banks' Interior Movement, as above	\$2,227,000	\$2,340,000	Loss.. \$113,000
Sub-Treasury operations.....	4,200,000	6,700,000	Loss.. 2,500,000
Total gold and legal tenders ...	\$6,427,000	\$9,040,000	Loss \$2,613,000

The Bank of England gained £211,000 bullion during the week, which amount was drawn from the interior of Great Britain. The Bank of France shows an increase of 6,100,000 francs gold and of 2,975,000 francs silver. The Bank of Germany has gained 11,220,000 marks. The following indicates the amount of bullion in the principal European banks this week, and at the corresponding date last year.

Banks of	February 9, 1888.			February 10, 1887.		
	Gold.	Silver.	Total.	Gold.	Silver.	Total.
	£	£	£	£	£	£
England.....	21,629,758	.....	21,629,758	21,814,398	.....	21,814,398
France.....	44,350,768	47,600,696	91,951,464	48,752,870	45,619,125	94,371,995
Germany.....*	21,514,820	19,079,150	40,594,000	19,362,490	17,170,510	36,533,000
Aust.-Hung'y	6,910,000	14,578,000	21,488,000	6,401,000	13,957,000	20,358,000
Netherlands..	4,300,000	8,200,000	12,500,000	4,984,000	8,140,000	13,124,000
Nat. Belgium*	2,783,000	1,362,000	4,175,000	2,741,000	1,370,000	4,111,000
National Italy	6,983,000	1,118,000	8,101,000	7,364,000	859,000	8,223,000
Tot. this week	108,471,346	91,967,876	200,439,222	111,419,758	87,115,635	198,535,391
Tot. prev. w'k.	107,410,104	91,541,213	198,951,317	111,355,395	87,232,973	198,588,368

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

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

The Assay Office paid \$141,979 through the Sub-Treasury during the week for domestic bullion, and the Assistant Treasurer received the following from the Custom House.

Date.	Duties.	Consisting of—			
		Gold.	U. S. Notes.	Gold Certificate's.	Silver Certificate's.
Feb. 3.	\$332,215 68	\$3,500	\$39,000	\$295,000	\$43,000
" 4.	342,769 30	2,000	39,000	273,000	28,000
" 6.	328,270 72	1,500	70,000	190,000	65,000
" 7.	567,273 68	1,500	85,000	413,000	67,000
" 8.	886,316 76	3,000	80,000	731,000	72,000
" 9.	255,969 29	4,000	40,000	173,000	33,000
Total.	\$2,762,845 43	\$15,500	\$353,000	\$2,075,000	\$313,000

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

LIABILITY OF BANK DIRECTORS.

Another bank of speculative habits has been compelled to close its doors this week. This time it was the Metropolitan National Bank, a Cincinnati institution, and apparently an ally of the Fidelity Bank, which failed in June last. We say an ally, because Mr. John R. Decamp, who was the Vice President of the Metropolitan and has the credit of having wrecked it, was at first appointed receiver of the Fidelity and was removed by the Comptroller of the Currency as soon as the appointment came to the notice of Mr. Trenholm. The story goes that both the leading officers were known to be speculative; that the directors also had a little syndicate of their own; that they all used the bank for their private ventures; and the amount of legitimate business done by the institution was about as one to two of the questionable sort. The only fact that seems to distinguish the case from others of its kind is that no one connected with the affair has gone to Canada as yet, though about four hundred thousand dollars of the bank's assets seem to have disappeared without leaving a trace of its method of exit or its whereabouts.

The new year has not opened very happily for speculative officers and institutions. We have only got through the first third of the second month, and yet the developments of this kind which have come to light could not be counted on the fingers of both hands. Among the lot, however, there seem to be altogether only three National banks that have suffered materially. The first was the Herkimer National Bank of this State. Its little difficulty was published in the papers of the first day of the year, the announcement made being that its "trusted and popular cashier" had absconded "with over thirty thousand dollars." His speculative proclivity was stocks, and he sunk as much of the bank's money as he could reach without detection, and fortunately got frightened off before he had ruined the bank. The other case was the First National Bank of Auburn, also of this State. That was announced on the 23d of last month, both the cashier and the bookkeeper having left for Canada, the shortage being reported at the time at about two hundred thousand dollars. We have not seen any very late statement of the condition, but the early reports gave out, among other things, that the cashier had been speculating, was "active in sporting matters" and "fond of poker-playing," though "he had the reputation of always winning at that game." Still, it was added that it caused great surprise to the business men of Auburn that this speculative, sporting, poker-player had plundered the bank!

We do not cite these, by any means, as specimens of National Bank management. That system does not need defense, for it is as well officered and has a record as clean as any in the world. It must be remembered that on the 7th of December last there were 3,070 of these institutions scattered all over this vast country and that the failures from all causes averaged less than five during the last ten years. Our purpose then was not to reflect on the system, but mainly to show that each loss mentioned above, like so many others in late years, was a loss that ought to have been avoided, and could have been avoided, had any proper view prevailed in the management respecting the qualifications of its officers. Is it for a moment doubtful whether a well known "poker player," even though he "always wins," or an "active sporting man," however popular he may be among customers, or a man speculating on margins in Wall Street—is it at all doubtful whether any one of these is a fit man for control of the money of a bank? Furthermore, ought not the

retaining of any such person in such position, especially when there was so much to excite inquiry, be presumptive evidence of gross negligence on the part of every director or officer, having authority over the defaulter?

This point is in no measure weakened by the decision made last week in the Fidelity Bank case as to the liability of directors for the acts of dishonest employes. The court held in that case, simply what has been supposed to be the rule always, that "it was no part of a director's duty to take charge of the accounts of the bank." The general public often blame directors for breaches of trust in an institution, which presuppose a knowledge on the part of each member of the board of the bank's workings that would take all his time to acquire. This, Judge Sage well says, would make it practically impossible to obtain in such positions men whom the community would have confidence in. But he cites and approves of the decision in the matter of the Glasgow Bank, which holds that the director is protected in trusting the officials only so long "as he has no reason to suspect their integrity." Furthermore, Judge Sage, in justifying his decision, expressly states that "it is not claimed that the defendant in that case had any reason to suspect anything wrong in the management of the bank, or anything affecting the integrity of the cashier." In the failures which have occurred this year, cited above, that seems to be the very point of difference if the newspaper reports are correct. The law, as we understand it, is that neither directors nor bank officers can be held to guarantee the bank accounts or the integrity of those they employ; but they have no right to engage in a business which is not legitimate banking business, or to keep in their employ and give access to their cash to men with habits which are inconsistent with integrity.

THE CHICAGO & NORTHWESTERN'S SPLENDID SHOWING.

Anything bearing upon the earnings and financial condition of the roads in the Northwestern section of country, possesses at present unusual interest. This follows both from the reduction of rates and the tendency (which has lately become so manifest) of expenses to increase. The war has this week been carried on with additional virulence, but rates have been steadily declining for many months past, both in the Northwest and Southwest, and hence the results for recent periods ought to disclose in some measure the effects of this state of things. The information, therefore, which we are able to furnish to-day for the Chicago & Northwestern, will be especially welcome.

The Chicago & Northwestern may fairly be considered the strongest of the large companies in its section of country. Our readers will remember what an excellent exhibit it made for the fiscal year ended May 31. We showed at the time that on its own operations, and independent of land sales, the road earned over 11 per cent on both classes of stock, the surplus above all charges and 6 per cent dividends on the common and 7 per cent dividends on the preferred stock being no less than \$2,612,272. In addition, the net cash received from land sales was \$689,589, while the Nebraska system of roads (in which the Chicago & Northwestern owns almost all the stock) showed a further surplus of \$706,873.

Our present inquiry brings down this information to the beginning of the new year. It is all the more important because, unlike most other companies, the fiscal year of the Northwest is not the same as the calendar year, and hence no statement for the latter period will be made by the company. As is known, too, the company does not issue monthly returns of net earnings, only the gross figures

being published. Manifestly, however, in the present condition of things, it is essential to know not only the gross but also the expenses. On all these various points we are able to throw much light. First as to the net earnings; these we can give for the first seven months of the company's fiscal year, down to the 1st of January, 1888, as follows.

Month.	1887.		1886.		1885.		1884.	
	Gross Earn'gs.	Net Earn'gs.						
June..	2,166,288	811,523	2,118,448	819,302	1,937,679	737,673	1,996,275	779,374
July...	2,249,483	871,212	2,146,493	846,513	2,036,803	808,932	1,976,177	783,442
Aug...	2,609,794	1,188,896	2,328,476	1,132,961	1,922,235	823,869	2,027,932	746,255
Sept...	2,853,642	1,458,351	2,746,151	1,516,892	2,552,325	1,361,388	2,346,914	1,115,651
Oct...	2,786,216	1,432,414	2,810,966	1,533,466	2,878,469	1,615,533	2,523,843	1,336,853
Nov...	2,650,190	1,244,731	2,362,609	1,145,619	2,259,541	1,093,385	1,996,509	985,741
Dec...	2,191,563	872,657	2,174,554	1,005,545	1,971,396	957,781	1,951,745	910,780
Total gross earnings....	\$17,507,106		\$16,687,697		\$15,618,448		\$14,819,445	
Oper. exp. & taxes.....	9,627,322		8,687,399		8,221,837		8,081,349	
Net earnings	\$7,879,784		\$8,000,298		\$7,396,611		\$6,738,096	

This exhibit is evidently satisfactory, net earnings falling only \$120,514 below the exceptionally heavy total for the corresponding seven months of the previous year; and yet it shows that the course of the net has been quite different from that of the gross, for the latter has improved \$820,000 on the heaviest total previously recorded. In other words, owing to an increase of \$939,923 in the expense account, an increase of \$819,409 in earnings is followed by a loss of \$120,514 in the net. It will be noted that while only one of the seven months records a decrease in gross, four show a decrease in net. The heaviest decrease in the latter occurs in the last month—December. In fact, the falling off for that month reaches \$132,838, while for the whole seven months it is only \$120,514, as already stated. Some may consider this significant, in view of the general reduction of rates that went into effect in December, the inference being of course that the lower net follow from that circumstance. We, however, deem the figures by no means conclusive on that point. In the first place, the course of the net has been very irregular all through the seven months, one month showing an increase, the next a decrease, and so on. In the second place, heavier expenses have been a feature in other sections of the country, even where there has been no decline in rates. Of course, if the war is to continue any considerable time as bitterly as it has progressed this week, no one can forecast the result.

Of the ordinary influences during the remaining five months of the fiscal year, it is to be said that the crops were not particularly good last season, but neither were they the year before, so that changes on that account should be slight. This may be seen from the following showing the yield of corn, oats and wheat, in five of the principal Northwestern States through which the company's lines extend. We have omitted Illinois, because the system runs through only the extreme northern end of that State, and have included Nebraska because the company's trans-Missouri lines are situated there. It will be observed that while there is a loss in the case of corn, on the other hand the yield of wheat and oats in the five States in question is larger than the year before, the heavy production of wheat in Dakota, especially, being a favorable feature.

State.	Corn.		Wheat.		Oats.	
	1887.	1886.	1887.	1886.	1887.	1886.
Iowa...bush.	183,502,000	198,847,000	26,837,000	32,455,000	74,382,000	78,454,000
Minnesota...	18,081,000	19,905,000	36,239,000	42,856,000	40,636,000	40,735,000
Wisconsin....	25,775,000	28,493,000	13,063,000	14,725,000	34,855,000	39,656,000
Dakota.....	20,992,000	15,805,000	52,408,000	30,704,000	37,206,000	20,651,000
Total.....	248,350,000	263,050,000	128,545,000	120,740,000	187,139,000	179,496,000
Nebraska....	93,750,000	106,129,000	16,585,000	17,449,000	25,365,000	21,865,000
Total all...	342,100,000	369,179,000	145,130,000	138,189,000	212,504,000	201,361,000

The effect on earnings of crop changes would not therefore appear to be important. As regards the weather, which usually plays an important part in affecting results, this was decidedly adverse during January, and occasioned, we should judge, a heavier loss than that arising from the same circumstance in February last year. Then there is the iron ore traffic; this may not be kept up as it has been, if the present uncertain state of the iron trade should continue. Moreover, in the five months from January to May, last year, earnings were quite heavy, as will appear from the following, though the gain in the net was small as compared with that in the gross.

Month	1887.		1886.		1885.		1884.	
	Gross Earn'gs.	Net Earn'gs.						
Jan...	1,723,173	227,233	1,328,107	132,027	1,512,680	131,042	1,502,419	59,655
Feb...	1,634,180	394,304	1,678,500	529,755	1,479,803	329,862	1,504,101	337,752
March	2,331,783	1,127,672	1,986,025	945,678	1,986,542	937,977	1,766,910	631,075
April	1,839,334	622,558	1,720,617	663,243	1,770,829	713,803	1,822,164	623,606
May..	2,102,149	878,908	1,947,902	917,113	1,932,756	857,369	2,076,829	1,001,775
Total	9,633,619	3,250,675	8,661,151	3,027,777	8,682,610	2,970,053	8,672,453	2,653,863

But whatever the outcome of these five months in 1888, this much is certain: the seven months of heaviest traffic and largest earnings are past, and on the results for this period the company is only \$120,514 behind the very heavy net of the previous year. Such a large margin above charges and dividends shows that there is room for even a very considerable loss before affecting the surplus materially. Besides, with the data given and other information in our possession, we can make up the results complete for the calendar year (including both charges and interest), thus bringing the accounts up to the 1st of January of the present year. In the following we give the totals for the twelve months of 1887, and for the three years preceding. This exhibit has never been prepared before for the calendar year, and we have been to some trouble to get several of the items, but as it stands the statement is correct and will prove useful, both on its own account and in comparison with the results for other roads which make up their reports for the same period.

Chicago & Northwestern.	Twelve Months ending December 31.			
	1887.	1886.	1885.	1884.
Miles of road end of year.....	4,209	4,101	3,949	3,843
Gross earnings.....	\$27,140,725	\$25,348,848	\$24,301,058	\$23,491,598
Operating expenses and taxes*.....	16,010,266	14,324,783	13,934,394	14,099,939
Net earnings.....	11,130,459	11,024,065	10,366,664	9,391,659
Charges—				
Interest (less credits).....	5,165,018	5,203,118	5,457,643	4,707,290
Rentals.....				1,080,832
Sinking funds.....	58,000	58,000	58,000	
Total.....	5,223,018	5,261,118	5,515,643	5,788,122
Balance for stock.....	5,907,411	5,762,942	4,851,021	3,603,837
Dividends.....	3,462,142	3,450,022	3,763,472	3,461,917
Surplus.....	2,445,269	2,307,920	1,087,549	138,920
Funded debt Dec. 31.....	101,077,500	95,658,500	91,304,500	89,960,500

* Taxes were \$710,497 in 1887, \$707,411 in 1886, \$672,187 in 1885 and \$688,921 in 1884.

NOTE.—Dividend payments above cover 7 per cent on preferred and 6 per cent on common for 1887 and 1886, 7½ on preferred and 6½ on common in 1885, and 8 on preferred and 7 on common in 1884.

Thus for the calendar year the showing is only a trifle less favorable than it was for the fiscal year ended May 31, the surplus for the twelve months being \$2,445,269, so that in the one period as in the other, the company earned above 11 per cent on both classes of stock, and that without counting the surplus on the trans-Missouri lines or the income from land sales. In the calendar year 1886, the surplus was \$2,307,920, in 1885 it was \$1,087,549 and in 1884 only \$138,920—the latter, however, on dividends one per cent higher than they are now. The increase in expenses in the late year is very strikingly brought out in this statement. It is found that, as compared with 1886,

gross earnings have risen no less than \$1,791,877, but net earnings only \$106,399, expenses having increased \$1,685,478. Of this increase in expenses almost one-half occurred in the first five months. As railroads are always more liberal in making expenditures in prosperous times, a part at least of the addition to the expense account must be ascribed to that circumstance, and hence represents a sum which in less favorable times or under the stress of necessity can be saved, besides which the company had, as we have seen, on the operations of the twelve months a surplus above dividends and charges of \$2,445,269.

With reference to the debt, it will be noted that it is now reported at \$101,077,500, against \$97,384,500 on May 31. The increase results chiefly from the issue last October of \$3,662,000 additional of the new extension 4 per cents. Three and a half million of this new issue of 4 per cents represents extensions of the Fremont Elkhorn & Missouri Valley road, and therefore involves no increase in the fixed charges of the Northwest, the Elkhorn road being fully able to take care of the charges itself. In fact, that may be said of the bulk of the addition to the Northwest's funded debt during the last two years: over 9½ millions of the new fours having been issued on account of the Elkhorn road. With this deducted the debt would be but slightly higher now than it was in 1884.

As regards the company's mileage, that has been increased 108 miles since last May, and now stands at 4,209 miles—of course irrespective of the mileage of the trans-Missouri system. Of this increase of 108 miles, 35 miles is on the Iron River road, extending from Iron River, the terminus of the Menominee River line, to Watersmeet, on the Milwaukee Lake Shore & Western, forming a continuous line between Ashland and Escanaba, and improving the company's position on the iron ore traffic. In addition, the Dakota Central has been extended westerly 43 miles, from Faulkton to Gettysburg, while the Doland branch of the same road has been extended 14½ miles further north, from Verdon to Groton. At the same time the Cedar Rapids cut-off of six miles has been built, as also the Sioux Valley railway from Kingsley, Ia., to Merville, Ia. This completes all the construction work reported as under way in the last report; and we suppose also most of the new lines in Nebraska have been completed (though we have no definite knowledge on the latter point); so that practically the Chicago & Northwestern has no further new work on hand at present.

GOVERNMENT CROP REPORTS.

A Washington dispatch to the Associated Press this week states that a communication, signed by 88 members of Congress, has been received by the Commissioner of Agriculture, asking for the removal of Mr. Dodge, who has so long been Statistician of the Department. This is an unusual proceeding, and is said to have originated with the tobacco growers who were aggrieved by the Statistician's crop reports last summer. This latter statement as to the tobacco growers, is probably a perfectly truthful representation of the feelings of the large majority of those engaged in that industry, and probably also fairly reflects the feelings in the commercial circles affected by other crop reports issued by the Department last year. They were nearly all of them singularly unfortunate.

But having said that, we must add that we see in it no reason whatever for the removal of Mr. Dodge. Has he not done as well as any man can do in that business? If there is evidence of his speculating in commodities, and therefore having an interest in the effect of his reports, of

course he should be removed. Interest incapacitates any writer on any subject. The mind is a weak enough instrument at its best, but weight it with a bias and then ask it to reflect the truth, is taxing it beyond its capacity. Or if there is evidence of dishonesty in either the preparation or in the giving out of the reports, no one would hesitate to favor removal. Some such idea was current when the November cotton figures were issued—the absurdity of the figures, the fact that they differed so strangely from the previous statement of condition, with the coincidence that a New Orleans report issued a few days previously had given out a similar total with variations in the product of the States, afforded just enough plausibility to the rumor to float it. But rumors of that kind have very little value in any case, and as the present Statistician has held the position so long, the character he has won entitles him to acquittance, especially since if there was any basis for the charge, it could easily be traced by the Department.

The truth with regard to the cotton report no doubt is that Mr. Dodge failed just as every one does and must fail who gets out such a document on information obtained at the time of its preparation, and has the luck to "guess" nearly right for a number of years. Success increases his risk, which was extreme before; like a speculator in stocks who makes a happy venture two or three times. To count the bales of cotton before they are gathered or even fully grown where the area is as large as it is in America is beyond the ken of any man. It has got to be a "guess" at best. No good reporter attempts anything more. Hence they all, Government and private, get in the habit of reading the responses they receive from the South between the lines—what we might call discounting them. One report made in this city has adopted the plan of honestly and openly adding a certain percentage to the result it reaches from its letters and calls that its estimate. Mr. Dodge substantially acknowledges the same practice when he says that his way is "imperfect and partial and more or less a matter of judgment and opinion."* He tries at the same time to humbug himself a little and the public too (innocently we presume—for the feeling of paternity for one's offspring is strong) into believing that his method of estimating and his estimates are in a degree superior to other methods and other estimates, whereas in kind they are all precisely alike, "imperfect," "partial," matter of "opinion" and of "judgment." But what is a fatal difficulty is that all of them, too, have in common this innate source of weakness already referred to—that after a few years of partial successes the estimator comes to think that he is a prophet indeed, and thus with his "judgment" dethroned, he rushes to his own destruction.

The conclusion then of the whole matter in our view is that Government estimates of the crops should be at once and for all time given up; we refer to the "estimates" of the yield now made through the fall and winter months. The very fact that they are "official" and sometimes right makes them on occasions extremely harmful to our industries. Give them up by all means, and let it be clearly understood that the work of foretelling future events is hereafter to be kept outside of Government circles. What the Agricultural Department can do with great benefit to the public and unerring accuracy is to publish, with its monthly condition figures (for it should continue those reports through the spring and summer months) an exact record of the weather, temperature and rainfall, at a large number of stations in each State; not State averages of weather—for that is a method

* See letter of the correspondent of the *New York Commercial Bulletin* of November 25, 1887.

of concealing the truth—but the details at each station. If the Department furnishes the public these facts regularly and promptly, without any official interpretation or coloring of them, it has put into the hands of the people as much of and as true a guide to a correct judgment respecting the promise of the coming harvests as it is possible for it to furnish. Then in the following April, when the marketing is nearly completed, and the element of uncertainty almost wholly eliminated, let it add to its good offices a compilation of the yield of each of the leading crops in each State.

JANUARY GROSS EARNINGS.

January was not a good month for the railroads, and our statement of earnings below shows it. Out of 101 roads reporting, 38 exhibit lower totals than a year ago, and the aggregate increase is much smaller than we have become accustomed to of late, reaching only \$799,523. But considering the many adverse factors the railroads had to contend against, as we shall presently show, the statement is a very satisfactory one. Indeed, it is nothing less than surprising that there should be any increase at all on the roads as a whole.

The weather probably played a more prominent part in reducing earnings than any other influence, especially as its effects were so general and widespread. The railroads are frequently troubled with snow and ice in January, but this year their experience was particularly hard. Snow blockades of unusual severity were encountered both in the West and in the East, and extreme cold weather was felt as far south as Texas. There were quite a number of "blizzards" during the month, but the one that did the most damage in the West was that which occurred towards the end of the second week, and which caused such serious obstructions to traffic in that and the succeeding week. As an illustration of the effects of these obstructions, we may mention that during the continuance of the storm trains on the main stem of many roads west of Chicago were delayed from 15 to 30 hours, while branch roads were in most cases completely blocked, some of them for several days and even a full week. On the Manitoba there is a branch that was closed as early as December 29, and remained closed to January 24. In the East the storm that did most harm was that of January 26, 27 and 28. This affected all the Northern trunk lines, New York Central, Lackawanna, &c., and the roads through New England. As late as February 5 it was reported that the New York Central had not yet recovered from the effects of this blockade.

But in addition to the weather, there were many other adverse features. Chief among these were the continued differences among Northwestern and Southwestern roads, under which rates which had been previously reduced were reduced still more, the contest growing in bitterness and violence as the month progressed. The strike of the Schuylkill miners with its effects in stopping operations in other departments of industry, was also an unfavorable element, though there are not many roads in our table which were directly affected by that circumstance. Then both the movement of grain and of cotton was decidedly smaller than a year ago, and the provisions movement also was less. The receipts at Chicago furnish a fair illustration of this in the case of grain and provisions. Here is an exhibit covering January of the last six years. It will be noticed that the total receipts of grain were the smallest of any year except 1886, when similar snow blockades existed. Pork, cutmeats and lard all show a heavy falling

off as compared with the previous year, and in the case of lard the lowest total for the whole six years is recorded.

RECEIPTS AT CHICAGO DURING JANUARY.

	Receipts.					
	1883.	1887.	1886.	1885.	1884.	1883.
Wheat bush	685,977	1,093,455	400,630	2,146,107	1,515,124	1,057,928
Corn.. bush.	2,870,238	3,374,219	2,353,717	5,024,682	6,085,287	4,767,839
Oats...bush.	2,281,022	2,746,844	1,667,707	2,451,673	2,346,259	1,918,727
Rye....bush.	103,149	40,722	59,139	97,666	260,463	202,799
Barley.bush.	1,075,217	1,141,106	1,107,931	1,260,458	771,967	987,496
Total grain.	7,015,603	8,396,376	5,589,124	10,980,586	10,979,100	8,634,789
Flour...bbls.	572,254	586,926	177,540	439,703	479,466	564,288
Pork... bbls.	6,786	9,173	2,554	9,039	3,799	7,694
Cut m'ts.lbs.	13,042,205	21,942,049	14,974,730	20,590,916	12,848,735	16,972,096
Lard.... lbs.	5,269,501	10,635,442	6,175,402	5,940,424	7,659,995	6,042,852
Live hogs No	584,734	541,867	657,753	773,073	550,937	740,674

But the grain movement was much smaller at other points, too. Thus St. Louis lost about a million bushels in corn, and Duluth against 1,117,406 bushels of wheat in four weeks of January last year, had only 336,189 bushels this year. Peoria was an exception to the rule of decrease, but even with a gain of about 1¼ million bushels in corn and oats at that point, the grain receipts at the leading lake and river ports of the West were three million bushels less than in 1887, as will appear from the following.

RECEIPTS OF FLOUR AND GRAIN FOR FOUR WEEKS ENDED JANUARY 28.

	Flour, (bbls.)	Wheat, (bush.)	Corn, (bush.)	Oats, (bush.)	Barley, (bush.)	Rye, (bush.)
Chicago—						
1888.....	542,826	644,466	2,645,018	2,038,166	939,490	88,394
1887.....	564,373	1,053,022	3,303,539	2,630,541	1,061,805	40,122
Milwaukee—						
1888.....	151,618	455,593	43,920	107,000	321,438	74,280
1887.....	136,056	806,788	96,000	167,400	275,610	15,440
St. Louis—						
1888.....	53,757	190,684	1,652,885	783,505	145,200	14,300
1887.....	73,111	316,696	2,638,601	391,300	265,800	29,700
Toledo—						
1888.....	12,980	131,374	140,926	19,915	3,166	7,145
1887.....	26,998	256,292	213,408	21,407	24,904	9,556
Detroit—						
1888.....	15,714	220,783	96,726	49,572	85,441	.....
1887.....	15,444	484,055	188,326	88,893	94,111	.....
Cleveland—						
1888.....	13,725	150,002	94,250	137,258	39,940	107
1887.....	13,904	143,500	93,500	67,500	15,487	.....
Peoria—						
1888.....	5,876	76,000	1,236,300	963,800	79,800	42,350
1887.....	10,625	33,500	509,000	541,825	69,000	23,500
Duluth—						
1888.....	.....	336,189	.....	.....	.....	.....
1887.....	.....	1,117,406	.....	.....	.....	.....
Total of all—						
1888.....	799,496	2,205,091	5,911,025	4,099,216	1,664,475	226,576
1887.....	839,911	4,211,569	7,042,374	3,908,896	1,806,717	118,318
1886.....	459,940	2,036,234	4,604,579	2,767,385	1,858,313	122,770

NOTE—Receipts at Minneapolis not included in the above table were in the four weeks this year 1,597,500 bushels of wheat.

With regard to cotton the movement overland was 32,498 bales less than last year, and the receipts at the ports fell off 100,000 bales, reaching only 474,765 bales, against 574,942 bales. The latter falling off was not uniform, Savannah, Brunswick, and Charleston, and also West Point, having increased their receipts over 1887. Below are the details.

RECEIPTS OF COTTON AT SOUTHERN PORTS IN JANUARY, 1888, 1887 1886, 1885 AND 1884.

Ports.	January.				
	1888.	1887.	1886.	1885.	1884
Galveston.....bales.	47,422	66,419	54,647	32,990	51,288
Indianola, &c.....	.....	.....	.....	407	385
New Orleans.....	190,813	273,789	206,498	183,631	173,775
Mobile.....	28,458	31,146	46,011	29,435	22,735
Florida.....	1,587	4,498	6,638	12,922	4,568
Savannah.....	61,371	61,030	59,857	52,696	47,507
Brunswick, &c.....	7,166	2,574	1,861	756	492
Charleston.....	30,339	23,966	23,817	32,808	31,635
Port Royal, &c.....	965	1,420	1,216	829	1,615
Wilmington.....	10,065	11,625	7,378	7,427	6,538
Washington, &c.....	674	271	948	1,461	568
Norfolk.....	42,978	58,082	46,931	55,049	67,792
West Point, &c.....	52,927	57,122	24,180	18,557	14,903
Total.....	474,765	574,942	480,012	429,248	423,851

Finally it is to be said that we are comparing with very heavy earnings last year. Our table then contained only three roads (out of 97) which showed a decrease, and the aggregate increase was so large that in only two subsequent months during the year was the amount exceeded. In other words the increase was \$3,828,885, or over

20 per cent. The following gives a summary of the January results for a series of years.

Period.	Mileage.		Earnings.		Increase or Decrease.
	Year Given.	Year Preceding.	Year Given.	Year Preceding.	
	Miles.	Miles.	\$	\$	
Jan., 1880 (41 roads)	.....	.....	12,842,163	10,127,071	Inc. 2,715,092
Jan., 1881 (45 roads)	30,140	25,771	12,329,852	11,185,429	Inc. 1,144,423
Jan., 1882 (52 roads)	41,559	36,645	18,097,011	14,508,048	Inc. 3,588,963
Jan., 1883 (61 roads)	47,430	43,277	19,602,438	18,225,763	Inc. 1,376,675
Jan., 1884 (51 roads)	34,298	34,720	12,943,105	12,973,954	Dec. 30,849
Jan., 1885 (70 roads)	51,485	49,579	17,798,036	16,972,869	Inc. 825,167
Jan., 1886 (64 roads)	45,906	44,682	13,553,048	14,565,336	Dec. 1,012,288
Jan., 1887 (97 roads)	56,127	53,592	22,199,905	18,371,020	Inc. 3,828,885
Jan., 1888 (101 roads)	60,642	57,711	21,673,019	20,873,496	Inc. 799,523

In brief, then, on only 5 per cent increase in mileage we have a further gain in earnings the present year, after a very heavy gain last year, and this notwithstanding the many unfavorable circumstances prevailing which we have detailed above. Hence there is good ground for asserting that all things considering the exhibit is very satisfactory.

Taking the roads by groups, Southern roads, as a class, have done better than any other, though this does not apply to some of the lines west of the Mississippi, which, as a result of the bad weather and diminished cotton receipts, show reduced earnings, among them the Houston & Texas Central. The Mobile & Ohio also shows a heavy loss, this road having to meet considerable new competition. But the Louisville and Nashville, the Central of Georgia, the East Tennessee, the Richmond & Danville, and the Norfolk & Western, all have very good statements, in most cases showing the heaviest earnings ever made in January. Many of the Southwestern roads also make very good statements, as, for instance, the St. Louis Arkansas & Texas, the Fort Worth & Denver, the Texas & Pacific and the St. Louis & San Francisco. Here is a comparison for six years on a few leading companies. It shows a very heavy increase since 1886.

January.	1888.	1887.	1886.	1885.	1884.	1883.
	\$	\$	\$	\$	\$	\$
Ches. Ohio & So'n.	160,759	145,600	117,265	115,518	104,694	97,845
Cin. N. O. & Tex. P.	277,627	265,194	199,715	201,947	188,236	185,720
E. Tenn. Va. & Ga.	480,470	422,487	324,031	427,885	317,968	323,241
Ill. Cent. (So. Div.)	359,500	380,254	327,889	407,350	338,041	424,114
Louisville & Nash.	1,283,735	1,228,093	1,050,950	1,170,750	1,039,317	1,118,735
Mobile & Ohio.....	*202,118	*236,015	*184,263	201,681	179,228	216,212
Norfolk & West. ...	349,144	261,659	218,907	229,255	213,020	200,487
St. L. & San Fran.	392,663	386,486	275,313	302,780	313,759	278,321
Total.....	3,506,046	3,325,785	2,698,069	3,056,866	2,694,283	2,844,075

* Including St. Louis & Cairo.

In the Northwest the returns are pretty generally unfavorable. This follows from the large earnings which these roads had a year ago, from the bad weather, the cutting of rates and the falling off in the grain movement. Even roads like the Milwaukee & Northern and the Milwaukee Lake Shore & Western this time report a decrease. Only in one or two cases, however, is the decrease at all heavy. The St. Paul & Duluth is one of these, but the comparison is with an exceptionally large total last year. The Northern Pacific is able to show a handsome increase notwithstanding the bad weather and other adverse influences that have prevailed. The Manitoba also reports a small gain, but its mileage has been very greatly increased. Below is a comparison for six years on a few of these roads.

January.	1888.	1887.	1886.	1885.	1884.	1883.
	\$	\$	\$	\$	\$	\$
Bur. C. Rap. & Nor.	208,244	220,508	177,563	223,719	213,863	197,403
Central Iowa.....	99,745	109,446	82,907	86,247	113,702	77,309
Chic. Mil. & St. P.	1,452,000	1,496,239	1,445,174	1,517,397	1,467,007	1,359,108
Northern Pacific...	656,386	571,421	480,350	533,582	614,103	358,985
St. Paul & Duluth	67,854	98,857	57,122	81,580	71,494	71,461
St. Paul Minn. & M.	482,421	459,251	405,539	462,125	452,570	489,763
Total.....	2,960,650	2,919,422	2,648,935	2,924,450	2,932,829	2,554,119

GROSS EARNINGS AND MILEAGE IN JANUARY.

Name of Road.	Gross Earnings.			Mileage.	
	1888.	1887.	Increase or Decrease.	1888.	1887.
	\$	\$	\$		
Atlantic & Pacific....	229,012	207,564	+21,448	818	818
Buff. Roch. & Pittsb.	149,623	123,446	+26,177	294	294
Burl. Ced. Rap. & No.	208,244	220,208	-11,964	1,039	1,039
Cairo Vinc. & Chic...	54,538	57,721	-3,183	265	265
California Southern...	149,437	124,395	+25,042	210	278
Canadian Pacific....	803,000	643,493	+159,507	4,476	4,337
Cape Fear & Yad. Val.	27,253	20,713	+6,540	220	173
Central of Georgia....	486,552	418,198	+68,354	1,282	1,282
Central of Iowa.....	99,745	109,446	-9,701	510	510
Ches. O. & S. W.....	160,759	145,600	+15,159	398	398
Chicago & Atlantic...	140,543	138,555	+1,988	268	268
Chicago & East Ill...	157,626	155,063	+2,563	277	247
Chic. & Ind. Coal....	43,581	28,412	+15,169	146	119
Chic. Milw. & St. Paul.	1,452,000	1,496,239	-38,239	5,621	5,298
Chicago & Ohio River.	3,274	6,631	-3,357	86	86
Chic. St. Paul & K. C.	121,862	82,045	+39,817	602	442
Chic. & West Mich...	82,111	84,859	-2,748	413	413
*Cin. Jackson & Mack	22,074	18,521	+3,553	321	286
Cin. N. O. & Tex. Pac.	277,627	265,194	+12,433	336	336
Alabama Gt. South	136,749	127,791	+8,958	295	295
N. O. & North East	75,049	69,003	+6,046	196	196
Vicksb. & Meridian.	46,066	53,258	-7,192	143	143
Vicksb. Sh. & Pac...	47,252	59,699	-12,447	170	170
Cin. & Springfield...	85,239	85,610	-371	80	80
Cin. Wash. & Balt...	170,490	182,861	-12,371	281	281
Clev. Akron & Col...	42,936	36,760	+6,176	144	144
Clev. Col. Cin. & Ind	313,436	298,349	+15,087	391	391
Clev. & Marietta....	24,901	24,465	+436	106	106
Col. & Cin. Midland...	24,693	28,164	-3,471	70	70
Col. Hock. V. & Tol...	204,518	223,565	-19,047	325	325
Deny. & Rio Grande.	597,400	545,650	+51,750	1,461	1,317
Deny. & R. G. West.	86,675	71,559	+15,116	369	369
*Denver Texas & Glf	14,999	9,208	+5,791	123	123
Det. Bay City & Alp.	27,500	24,396	+3,104	213	168
Detroit Lans'g & No	60,513	70,293	-9,780	268	268
*Duluth S. Sh. & Atl.	74,990	42,778	+32,212	307	307
East Tenn. Va. & Ga.	480,470	422,487	+57,983	1,098	1,098
Evansv. & Ind'naps.	16,277	18,207	-1,930	138	138
Evansv. & T. Haute...	63,436	54,610	+8,826	156	156
Flint & Pere Marq...	192,560	171,395	+21,165	363	361
*Fla. Ry. & Nav. Co.	69,470	65,280	+4,190	574	534
Ft. Worth & Deny. Cy	61,276	37,619	+23,657	276	163
*Gr. Rapids & Ind'a...	183,403	179,522	+3,881	558	558
*Grand Trunk of Can.	1,062,354	1,100,446	-38,092	2,924	2,924
*Houston & Tex. Cent	133,529	161,647	-28,118	513	513
Ill. Central (Ill. Div.)	529,400	579,694	-50,294	1,159	1,159
(Southern Div.)....	359,500	380,254	-20,754	794	794
Ind. Bloom. & West	187,365	202,600	-15,235	532	532
Ind. Decatur & Sp...	28,471	42,487	-14,016	152	152
*Kan. C. Ft. S. & Gulf.	128,293	151,043	-22,750	389	389
*Kan. C. Sp. & Mem	83,752	108,933	-25,181	282	282
*Kan. C. Clin. & Sp...	13,196	9,427	+3,769	174	174
Keokuk & Western...	29,200	24,545	+4,655	148	148
Kingst. & Pembroke.	9,525	6,374	+3,151	115	115
Lake Erie & Western.	143,446	146,386	-2,940	548	548
*Lehigh & Hudson...	17,068	20,912	-3,844	63	63
Little Rock & Mem...	68,050	81,474	-13,424	135	135
Long Island.....	174,407	158,851	+15,556	354	354
Louisv. Evans. & St. L.	75,661	64,318	+11,343	254	254
Louisville & Nashv...	1,283,735	1,228,093	+55,642	1,973	2,023
Louisv. N. Alb. & Chic.	135,410	139,417	-4,007	537	520
Louis. N. O. & Texas.	230,012	218,063	+11,949	511	511
*Memphis & Char'ton	110,764	117,021	-6,257	330	330
*Mexican Central....	505,600	421,820	+83,780	1,236	1,236
Milw. L. Sh. & West...	133,434	142,885	-9,451	573	573
Milwaukee & North...	63,180	61,482	+1,698	269	243
Minneapolis & St. Louis.	81,000	117,845	-36,845	351	351
Mobile & Ohio.....	202,118	236,015	-33,897	687	687
Natchez Jack. & Col.	15,255	15,641	-386	100	100
N. Y. Cent. & Hud. R.	2,716,704	2,714,710	+1,994	1,441	1,441
N. Y. Ont. & West'rn.	100,359	90,165	+10,194	321	321
Norfolk & Western...	319,144	261,656	+57,488	554	533
Northern Pacific....	656,386	571,421	+84,965	3,277	2,893
Ohio & Mississippi...	289,924	295,219	-5,295	616	616
Ohio River.....	26,630	18,404	+8,226	172	172
Ohio Southern.....	59,186	53,476	+5,710	128	128
Peoria Dec. & Evansv.	58,500	70,639	-12,139	254	254
Pittsburg & Western.	117,568	153,106	-35,538	367	367
*Richm. & Danville...	289,350	257,775	+31,575	774	774
*Va. Midland Div...	94,375	69,600	+24,775	355	355
*Charl. C. & A. Div.	51,300	45,000	+6,300	373	373
*Col. & Greeny. Div	41,000	31,825	+9,175	296	296
*Western N. C. Div	42,075	29,050	+13,025	290	290
*Wash. O. & W. Div	6,875	6,075	+800	50	50
*Ashv. & Spar. Div	5,775	2,500	+3,275	70	70
*St. L. A. & T. H. m. l.	160,689	154,189	+6,500	267	267
Do Branches...	78,086	74,085	+4,001	203	188
St. Louis Ark. & Tex.	217,654	166,024	+51,630	910	735
St. Louis & San Fran.	392,693	386,486	+6,207	1,212	963
St. Paul & Duluth....	67,854	98,857	-31,003	230	225
St. Paul Minn. & Man.	482,421	459,251	+23,170	2,651	1,800
Shenandoah Valley...	50,000	57,288	-7,288	255	255
Staten Island Rap. T.	42,883	40,628	+2,255	21	21
Texas & Pacific....	557,536	524,569	+32,967	1,487	1,487
Tol. A. A. & N. Mich...	48,368	35,212	+13,156	184	184
Tol. & Ohio Central...	105,734	85,956	+19,778	213	213
Tol. Peoria & West...	72,511	74,625	-2,114	247	247
Wabash Western....	414,650	400,895	+13,755	1,001	880
West. N. Y. & Penn...	213,900	189,809	+24,091	663	663
Wheeling & L. Erie...	69,243	51,631	+17,612	186	186
*Wisconsin Central...	220,759	216,535	+4,224	754	704
Total (101 roads)...	21,673,019	20,873,496	+799,523	60,642	57,711

* Includes three weeks only of January in each year.

† For four weeks ended January 28.

‡ Mexican currency.

§ Including Indianapolis & St. Louis.

¶ Decrease due to coal strike.

a Including Detroit M. & Marq. and Marq. Hough. & Ont.

b All lines.

As regards the Eastern trunk lines, we have already indicated what a hindrance to traffic the snow blockade was. Hence the decrease on the Grand Trunk will occasion no surprise, while it is quite gratifying to note that the New York Central has maintained its large earnings of last year, and even slightly increased the total. Among the Western connections of the trunk lines, the Cleve-

land Columbus Cincinnati & Indianapolis, the Chicago & Atlantic, the Alton & Terre Haute, and the Wabash, all show gains, while the Ohio & Mississippi and the Cincinnati Washington & Baltimore report losses. Owing doubtless to the poor crops raised last season in the Ohio Valley and in part also to the bad weather, the returns in the Middle Western section are not so uniformly favorable as heretofore. In fact, in addition to the Ohio & Mississippi there are about ten or eleven others which have fallen behind, among them the Illinois Central, the Evansville & Indianapolis, the Peoria Decatur & Evansville, the Lake Erie & Western, the Louisville New Albany & Chicago, the Columbus & Hocking Valley, the Chicago & West Michigan, and the Detroit Lansing & Northern. On the other hand, the roads in the same section which record enlarged earnings outnumber these nearly two to one, the Wheeling & Lake Erie, the Flint & Pere Marquette, the Evansville & Terre Haute, the Indiana Bloomington & Western, the Grand Rapids & Indiana and the Chicago & Eastern Illinois and Chicago & Indiana Coal, all belonging to this class. In the annexed we make a comparison on eleven leading roads for six years. It will be noticed that on these roads the aggregate is a trifle below that of last year.

January.	1888.	1887.	1886.	1885.	1884.	1883.
Chicago & East Ill.	157,626	155,063	135,883	127,034	125,425	138,864
Chic. & W. Mich...	82,111	84,859	83,834	74,328	105,427	97,376
Cin. Wash. & Balt.	170,400	132,861	145,665	158,238	145,612	150,853
Clev. Col. C. & I...	313,436	298,349	285,733	287,001	277,759	311,583
Col. Hock. V. & Tol.	204,518	223,565	166,936	165,984	207,928	222,147
Det. Lansing & No.	30,513	70,293	72,827	73,949	90,471	107,482
Evansv. & Terre H.	63,436	54,610	46,283	51,423	44,165	53,628
Flint & P. Marq...	192,560	171,395	152,094	143,850	186,792	190,179
*Grand Rap. & Ind.	133,433	179,522	143,279	131,599	164,905	178,388
Ill. Cent. (Ill. Div.)	529,400	579,694	454,860	508,607	488,531	555,603
Ohio & Mississippi	289,924	295,219	274,180	300,301	302,145	349,452
Total.....	2,247,417	2,295,400	1,961,574	2,022,914	2,139,163	2,356,005

* All lines.

In other sections of the country, the Denver & Rio Grande, the California Southern, the Mexican Central, the Buffalo Rochester & Pittsburg, the Western New York & Pennsylvania, and the New York Ontario & Western deserve mention for their good exhibits.

Monetary & Commercial English News

[From our own correspondent.]

LONDON, January 28, 1888.

Money has remained very easy during the past week. The demand in connection with the Stock Exchange settlement was unimportant, and loans for the fortnight were arranged at about 2¼ to 2½ per cent. The commercial inquiry for loans has been altogether insignificant, advances for a week being obtainable at about 1 per cent. The competition for bills has been very keen, those having three months to run being taken at 1½ per cent. A fairly strong demand prevails for gold for Holland and Germany, but it fails to influence the value of money here. The Bank return is very favorable. The reserve has gained £1,019,737, and the proportion to liabilities has risen from 42.35 to 45.59 per cent. The amount of the reserve is now £14,069,293, and is nearly £1,200,000 more than what it was at this time last year. In the item of bullion the increase for the week is £661,912, of which £190,000 came from abroad. The present stock is £21,737,753, or about half a million more than last year.

The rates for money have been as follows:

London	Bank Rate.	Open market rates.						Interest allowed for deposits by	
		Bank Bills.			Trade Bills.			Joint Stock Banks.	Disc't H'se.
		Three Months	Four Months	Six Months	Three Months	Four Months	Six Months		
Dec. 23	4	2½ @	2½ @	2½ @	3¼ @ 3¼	3¼ @ 3¼	3¼ @ 3¼	2½	2½ 7 to 14
" 30	4	2½ @ 2¼	2½ @	2½ @	3¼ @ 4	3¼ @ 4	3¼ @ 4	2½	2½ 2¼-2½
Jan. 6	4	2 @ 2½	2½ @	2½ @	3¼ @ 3½	3¼ @ 3½	3¼ @ 3½	2½	2 2¼-2½
" 13	3½	2 @	2 @	2 @	2½ @ 2¾	2½ @ 2¾	2½ @ 2¾	2	1½ 2 @
" 20	3	1¾ @	1¾ @	2 @	2¼ @ 3	2¼ @ 3	2¼ @ 3	1½	1½ 1½ 1½
" 27	3	1½ @ 1½	1½ @	2 @	2 @ 2½	2¼ @ 2½	2¼ @ 2½	1½	1½ 1½ 1½

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:

	1888.	1887.	1886.	1885.
Circulation, excluding 7-day and other bills.....	£ 23,468,465	£ 23,706,220	£ 23,986,760	£ 24,055,570
Public deposits.....	4,721,893	3,702,987	4,358,962	5,992,839
Other deposits.....	25,936,192	23,510,610	27,020,375	24,622,058
Government securities.....	15,351,348	13,681,805	15,046,615	13,653,665
Other securities.....	19,303,657	18,773,522	20,644,943	21,142,434
Reserve of notes and coin.....	14,069,293	12,873,789	13,631,678	13,938,366
Coin and bullion.....	21,337,758	20,830,109	21,868,438	22,243,936
Reserve to liabilities.....	45.59 p. c.	46.74 p. c.	43.74 p. c.	45.74 p. c.
Bank rate.....	3 p. c.	5 p. c.	3 p. c.	4 p. c.
Consols.....	102¾	100¾	100¾	99 15-16
Clearing-House return.....	192,220,000	95,703,000	86,727,000	86,78 ,000

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

Rates of Interest at	Jan. 27.		Jan. 20.		Jan. 13.		Jan. 6.	
	Bank Rate.	Open Market						
Paris.....	3	3	3	2½	3	2½	3	2½
Berlin.....	3	1¾	3	1¾	3	1¾	3	1¾
Frankfort.....	3	1¾	3	1¾	3	1¾	3	2
Hamburg.....	3	1½	3	1¾	3	1¾	3	1½
Amsterdam.....	2½	2¼	2½	2¼	2½	2¼	2½	2¼
Brussels.....	3½	2¾	3½	3	3½	3	3½	3
Madrid.....	4	4	4	4	4	4	4	4
Vienna.....	4	3½	4	3½	4	3½	4½	4½
St. Petersburg.....	5	5 @ 5½	5	5¾ @ 6	5	5¾ @ 6	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 has continued in good demand for the Continent, and the Bank has only received some arrivals in sovereigns, amounting in all to £190,000. Arrivals: £7,000 from West Indies, £90,000 from New Zealand. Shipments: £12,000 bars and £20,000 coin to Bombay.

Silver—The price rose ½d. on Friday, the 20th, to 44 7/16d., but again gave way the following Monday, with lower rates from the East; and this fall was more marked when the result of the tenders for Council bills became known. To-day, although the price remains unchanged at 44 1/16d., there is a better feeling, and there are no sellers at this rate. Arrivals: £80,000 from New York, £18,000 from West Indies. Shipments to India, £75,000.

Mexican Dollars gave way in sympathy with silver, but there is no business to report at the lowest rate, which is nominally to-day 43 1/16d. £35,000 arrived from the West Indies, and £33,718 was sent to the Straits and China.

The quotations for bullion are reported as follows:

GOLD.	Jan. 26.		Jan. 19.		SILVER.	Jan. 12.		Jan. 19.	
	London Standard.	s. d.	s. d.	s. d.		London Standard.	d.	d.	d.
Bar gold, fine.....oz.	77	9½	77	9½	Bar silver.....oz.	44 1/16	44 5-16		
Bar gold, contain'g 20 dwts silver...oz.	77	10½	77	10½	Bar silver, contain'g 5 grs. gold...oz.	44 1/16	44 11-16		
Span.doubloons...oz.					Cake silver.....oz.	47 11 16	47 13-16		
S.Am.doubloons...oz.					Mexican dols.....oz.	43 1/16	43 1/16		

An analysis of the half-yearly reports and balance sheets of the ten principal London banks shows their total working resources to be £125,236,126. The deposit and current accounts amount to £97,143,731, being a decrease of £2,530,936 as compared with the previous half-year. The total assets, including buildings, &c., are £126,191,941. The net profits are £347,616 (equal to 14.12 per cent per annum on the paid-up capital). The average yield to investors at present prices is £5 0s. 9d. per cent. As compared with the half-year ending December, 1877, ten years ago, these ten banks show an increase in their subscribed capitals of £25,700,000—£22,945,000 in unpaid capital and £2,755,000 in capital paid up. The working resources are £5,218,757 more; the total assets have increased £5,286,860 and the half-year's profits £236,177.

Messrs. Morton, Rose & Co. are receiving applications for £1,000,000 sterling debentures, at the price of 91 per cent, of the Leopoldina Railway Company of Brazil. This is part of an authorized issue of £2,000,000. The principal is redeemable by 1924, unless previously repaid through the action of a cumulative sinking fund of one per cent, which will be applied annually by purchase when the price is below par, or by drawings at par. The line is an extension of the Don Pedro II State Railway, traversing one of the best coffee producing districts of Brazil.

Messrs. J. Henry Schroder are receiving subscriptions for £2,000,000 5 per cent mortgage bonds of the Nitrate Railways Company, Limited, at 98 1/2 per cent. The object is to convert the existing 6 and 7 per cent bonds into the new issue, or repay them at par.

Messrs. Dent, Palmer & Co. are authorized to receive subscriptions for £2,000,000 first mortgage 5 per cent gold bonds

at the price of £195 per \$1,000 bond of the Cleveland & Canton Railway Company. The bonds are redeemable at par in 1917.

The Paris syndicate are steadily pursuing their tactics to secure the regulation of the copper market for some time to come. M. Secretan has clearly carried out his scheme very successfully and with great credit to himself, although it is questioned whether, when the move was first initiated, it was thought it would grow to its present formidable dimensions. The mines are gradually giving in their adherence to the syndicate. The syndicate takes all the produce for three years at a price varying, it is believed, from £60 to £65 per ton. The price of Chili bars has varied during the week from 73 to £76 per ton.

The grain trade has not developed any fresh feature. Throughout a quiet business has been passing. Wheat has been dull and buyers have had the advantage, a decline of 6d. per qr. being not uncommon. The fall reported from New York, the open weather here, and the generally satisfactory agricultural outlook, have combined to produce weakness. It is very clear that the difficulty about putting up the price of wheat is not likely to diminish speedily. Owing to the recent dry weather, the condition of the grain marketed has improved, but the weekly average has given way. That for the week ended January 21 was 30s. 11d. per qr., whereas in the previous week it had been 31s. 4d. per qr. It seems as though, contrary to the expectation of an improvement, there is likely to be a return to weakness, with possibly some quotable reaction in quotations. Notwithstanding that statistics certainly justify the belief in the establishment of a higher level of prices compared with that ruling at this time last year, there are at present no indications of such a result being attained, the market just now being far from strong.

The following shows the imports of cereal produce into the United Kingdom during the first 21 weeks of the season, and other items compared with previous years:

	1887-8.	1886-7.	1885-6.	1884-5.
Wheat.....cwt.	21,041,553	19,968,618	22,199,321	19,688,789
Barley.....	8,683,192	9,927,191	6,344,177	8,122,472
Oats.....	7,488,300	6,614,468	4,647,896	4,743,841
Peas.....	1,524,754	1,021,012	934,823	910,526
Beans.....	1,019,513	1,046,620	1,355,096	1,563,041
Indian corn.....	9,770,889	10,071,888	11,052,962	7,988,629
Flour.....	7,800,396	6,529,461	5,101,170	6,382,162

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

	1887-8.	1886-7.	1885-6.	1884-5.
Imports of wheat.cwt.	21,041,553	19,968,618	22,199,321	19,688,789
Imports of flour.....	7,800,396	6,529,461	5,101,170	6,382,162
Sales of home-grown.	17,990,533	15,262,546	17,980,435	20,173,191
Total.....	46,832,482	41,760,625	48,280,926	46,244,142

	1887-8.	1886-7.	1885-6.	1884-5.
Aver. price wheat.....week.	30s. 11d.	36s. 4d.	29s. 9d.	34s. 11d.
Aver. price wheat.....season.	30s. 1d.	32s. 4d.	30s. 9d.	32s. 4d.

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 10.

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Silver, per oz.....d.	44 ³ / ₁₆	44 ³ / ₁₆	44 ³ / ₁₆	44 ¹ / ₈	44 ¹ / ₈	44 ¹ / ₈
Consols for money.....	102 ³ / ₁₆	102 ³ / ₁₆	102 ³ / ₁₆	102 ⁵ / ₁₆	102 ³ / ₁₆	102 ⁵ / ₁₆
Consols for account.....	102 ³ / ₁₆	102 ¹ / ₄	102 ⁵ / ₁₆	102 ³ / ₈	102 ⁵ / ₁₆	102 ⁷ / ₁₆
Fr'ch rentes (in Paris) fr.	81 ¹ / ₂	81 ³ / ₅	81 ⁴ / ₅	81 ⁴ / ₂	81 ³ / ₂	81 ⁵ / ₀
U. S. 4 ¹ / ₂ s of 1891.....	110 ³ / ₄	110 ³ / ₄	110 ¹ / ₂	110 ⁵ / ₈	110 ¹ / ₂	110 ⁵ / ₈
U. S. 4s of 1907.....	130	130	129 ⁵ / ₈	129 ³ / ₄	129 ¹ / ₂	130
Canadian Pacific.....	58 ¹ / ₄	57 ¹ / ₂	58 ¹ / ₈	57 ⁵ / ₈	57 ¹ / ₄	58 ⁵ / ₈
Chic. Mil. & St. Paul.....	77 ¹ / ₈	77 ¹ / ₄	77 ³ / ₄	77 ¹ / ₂	77 ¹ / ₂	78 ³ / ₈
Eric common stock.....	27 ¹ / ₄	27 ⁷ / ₈	28	27 ¹ / ₂	27 ¹ / ₄	27 ⁷ / ₈
Illinois Central.....	124	124	124 ¹ / ₄	124	123	124 ¹ / ₄
Pennsylvania.....	55 ³ / ₄	55 ⁷ / ₈	55 ⁷ / ₈	55 ³ / ₄	55 ⁷ / ₈	55 ³ / ₄
Philadelphia & Reading.....	33 ³ / ₄	33 ⁵ / ₈	33 ³ / ₄	33 ¹ / ₂	33 ¹ / ₂	34
New York Central.....	110 ¹ / ₄	110 ³ / ₈	110 ⁵ / ₈	110 ¹ / ₄	110	110 ⁵ / ₈

Commercial and Miscellaneous News

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

- 3,841—The First National Bank of Joplin, Mo. Capital, \$100,000. Charles Schifferdecker, President; John A. Cragin, Cashier.
- 3,842—The People's National Bank of Washington, Ind. Capital, \$50,000. Hugh Barr, President; —, Cashier.
- 3,843—The First National Bank of Glassboro, N. J. Capital, \$50,000. W. Warrick, President; Albert S. Emmel, Cashier.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show a decrease in dry goods and an increase in general merchandise. The total imports were \$9,059,556, against \$8,209,109 the preceding week and \$10,666,005 two weeks previous. The exports

for the week ended February 7 amounted to \$6,086,608, against \$5,028,454 last week and \$6,960,582 two weeks previous. The following are the imports at New York for the week ending (for dry goods) February 2 and for the week ending (for general merchandise) February 3; also, totals since the beginning of the first week in January:

FOREIGN IMPORTS AT NEW YORK.

For Week.	1885.	1886.	1887.	1888.
Dry Goods.....	\$1,938,866	\$2,713,909	\$3,320,601	\$3,137,005
Gen'l mer'dise..	3,892,203	5,740,560	5,585,490	5,922,551
Total.....	\$5,831,069	\$8,454,469	\$8,906,091	\$9,059,556
Since Jan. 1.				
Dry Goods.....	\$10,813,952	\$12,124,073	\$14,480,305	\$15,530,747
Gen'l mer'dise..	22,876,787	27,349,764	27,361,063	30,750,101
Total 5 weeks..	\$33,690,739	\$39,473,837	\$41,841,368	\$46,280,848

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 February 7, 1888, and from January 1 to date:

EXPORTS FROM NEW YORK.

	1885.	1886.	1887.	1888.
For the week....	\$6,425,455	\$5,754,292	\$3,536,386	\$6,086,608
Prev. reported..	29,741,315	23,264,516	23,650,238	23,619,678
Total 5 weeks..	\$36,166,770	\$29,018,808	\$27,186,624	\$29,706,28

The following table shows the exports and imports of specie at the port of New York for the week ending February 4, and since January 1, 1888, and for the corresponding periods in 1887 and 1886.

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

Gold.	Exports.		Imports.	
	Week.	Since Jan. 1.	Week.	Since Jan. 1.
Great Britain.....	\$.....	\$8,200	\$.....	\$1,718
France.....	.....	.....	.....	178,402
Germany.....	.....	1,248	1,000	1,000
West Indies.....	520,942	877,080	.....	33,214
Mexico.....	.....	.....	.....	2,134
South America.....	6,000	73,019	3,828	18,872
All other countries..	1,500	10,138	2,997	35,414
Total 1888.....	\$528,442	\$969,685	\$7,825	\$270,754
Total 1887.....	47,180	563,061	110,039	3,217,039
Total 1886.....	392,552	2,656,156	129,301	944,557
Silver.	Exports.		Imports.	
	Week.	Since Jan. 1.	Week.	Since Jan. 1.
Great Britain.....	\$149,900	\$1,163,430	\$.....	\$.....
France.....	12,000	42,600	.....	4,439
Germany.....	.....	1,900	5,025	8,918
West Indies.....	5,357	5,737	8,122	43,655
Mexico.....	.....	.....	.....	1,958
South America.....	2,611	6,289	1,130	6,801
All other countries..	46,500	56,040	.....	74,307
Total 1888.....	\$216,368	\$1,275,996	\$14,277	\$140,078
Total 1887.....	75,690	678,635	43,828	192,714
Total 1886.....	218,443	1,723,501	11,951	67,213

Of the above imports for the week in 1888, \$2,320 were American gold coin and \$5,025 American silver coin. Of the exports during the same time \$81,192 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:

Date.	Receipts.	Payments.	Balances.		
			Coin.	Coin Cert's.	Currency.
Feb. 4	\$ 1,154,478	1,017,749	132,520,924	9,950,333	11,191,251
" 6	1,043,950	1,414,093	132,188,635	9,801,579	11,272,151
" 7	1,837,822	1,525,761	131,965,115	10,169,241	11,440,070
" 8	3,028,281	1,512,047	131,805,061	11,618,807	11,666,793
" 9	1,032,303	1,099,367	131,623,318	11,602,682	11,797,597
" 10	1,156,108	1,035,709	131,351,253	11,898,686	11,893,769
Total.	9,252,942	7,631,726	.....	.....	.....

Brooklyn Elevated—Union Elevated.—The Brooklyn Elevated Company has increased its capital stock from \$1,000,000 to \$10,000,000 so as to make it equal to that of the Union Elevated road, with which the Brooklyn is soon to be consolidated.

The stockholders of the Union Elevated Railroad Company have also voted to increase the capital stock from \$100,000 to \$9,040,200. This makes the capital zation \$741,000 a mile, the same as that of the Brooklyn Company.

Huntingdon & Broad Top Railroad.—The annual report of the President states that this railroad and coal company resumed the payment of dividends last July. The tonnage of business of all kinds over the road during the past year exceeded that of any previous year in the company's history. This was due largely to the increased transportation facilities. These embraced a second car-trust lease for 250 cars of 60,000 pounds capacity, and 200 cars of the same kind furnished by the Cumberland & George's Creek Railroad Company. Even

with this new equipment and the cars furnished by the new Piedmont & Cumberland Railroad, the rolling stock for the movement of coal fell short of the demand. President Knight, therefore, concludes that the great gain in traffic was almost wholly due to the increased power of transportation; and, as the outlook is good for a continuation of business, especially for coal, it is highly probable that the car plant of the companies named will be increased again during the coming year. The Pennsylvania Railroad Company are also adding largely to their present stock of cars, which, it is hoped, will enable that company to supply a greater number for the traffic over the Huntingdon & Broad Top Road.

The gross and net earnings were as follows:

	1887.	1886.
Gross earnings.....	\$435,425	\$379,874
Operating expenses.....	175,000	157,139
Net earnings.....	\$260,425	\$222,735

Indiana Bloomington & Western.—The following circular to stockholders signed by Chairman J. D. Campbell has been issued by the purchasing committee: "I am instructed to inform security holders that it has been found impracticable to carry out the plan of consolidation arranged with the C. S. & C. Companies in Ohio; and that for the purpose of completing the reorganization independently the committee have, under the orders of the court, taken possession of the property bought in by them at foreclosure sale, and have conveyed the same to the new company organized by them, subject to the provisions of the plan and agreement.

"In view of the failure to complete the proposed consolidation, the alternative plan for independent reorganization will require modifications, in some respects, by security holders. Some settlements remain to be made with the C. S. & C. Companies in the adjustment of accounts, in connection with the separation of the properties, and the receiver's current accounts, which will be completed at the earliest possible date and the modifications of the plan and agreement required to complete the reorganization, preparatory to the issue of the new securities, will be presented for your consideration and approval. Security holders may rest assured that no obstacle now exists to prevent the speedy completion of the reorganization. Meantime the property will be operated for your account and benefit by the new company organized by the committee, of which Mr. Austin Corbin is President, and all your rights and interests according to your several priorities will be carefully preserved."

It is stated that the through business of the Indiana Bloomington & Western Railroad, which was formerly transferred to the Cincinnati Sandusky & Cleveland and the Columbus Springfield & Cincinnati roads, is now being turned over to the "Bee Line", pending some more permanent agreement.

New York Stock Exchange—New Securities Listed.—The Governing Committee of the New York Stock Exchange have listed the following bonds and stocks:

LOUISVILLE NEW ALBANY & CHICAGO RAILWAY—\$1,200,000 additional consolidated mortgage six per cent gold bonds.

NORTHERN PACIFIC RAILROAD—\$8,000,000 third mortgage railroad and land grant sinking fund six per cent gold bonds and the registered bonds into which these may be converted. Also \$318,000 first mortgage sinking fund five per cent bonds of La Moure & Missouri River Railroad Company, guaranteed by Northern Pacific.

HOUSTON & TEXAS CENTRAL RAILWAY—Engraved Trust receipts of the Central Trust Company when ready, and in the meanwhile temporary printed receipts of trust company, with assignment guaranteed by a member of the Exchange to be a good delivery.

ST. PAUL MINNEAPOLIS & MANITOBA RAILWAY—\$1,000,000 additional consolidated mortgage six per cent gold bonds, interest reduced to 4½ per cent, and so stamped.

ST. LOUIS ARKANSAS & TEXAS RAILWAY—\$260,000 first mortgage gold bond certificates, issued upon twenty miles additional completed track at \$13,000 per mile, listed to date \$14,755,000.

MINNEAPOLIS & PACIFIC RAILWAY—\$1,210,000 additional first mortgage five per cent bonds.

CŒUR D'ALENE RAILWAY & NAVIGATION—\$360,000 first mortgage thirty year six per cent gold bonds, No. 1 to 720, for \$500 each, and the \$1,000,000 capital stock.

MEXICAN CENTRAL RAILWAY—\$1,267,000 additional first mortgage four per cent bonds; also \$354,000 additional income bonds.

Ohio Valley—Zanesville New Corner-town & Cleveland.—President Spencer, of the B. & O., has signed a contract setting aside 10 per cent of receipts from traffic received from Zanesville New Cornerstown & Cleveland road to meet any deficit in the charges in the latter road. The Valley road made a similar contract, setting aside 15 per cent of gross receipts for that purpose. The Z. N. & C. will extend from Zanesville, Ohio, to Valley Junction, connecting the B. & O. system with the Valley road, and opening new coal fields. \$2,000,000 bonds will be issued.

Pittsburg Youngstown & Ashtabula.—A mortgage drawn by the Pittsburg, Youngstown & Ashtabula Railroad Company in favor of the Farmers' Loan & Trust Company of New York, for \$4,000,000, has been placed on record in Pennsylvania.

West Jersey.—The following abstract of the year's business from the Philadelphia Ledger: "The West Jersey Railroad and branches report their gross earnings for December, 1887,

at \$98,896, an increase of \$15,327 compared with the corresponding month of 1886. The expenses were \$102,864, an increase of \$35,051, and the excess of expenses over earnings was \$3,968, a decrease of net earnings of \$19,724. For the twelve months ending December 31, 1887, the total receipts were \$1,469,214, an increase of \$116,756 compared with the corresponding period of 1886; operating expenses, \$976,257, an increase of \$127,073, and net earnings \$492,957, a decrease of \$10,317. The total expenses and obligations for the twelve months were \$1,280,117, an increase of \$127,644, and the net income of the West Jersey Railroad after the payment of all obligations was \$189,097, a decrease of \$10,887. During the year \$12,500 was added to the sinking fund of the \$1,000,000 six per cent first mortgage, making the total amount paid into the sinking fund \$268,750, which, added to the accrued interest, makes a total for investment of \$568,579, for which securities of the company have been purchased amounting at par to \$556,250. Two dividends of three per cent each in cash were paid in 1887."

—Messrs. Clark, Dodge & Co., of New York, in conjunction with E. W. Clark & Co., of Philadelphia, offer by subscription at 95 per cent \$2,500,000 Norfolk & Western R. R. Co. first mortgage 5 per cent 70 year gold bonds, Clinch Valley Division, due 1957, interest payable March 1 and Sept. 1. The bonds are secured by a first mortgage on the Clinch Valley Division, and on equipment of the cash value of \$500,000. The gross earnings of the company for the year 1887 increased 31 per cent over the year 1886, and the surplus, after deducting all charges, was \$635,456. Subscription books open Feb. 13th, and close on or before Feb. 16th. A simultaneous issue of these bonds will be made in London through Messrs. Vivian, Gray & Co.

—The fortieth annual statement of the Penn Mutual Life Insurance Co. of Philadelphia is published in this issue of the CHRONICLE. The income for the year 1887 was \$3,009,764 and the disbursements \$1,861,375; the net assets Jan. 1, 1888, \$11,827,556; the surplus, \$2,469,841. The Penn Mutual is a popular company; it issued 5,087 policies in 1887. The New York office is at 13 Park Row.

—Messrs. August Belmont & Co. invite subscriptions for \$4,000,000 five per cent bonds of the Georgia company. The bonds are collaterally secured by a deposit in trust of 40,000 shares of \$100 each of the stock of the Central Railroad & Banking Company of Georgia, of the approximate market value of \$5,000,000. Very full details are given in the advertisement in another column.

—The Finance Company of Pennsylvania occupy this week their elegant and commodious offices in the new Bullitt building on South Fourth Street, in Philadelphia. The company is prepared to do a general banking business, and to negotiate State, municipal and railroad securities. The Board of Directors are among the best known names in Philadelphia.

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

Shares.	Shares.
58 Cent. N. J. Land Imp. Co. 173s	80 National Park Bank..... 169½
20 Chemical Nat. Bank..... 3,480	25 Pacific Bank..... 162
200 Oswego & Syracuse RR. Co., guar..... 173½	50 Wessell Metal Co..... \$2 p. sh.
80 N. Y. Life Ins. & Tr. Co. 575	7 Edison Electric Illum. Co. 85
56 U. States Trust Co. 576 @ 576½	45 U. S. Warehouse Co..... 60
100 Union Trust Co. 540 @ 555	20 Com. Fire Ins. Co. 50 % pd 2
30 Chem' Nat. Bk. 3,400 @ 3,560	135 Am. Loan & Trust Co. 100-¼
80 Pacific Bank..... 162	20 Farragut Insurance Co. 105
50 Fitchburg R'y Co., pref. 94½	50 2d Avenue Railroad Co. 112¾
425 Continental Constr. Co. 42	15 Columbia Bank..... 114½
55 German-American Bank. 114¼	15 Continental Nat. Bank.. 120
20 National Park Bank..... 169½	Bonds.
50 "Tobacco Leaf" Pub. Co. \$97	\$85 Central N. J. Land Imp. Co. scrip..... 13½
105 N. J. Zinc & Iron Co. 91¼	\$10,000 Knickerbocker Ice Co. 7s, pure 'se money, 1890 104
200 Canton Co. of Balt. 45½ @ 45½	\$2,000 Sterling Mountain R'y 1st M. income, 1895..... 29
50 Chatham Nat. Bank..... 250	\$20,000 Memphis & Little R'k RR. 1st M. bonds with interest coupons attached 90½
10 N. Y. Life Ins. & Tr. Co. 580	\$100 Exchange Club 1st M. 5s. \$100
80 Tradesmen's Nat. Bank. 105	
74 Nat. Citizens' Bank..... 141	
100 Central Nat. Bank..... 120	
25 Metropolitan Trust Co. 169½	

Banking and Financial.

WM. EDWARD COFFIN. WALTER STANTON

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,

FAHNESTOCK & CO.,

2 WALL STREET.

The Bankers' Gazette.

DIVIDENDS.

The following dividends have recently been announced:

Name of Company.	Per Cent.	When Payable.	Books Closed, (Days inclusive.)
Railroads.			
Chicago & West Michigan.....	1	Feb. 15	Feb. 8 to Feb. 13
Cleveland & Pitts. guar. (quar.)..	1 3/4	Mch. 1	Feb. 11 to Mch. 1
Kansas City Ft. S. & Gulf pref....	4	Feb. 15	Feb. 10 to Feb. 14
do do com.....	2 1/2	Feb. 15	Feb. 10 to Feb. 14
Kansas City Spring. & Mem.....	2 1/2	Feb. 15	Feb. 9 to
North Carolina.....	3	Mch. 1	
Miscellaneous.			
American Loan & Trust Co.....	3	Mch. 1	
Philadelphia Co.....	1	Feb. 25	Feb. 15 to Feb. 25

WALL STREET, FRIDAY, Feb. 10, 1888-5 P. M.

The Money Market and Financial Situation.—At the Stock Exchange business continues on a very narrow basis, and the Board list of sales looks more like an August issue than what we are accustomed to at this season.

Those who look forward and anticipate a more active market later in the year are inclined to the view that Congress must do something to dispose of the large surplus revenue already accumulated (much of it now in the depositary banks), and that such action, whatever it may be, will lead to an excessively easy money market, which will foster speculation in all quarters. Congress is very uncertain, however, and notwithstanding the Congressional instinct to keep money easy in the year of a presidential election, we prefer to rely upon some other basis for an activity in stocks rather than the possible action of Congress.

The activity in bond issues continues to be a very important feature in financial affairs, and a number of the principal banking houses of the city are now offering loans, mostly of prominent dividend paying railroads. Should all the bonds put on the market since January 1 be speedily distributed to investment purchasers, the present period would compare favorably with the best times ever known here, in respect to the amount of bonds quickly absorbed by a non-speculative demand for investment securities.

For railroad earnings, the year has not yet gone far enough to enable one to make any forecast. Winter earnings, at best, are of relatively small importance, and it will not be until March or April that we can get any idea of how the first half of the current year is going to turn out; the last half of the year always depends more or less on the crops.

The open market rates for call loans during the week on stock and bond collaterals have ranged from 2 to 3 per cent, and to-day the rates were 2@2 1/2 per cent. Prime commercial paper is quoted at 4 1/2@5 per cent.

The Bank of England weekly statement on Thursday showed a gain in specie of £211,000, and the percentage of reserve to liabilities was 44.91, against 45.53 last week; the discount rate remains unchanged at 3 per cent. The Bank of France gained 6,100,000 francs in gold and 2,975,000 francs in silver.

The New York Clearing House banks in their statement of February 4 showed a decrease in surplus reserve of \$634,059, the total surplus being \$22,594,775, against \$23,258,825 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. Feb. 4.	Diff'rence fr'm Prev. Week.	1887. Feb. 5.	1886. Feb. 6.
Loans and disc'ts.	\$ 362,680,700	Inc. 6,612,600	\$ 359,185,000	\$ 339,392,600
Specie.....	81,423,900	Inc. 1,115,100	93,420,400	99,147,200
Circulation.....	7,614,700	Inc. 35,000	7,720,100	8,814,300
Net deposits.....	384,863,700	Inc. 6,615,800	388,634,600	390,564,900
Legal tenders.....	31,336,800	Dec. 125,200	24,210,000	33,507,600
Legal reserve.....	96,215,925	Inc. 1,653,950	97,158,650	97,641,225
Reserve held.....	118,810,700	Inc. 989,900	117,630,400	132,654,800
Surplus.....	22,594,775	Dec. 664,050	20,471,750	35,013,575

Exchange.—Dulness has been the ruling feature of the sterling exchange market during most of the week, and the demand was limited until Thursday, when an increase in the inquiry caused an advance in rates. Previous to this, the market had ruled firm, though no quotable change had taken place in the rates. The leading drawers on Thursday advanced

their posted rates 1/4c. to 4 84 1/2 and 4 86 1/2, although these figures had nominally been asked by some houses all the week.

To-day the rates on actual business were as follows, viz.: Bankers' 60 days' sterling, 4 83 1/2@4 84; demand, 4 85 1/2@4 86. Cables, 4 86@4 86 1/2. Commercial bills were 4 82@4 82 1/2; Continental bills were: Francs, 5 21 1/2 and 5 19 3/4; reichmarks, 95 1/2@95 1/2 and 95 1/2; guilders, 40 1/2@40 1/2 and 40 3/4@40 1/2.

The following were the rates of domestic exchange on New York at the under-mentioned cities to-day: Savannah, buying par; selling 1/8@1/4 premium; Charleston, buying par; selling 1/8 premium; New Orleans, commercial, 50@75c. premium; bank, par; St. Louis, 50c. premium; Chicago, 25c. premium.

The rates of leading bankers are as follows:

	February 10.	Sixty Days.	Demand.
Prime bankers' sterling bills on London..	4 84 1/2		4 86 1/2
Prime commercial.....	4 82 3/4 @ 4 83		
Documentary commercial.....	4 82 1/4 @ 4 82 1/2		
Paris (francs).....	5 21 7/8 @ 5 21 1/4		5 20 @ 5 19 3/4
Amsterdam (guilders).....	40 1/16 @ 40 1/8		40 1/4 @ 40 5/8
Frankfort or Bremen (reichmarks).....	95 @ 95 1/2		95 1/4 @ 95 3/8

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

Sovereigns.....	\$4 84 @ \$4 88	Fine silver bars..	— 95 3/4 @ — 96 1/2
Napoleons.....	3 84 @ 3 89	Five francs.....	— 93 @ — 95
X X Reichmarks..	4 74 @ 4 80	Mexican dollars..	— 75 @ — 76
X Guilders.....	3 96 @ 4 00	Do uncommere'l	— 74 @ —
Span'h Doubloons..	15 60 @ 15 75	Peruvian sols....	— 74 @ — 75
Mex. Doubloons..	15 55 @ 15 70	English silver....	4 75 @ 4 85
Fine gold bars....	par @ 14 prem.	U. S. trade dollars	— 74 @ —

United States Bonds.—Government bonds have been dull and featureless, prices changing very little. The 4s have sagged, but the fluctuations have been unimportant. Of the currency 6s \$10,000 of 1895 sold at 120 1/2 on Wednesday, and \$8,000 of 1896, at 122 1/2, to-day.

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

	Interest Periods	Feb. 4.	Feb. 6.	Feb. 7.	Feb. 8.	Feb. 9.	Feb. 10.
4 1/2s, 1891.....reg.	Q.-Mar.	*106 3/4	*10 3/4	*106 3/4	*106 3/4	*106 3/4	*106 3/4
4 1/2s, 1891.....coup.	Q.-Mar.	*107 3/4	108	*107 3/4	*107 3/4	*107 3/4	*107 3/4
4s, 1907.....reg.	Q.-Jan.	*126 1/2	*126 1/2	*126 1/2	*126 1/2	*125 7/8	*125 3/4
4s, 1907.....coup.	Q.-Jan.	*126 1/2	126 1/2	*126 1/2	*126 1/2	*125 3/4	*125 3/4
6s, cur'cy, '95.....reg.	J. & J.	*120	*120	*120	*120 1/4	*120	*120
6s, cur'cy, '96.....reg.	J. & J.	*122	*122	*122	*122	*122	*122 1/2
6s, cur'cy, '97.....reg.	J. & J.	*124	*124	*124	*124	*124	*124
6s, cur'cy, '98.....reg.	J. & J.	*126	*126	*126	*126	*126	*126
6s, cur'cy, '99.....reg.	J. & J.	*128	*128	*128	*128	*129	*129

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

State and Railroad Bonds.—State bonds have been extremely dull, and there is nothing to report in regard to this market. Prices are generally firm.

The business in railroad bonds shows signs of falling off from the activity which characterized this market in January and the early part of this month. Transactions at the Stock Exchange have been smaller in volume and of lessened importance, though there is still considerable demand for good bonds and many bankers are supplying the demand at their counters. Prices have been irregular, and while there are evidences of a strong feeling in many classes, not a few show less strength. There have been no special features to the market during the past week and the transactions have been well distributed, except that Fort Worth & Denver firsts had a little spurt of activity to-day at 80 1/2, 80, 81 1/2.

Railroad and Miscellaneous Stocks.—The Stock Market has been simply dull and irregular, and no increase of business has been noticeable. Notwithstanding the fact that nearly all the news has been of an unfavorable character, no considerable decline in prices has been effected. This apparently shows an undertone of strength, as usually in such a dull market prices are inclined to weakness. Declines have occurred in certain leading stocks during the week, but no general weakness has been observed, and the declines have generally been followed by a recovery. The principal item of bear news has been the continued reports of rate-cutting among the roads west of Chicago. Every day brings a fresh lot of these reports, and there is so much noise about them as to lead to some suspicion that they are made the most of for the purpose of a drive against the market. But no one seems disposed to sell short much at present, and this indicates that both bulls and bears are halting and waiting for developments. The foreign news has also had some effect, the fears of war being lessened by Bismarck's speech on Monday, which is construed to be of a peaceful tenor. The report of a probable completion of the South Pennsylvania line caused a slight weakness, which was most marked in Lake Shore; there was also weakness in the granger stocks for a time. The Reading strike develops nothing particularly new, and the small rioting at the mines is rather in favor of the company than otherwise, as violent disorder usually hastens the close of a strike.

STOCKS—PRICES AT N. Y. STOCK EXCHANGE FOR WEEK ENDING FEB. 10, AND SINCE JAN. 1, 1888.

Table with columns: STOCKS, Saturday, Feb. 4, Monday, Feb. 6, Tuesday, Feb. 7, Wednesday, Feb. 8, Thursday, Feb. 9, Friday, Feb. 10, Sales of the Week, Shares, Range Since Jan. 1, 1888 (Lowest, Highest). Rows include Active RR. Stocks, Miscellaneous Stocks, and Express Stocks.

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

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

Main table of bond prices with columns for Railroad Bonds, Olosing (Feb. 10, Feb. 3), Range since Jan. 1 (Lowest, Highest), and another set of columns for Railroad Bonds, Olosing (Feb. 10, Feb. 3), Range since Jan. 1 (Lowest, Highest).

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

STATE BONDS.

Table of State Bonds with columns for SECURITIES, Bid, Ask, and another set of columns for SECURITIES, Bid, Ask.

BONDS—STOCK EXCHANGE QUOTATIONS ON FRIDAY OF INACTIVE RAILROAD BONDS.

SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.
Railroad Bonds. (Stock Exchange Prices.)			E. & W. of Ala.—1st, cons. 6s. g., 1926	.....	.....	Pacific RR.—Central Pacific—		
Ach. Top. & San. Fe—4 ¹ / ₂ s... 1920	* 95	.....	Eliz. C. & N.—S. f., deb., 6s... 1921	.....	.....	Gold bonds, 6s..... 1895	113	.....
Sinking fund, 6s... 1911	* 100	.....	1st mortg., 6s... 1920	.....	.....	Gold bonds, 6s..... 1896	113	.....
Beech Creek—1st gold, 4s... 1936	* 77 ¹ / ₂	.....	Erie—1st, extended, 7s... 1897	120	.....	Gold bonds, 6s..... 1897	* 113 ¹ / ₂	.....
Balt. & Ohio—1st 6s, Park B... 1919	.....	.....	2d, extended, 5s... 1919	113	117	Cal. & Oregon—Ser. B., 6. 1892	.....	.....
5s, gold... 1925	108	108 ¹ / ₄	3d, extended, 4 ¹ / ₂ s... 1923	106	110	West. Pacific—Bonds, 6s... 1899	110	111
Bost. H. Tun. & W.—Deb. 5s... 1913	.....	100 ¹ / ₂	4th, extended, 5s... 1920	114 ¹ / ₂	116	No. Railway (Cal.)—1st, 6s. 1907	.....	114 ³ / ₄
Brooklyn Elev.—1st, G., 6s... 1924	105	106 ¹ / ₂	5th, 7s... 1888	102	103	Union Pac.—1st, 6s... 1896	113 ¹ / ₄	.....
2d, 3-5s... 1915	.....	.....	1st, cons., fd. coup., 7s... 1920	132	136	1st, 6s... 1897	114 ¹ / ₂	.....
Burl. Ce. Rap. & No.—1st, 5s. 1906	104	105 ¹ / ₂	Reorg., 1st lien, 6s... 1908	107	.....	1st, 6s... 1898	114 ¹ / ₂	.....
Consol. & col. tr., 5s... 1934	.....	95	B. N. Y. & E.—1st, 7s... 1916	* 134	.....	Col. Trust, 6s... 1908	105	.....
Registered	.....	.....	N. Y. L. E. & W.—Col. tr., 6s. 1922	* 106 ¹ / ₄	.....	Col. Trust, 5s... 1907	* 95	.....
Minn. & St. L.—1st 7s, gu... 1927	.....	.....	Funded coup., 5s... 1969	90	90	C. Br. U. P.—F. c., 7s... 1895	105	.....
Iowa C. & West.—1st 7s... 1909	.....	.....	Buff. & S. W.—Mortg. 6s... 1908	90	.....	Atch. Col. & Pac.—1st, 6s. 1905	104	.....
Ced. Rap. I. F. & N., 1st 6s. 1920	.....	.....	Evan. & T. H.—1st, cons., 6s. 1921	115	117	Atch. J. Co. & W.—1st, 6s. 1905	104	.....
1st 5s... 1921	.....	97 ¹ / ₂	Mt. Vernon—1st, 6s... 1923	* 112 ¹ / ₄	114	Ut. So.—Gen., 7s... 1909	93	94
Buff. N. Y. & Phil.—Cons. 6s... 1921	.....	.....	Evans. & Indian.—1st, cons... 1926	104	105	Exten., 1st, 7s... 1909	90	91 ¹ / ₂
Trust certificates	40	50	Eureka Springs R'y, 1st, 6s, g. 1933	.....	.....	Missouri Pacific—		
General 6s... 1924	.....	.....	Fl't & P. Marq.—Mortg., 6s... 1920	121 ¹ / ₄	124	Verd's V. Ind. & W., 1st, 5s. 1926	.....	.....
Trust certificates	.....	.....	Grand Rap. & Ind.—Gen. 5s... 1924	.....	98	Ler. & C'y Val A. L., 1st, 5s. 1926	.....	.....
Central Iowa—1st, 7s, Tr. Rec. 1899	.....	85	Registered	.....	.....	St. Louis & San Francisco—		
East'n Div., 1st, 6s... 1912	.....	.....	Green B. W. & St. P.—1st, 6s. 1911	94	97 ¹ / ₂	1st, 6s, Pierce C. & O... 1919	105	.....
Illinois Division—1st 6s... 1912	.....	.....	Han. & St. Jos.—Cons., 6s... 1911	121 ¹ / ₂	121 ³ / ₄	Equipment, 7s... 1895	105	.....
Cons. gold bonds, 6s... 1924	45	.....	Hous. E. & W. Tex—1st, 7s... 1898	65	75	Kan. City & S.—1st, 6s, g. 1916	100	104
Cent. RR. & Banking Co., Ga.—			Illinois Central—1st, gold, 4s. 1951	105	.....	Ft. S. & V. B. Bg.—1st, 6s. 1910	.....	105
Collateral gold, 5s... 1937	.....	101 ³ / ₈	1st, gold, 3 ¹ / ₂ s... 1951	93 ¹ / ₂	94 ¹ / ₂	St. L. K. & So. Wn.—1st, 6s. 1916	.....	.....
Ches. & O.—6s, gold, ser. A... 1908	103 ¹ / ₄	105	Springf. Div.—Coup... 6s, 1898	114 ¹ / ₄	.....	Tex. & Pac.—1st, 6s... 1905	.....	.....
Ches. O. & So. West.—2d 6s... 1911	.....	70	Middle Div.—Reg., 5s... 1921	.....	.....	1st, 6s, ex coupon... 1905	107	.....
Chicago & Alton—1st, 7s... 1893	112 ¹ / ₈	.....	C. St. L. & N. O.—Ten. l., 7s. 1897	.....	120	Consol., 6s, trust receipts. 1905	103 ¹ / ₂	.....
Sinking fund, 6s... 1903	* 126 ¹ / ₂	132	1st, consoul., 7s... 1897	116	120	Pennsylvania RR.—		
Louis. & Mo. River—1st 7s... 1900	118 ¹ / ₄	.....	2d, 6s... 1907	117 ¹ / ₂	.....	Pa. Co.'s guar. 4 ¹ / ₂ s, 1st ep... 1921	106 ¹ / ₄	107
2d 7s... 1900	116	.....	Gold, 5s, coupon... 1951	117 ¹ / ₂	.....	Pa. Co.'s 4 ¹ / ₂ s, reg... 1921	* 117	106
St. L. Jacks. & Chic.—1st, 7s. 1894	116	.....	Registered	.....	116 ³ / ₄	Pitts. C. & St. L.—1st, ep, 7s. 1900	.....	.....
1st, guar. (564), 7s... 1894	116	.....	Dub. & S. C.—2d Div., 7s... 1894	111 ¹ / ₂	80	2d, 7s... 1913	.....	.....
2d mortg. (360), 7s... 1898	* 117	.....	Ced. Falls & Minn.—1st, 7s. 1907	80	85	Pitts. Ft. W. & C.—1st, 7s... 1912	141 ¹ / ₂	142
2d, guar. (188), 7s... 1898	* 117	.....	Indianap. D. & Spr.—			2d, 7s... 1912	.....	.....
Miss. R. Bridge—1st, s. f. 6s. 1912	* 107	.....	1st, 7s, ex. fund. coupon... 1906	105 ¹ / ₂	106	3d, 7s... 1912	.....	140
Chic. Burling. & Q.—			Lake Shore & Mich. So.—			Clev. & P.—Cons., s. fd., 7s. 1900	.....	128
5s, sinking fund... 1901	* 105	110	Cleve. P. & A.—7s... 1892	111	.....	4th, sink. fd., 6s... 1892	106	.....
Iowa Div.—Sink. fund, 5s... 1919	.....	.....	Buff. & Er.—New bonds, 7s. 1898	121	123	St. L. V. & T. H.—1st, g., 7s. 1897	112	.....
Sinking fund, 4s... 1919	.....	97	Kal. & W. Pigeon—1st, 7s... 1890	104 ¹ / ₂	106	2d, 7s... 1898	.....	.....
Plain, 4... 1921	.....	.....	Det. M. & T.—1st, 7s... 1906	125 ¹ / ₂	.....	2d, guar., 7s... 1898	106	.....
Nebraska Extension 4s... 1927	92 ¹ / ₂	92 ³ / ₄	Lake Shore—Div. bonds, 7s. 1899	123 ¹ / ₂	123 ¹ / ₂	Pine Creek Railway—6s of 1932	.....	.....
Chic. Burl. & No.—Deb. 6s... 1896	.....	.....	Consol., reg., 1st, 7s... 1900	124 ¹ / ₂	.....	Pitts. & Western—1st, g., 4s. 1917	70 ¹ / ₂	72
Chic. Rock Isl. & Pac.—			Consol., reg., 2d, 7s... 1903	125	.....	Pitts. Cleve. & Tol.—1st, 6s... 1922	.....	.....
Des Moines & Ft. D.—1st, 4s. 1905	* 87	.....	Mahon'g. Coal RR.—1st, 5s. 1934	102	.....	Pitts. Junction—1st, 6s... 1922	103	.....
1st, 2 ¹ / ₂ s... 1905	.....	60	Long Island RR.—			Pitts. McK. & Y.—1st, 6s... 1932	.....	.....
Extension, 4s... 1905	* 86	.....	N. Y. & M. Beach—1st, 7s. 1897	110	.....	Rich. & Danv.—Deb. ex cp. 6s. 1927	82 ¹ / ₂	87
Keok. & Des M.—1st, 5s... 1923	107	107 ³ / ₈	N. Y. B. & M. B.—1st, g., 5s. 1935	.....	.....	Consol. mort., gold, 5s... 1936	.....	.....
Chic. Milw. & St. P.—			Louisville & Nashville—			Atl. & Char.—1st, pr., 7s... 1897	.....	.....
1st, 8s, P. D... 1898	125 ¹ / ₂	127	Cecilian Branch—7s... 1907	.....	110	Incomes... 1900	.....	.....
2d, 7 3-10s, P. D... 1898	117 ³ / ₄	118 ¹ / ₂	Pensacola Div.—6s... 1920	103	.....	Rich. & W. Pt. Ter'l. Trust 6s. 1897	87	87 ³ / ₄
1st, 7s, \$ g., R. D... 1902	* 126 ¹ / ₄	127 ¹ / ₂	St. Louis Div.—1st, 6s... 1921	115	.....	San Ant. & Arans.—1st, 6s, '85-1916	.....	.....
1st, La Crosse Division, 7s... 1893	.....	116	2d, 3s... 1890	60	.....	1st, 6s, 1886... 1926	.....	90
1st, I. & D., 7s... 1899	118 ¹ / ₄	.....	Nashv. & Decatur—1st, 7s... 1900	117	.....	Scioto Val.—1st, cons., 7s... 1910	.....	50
1st, C. & M., 7s... 1903	126	128	S. & N. Ala.—S. f., 6s... 1910	105	.....	Coupons off... 1910	.....	.....
1st, 7s, I. & D. Ext... 1908	123 ¹ / ₂	.....	Louisv. C. & L.—6s... 1931	.....	.....	St. Louis & Iron Mountain—		
1st, S. W. Div., 6s... 1909	113	113 ³ / ₄	5 p. c. 50 year gold bds... 1937	100	101	Arkansas Branch—1st, 7s... 1895	109 ¹ / ₂	110
1st, 5s, La C. & Dav... 1919	102	.....	Pens. & At.—1st, 6s, gold... 1921	94 ¹ / ₂	96 ¹ / ₂	Cairo Ark. & T.—1st, 7s... 1897	108	111
1st, H. & D., 7s... 1910	123 ¹ / ₂	.....	Lou. N. O. & Tex.—1st, 4s... 1934	75	81	St. L. Alton & Ter. Haute—		
1st, H. & D., 5s... 1910	100 ¹ / ₂	100 ³ / ₈	2d mort., 5s... 1934	.....	52	Bellev. & So. Ill.—1st, 8s... 1896	* 117	120
Chicago & Pacific Div., 6s... 1910	119	.....	Mexican Cent.—New, ass., 4s. 1911	.....	.....	Bellev. & Car.—1st, 6s... 1923	.....	109
Chic. & Mo. Riv. Div., 5s... 1926	93 ¹ / ₂	99	Income, 3s... 1911	.....	22	St. Paul Minn. & Man.—		
Mineral Point Div., 5s... 1910	* 101	.....	Michigan Cent.—6s... 1909	.....	.....	Dakota Exten.—6s... 1910	120	120 ³ / ₄
C. & L. Sup. Div., 5s... 1921	* 100	.....	Coupon, 5s... 1931	* 111	.....	Montana Exten.—1st, g., 4s. 1937	82 ¹ / ₂	.....
Fargo & South., 6s, Assu... 1924	.....	121	Registered, 5s... 1931	109	.....	Registered	.....	.....
Inc. conv. sink. fund 5s... 1916	95	96	Jack. Lan. & Sag.—6s... 1891	* 105 ¹ / ₄	.....	Min's Un.—1st, 6s... 1922	.....	.....
Dakota & Gt. South., 5s... 1916	92 ¹ / ₂	96	Milw. Lake S. & West.—			St. Paul & Duluth—1st, 5s... 1931	107	.....
Chicago & Northwestern—			Conv. deb., 5s... 1907	88 ³ / ₈	88 ¹ / ₂	Sodus Bay & So.—1st, 5s, g... 1924	.....	.....
Escanaba & L. S.—1st, 6s... 1901	* 112	.....	Michigan Div.—1st, 6s... 1924	113 ¹ / ₂	.....	Tex. Central—1st, s. f., 7s... 1909	.....	.....
Des M. & Minn.—1st, 7s... 1907	122	.....	Minn. & St. L.—1a Ex.—1st, 7s. 1909	.....	100	1st mortg. 7s... 1911	70	.....
Iowa Midland—1st, 8s... 1900	* 128	.....	2d mortg., 7s... 1891	.....	.....	Tex. & N. O.—1st, 7s... 1905	113	115
Peninsula—1st, conv., 7s... 1898	120	.....	Southwest Ext.—1st, 7s... 1910	.....	.....	Sabine Division, 1st, 6s... 1912	101 ¹ / ₂	.....
Chic. & Milwaukee—1st, 7s. 1898	118	.....	Pacific Ext.—1st, 6s... 1921	.....	.....	Valley R'y Co. of O.—Con. 6s. 1921	.....	.....
Win. & St. P.—2d, 7s... 1907	130	.....	Minn. & Pac.—1st mortg. 5s. 1936	.....	.....	Virginia Midland.—Inc., 6s... 1927	.....	.....
Mil. & Mad.—1st, 6s... 1905	* 113	.....	Minn. & N. W.—1st, 5s, gold... 1934	.....	.....	Wab. St. L. & Pac.—		
Ott. C. F. & St. P.—1st, 5s. 1909	108	.....	Minn. S. Ste. M. & Atl.—1st, 5s... 1926	.....	.....	Havana Div.—6s... 1910	.....	.....
Northern Ill.—1st, 5... 1910	106	.....	Mo. K. & T.—Cons., 2d, inc... 1911	.....	.....	Indianapolis Div.—6s... 1921	.....	.....
Cl. Col. Cin. & Ind.—1st, 7s, s. f. '99	* 121	122	H. & Cent. Mo.—1st, 7s... 1890	.....	.....	Detroit Div.—6s... 1921	108	.....
Consol. sink. fd., 7s... 1914	.....	.....	Mobile & Ohio—Col. tr., 6s... 1892	102	.....	Cairo Div.—5s... 1931	.....	.....
Chic. St. Paul M. & O.—			St. L. & Cairo—4s, guar... 1931	73 ¹ / ₄	73 ³ / ₄	Tol. & Wab.—Equip. bds., 7s. 1883	.....	.....
Chic. S. P. & Minn.—1st, 6s. 1918	125	.....	Morgan's La. & T.—1st, 6s... 1920	.....	112	Quin. & Tol.—1st, 7s... 1890	* 90	.....
No. Wisconsin—1st, 6s... 1930	124 ¹ / ₂	.....	1st, 7s... 1918	* 121	125	Han. & Naples—1st, 7s... 1909	.....	.....
St. Paul & S. C.—1st, 6s... 1919	125	126	Nash. Chat. & St. L.—2d, 6s. 1901	105 ¹ / ₂	107	Ill. & So. Iowa—1st, ex. 6s. 1912	90	.....
Chic. & E. Ill.—1st, s. f., cur... 1907	117	117 ¹ / ₂	N. J. Junc.—Guar. 1st, 4s... 1896	102	.....	St. L. K. C. & N.—		
Gen. con., 1st, 5s... 1937	94 ³ / ₄	95	Registered certificates	.....	.....	Real Estate & RR.—7s... 1895	112	.....
Chic. & W. Ind.—1st, s. f., 6s. 1919	113	.....	N. Y. P. & O.—Prior lien, 6s... 1895	.....	.....	Clarinda Br.—6s... 1919	.....	.....
General mortgage, 6... 1932	116	.....	N. Y. & Northern.—2d, 4s... 1927	52	53 ¹ / ₂	St. Charles Brge—1st, 6s. 1908	* 100	.....
Chic. & St. Louis—1st, 6s... 1915	.....	.....	N. Y. & New Eng.—1st, 7s... 1905	.....	.....	No. Missouri—1st, 7s... 1895	113	115
Cin. I. St. L. & Chic.—1st, g., 4s. 1936	.....	.....	1st, 6s... 1905	.....	.....	Wab. St. L. & Pac.—Iowa Div., 6s	.....	.....
Registered	.....	.....	N. Y. Susq. & West.—Deb. 6s... 1897	.....	.....	West. Union Tel.—Coup. 7s... 1900	113	.....
Cin. Jack. & Mac.—1st, g								

New York City Banks.—The following statement shows the condition of the Associated Banks of New York City for the week ending February 4, 1888:

Table with columns: Banks, Average Amount of— (Loans and Discounts, Specie, Legal Tenders, Net Deposits other than U.S., Circulation). Lists various banks like New York, Manhattan Co., Merchants', etc.

Boston Banks.—Following are the totals of the Boston bank

Table with columns: 1888, Loans, Specie, L. T'nders, Deposits, Circula'n, Agg. Cl'ngs. Shows data for Jan 21, 28, Feb 4.

Philadelphia Banks.—The totals have been as follows:

Table with columns: 1888, Loans, Lawful Mon'y, Deposits, Circula'n, Agg. Cl'ngs. Shows data for Jan 21, 28, Feb 4.

*Including the item "due to other banks."

Quotations in Boston, Philadelphia and Baltimore.

Following are quotations of active stocks and bonds. A complete list is given in the CHRONICLE the first Saturday of each month.

Table of securities with columns: SECURITIES, Bid, Ask. Lists Boston, Philadelphia, and Baltimore securities.

* Ex-dividend. † Per share. ‡ Last price this week.

Table of securities with columns: SECURITIES, Bid, Ask. Lists various securities like Cam. & Amb., Catawissa, etc.

* Ex-dividend. † Per share. ‡ Last price this week.

New York Local Securities.

Bank Stock List.

Table of bank stocks with columns: BANKS, Bid, Ask. Lists banks like America, Am. Exch, Broadway, etc.

Insurance Stock List.

[Quotations by E. S. Bailey, 5 1/2 Pine St.]

Table of insurance stocks with columns: COMPAN'S, Bid, Ask. Lists companies like Alliance, American, Bowery, etc.

Gas and City Railroad Stocks and Bonds.

[Gas Quotations by GEO. H. PRENTISS & CO., Brokers, 49 Wall Street.]

Table of gas and city railroad stocks with columns: GAS COMPANIES, Bid, Ask. Lists companies like Brooklyn Gas-Light, Citizens' Gas-Light, etc.

[City RR. Quotations by H. L. GRANT, Broker, 145 Broadway.]

Table of city railroad stocks with columns: Bid, Ask. Lists various railroad stocks like B'oker St. & Fult. F., 1st mort., etc.

Unlisted Securities.—Quotations from both Exchanges:

Table of unlisted securities with columns: SECURITIES, Bid, Ask. Lists various securities like Am. Bank Note Co., Mexican National tr. rec., etc.

Investment AND Railroad Intelligence.

The INVESTORS' SUPPLEMENT contains a complete exhibit of the Funded Debt of States and Cities and of the Stocks and Bonds of Railroads and other Companies. It is published on the last Saturday of every other month—viz., 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 earnings and the totals from Jan. 1 to latest date are given below for all the railroad companies whose reports can be obtained.

ROADS.	Latest Earnings Reported.		Jan. 1 to Latest Date.		
	Week or Mo	1887-8.	1886-7.	1887-8.	1886-7.
Allegheny Val.	December.	\$ 179,048	\$ 156,799	\$ 2,029,108	\$ 1,812,729
Atch. T. & S. Fe.	November.	1,657,078	1,719,355	16,965,412	14,459,378
Atlanta & Char.	November.	134,539	113,594	1,198,749	1,054,093
Atlantic & Pac.	4th wk Jan	56,572	55,883	229,012	207,564
Balt. & Potomac	December.	120,983	110,319	1,447,332	1,315,833
Beech Creek	December	97,352	58,789	786,823	609,096
Buff. Roch. & Pitt.	4th wk Jan	33,960	39,821	149,623	123,446
Bur. C. Rap. & No.	4th wk Jan	72,488	72,943	208,244	220,208
Cairo V. & Chic	4th wk Jan	16,652	15,065	51,538	57,721
Cal. Southern	4th wk Jan	44,186	.....	149,437	124,395
Camden & Atl'c	December	33,724	29,597	678,644	599,091
Canadian Pacific	4th wk Jan	259,000	213,000	803,000	643,493
Cp. Fr. & Yad. Val	January...	27,253	20,713	27,253	20,713
Carolina Cent.	December.	48,695	46,219	.....	.....
Central of Ga.	4th wk Jan	166,379	136,477	486,552	418,198
Central Iowa	January...	99,745	109,446	99,745	109,446
Central of N. J.	December.	974,880	995,925	11,528,588	10,742,892
Central Pacific	November.	1,307,442	964,132	12,498,085	10,904,835
Central of S. C.	November.	9,241	8,175	.....	.....
Charleston & Sav	November.	42,910	40,574	446,205	433,081
Cheshire	November.	54,303	49,964	605,777	579,862
Cheraw & Darl	November.	7,917	7,511	.....	.....
Chesap. & Ohio	November.	412,123	358,551	4,099,351	3,755,867
Eliz. Lex. & B. S.	December.	87,833	80,846	1,103,585	937,528
Ches. O. & S. W.	January...	160,759	145,600	160,759	145,600
Ches. & Lenoir	November.	7,402	6,163	.....	.....
Chic. & Alton	October...	903,372	808,912	7,392,907	6,565,102
Chic. & Atlantic	1st wk Feb	35,335	38,956	175,878	177,511
Chic. Burl. & No.	November.	154,899	142,901	2,134,200	.....
Chic. Burl. & Q.	December.	2,163,388	2,368,432	27,576,078	26,728,408
Chic. & East. Ill.	1st wk Feb	38,500	35,520	196,126	190,583
Chic. & Ind. Coal	4th wk Jan	12,701	10,887	43,581	28,412
Chic. Mil. & St. P.	1st wk Feb	364,500	342,892	1,816,500	1,833,131
Chic. & N. W. Min.	December.	2,191,563	2,174,554	27,140,726	25,348,848
Chic. & Oh. Riv.	January.	3,274	6,631	3,274	6,631
Chic. St. L. & Pitts	December.	523,407	469,425	5,862,764	4,842,317
Chic. St. P. & K. C.	January...	121,862	82,045	121,862	82,045
Chic. St. P. M. & O.	December.	599,410	563,499	6,943,428	6,153,266
Chic. & W. Mich.	4th wk Jan	25,997	28,056	82,111	84,859
Cin. Ind. St. L. & C.	December.	236,889	246,977	2,692,076	2,601,563
Cin. Jack. & Mac.	3d wk Jan	7,642	5,725	22,074	18,521
Cin. N. O. & T. P.	4th wk Jan	104,454	102,685	277,627	265,194
Ala. Gt. South.	4th wk Jan	52,119	48,586	136,749	127,791
N. Ori. & N. E.	4th wk Jan	29,627	27,087	75,049	69,003
Vicksb. & Mer.	4th wk Jan	18,009	21,612	46,066	53,258
Vicks. Sh. & P.	4th wk Jan	18,546	28,495	47,252	59,699
Erlanger Syst	4th wk Jan	222,755	228,465	582,743	575,145
Cin. Rich. & Ft. W.	1st wk Jan	6,658	6,245	6,658	6,245
Cin. & Spring'd	January...	85,239	85,610	85,239	85,610
Cin. Wash. & Balt.	4th wk Jan	51,589	54,604	170,490	182,861
Clev. Akron & Col.	4th wk Jan	12,693	11,917	42,936	36,760
Clev. & Canton	December.	28,804	29,197	373,965	356,916
Clev. Col. C. & Ind	January...	313,436	298,349	3,134,436	2,983,349
Clev. & Marietta	4th wk Jan	7,923	7,888	24,904	24,465
Coeur d'Alene	December	16,181	.....	.....	.....
Col. & Cin. Mid	4th wk Jan	6,401	9,874	24,693	28,161
Col. Hock. V. & T.	4th wk Jan	56,000	59,000	201,518	223,565
Den. V. & Rio Gr	1st wk Feb	135,000	127,000	782,400	672,650
Den. V. & R. G. W.	4th wk Jan	29,200	24,175	86,675	71,559
Den. Tex. & Gulf	3 wks Jan	14,999	9,208	14,999	9,208
Det. Bay C. & Alp.	January...	27,500	24,396	27,500	24,396
Det. Lansg. & No.	4th wk Jan	22,091	25,988	60,513	70,293
Du'uth S. S. & Atl.	4th wk Jan	21,369	17,451	74,990	42,778
E. Tenn. Va. & Ga.	4th wk Jan	164,121	134,201	480,470	422,487
Evans. & Ind'plis	4th wk Jan	5,255	6,081	16,277	18,207
Evansv. & T. H.	4th wk Jan	20,312	16,837	63,436	54,610
Flint & P. Marg.	4th wk Jan	64,029	57,872	192,560	171,395
Fla. R. & Nav. Co.	3d wk Jan	22,840	20,850	69,470	65,280
Ft. W. & Den. City	4th wk Jan	15,400	10,154	61,276	37,619
Georgia Pacific	2d wk Jan	29,367	24,852	53,256	41,140
Gr. Rap. & Ind.	January...	183,403	179,522	183,403	179,522
Grand Trunk	Wk. Jan. 28	227,428	309,319	1,062,354	1,100,446
Ga. Bay W. & St. P.	November.	34,377	36,725	420,967	316,004
Gulf Col. & S. Fe.	December.	356,270	234,616	2,928,277	2,274,171
Hous. & Tex. Cen.	3d wk Jan	45,069	50,829	133,529	161,647
Humest'n & Shen	December	17,420	16,564	161,761	160,852
Ill. Cen. (Ill. & So)	January...	888,900	959,948	888,900	959,948
Cedar F. & Min.	November.	10,540	15,892	106,872	159,126
Dub. & Sioux C.	November.	82,235	84,855	765,251	868,578
Ia. Falls & S. C.	November.	67,128	54,843	625,525	576,249
Ind. Bloom. & W.	4th wk Jan	52,042	58,952	187,365	202,600
Ind. Dec. & Spr.	January.	28,471	42,487	28,471	42,487
Ind. & St. Louis	4th wk Jan	51,127	52,383	160,689	154,189
Jack. T. & K. W.	November.	35,492	38,624	402,173	252,459
K. C. Ft. S. & Gulf	3d wk Jan	42,990	56,473	128,293	151,043
Kan. C. Sp. & M	3d wk Jan	28,979	42,460	83,752	108,933
Kan. C. Cl. & Sp	3d wk Jan	5,083	3,545	13,196	9,427
Kentucky Cent.	December	81,137	71,461	1,067,468	920,697
Keokuk & West.	4th wk Jan	9,197	7,597	29,200	24,545
Kingst'n & Pem.	4th wk Jan	4,150	2,975	9,525	6,374
Knoxv. & Ohio	November.	47,052	36,995	.....	.....
Lake E. & West	4th wk Jan	45,905	43,882	143,446	146,386

ROADS.	Latest Earnings Reported.	Jan. 1 to Latest Date.	
		1887-8.	1886-7.
Lehigh & Hud...	January...	\$ 17,068	\$ 20,912
L. Rock & Mem.	4th wk Jan	18,739	20,782
Long Island	1st wk Feb	47,043	41,708
Lou. & Mo. Riv.	November.	50,267	52,472
Louis. Ev. & St. L.	4th wk Jan	19,460	16,900
Louisv. & Nashv.	4th wk Jan	423,835	411,843
Lou. N. A. & Chic.	4th wk Jan	45,964	51,875
Louisv. N. O. & T.	4th wk Jan	72,136	67,135
Lykens Valley	November.	94,872	60,465
Mar. Col. & No.	December	6,773	4,613
Mar. Hough. & O.	3d wk Jan	8,317	5,260
Memphis & Chas.	3d wk Jan	42,135	42,722
*Mexican Cent	4th wk Jan	164,500	133,112
*Mex. N. (all lns)	December	152,625	154,399
Mil. L. Sh. & West	1st wk Feb	35,222	35,015
Milwaukee & No.	4th wk Jan	22,095	21,154
Minneap. & St. L.	January.	81,000	117,845
Min. St. Ste. M & A	November.	25,101	12,837
Miss. & Tenn.	1st wk Jan	8,652	7,161
Mobile & Ohio	January...	202,118	236,015
Nash. Ch. & St. L.	December.	275,482	229,946
Natchez Jac. & C	January...	15,255	15,641
New Brunswick.	December.	65,568	64,164
N. Y. Cen. & H. R.	January...	2,716,704	2,714,710
*N. Y. L. E. & W.	December.	2,029,935	1,985,149
N. Y. & New Eng.	December.	425,857	386,277
N. Y. Ont. & W.	4th wk Jan	29,004	26,794
N. Y. Sus. & W.	December.	135,645	112,545
Norfolk & West	1st wk Feb	74,972	65,765
N'theastrn (S. C.)	November.	45,297	47,237
Northern Cent'l	December	490,286	457,809
Northern Pacific	1st wk Feb	157,647	111,998
Ohio & Miss.	4th wk Jan	71,957	71,848
Ohio River	4th wk Jan	6,287	4,601
Ohio Southern	January...	59,186	53,476
Oregon Imp. Co	November.	393,252	286,289
Oreg. R. & N. Co.	3d wk Dec	103,391	90,538
Pennsylvania	December.	4,892,954	4,428,216
Penn. Company.	December.	1,585,696	1,350,956
No. West. sys.	December.	1,287,937	1,166,064
So. West. sys.	December.	20,250	23,250
Peoria Dec. & Ev.	4th wk Jan	31,401	28,300
Petersburg	November.	328,637	301,174
Phila. & Erie	December.	1,715,656	1,576,714
Phila. & Read'g	December.	1,573,422	1,342,525
Coal & Iron Co.	December.	3,289,078	2,919,238
Tot. both Co's.	December.	37,660	46,672
Pitts. & West'rn	4th wk Jan	26,609	25,752
P't Royal & Aug.	November.	33,908	33,548
Pt. R'al & W. Car.	November.	.....	.....
R. & W. P. Ter. Co.	3d wk Jan	103,975	101,775
Rich. & Danv	3d wk Jan	31,225	22,950
Va. Mid. Div.	3d wk Jan	18,200	18,600
C. C. & A. Div.	3d wk Jan	14,650	13,275
Col. & Gr. Div.	3d wk Jan	13,925	11,100
West N. C. Div.	3d wk Jan	2,200	1,900
W. O. & W. Div.	3d wk Jan	2,275	800
Ash. & Sp. Div.	3d wk Jan	189,450	170,400
Total all	3d wk Jan	20,175	17,332
Rich. & Petersbg.	November.	263,806	233,294
Rome W. & Og.	December.	51,127	52,383
*St. L. Alt. & T. H.	4th wk Jan	26,115	24,152
Branches	4th wk Jan	78,362	53,556
St. L. Ark. & Tex	4th wk Jan	84,800	81,497
St. L. & San Fran.	1st wk Feb	25,943	30,418
St. Paul & Duluth	4th wk Jan	482,421	459,251
St. P. Min. & Man.	January...	17,820	.....
S. Ant. & Ar. Pass.	2d wk Jan	70,723	61,536
Scioto Valley	November.	67,486	54,693
Scab'rd & Roan.	December.	50,000	57,288
Shenandoah Val	January...	122,898	97,949
South Carolina	December.	.....	.....
So. Pacific Co.	December.	314,878	246,670
Gal. Har. & S. A.	December.	77,846	66,061
Louis'a West.	December.	620,732	484,833
Morgan's L&T.	December.	15,536	14,073
N. Y. T. & Mex.	December.	119,126	102,154
Tex. & N. Ori.	December.	1,148,119	913,792
Atlas's system	December.	2,402,977	1,990,754
Pacific system	December.	3,551,096	2,904,546
Total of all	December.	.....	.....
So. Pac. RR.	November.	142,765	166,217
No. Div. (Cal.)	November.	465,903	342,848

4th week of January.	1888.	1887.	Increase.	Decrease.
	\$	\$	\$	\$
Prev'y report'd (12 roads)	1,352,642	1,327,347	74,180	48,885
Atlantic & Pacific.....	56,572	55,883	689	.....
Burl. Cedar R. & North....	72,488	72,943	.....	455
Cairo Vin. & Chic.....	16,652	15,065	1,587	.....
Canadian Pacific.....	259,000	213,000	46,000	.....
Central of Georgia.....	166,379	136,477	29,902	.....
Chicago & East. Ills.....	46,144	46,840	.....	696
Chicago & Ind. Coal.....	12,701	10,887	1,814	.....
Chic. & West Michigan....	25,997	28,056	.....	2,059
Cin. N. O. & Texas Pac....	104,454	102,685	1,769	.....
Alabama Gt. Southern	52,119	48,586	3,533	.....
New Orleans & N. E.....	29,627	27,087	2,540	.....
Vicksburg & Meridian....	18,009	21,612	.....	3,603
Vicksburg Shrev. & Pac.	18,546	28,495	.....	9,949
Cin. Wash. & Balt.....	51,589	54,604	.....	3,015
Cleveland Akron & Col....	12,693	11,917	776	.....
Cleveland & Marietta....	7,923	7,888	35	.....
Col. & Cin. Midland.....	6,401	9,874	.....	3,473
Denver & R. Grande West.	29,200	24,175	5,025	.....
Detroit Lans. & North....	22,091	25,988	.....	3,897
Duluth S. S. & Atlantic...	24,369	17,451	6,918	.....
East Tenn. Va. & Ga.....	164,121	134,201	29,920	.....
Evansville & Ind.....	5,255	6,081	826	.....
Evansville & T. H.....	20,312	16,837	3,475	.....
Flint & Pere Marquette...	64,029	57,872	6,157	.....
Grand Trunk of Canada...	227,428	309,319	81,891	.....
Indiana Bloom. & West....	52,042	58,962	6,920	.....
Keokuk & Western.....	9,197	7,597	1,600	.....
Lake Erie & Western.....	4,150	2,975	1,175	.....
Little Rock & Memphis...	45,905	43,882	2,023	.....
Louisv. Evansv. & St. L.	18,739	20,782	2,043	.....
Louisville & Nashville...	19,460	16,900	2,560	.....
Louisville N. Alb. & Chic.	423,835	411,843	11,992	.....
Louisville N. O. & Texas	45,964	51,875	5,911	.....
Mexican Central.....	72,136	67,135	5,001	.....
Milwaukee & Northern...	164,500	133,112	31,388	.....
New York Ont. & West....	22,095	21,154	941	.....
Ohio & Mississippi.....	29,004	26,794	2,210	.....
Ohio River.....	71,957	71,848	109	.....
Peoria Dec. & Evans.....	6,287	4,601	1,686	.....
Pittsburg & Western.....	20,250	23,250	3,000	.....
*St. L. Alt. & T. H., M. Line	37,666	46,672	9,012	.....
St. L. Alt. & T. H. Brchs...	51,127	52,383	1,256	.....
St. Louis Ark. & Texas...	26,115	24,152	1,963	.....
St. Paul & Duluth.....	78,362	53,556	24,806	.....
Texas & Pacific.....	25,943	30,418	4,475	.....
Toledo & Ohio Central...	173,303	183,192	9,889	.....
Tol. Peoria & Western....	34,046	25,152	8,894	.....
Wabash Western.....	21,045	20,254	791	.....
Wheeling & Lake Erie....	146,777	142,038	4,739	.....
Wisconsin Cent. (all lines)	24,340	16,902	7,438	.....
Wisconsin Cent. (all lines)	85,815	96,537	10,742	.....
Total (63 roads).....	4,576,795	4,465,156	323,636	211,997
Net increase (2-50 p. c.)..	.....	.....	111,639	.....

* Including Indianapolis & St. Louis.

For the first week of February twelve roads have reported, and they show a gain of 10-91 per cent in the aggregate.

1st week of February.	1888.	1887.	Increase.	Decrease.
	\$	\$	\$	\$
Chicago & Atlantic.....	35,335	38,956	.....	3,621
Chicago & East. Ills.....	38,500	35,520	2,980	.....
Chicago Mil. & St. Paul...	364,500	342,892	21,608	.....
Denver & Rio Grande.....	135,000	127,000	8,000	.....
Long Island.....	47,043	41,708	5,335	.....
Milwaukee L. Sh. & West	35,222	35,015	207	.....
Norfolk & Western.....	74,972	65,765	9,207	.....
Northern Pacific.....	157,647	111,998	45,649	.....
St. Louis & San Fran....	84,800	81,497	3,303	.....
Toledo Ann A. & No. Mich.	10,376	9,066	1,310	.....
Toledo & Ohio Central...	24,925	21,812	3,113	.....
Wheeling & Lake Erie....	16,932	13,141	3,791	.....
Total (12 roads).....	1,025,252	924,370	104,503	3,621
Net increase (10-91 p. c.)	.....	.....	100,882	.....

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.

Roads.	December.		Jan. 1 to Dec. 31.	
	1887.	1886.	1887.	1886.
	\$	\$	\$	\$
Cape Fear & Yad. Val. Gross.	26,537	21,339	276,485	227,222
Net.....	13,156	10,211	133,473	111,540
Chic. Burl. & Q..... Gross.	2,163,388	2,368,432	27,576,078	26,728,408
Net.....	936,449	1,227,117	12,363,202	13,081,468
Cleveland & Canton. Gross.	28,804	29,197	373,965	356,916
Net.....	7,011	6,484	108,142	77,929
Denver & Rio Gr..... Gross.	714,134	635,215	7,983,420	6,738,079
Net.....	232,471	260,511	3,241,370	2,510,662
Grand Rap. & Ind.... Gross.	219,499	247,547	2,948,675	2,535,485
Net.....	52,944	99,970	965,850	870,046
Kentucky Central.... Gross.	81,137	71,461	1,067,468	920,697
Net.....	31,456	20,133	455,352	332,324
Louisv. N. O. & Texas. Gross.	330,385	272,376	2,243,213	1,803,782
Net.....	146,551	134,760	699,848	551,219
Mexican Central..... Gross.	540,056	410,980	4,886,580	3,857,706
Net.....	286,772	231,916	2,169,127	1,404,618
Minneapolis & St. L. Gross.	126,414	149,184	1,491,888	1,549,619
Net.....	20,534	52,070	428,147	498,688
New Brunswick..... Gross.	65,568	61,161	816,443	805,067
Net.....	23,364	22,232	241,972	254,125
Rome Watert'n & Og. Gross.	263,806	233,294	3,215,600	2,878,675
Net.....	107,475	104,582	1,431,469	1,274,622
So. Pacific Co.— Gal. Har. & S. An. Gross.	314,878	246,670	3,347,181	2,599,463
Net.....	83,481	16,596	682,947	277,041
Louisiana Western Gross.	77,846	66,061	843,794	644,688
Net.....	38,787	35,211	414,836	329,216

Roads.	December.		Jan. 1 to Dec. 31.		
	1887.	1886.	1887.	1886.	
	\$	\$	\$	\$	
Morgan's La. & Tex. Gross.	620,732	484,833	4,684,259	4,185,437	
Net.....	289,555	175,235	1,346,279	1,043,127	
N. Y. Tex. & Mex. Gross.	15,536	14,073	170,526	158,858	
Net.....	3,265	546	22,107	9,006	
Texas & New Or... Gross.	119,126	102,154	1,267,563	998,169	
Net.....	38,390	51,220	563,353	434,419	
Atlantic system.... Gross.	1,148,119	913,792	10,313,408	8,586,617	
Net.....	453,478	278,810	3,029,522	2,092,809	
Pacific system..... Gross.	2,402,977	1,990,754	27,055,799	23,523,541	
Net.....	769,680	763,087	11,999,236	11,324,136	
Total of all.....	3,551,096	2,904,546	37,369,205	32,110,158	
Net.....	1,223,158	1,041,897	15,028,758	13,416,945	
Union Pacific..... Gross.	2,243,872	2,343,543	28,557,766	26,280,186	
Net.....	764,224	972,817	11,941,005	9,920,606	
Road.		November.		Jan. 1 to Nov. 30.	
	1887.	1886.	1887.	1886.	
	\$	\$	\$	\$	
Central Pacific..... Gross.	1,307,442	964,132	12,498,085	10,904,835	
Net.....	602,951	337,322	5,924,347	5,595,310	
So. Pac. RR. Co.— No. Div. (Cal.)..... Gross.	142,765	166,217	1,590,163	1,501,638	
Net.....	57,377	77,308	731,182	745,652	
So. Div. (Cal.)..... Gross.	465,903	342,848	3,885,483	2,985,881	
Net.....	108,422	152,388	1,268,667	959,369	
Arizona Div..... Gross.	169,176	134,348	1,521,815	1,395,676	
Net.....	63,501	50,952	604,535	607,911	
New Mex. Div..... Gross.	59,202	55,900	635,799	607,983	
Net.....	20,484	23,812	265,616	287,864	
Road.		December.		April 1 to Dec. 31.	
	1887.	1886.	1887.	1886.	
	\$	\$	\$	\$	
Cape Fear & Yad. Val. Gross.	26,537	21,339	208,796	168,378	
Net.....	13,156	10,211	99,598	77,727	
Road.		December.		July 1 to Dec. 31.	
	1887.	1886.	1887.	1886.	
	\$	\$	\$	\$	
Cleveland & Canton. Gross.	28,804	29,197	201,462	196,010	
Net.....	7,011	6,484	68,354	44,210	
Road.		December.		Oct. 1 to Dec. 31.	
	1887.	1886.	1887.	1886.	
	\$	\$	\$	\$	
Rome Watert'n & Og. Gross.	263,806	233,294	859,394	782,243	
Net.....	107,475	104,582	403,129	384,106	

ANNUAL REPORTS.

Buffalo New York & Philadelphia Railroad (now Western New York & Pennsylvania.
(For the year ending September 30, 1887.)

The receiver submits his report of the business of the road during his administration up to November 30, 1887, together with the report of the officers for the fiscal year ending September 30, 1887. The company now reorganized is the Western New York & Pennsylvania. The receiver remarks in his report: "The physical condition of the property is materially improved and the steady growth of tonnage indicates that under the settlement of rates afforded by the Inter-State Commerce law there is reason to believe that within a reasonable period the earnings will be sufficient to meet the obligations placed upon it under the terms of the reorganization agreement. For the first quarter of the present fiscal year which has passed, the increase in net earnings is about \$120,000 over the corresponding quarter of last year, and if the same ratio of increase continues for the balance of the year—which it is hoped and believed that with the new cars lately purchased it will—the result of this year's business will be highly satisfactory."

Comparative statistics for four years, compiled for the CHRONICLE, are as follows:

OPERATIONS AND FISCAL RESULTS.				
	1883-84.	1884-85.	1885-86.	1886-87.
Operations—				
Passengers carried...	1,173,439	1,108,402	1,215,244	1,205,404
Passenger mileage...	27,181,709	24,118,963	25,223,115	22,887,167
Rate per pass. p. mile.	2-82 cts.	2-93 cts.	2-91 cts.	3-14 cts.
Freight (tons) mov'd.	2,376,534	2,417,975	2,933,352	3,254,874
Fr'ght (tons) mil'ge.	211,040,876	276,994,830	375,552,184	398,894,687
Rate per ton per mile.	0-788 cts.	0-601 cts.	0-495 cts.	0-498 cts.
Earnings—				
Passenger.....	691,876	624,797	646,345	626,123
Freight.....	1,854,114	1,649,843	1,852,586	1,988,552
Mail, express, etc....	68,784	60,874	69,286	73,080
Total.....	2,614,774	2,335,514	2,568,217	2,687,755
Oper. exp. & taxes..	2,087,811	1,880,667	2,195,219	2,390,579
Net earnings.....	526,933	454,847	373,007	297,176
* Includes overcharges, \$205,061.				
INCOME ACCOUNT.				
	1883-84.	1884-85.	1885-86.	1886-87.
Receipts—				
Net earnings.....	526,933	454,847	373,007	297,176
Rentals & interest...	42,300	57,924	55,853	40,813
Total income.....	569,233	512,771	428,860	337,989
Disbursements—				
Interest on bonds...	1,275,935	1,413,500	1,410,380	150
Other interest, &c....	130,751	342,783	206,234	76,670
Total disbursements..	1,406,686	1,756,283	1,616,614	76,820
Balance.....	def. 837,453	df. 1,243,512	df. 1,187,754	sur. 261,169

* Net earnings Oct 21 to Dec. 31,

New York Susquehanna & Western.

(For the year ending December 31, 1887.)

The annual meeting of this company will be held on the 23d, when the annual report will be submitted, which will be published in the CHRONICLE of the 25th inst. In advance of the full report, the following statement has been obtained of the earnings and income account in 1887, the figures being placed in comparison with those of 1886 and 1885:

	1885.	1886.	1887.
Earnings from—			
Passengers.....	\$ 234,068	\$ 247,155	\$ 250,522
Freight, coal and milk.....	807,189	830,954	1,078,635
Car service.....	24,360	24,386	26,933
Mail, express and telegraph.....	17,976	18,977	20,253
Miscellaneous.....	8,762	7,969	9,843
Total earnings.....	1,092,355	1,129,441	1,395,186
Operating expenses.....	587,441	637,662	762,139
Net earnings.....	504,914	491,779	633,047
Per cent of operating exp. to earnings.....	53.77	56.46	54.62
INCOME ACCOUNT.			
Net earnings.....	504,914	491,779	633,047
Other income.....		44,023	27,159
Total.....	504,914	535,802	660,206
Disbursements—			
Interest on bonds.....	\$ 322,093	\$ 327,765	\$ 441,120
Rentals.....	25,000	29,500	26,494
Car trust obligations.....	† 92,352	155,919	
Taxes.....	30,079	34,493	35,455
Miscellaneous.....			2,541
Total disbursements.....	469,526	547,677	505,610
Balance.....	sur. 35,388	df. 11,875	sur. 154,596

* Half interest only paid on N. Y. Sus. & W. firsts and debentures.
† The car trusts accrued during the year amounted to \$117,552, of which payment of \$25,200 was deferred.

Norfolk & Western.

(For the year ending December 31, 1887.)

In advance of the annual report, the following preliminary statement has been prepared for the CHRONICLE:

	1884.	1885.	1886.	1887.
Earnings—				
Passenger.....	\$ 521,192	\$ 458,445	\$ 486,231	\$ 685,256
Freight.....	2,025,087	2,138,120	2,500,827	3,405,220
Mail, express, &c.....	164,875	174,555	174,998	164,318
Total gross earnings.....	2,711,154	2,771,120	3,252,056	4,254,794
Operating expenses.....	1,516,858	1,649,291	1,960,910	2,483,781
Net earnings.....	1,194,296	1,121,829	1,291,146	1,771,013
P.c. of op. ex. to earn.....	55.9	60.0	60.29	58.00
INCOME ACCOUNT.				
Net income.....	1,194,296	1,121,829	1,325,449	1,872,662
Disbursements—				
Inter. on bonds, &c.....	\$ 953,436	\$ 1,139,991	\$ 1,184,547	\$ 1,237,134
Miscellaneous.....		55,699	9,239	
Total disbursements.....	953,436	1,195,690	1,193,786	1,237,134
Balance for year.....	sur. 240,860	def. 73,861	sur. 131,663	sur. 635,528

* Includes income from investments, &c.

Kansas City Fort Scott & Gulf.

(For the year ending December 31, 1887.)

This company has declared a dividend of 4 per cent, semi-annual, on the preferred stock and 2½ per cent on the common. A summary of the earnings and income account is given as follows in advance of the full report:

EARNINGS AND EXPENSES.				
	1884.	1885.	1886.	1887.
Total gross earnings.....	\$ 2,422,443	\$ 2,546,525	\$ 2,539,333	\$ 2,732,204
Oper'g exp. and taxes.....	1,407,693	1,558,307	1,475,527	1,661,171
Net earnings.....	1,014,750	988,218	1,063,811	1,071,033
INCOME ACCOUNT.				
Receipts—				
Net earnings.....	\$ 1,014,750	\$ 988,218	\$ 1,063,811	\$ 1,071,033
Interest, &c.....	27,395		2,510	12,229
Total income.....	1,042,145	988,218	1,066,321	1,083,262
Disbursements—				
Interest on bonds.....	\$ 166,081	\$ 162,546	\$ 177,236	\$ 176,490
Leased lines interest.....	204,123	213,078	214,187	215,421
K. C. S. & M. propert'n.....	76,212	109,625	111,477	133,703
Ft. Scott equip. bonds.....	102,661	116,951	103,250	99,018
Dividends.....	475,576	336,156	405,880	429,120
Rate paid on com.....	5	2½	4	4½
Do pref.....	8	8	8	8
Sinking fund.....	21,176	22,300	22,500	22,300
Miscellaneous.....	384	3,805		
Total disbursements.....	1,046,213	964,461	1,034,330	1,076,552
Balance.....	def. 4,068	sur. 23,747	sur. 31,991	sur. 6,710

Kansas City Springfield & Memphis.

(For the year ending December 31, 1887.)

This company has just declared its first dividend of 2½ per cent. The income account in 1887 compares as follows with 1885 and 1886.

EARNINGS, EXPENSES AND CHARGES.			
	1885.	1886.	1887.
Total earnings.....	\$1,511,461	\$1,569,708	\$2,032,965
Operating expenses and taxes.....	1,146,300	1,088,999	1,377,736
Net earnings.....	\$365,160	\$480,709	\$691,229
Add guaranty received from K. C. Ft. S. & G. RR. Co.....	109,624	31,475	
Total.....	\$474,785	\$512,185	\$691,229
Deduct interest on bonded debt, equipment, sinking fund, &c.....	456,227	496,225	552,967
Surplus for the year.....	\$18,558	\$15,960	*\$138,262

* From this surplus 2½ per cent dividend (the first) was declared.

Chicago & West Michigan.

(For the year ending December 31, 1887.)

The directors of the Chicago & West Michigan Railroad Co. have declared a dividend of 1 per cent (making 2 per cent for the year, as against 2½ per cent in 1886), payable Feb. 15, 1888, to stockholders of record Feb. 7. The summary of the company's business for last year shows, in comparison with 1886, as follows:

	1887.	1886.
Gross earnings.....	\$1,414,022	\$1,395,977
Expenses.....	1,064,629	1,055,497
Net earnings.....	\$349,393	\$370,480
Interest.....	220,205	215,762
Balance.....	\$129,187	\$154,718
Dividends..... (2%)	123,004	(2½%) 153,755
Surplus.....	\$6,183	\$963

Detroit Bay City & Alpena.

(For the year ending December 31, 1887.)

The following statistics for the year have been issued:

	1887.	1886.
Earnings from—		
Freight.....	\$354,666	\$164,268
Passengers.....	94,937	63,040
Mail, express, &c.....	19,693	14,388
Total.....	\$469,296	\$241,696
Operating expenses and taxes.....	263,867	123,861
Net earnings.....	\$205,429	\$117,835
Other income.....	6,640	365
Total net.....	\$212,069	\$118,200
Deduct interest on bonds.....	\$138,450	\$83,940
Other payments.....		9,021
Total.....	\$138,450	\$92,961
Balance surplus.....	\$73,619	\$25,239

BALANCE SHEET DEC. 31, 1887.

Construction—			
Jan. 1, '87.....	\$3,538,486		
Add in '87.....	209,459	\$3,747,945	
Equipment—			
Jan. 1, '87.....	\$294,813		
Add in '87.....	90,564	385,378	
Acc'ts receivable.....		23,148	
Due from E. Tawas office.....		31,165	
Cash.....		95,569	
Total.....	\$4,283,207		\$4,283,207
First mortgage bonds.....		\$2,500,000	
Capital stock.....		1,670,000	
Accounts payable.....		25,380	
Bills payable.....		966	
Surplus.....		86,859	

GENERAL INVESTMENT NEWS.

Cedar Falls & Minnesota.—A press dispatch from Dubuque, February 10, says that on the motion to dissolve the injunction restraining it from bringing suit against the Dubuque & Sioux City for rental, the court refused to modify the injunction, excepting so far as to allow the Cedar Falls to sue those not parties to the pending suit. The Dubuque & Sioux City have offered to pay the monthly rental into court, but it was ordered instead that the company give bonds for \$100,000 to respond at the end of the suit, if the lease should not be declared void. The trustees under the mortgage have already sued the Illinois Central for rental.

Central Iowa.—Judge Gresham has entered a final decree of foreclosure of the Illinois Division of the Central Iowa Railway Company. The decree finds that there is now due on the mortgage to the Central Trust Company of New York \$1,708,956, and that the road shall be sold in on March 17. No bid less than \$300,000 will be taken. The purchase of this division will place the property all in the hands of the reorganization committee, when the plan will be carried through.

Central Pacific.—The following is a comparative statement of the earnings, expenses and fixed charges of the company for November, and from January 1 to November 30. The mileage is 1,410, against 1,334 last year:

	November.		Jan. 1 to Nov. 30—	
	1887.	1886.	1887.	1886.
Gross earnings.....	\$1,307,442	\$964,132	\$12,498,085	\$10,904,835
Operating expenses.....	704,491	626,810	6,573,738	5,309,525
Net earnings.....	\$602,951	\$337,322	\$5,924,347	\$5,595,310
Add rentals.....	1,044		11,483	
Total net income.....	\$603,995		\$5,935,830	
Fixed charges.....	449,232		5,037,967	
Net profits.....	\$154,763		\$897,863	
Construction & imprt.....	8,135		186,250	
Balance.....	\$146,628		\$711,613	

* Fixed charges include rentals, interest, taxes and U. S. Government sinking fund, and rentals for leased lines.

Chesapeake & Ohio Reorganization.—Stock and bondholders in the Chesapeake & Ohio Railroad are fortunate in having its reorganization undertaken by Messrs. Drexel, Morgan & Co. and their associates in a syndicate.

The Chesapeake & Ohio Railroad has heretofore been practically without any west connection, ending as it does at Ashland on the Big Sandy River. At the latter point connection is made with the Elizabethtown Lexington & Big Sandy, but the route to Cincinnati is circuitous and the grades are almost prohibitory of a large freight traffic. Now a direct line along the Ohio River between Ashland and Cincinnati is to be rapidly pushed to completion, and this will form a part of the Chesapeake & Ohio system, as will also the bridge across the Ohio at Cincinnati and the elevated road at the same point.

The Chesapeake & Ohio will then be a complete system, comprising 650 miles of road; its Western terminus in Cincinnati and its Eastern terminus on the Atlantic Ocean at Newport News.

By the new river line, the distance between Ashland and Cincinnati will be only 145 miles, while by the old route it is 220 miles; the grades are remarkably easy, not above 13 feet to the mile, against about 75 to 90 feet on the old route. It is stated that now an engine is able to haul only about 10 cars on an average, while under the new arrangement 40 to 60 cars can be hauled.

Under the plan of reorganization proposed the company will be relieved from numerous charges on floating debt, car trusts, &c., which have absorbed the income. There will be only one mortgage and that covering the entire property (including the line to Cincinnati and the bridge and approaches which will cost altogether about 9 million dollars). The mortgage is for 30 millions, of which \$6,429,000 will be reserved to retire underlying bonds, and \$5,000,000 will be held in the company's treasury for use as required. Of the remainder the syndicate guarantee the sale of \$5,371,000 at 90, and the assessments on stock will amount to \$2,300,000, making cash resources adequate for all estimated requirements.

Altogether, the plan seems to be thorough and effective. The only charge on the reorganized property will be the interest on the debt, about \$1,300,000 per annum. Mr. Huntington assents to the plan, and has made important concessions himself on a large amount of securities held by him. He also relinquishes control for five years, for which period the voting power will be lodged with Messrs. J. Pierpont Morgan, John Crosby Brown and George Bliss.

Full details of the plan will be found in the advertisement on the 5th page of the CHRONICLE to-day.

Chicago & Northwestern.—In an editorial article on another page of the CHRONICLE some facts and figures are given regarding the operations of this company up to Dec. 31, 1887.

Cleveland & Canton.—The earnings for the first half of the fiscal year (July 1 to Dec. 31) are reported as follows:

	1887.	1886.
Gross earnings.....	\$203,462	\$196,010
Expenses.....	129,408	145,057
Net earnings.....	\$74,054	\$50,953
Taxes.....	5,700	5,748
Actual net.....	\$68,354	\$45,205

Flint & Pere Marquette.—At Detroit, Mich., Feb. 3, the Flint & Pere Marquette Railway cases were argued before United States Circuit Judge Jackson. The first case is that of Parker and others common stockholders, asking that the injunction restraining the company from purchasing the Port Huron & Northwestern Road, the narrow gauge line running from Port Huron to East Saginaw, may be made permanent. The other case was the application of McCormick and others, common stockholders, for an order compelling the company to issue to them \$3,500,000 of stock, for which they hold provisional certificates.

Hudson River Suspension Bridge & New England Railway.—In the County Register's office at White Plains, Westchester County, this company has filed a trust mortgage to the Atlantic Trust Company of this city to secure the sum of \$10,000,000, for which they have issued bonds to the amount of the mortgage. The bonds are made payable in 1933. The money raised on this mortgage is to be used in completing a bridge over the Hudson River between Verplanck's Point and Buttermilk Falls and for other purposes.

Florida Central & Western.—At the foreclosure sale in Jacksonville, Fla., the road was bid in by W. Bayard Cutting of New York for the benefit of the reorganizing committee of the Florida Railway & Nav. Co.

Kansas City Memphis & Birmingham.—The following circular has been issued from the office of the Kansas City Memphis & Birmingham Railroad Company, 26 Sears building, Boston:

To the Stockholders: The Kansas City Memphis & Birmingham road was opened for business in October, 1887. Its earnings have more than equaled expectations, and already the need of additional equipment is apparent. The directors have extended the road to two important traffic centres—Aberdeen, a distance of 12 1/4 miles, and Bessemer, a distance of 10 1/2 miles—and have also built branches to three important coal mines.

To provide the means for these extensions and their equipment, as well as the additional equipment for the entire line, the directors have decided to issue the entire amount of bonds authorized by the mortgage, viz., \$25,000 per mile, of which \$600,000 remain in the treasury. An equipment company is also to be formed, called the "Birmingham Equipment Company," with power to issue bonds to the extent of \$1,000,000. This company will convey the equipment purchased with the proceeds of its bonds to the Kansas City Memphis & Birmingham Railroad Company, subject to the mortgage, upon the promise of the latter company to guarantee the bonds, principal and interest; these bonds to bear interest at 6 per cent per annum, having fifteen years to run, and secured by mortgage upon the equipment, the principal and interest of the bonds to be payable in gold and guaranteed by the Kansas City Memphis & Birmingham Railroad Company, the privilege being reserved of retiring the whole issue upon sixty days' notice at 105 and accrued interest.

The sale of \$600,000 of these equipment bonds is regarded as a liberal allowance for present needs and the immediate future.

The unissued bonds and stock will be offered to the stockholders of the Kansas City Memphis & Birmingham Railroad Company on the terms of the original circular, viz., a bond of \$1,000 and five shares of stock for \$950, a like amount of stock to be issued as before to the Kansas City Springfield & Memphis Railroad Company. With the stock and bonds of the railroad company will be offered the 6 per cent equipment bonds at par, so that each block of securities offered will consist of five shares of stock, one first mortgage 5 per cent bond of \$1,000, and \$1,000 6 per

cent equipment bond guaranteed by the Kansas City Memphis & Birmingham Railroad Company, or \$2,500 in securities at par for \$1,950.

PROPOSAL.

The following proposition is made:
For each fifty shares (or rights thereon) of stock of the Kansas City Memphis & Birmingham Railroad Company the holder thereon may subscribe for:
\$500 (five shares) K. C. Mem. & Bir. R.R. Co. stock at par..... \$500
1,000 1st mortgage K. C. Mem. & Bir. R.R. Co. 5 per cent bond at 45 per cent..... 450
1,000 1st mortgage Equipment Co. 6 per cent gold bonds at par..... 1,000

\$2,500
Subscriptions will be received for blocks only, and is offered to stockholders of record February 11, 1888, at 3 o'clock P. M., and the subscription list and assignment of rights will close on February 25, 1888, at 3 o'clock P. M. Any part of the subscription not taken at that date will be disposed of as the directors may determine.

[The balance of the circular relates only to dates of payment.]

Kentucky Central.—The earnings, expenses and brief income account for 1887 were as follows:

	1887.	1886.
Gross earnings.....	\$1,067,468	\$920,697
Operating expenses.....	612,116	588,373
Net earnings.....	\$455,352	\$332,324

The income account is thus stated:

Net earnings in 1887, as above.....	\$455,352
Taxes.....	\$30,926
Construction and improvement.....	5,261
Equipment.....	29,714
Miscellaneous expenses.....	7,489
Rentals.....	55,045
Interest on Gov. & Lex. bonds.....	12,140
" " firsts.....	241,480
Surplus above charges.....	\$73,295

Lackawanna & Pittsburg.—A plan of reorganization has been agreed upon and securities are being deposited with the Mercantile Trust Company of New York. The name will be changed to Western New York & Southwestern, and new securities issued as follows: \$2,000,000 6 per cent 1st mortgage 40 year gold bonds issued at rate of \$12,500 a mile; \$1,200,000 6 per cent incomes, and stock not to exceed \$30,000 a mile. The old 1st mortgage holders on either road will be given 20 per cent in the new firsts, 37 1/2 per cent in new incomes and 42 1/2 per cent in new stock. L. & P. incomes get 20 per cent in new stock and the preferred and common stock 10 per cent in new common. The Alleghany Central 2d mortgage holders will be given 37 1/2 per cent in new incomes and 42 1/2 per cent in new stock. The extension from Parkersville to Geneva, 46 miles, will be completed about July 1.

Minnesota & Northwestern.—The following is a statement of the earnings and expenses of this railroad for the six months ending 31st December, 1887 (partly estimated)—the average mileage operated being 413 miles:

Gross earnings for six months.....	\$1,001,456
Operating expenses (December partially estimated).....	695,361
Interest on bonded debt for half year.....	\$306,095
Surplus.....	209,279
Surplus.....	\$96,816

The earnings of the company during the six months were limited to the capacity of its motive power and freight cars. The company has since contracted for early delivery 1,000 box cars and 30 locomotives, and is about contracting for 100 additional locomotives and 3,000 more freight cars, to be delivered early in the summer.

New York Central & Hudson River.—The statement of earnings, operating expenses, &c., for the quarter ending Dec. 31, 1886 and 1887 is as below given:

	1887.	1886.
Gross earnings.....	\$10,020,225	\$9,021,256
Operating expenses.....	6,470,510	5,458,749
Expenses to earnings.....	(64.57%)	(60.51%)
Net earnings.....	\$3,549,715	\$3,562,506
First charges.....	1,954,860	1,957,200
Profit.....	1.78% \$1,594,855	1.80% \$1,605,306
Dividend.....	1.00% 894,283	1.00% 894,283
Surplus.....	\$700,572	\$711,023

New York Chicago & St. Louis.—Albany dispatches give the earnings of this road (Nickel Plate) for the quarter ending December 31 and for the full year 1887. The principal feature in these returns is the increase in gross earnings, as the expenses for improvements were made so large in 1887 that the net earnings were reduced below a normal figure. In the statement below for the quarter and the year, \$200,000 for interest on bonds from October 1 to December 31 are included in the charges of 1887, but no interest in 1886. On the basis of \$4,800,000 gross earnings, the road would earn \$1,440,000 net, if could it be operated no better than at 70 per cent of the earnings.

	—Quar. end. Dec. 31.—		—Year ending Dec. 31—	
	1887.	1886.	1887.	1886.
Gross earnings.....	\$1,415,981	\$1,188,575	\$4,792,352	\$3,826,608
Operating expenses..	1,020,235	749,285	3,508,388	2,552,192
Net earnings.....	\$395,746	\$439,290	\$1,283,964	\$1,274,416
Charges.....	246,867	93,510	445,631	405,069
Surplus.....	\$148,879	\$345,780	\$838,333	\$869,346
Cash on hand Dec. 31.	\$432,873			

Railroads in New York State.—The returns of the following roads for the quarter ending December 31 have been filed at Albany as follows:

—Boston & Albany.—		—New York Penn. & O.—	
1887.	1886.	1887.	1886.
Gross earnings.....	\$2,404,327	\$2,196,144	\$563,683
Operating expenses.....	1,556,315	1,513,394	15,822
Net earnings.....	\$848,012	\$682,750	\$547,861
Charges.....	715,057	625,032	320,966
Surplus.....	\$132,955	\$57,718	\$226,895
—Buffalo Roch. & Pitts.—		—Brooklyn Elevated.—	
1887.	1886.	1887.	1886.
Gross earnings.....	\$569,129	\$394,189	\$175,919
Operating expenses.....	417,711	274,128	107,804
Net earnings.....	\$151,418	\$120,061	\$68,115
Other income.....	25,000	25,193	607
Total net.....	\$176,418	\$145,254	\$68,722
Charges.....	128,125	113,170	63,541
Surplus.....	\$48,293	\$32,084	\$5,181
—Del. L. & W. Used Trns.—		—Rome Water. & Ogd.—	
1887.	1886.	1887.	1886.
Gross earnings.....	\$1,955,807	\$1,817,566	\$859,394
Operating expenses.....	924,180	777,791	456,265
Net earnings.....	\$1,031,627	\$1,039,775	\$403,129
Other income.....	.....	.....	7,603
Total net.....	\$1,031,627	\$1,039,775	\$410,732
Charges.....	551,249	525,497	266,105
Surplus.....	\$480,378	\$514,278	\$144,627

St. Paul & Duluth.—The following is a comparative statement of net receipts of the St. Paul & Duluth RR. in 1886-87:

From operation of railroad.....	1886.	1887.
Paid interest on bonds.....	\$603,786	\$492,880
Net income from railroad.....	50,000	50,000
Cash dividends paid within year:—		
7 per cent on preferred stock.....	\$374,766	\$375,154
3 per cent on common stock.....	.....	120,960
Balance.....	sur. \$179,020	def. \$53,233
Income from lands and stumps.....	163,057	541,925

Southern Pacific Company.—The following is a comparative statement of the earnings, expenses and fixed charges of this company for December, and from January 1 to December 31. The total mileage is 5,110, against 4,940 last year:

	December.		Year.	
	1887.	1886.	1887.	1886.
Gross earnings—				
Pacific system.....	\$2,402,977	\$1,990,754	\$27,055,799	\$23,523,541
Atlantic system.....	1,148,119	913,792	10,313,408	8,586,617
Total gross.....	\$3,551,096	\$2,904,546	\$37,369,205	\$32,110,158
Net earnings—				
Pacific system.....	\$769,680	\$763,087	\$11,999,236	\$11,324,136
Atlantic system.....	453,478	278,810	3,029,522	2,092,809
Total net.....	\$1,223,158	\$1,041,897	\$15,028,758	\$13,416,945
Rental leased lines.....	84,016	47,206	931,469	560,690
Total net income.....	\$1,307,174	\$1,089,103	\$15,960,227	\$13,977,635
Fixed charges.....	765,564	1,142,936	13,968,442	13,934,132
Net profits.....	\$541,610	def. \$53,833	\$1,991,785	\$43,503
Cons. and improvem't.	324,571	157,780	1,268,128	560,856
Balance.....	\$217,039	def. \$211,613	\$723,657	def. \$517,353

* Includes int., rentals, Cent. Pac. guar., taxes and U. S. dues.

South Pennsylvania.—The report is now given out that the troubles which have beset the South Pennsylvania Road have been settled. No official statement has yet been made, but the general outline of this plan as reported is as follows: The stockholders agree to an immediate assessment of 20 per cent, which will amount to \$3,000,000. Already \$7,000,000 has been spent, and when the \$3,000,000 alluded to have been put into the road, then the company will issue \$10,000,000 of 30-year 6 per cent gold bonds. The Vanderbilts have subscribed for \$3,000,000 of the bonds, Andrew Carnegie takes \$600,000, and Messrs. Hostetter and Bagaley \$600,000 each. The \$13,000,000 which will thus be raised by the assessment and the bonds will be sufficient to complete the road and equip it. One of the results of this agreement is that Mr. Bagaley withdraws the suits brought by him. The ownership of a majority of the stock is said to be with the Vanderbilts' \$5,000,000, Mr. Carnegie, \$2,000,000, and Messrs. Bagaley and Hostetter, \$3,100,000. The reorganization committee contemplated will consist of Messrs. Andrew Carnegie, B. F. Jones and David Hostetter of Pittsburg; G. F. Baer, of Reading (attorney for the Reading Railroad), and Francis Lynde Stetson, of New York (attorney for the Vanderbilts).

Wabash.—A press dispatch from St. Louis, Feb. 8th, said President O. D. Ashley of the Wabash Western arrived in this city this morning and says that the reorganization scheme is advancing well. "I think," he said, "that it may be stated that \$19,000,000 worth of bonds have been deposited. I mean by that, deposited and signed, so that there is no question of the agreement of the owners with the proposition of the committee. There are holders of others who have written to the committee promising to deposit their bonds on certain dates, but the bonds I speak of are already in hand. This is \$19,000,000 out of a total of \$28,600,000, so that you can readily see that we have a large majority of the bonds. I think that we have not only a majority of the total, but also a majority of each issue."

Western New York & Pennsylvania—Buffalo New York & Philadelphia.—At Philadelphia, Feb. 9, 1888, a meeting of the certificate holders of the Buffalo New York & Philadelphia Railroad Company was held. There was some dissatisfaction, owing to the delay in the delivery of the securities of the reorganized company and after discussion the matter was disposed of by directing the Secretary to make out a list of the stockholders by March 15, and adjourning to the 27th of March.

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, Feb. 10, 1888.

The weather has again become quite wintry in northern and middle latitudes, but is not severe enough to offer any serious obstacles to transportation, or otherwise impede the progress of business, and the volume of trade is large for this stage of the season, some recent declines in prices in leading staples having encouraged more liberal purchases, for home consumption as well as for export. Prince Bismarck's speech had a decided effect upon speculative values of breadstuffs, and affected cotton and provisions to some extent. Congress still progresses slowly with measures affecting the finances, trade and manufactures of the country. A strong effort is making to procure the repeal or essential modification of the Saturday half holiday, enacted by the Legislature of this State last year. The objection to it is that it exposes the business of our cities to an unfavorable competition from cities of other States, where the law is not in force.

The speculation in lard has been fitful and uncertain throughout the week, and the close is dull and unsettled.

DAILY CLOSING PRICES OF LARD FUTURES.

	Saturday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.
February delivery.....	8:00	7:98	8:02	7:98	7:98	7:96
March delivery.....	7:99	7:98	7:98	7:94	7:96	7:94
April delivery.....	8:03	8:00	8:02	7:99	7:98	7:97
May delivery.....	8:08	8:05	8:07	8:01	8:03	8:02
June delivery.....	8:14	8:10	8:12	8:07	8:09	8:08
July delivery.....	8:19	8:15	8:17	8:12	8:14	8:13

Lard on the spot has met with a moderate export demand, but the close is very quiet at 7.75c. for prime city, 8.05c. for prime to choice Western, 8c. for refined to the Continent and 8.75c. for South America.

Pork closes dull, and barely steady; mess, \$15@15.50; extra prime, \$13@13.25, and clear, \$16.25@18.50. Cutmeats have been quiet, but closed firm; pickled bellies, 7.3@7.4c, shoulders, 6.3@6.3c. and hams, 9.3@10.1c.; smoked shoulders, 7.3@8c. and hams 11@11.4c.

Beef in fair demand; extra mess, \$7@7.50, and packet, \$8@8.50 per bbl.; India mess, \$15@16 per tierce. Beef hams have been taken quite freely at the West at \$15.50@16—quoted here at \$16.50@17 per bbl. Tallow is cheaper and dull at 5@5.1c. Stearine is quiet at 8.3@8.1c. Oleomargarine is dearer at 6.1c. Butter is dull at 21@32c. for creamery, the outside figure for Elgin fancy, Western extra selling at 29@30c. and extra firsts at 26@27c. Cheese is steady, State factory, full cream, 10.1@12.1c., and skims 4@10c.

Coffee on the spot has been fairly active, the demand having been more freely met, especially with mild grades. To-day fair cargoes of Rio were quoted at 16c., with a sale of No. 6 13.1c., and 4,000 bags Santos at 14.1c. The speculation in Rio options has been at widely varying prices. To-day there was some recovery in values, closing this afternoon with sellers as follows for delivery in 1888:

February.....	13.10c.	June.....	12.20c.	October.....	11.20c.
March.....	12.55c.	July.....	11.80c.	November.....	11.15c.
April.....	12.15c.	August.....	11.50c.	December.....	11.15c.
May.....	12.30c.	September.....	11.30c.		

Raw sugar, at a further decline and some irregularity under forced sales, became yesterday quite active, with sales of centrifugal, 96 deg. test, at 3.1c. c. & f. To-day, however, there was a fresh decline; fair refining Cuba was quoted at 4.13.16c., and standard centrifugal 5.7.16@5.1c. Refined sugars are dull at a partial decline, closing unsettled. Molasses has declined to 21c. for 50 deg. test, with New Orleans jobbing at 33@36c. The tea sale on Wednesday went off at steady prices.

Kentucky tobacco has been in good demand and sales for the week are 500 hhds, of which 300 for export at 4.1@6.3c. for lugs and 7@12c. for leaf. Business in seed leaf has been fair, amounting to 1,120 cases, as follows: 250 cases 1886 crop, Wisconsin Havana, 8@10c.; 200 cases 1881-85 crops, Pennsylvania, 9@14c.; 200 cases 1886 crop, Pennsylvania, 10@15c.; 120 cases 1886 crop, State Havana, 10@14.1c.; 100 cases 1886 crop, New England Havana, 14@28c., and 150 cases 1886 crop, Dutch, 9.1@11c.; also 450 bales Havana, 62c.@1.10, and 250 bales Sumatra, \$1.40@1.90.

Spirits turpentine has been fairly active, but closes easier at 40c. Rosins are dull, but tar at some decline is more active at \$1.85@1.90. Crude petroleum certificates have been sluggish in a speculative way and close very dull, though steady at 90@90.1c.

Ingot copper has shown some revival of speculative interest, but closes dull and lower at 16.40c. on the spot and 16.50c. for June. Lead has been active and prices advanced, but the close is with free offerings and weak at 4.90c. for March and April. Tin is easier, selling to-day at 33.10c. for April and entirely nominal. A large movement is reported in steel rails—about 300,000 tons having been placed for all 1888 delivery at \$31.50@32 at mill.

COTTON.

FRIDAY, P. M., Feb. 10, 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. 10), the total receipts have reached 99,583 bales, against 98,668 bales last week, 90,130 bales the previous week and 105,403 bales three weeks since, making the total receipts since the 1st of September, 1887, 4,682,736 bales, against 4,594,639 bales for the same period of 1886-7, showing an increase since September 1, 1887, of 88,097 bales.

Receipts at—	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston	776	1,596	2,010	574	273	104	5,333
Indianola, &c.							
New Orleans	10,813	6,017	10,624	7,025	5,602	3,197	43,278
Mobile	1,170	972	615	40	154	470	3,421
Florida							253
Savannah	1,494	2,082	1,666	1,444	856	1,084	8,626
Brunsw'k, &c.							2,700
Charleston	1,050	1,286	568	716	1,051	872	5,543
Port Royal, &c.							454
Wilmington	142	486	285	406	340	217	1,876
Wash'gton, &c.							36
Norfolk	1,113	1,829	773	739	498	569	5,521
West Point, &c.	1,526	1,619	1,927	1,869	1,858	3,699	12,498
New York		100	1,160	768	1,160	1,175	4,663
Boston	523	529	975	287	516	294	3,094
Baltimore							1,637
Philadelphia, &c.	23	414	106	46	60	1	650
Totals this week	18,630	16,930	20,679	13,914	12,668	16,762	99,583

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.

Receipts to Feb. 10.	1887-88.		1886-87.		Stock.	
	This Week.	Since Sep. 1, 1887.	This Week.	Since Sep. 1, 1886.	1888.	1887.
Galveston	5,333	606,664	8,454	661,788	29,840	69,838
Ind'nola, &c.						
New Orleans	43,278	1,447,568	39,831	1,460,688	360,607	357,400
Mobile	3,421	191,492	3,969	194,734	39,279	24,716
Florida	253	22,297	381	21,494		
Savannah	8,626	794,261	9,745	735,183	73,028	69,116
Brunsw., &c.	2,700	64,108	60	25,401		
Charleston	5,543	366,066	4,200	360,264	38,468	21,885
P. Royal, &c.	454	12,469	485	15,463	509	542
Wilmington	1,876	163,641	1,043	128,778	14,422	3,758
Wash'tn, &c.	36	4,612	13	3,701		
Norfolk	5,521	412,627	13,427	479,991	39,419	30,402
W. Point, &c.	12,498	437,261	9,328	286,861	5,090	10,697
New York	4,663	54,041	2,878	73,645	259,559	255,192
Boston	3,094	59,924	6,299	69,548	19,000	10,000
Baltimore	1,637	24,164	5,766	49,821	18,861	18,479
Phil'del'a, &c.	650	21,541	2,378	27,279	25,601	19,470
Totals	99,583	4,682,736	108,257	4,594,639	923,683	891,495

NOTE.—Corrections of receipts since Sept. 1 as follows, viz.: Added to Brunswick, 7,302 bales; deducted from Charleston, 7,326 bales, and from New Orleans, 450 bales.

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

Receipts at—	1888.	1887.	1886.	1885.	1884.	1883.
Galvest'n, &c.	5,333	8,454	12,400	6,654	6,743	17,400
New Orleans	43,278	39,831	40,315	26,622	38,967	46,250
Mobile	3,421	3,969	7,996	3,676	4,338	6,428
Savannah	8,626	9,745	13,902	5,897	5,989	16,352
Charlest'n, &c.	5,997	4,685	8,389	7,095	7,093	13,217
Wilm'gt'n, &c.	1,912	1,056	1,177	554	1,338	5,489
Norfolk	5,521	13,427	9,598	7,532	10,526	19,619
W't Point, &c.	12,498	9,328	4,970	2,063	5,887	6,668
All others	12,997	17,762	7,045	8,528	25,040	14,707
Tot. this week	99,583	108,257	105,792	68,621	105,921	146,130
Since Sept. 1	4,682,736	4,594,639	4,311,456	4,285,398	4,198,718	4,631,945

The exports for the week ending this evening reach a total of 116,002 bales, of which 80,361 were to Great Britain, 17,447 to France and 18,194 to the rest of the Continent. Below are the exports for the week and since September 1, 1887.

Exports from—	Week Ending Feb. 10.				From Sept. 1, 1887, to Feb. 10, 1888			
	Great Brit'n.	France	Conti- nent.	Total Week.	Great Britain.	France	Conti- nent.	Total.
Galveston	3,585		1,314	4,899	223,970	4,024	76,132	304,126
New Orleans	17,691	16,511	9,306	43,508	488,540	218,548	289,504	994,592
Mobile					55,106			55,106
Florida					3,443			3,443
Savannah*	12,044			12,044	175,395	12,480	214,322	402,197
Charleston			4,905	4,905	32,849	25,839	154,316	243,004
Wilmington					68,377	6,395	37,635	112,407
Norfolk					194,082		1,975	196,057
West Point, &c.	8,486			8,486	175,195		1,082	176,277
New York	27,145	939	2,639	30,723	319,897	23,749	138,471	491,616
Boston	7,838			7,838	124,474		1,998	126,472
Baltimore	2,232			2,232	68,919	1,805	24,064	95,388
Philadelph'a &c.	1,340			1,340	36,561		3,700	40,327
Total	80,361	17,447	18,194	116,002	1,995,287	299,840	958,836	3,249,963
Total 1887.	81,097	4,284	28,321	113,702	2,003,221	423,372	811,419	3,238,012

* Includes exports from Brunswick.

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

Feb. 10, AT—	On Shipboard, not cleared—for					Leaving Stock.
	Great Britain.	France.	Other Foreign	Coast-wise.	Total.	
New Orleans	18,767	3,591	21,949	8,512	52,819	307,788
Mobile	6,200	None.	None.	None.	6,200	33,079
Charleston	4,900	None.	6,000	400	11,300	27,168
Savannah	4,500	None.	10,800	3,200	18,500	54,528
Galveston	1,383	None.	2,976	4,200	8,559	21,281
Norfolk	9,000	None.	2,000	2,500	13,500	25,919
New York	3,200	650	4,700	None.	8,550	251,009
Other ports	12,000	None.	3,000	None.	15,000	68,483
Total 1888	59,950	4,241	51,425	18,812	134,428	789,255
Total 1887	73,274	20,880	50,558	15,860	160,572	730,923
Total 1886	78,611	23,020	67,270	16,723	185,624	859,138

The speculation in cotton for future delivery at this market was at sharply-declining prices for the first half of the week under review. The movement of the crop, not only at the ports but at interior towns, somewhat exceeded estimates, giving fresh support to long crop figures, and there was considerable realizing by parties who were "long" of the market. Few, however, had the courage to "go short," except against cotton already in hand; and on Wednesday the market took a strong upward turn, which was continued on Thursday. The "shorts" covered their contracts very freely, and bulls began again to operate with some degree of confidence. The name of a leading operator was coupled with the assertion of a purpose to "corner" contracts for March. The more peaceful advices from Berlin were also an element of strength and it is believed that German houses were buyers. A cable that Ellison estimates that the supply of cotton would be short, even with an American crop of 6,800,000 bales, which was reported late on Thursday afternoon, gave fresh impulse to the buying, which had begun to drag. To-day the market was very unsettled, closing at some decline. Cotton on the spot declined 1-16th on Tuesday, and advanced 1-16th on Thursday. Stocks in this market begin to show some accumulation, but are well held. To-day the market was quiet at 10 5/8c. for middling uplands.

The total sales for forward delivery for the week are 685,400 bales. For immediate delivery the total sales foot up this week 1,006 bales, including 50 for export, 956 for consumption, — 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—Feb. 4 to Feb. 10.

UPLANDS.	Sat.	Mon.	Tues.	Wed.	Th.	Fri.
	Ordinary	7 3/4	7 3/4	7 11/16	7 11/16	7 3/4	7 3/4
Strict Ordinary	8 1/4	8 1/4	8 3/16	8 3/16	8 1/4	8 1/4
Good Ordinary	9 3/16	9 3/16	9 1/8	9 1/8	9 3/16	9 3/16
Strict Good Ordinary	9 11/16	9 11/16	9 5/8	9 5/8	9 11/16	9 11/16
Low Middling	10 1/8	10 1/8	10 1/16	10 1/16	10 1/8	10 1/8
Strict Low Middling	10 7/16	10 7/16	10 3/8	10 3/8	10 7/16	10 7/16
Middling	10 5/8	10 5/8	10 9/16	10 9/16	10 5/8	10 5/8
Good Middling	10 7/8	10 7/8	10 13/16	10 13/16	10 7/8	10 7/8
Strict Good Middling	11 1/8	11 1/8	11 1/16	11 1/16	11 1/8	11 1/8
Middling Fair	11 1/2	11 1/2	11 7/16	11 7/16	11 1/2	11 1/2
Fair	12 1/8	12 1/8	12 1/16	12 1/16	12 1/8	12 1/8

GULF.	Sat.	Mon.	Tues.	Wed.	Th.	Fri.
	Ordinary	7 7/8	7 7/8	7 13/16	7 13/16	7 7/8	7 7/8
Strict Ordinary	8 3/8	8 3/8	8 5/16	8 5/16	8 3/8	8 3/8
Good Ordinary	9 5/16	9 5/16	9 1/4	9 1/4	9 5/16	9 5/16
Strict Good Ordinary	9 3/16	9 3/16	9 3/4	9 3/4	9 3/16	9 3/16
Low Middling	10 1/4	10 1/4	10 3/16	10 3/16	10 1/4	10 1/4
Strict Low Middling	10 9/16	10 9/16	10 1/2	10 1/2	10 9/16	10 9/16
Middling	10 3/4	10 3/4	10 11/16	10 11/16	10 3/4	10 3/4
Good Middling	11	11	10 15/16	10 15/16	11	11
Strict Good Middling	11 1/4	11 1/4	11 3/16	11 3/16	11 1/4	11 1/4
Middling Fair	11 5/8	11 5/8	11 9/16	11 9/16	11 5/8	11 5/8
Fair	12 1/4	12 1/4	12 1/16	12 1/16	12 1/4	12 1/4

STAINED.	Sat.	Mon.	Tues.	Wed.	Th.	Fri.
	Good Ordinary	7 11/16	7 11/16	7 5/8	7 5/8	7 11/16
Strict Good Ordinary	8 3/8	8 3/8	8 5/16	8 5/16	8 3/8	8 3/8
Low Middling	9 3/16	9 3/16	9 1/4	9 1/4	9 3/16	9 3/16
Middling	10 3/16	10 3/16	10 1/8	10 1/8	10 3/16	10 3/16

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.

SPOT MARKET CLOSED.	SALES OF SPOT AND TRANSIT.				FUTURES.	
	Ex- port.	Con- sump.	Spec- ul'n	Trans- sit.	Total.	Deliv- eries.
Sat .. Quiet		78			78	64,900
Mon .. Easy		190			190	106,300
Tues. Quiet @ 1/16 dec.	50	169			219	120,200
Wed .. Firm		184			184	146,100
Thurs Quiet at 1/16 adv.		138			138	126,800
Fri .. Quiet		197			197	121,100
Total	50	956			1,006	685,400

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

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

and consequently all the European figures are brought down to Thursday evening. But to make the totals the complete figures for to-night (Feb. 10), we add the item of exports from the United States, including in it the exports of Friday only.

Table with 4 columns: Year (1888, 1887, 1886, 1885) and rows for Stock at Liverpool, Stock at London, Total Great Britain stock, Stock at Hamburg, Stock at Bremen, Stock at Amsterdam, Stock at Rotterdam, Stock at Antwerp, Stock at Havre, Stock at Marseilles, Stock at Barcelona, Stock at Genoa, Stock at Trieste.

Table with 4 columns: Year (1888, 1887, 1886, 1885) and rows for Total Continental stocks, Total European stocks, India cotton afloat for Europe, Amer. cotton afloat for Europe, Egypt, Brazil, &c. afloat for Europe, Stock in United States ports, Stock in U. S. interior towns, United States exports to-day.

Total visible supply 2,969,628 3,263,587 3,015,990 2,905,719

Table with 4 columns: Year (1888, 1887, 1886, 1885) and rows for American - Liverpool stock, Continental stocks, American afloat for Europe, United States stock, United States interior stocks, United States exports to-day.

Total American 2,497,828 2,737,087 2,626,190 2,453,019

Table with 4 columns: Year (1888, 1887, 1886, 1885) and rows for East Indian, Brazil, &c. - Liverpool stock, London stock, Continental stocks, India afloat for Europe, Egypt, Brazil, &c. afloat.

Total East India, &c. 471,800 526,500 389,800 452,700

Total American 2,497,828 2,737,087 2,626,190 2,453,019

Total visible supply 2,969,628 3,263,587 3,015,990 2,905,719

Price Mid. Upl., Liverpool 5 1/2d. 5 1/2d. 4 1/2d. 6d. Price Mid. Upl., New York 10 3/4c. 9 1/2c. 9 1/2c. 11 1/8c.

The imports into Continental ports this week have been 38,000 bales.

The above figures indicate a decrease in the cotton in sight to-night of 293,959 bales as compared with the same date of 1887, a decrease of 46,362 bales as compared with the corresponding date of 1886 and an increase of 63,909 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.

Large table with columns for Towns, Receipts, Shipments, and Stock for Feb. 10, 1888, and Feb. 11, 1887. Lists towns like Athens, Ga., Columbus, Ga., Macon, Ga., etc.

The figures for Louisville in both years are "net." The above totals show that the old interior stocks have decreased during the week 10,053 bales and are to-night 33,149 bales more than at the same period last year. The receipts at

Table titled 'MARKET, PRICES AND SALES OF FUTURES.' with columns for Market, Range and Total Sales, and rows for each day of the week (Saturday to Friday) showing sales, prices, and averages.

* 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; September-January, for January, 2,256,600.

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 3/5c.; Monday, 10 5/10c.; Tuesday, 10 4/5c.; Wednesday, 10 5/5c.; Thursday, 10 6/5c.; Friday, 10 6/10c.

The following exchanges have been made during the week: 28 pd. to exch. 500 Feb. for June. 12 pd. to exch. 100 Mar. for May. 13 pd. to exch. 100 Mar. for Aug. 19 pd. to exch. 1.500 Mar. for June. 17 pd. to exch. 500 Dec. for Sept. 14 pd. to exch. 500 Apr. for July. 05 pd. to exch. 1.800 Feb. for Mar. 50 pd. to exch. 100 Sept. 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,

The same towns have been 7,637 bales less than the same week last year, and since September 1 the receipts at all the towns are 92,773 bales more than for the same time in 1886-7.

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 Feb. 10.	CLOSING QUOTATIONS FOR MIDDLING COTTON ON—					
	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Galveston	10	10	9 15/16	9 7/8	9 7/8	9 7/8
New Orleans	9 13/16	9 13/16	9 13/16	9 13/16	9 13/16	9 13/16
Mobile	9 13/16	9 13/16	9 13/16	9 13/16	9 13/16	9 13/16
Savannah	9 7/8	9 7/8	9 15/16	9 13/16	9 13/16	9 13/16
Charleston	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8
Wilmington	10	10	10	10	10	10
Norfolk	10	10	9 15/16	10	10	10 1/16
Boston	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4
Baltimore	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2
Philadelphia	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4
Augusta	9 7/8	9 7/8	9 7/8	9 7/8	9 7/8	9 7/8
Memphis	9 13/16	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4
St. Louis	9 7/8	9 7/8	9 13/16	9 13/16	9 7/8	9 7/8
Cincinnati	10	10	10	10	10	10 1/8
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 Ending—	Receipts at the Ports.			Stk at Interior Towns.			Rec'pts from Plant'ns.		
	1886-87	1887-88	1888-89	1885-86	1886-87	1887-88	1885-86	1886-87	1887-88
Jan. 6	140,829	159,044	159,308	526,561	423,252	461,804	123,833	138,731	127,229
" 13	108,438	142,915	145,741	513,993	389,745	437,202	95,920	109,478	121,139
" 20	110,310	155,884	105,403	493,250	3,428	423,832	89,567	132,567	92,033
" 27	134,804	132,311	90,130	476,342	351,361	398,012	117,846	117,464	64,310
Feb. 3	122,418	130,752	98,068	469,013	336,612	379,556	115,089	116,004	80,212
" 10	105,792	108,257	69,583	454,116	332,798	328,663	90,895	104,443	88,690

The above statement shows—1. That the total receipts from the plantations since September 1, 1887, are 5,027,569 bales; in 1886-7 were 4,879,377 bales; in 1885-6 were 4,779,722 bales.

2.—That, although the receipts at the outports the past week were 99,583 bales, the actual movement from plantations was only 88,690 bales, the balance being taken from the stocks at the interior towns. Last year the receipts from the plantations for the same week were 104,413 bales and for 1886 they were 90,895 bales.

AMOUNT OF COTTON IN SIGHT FEB. 10.—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. 10	4,632,736	4,594,639	4,341,456	4,285,398
Interior stocks on Feb. 10 in excess of September 1	344,833	284,738	438,266	238,830
Tot. receipts from plantat'ns	5,027,569	4,879,377	4,779,722	4,524,228
Net overland to Feb. 1	792,413	583,220	559,199	412,478
Southern consumpt'n to Feb. 1	240,000	194,000	164,000	144,000
Total in sight Feb. 10	6,059,982	5,656,597	5,502,921	5,110,706
Northern spinners' takings to Feb. 10	1,379,212	1,184,362	1,239,076	993,877

It will be seen by the above that the increase in amount in sight to-night, as compared with last year, is 403,385 bales, the increase as compared with 1885-6 is 557,061 bales and the increase over 1884-5 is 919,276 bales.

WEATHER REPORTS BY TELEGRAPH.—Reports to us by telegraph to-night denote that the weather has in general been fairly favorable during the week, but that in parts of the western section of the cotton belt the roads are in bad condition.

Galveston, Texas.—We have had rain on three days of the week, the rainfall reaching ninety-six hundredths of an inch. Average thermometer 60, highest 72, lowest 48.

Palestine, Texas.—There has been rain on three days of the week, the rainfall reaching thirty hundredths of an inch. The thermometer has averaged 52, the highest being 60 and the lowest 40.

San Antonio, Texas.—Rain has fallen on three days of the week to the extent of ninety-six hundredths of an inch. The thermometer has ranged from 48 to 74, averaging 61.

New Orleans, Louisiana.—It has rained on three days of the week, the rainfall reaching one inch and sixty-four hundredths. The thermometer has averaged 61.

Shreveport, Louisiana.—Rainfall for the week eighty-three hundredths of an inch. Average thermometer 51, highest 75, lowest 41.

Columbus, Mississippi.—It has rained on five days of the week, the rainfall reaching one inch and nineteen hundredths. The thermometer has averaged 59, the highest being 60 and the lowest 33.

Leland, Mississippi.—Rainfall for the week fifteen hundredths of an inch. Average thermometer 49.3, highest 69, lowest 37.

Greenville, Mississippi.—Telegram not received. Little Rock, Arkansas.—The weather has been more or less cloudy during the week with rain on three days. The

rainfall reached ninety-nine hundredths of an inch. In consequence of the thaw and rain roads are almost impassable, making traffic with localities off of the line of railroads almost nothing. Average thermometer 42, highest 55 and lowest 26.

Helena, Arkansas.—Rain has fallen on six days of the week and is falling now. The precipitation reached one inch and eleven hundredths. It is too wet for farming operations. The thermometer has averaged 42, the highest being 54 and the lowest 30.

Memphis, Tennessee.—We have had rain on five days of the week, the rainfall reaching one inch and fifty-six hundredths. The thermometer has averaged 41, ranging from 28 to 54.

Nashville, Tennessee.—We have had rain on five days of the week, the rainfall reaching one inch and sixty-four hundredths. The thermometer has ranged from 21 to 52, averaging 39.

Mobile, Alabama.—It has been showery on two days of the week, and has rained severely on one day, the rainfall reaching one inch and forty-six hundredths. Average thermometer 57, highest 70, lowest 47.

Auburn, Alabama.—Telegram not received. Last week there was no rain. The thermometer ranged from 29 to 80 and averaged 51.

Montgomery, Alabama.—It has rained lightly on four days of the week, the rainfall reaching fifteen hundredths of an inch. The thermometer has averaged 54, the highest being 65 and the lowest 40.

Selma, Alabama.—Rain has fallen on three days of the week to the extent of one inch and seventy hundredths. The thermometer has averaged 53, ranging from 44 to 62.

Madison, Florida.—It has rained on one day of the week, the rainfall reaching fifty-five hundredths of an inch. Average thermometer 54, highest 72, lowest 47.

Macon, Georgia.—There have been showers on four days of the week.

Columbus, Georgia.—We have had rain on one day of the week, the rainfall reaching fourteen hundredths of an inch. The thermometer has averaged 52, the highest being 60 and the lowest 47.

Savannah, Georgia.—Rain has fallen on three days of the week, very lightly on two, the rainfall reaching forty hundredths of an inch. The thermometer has averaged 57, ranging from 45 to 71.

Augusta, Georgia.—The weather has been cloudy with light rain on four days of the week. The rainfall reached eighty-six hundredths of an inch. Receipts continue good for the season. The thermometer has ranged from 36 to 69, averaging 53.

Albany, Georgia.—Light rain has fallen on four days of the week, the rainfall reaching fifty-five hundredths of an inch. The thermometer has averaged 56, the highest being 67 and the lowest 50.

Charleston, South Carolina.—Rain has fallen on two days of the week, the rainfall reaching forty-five hundredths of an inch. The thermometer has averaged 57, ranging from 44 to 71.

Stateburg, South Carolina.—We have had rain on four days of the week, the rainfall reaching thirty-two hundredths of an inch. The thermometer has ranged from 38.5 to 68, averaging 52.

Wilson, North Carolina.—There has been rain on three days of the week, the rainfall reaching sixty-eight hundredths of an inch. The thermometer has averaged 50, the highest being 63 and the lowest 30.

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. 9.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

Year	Shipments this week.			Shipments Since Jan. 1.			Receipts.	
	Great Brit'n.	Continent.	Total.	Great Britain.	Continent.	Total.	This Week.	Since Jan. 1.
1888	2,000	13,000	15,000	20,000	74,000	94,000	41,000	194,000
1887	10,000	23,000	33,000	28,000	105,000	133,000	36,000	245,000
1886	13,000	9,000	22,000	30,000	80,000	110,000	34,000	212,000
1885	5,000	10,000	15,000	20,000	61,000	81,000	27,000	138,000

According to the foregoing, Bombay appears to show an increase compared with last year in the week's receipts of 5,000 bales and a decrease in shipments of 18,000 bales, and the shipments since Jan. 1 show a decrease of 39,000 bales. The movement at Calcutta, Madras and other India ports for the last reported week and since the 1st of January, for two years, has been as follows. "Other ports" cover Ceylon, Tuticorin, Kurrachee and Coconada.

	Shipments for the week.			Shipments since January 1.		
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total.
Calcutta—						
1888	1,000	2,000	3,000	10,000	6,000	16,000
1887	2,000	2,000	4,000	12,000	4,000	16,000
Madras—						
1888	1,000	.....	1,000	3,000	.....	3,000
1887	.....	.....	.....	2,000	.....	2,000
All others—						
1888	2,000	.....	2,000	9,000	4,000	13,000
1887	.....	.....	.....	9,000	4,000	13,000
Total all—						
1888	4,000	2,000	6,000	22,000	10,000	32,000
1887	2,000	2,000	4,000	23,000	8,000	31,000

The above totals for the week show that the movement from the ports other than Bombay is 2,000 bales more 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.

Shipments to all Europe from—	1888.		1887.		1886.	
	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
Bombay	15,000	94,000	33,000	133,000	22,000	110,000
All other ports.	6,000	32,000	4,000	31,000	5,000	30,500
Total	21,000	126,000	37,000	164,000	27,000	140,500

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

Alexandria, Egypt, Feb. 8.	1887-88.		1886-87.		1885-86.	
Receipts (cantars)—						
This week....	53,000		75,000		70,000	
Since Sept. 1	2,658,000		2,622,000		2,563,000	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
Exports (bales)—						
To Liverpool.....	7,000	200,000	7,000	201,000	6,000	180,000
To Continent	8,000	116,000	8,000	105,000	11,000	110,000
Total Europe	15,000	316,000	15,000	306,000	17,000	290,000

* A cantar is 98 pounds.

This statement shows that the receipts for the week ending Feb. 8 were 53,000 cantars, and the shipments to all Europe 15,000 bales.

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

	1888.			1887.		
	32s Cop. Twist.	8 1/4 lbs. Shirtings.	Cott'n Mid. Uplds.	32s Cop. Twist.	8 1/4 lbs. Shirtings.	Cott'n Mid. Uplds.
Jan. 6 7 3/4 @ 83s	5 10 1/2 @ 7 3	5 11 1/2 @ 7 3	5 11 1/2 @ 7 3	7 1/2 @ 7 1/2	5 8 @ 6 10	5 11 1/2 @ 7 3
" 13 7 1/2 @ 87 1/2	5 9 @ 7 2	5 9 @ 7 2	5 9 @ 7 2	7 1/2 @ 7 7 1/2	5 9 1/2 @ 6 10 1/2	5 11 1/2 @ 7 3
" 20 7 1/2 @ 87 1/2	5 9 @ 7 2	5 9 @ 7 2	5 9 @ 7 2	7 1/2 @ 7 7 1/2	5 9 1/2 @ 6 10 1/2	5 11 1/2 @ 7 3
" 27 7 1/2 @ 87 1/2	5 9 @ 7 2	5 9 @ 7 2	5 9 @ 7 2	7 1/2 @ 7 7 1/2	5 9 1/2 @ 6 10 1/2	5 11 1/2 @ 7 3
Feb. 3 7 1/2 @ 87 1/2	5 8 1/2 @ 7 1 1/2	5 9 @ 7 2	5 9 @ 7 2	7 1/2 @ 7 7 1/2	5 9 1/2 @ 6 10 1/2	5 11 1/2 @ 7 3
" 10 7 3/4 @ 83s	5 8 @ 7 1	5 9 @ 7 2	5 9 @ 7 2	7 1/2 @ 7 7 1/2	5 9 1/2 @ 6 10 1/2	5 11 1/2 @ 7 3

DOMESTIC EXPORTS OF COTTON MANUFACTURES.—Through the courtesy of Mr. W. F. Switzler, Chief of the Bureau of Statistics, we have received this week a statement showing the exports of domestic cotton manufactures for December, and for the twelve months since January 1, 1887, with like figures for the corresponding periods of the previous year, and give them below:

Quantities of Manufactures of Cotton (colored and uncolored) exported to—	Month ending Dec. 31.		12 mos. ending Dec. 31.	
	1887.	1886.	1887.	1886.
Great Britain and Ireland.....yards	1,639,023	2,112,844	9,619,077	11,528,525
Other countries in Europe.....	244,680	654,394	3,521,376	5,045,760
British North America.....	111,654	97,894	1,413,500	1,725,347
Mexico.....	1,321,284	1,488,133	15,726,917	14,171,194
Central American States and British Honduras.....	580,020	418,951	7,734,228	6,198,082
West Indies.....	1,959,160	2,021,108	18,608,492	17,914,542
Argentina.....	925,993	2,073,133	6,470,718	13,236,307
Brazil.....	470,343	808,238	6,914,488	8,121,528
United States of Colombia.....	511,885	432,084	6,302,555	4,889,026
Other countries in S. America.....	2,305,264	4,593,434	30,936,489	24,187,448
China.....	6,137,048	5,696,080	64,830,115	77,652,999
Other countries in Asia and Oceania.....	590,477	2,023,399	7,178,598	11,419,597
Africa.....	41,379	99,289	6,097,353	12,730,064
Other countries.....	789,442	1,003,445	4,152,837	7,000,676
Total yards of above.....	17,921,432	23,522,426	189,201,789	215,221,104
Total value of above.....	\$1,163,632	\$1,514,286	\$12,291,135	\$13,758,985
Value per yard.....	\$0.0660	\$0.0644	\$0.0650	\$0.0639
Values of other Manufactures of Cotton exported to—				
Great Britain and Ireland.....	\$30,712	\$34,992	\$416,046	\$273,212
Germany.....	3,498	2,101	28,808	20,353
France.....	556	559	2,450	6,671
Other countries in Europe.....	3,115	1,037	20,229	13,736
British North America.....	16,848	31,638	419,421	593,093
Mexico.....	9,436	11,086	135,442	86,656
Central American States & British Honduras.....	3,357	1,526	66,542	24,447
West Indies.....	8,824	7,977	79,833	76,307
United States of Colombia.....	6,008	12,161	105,448	88,567
Other countries in So. America.....	9,802	4,362	73,677	81,983
Asia and Oceania.....	24,363	18,831	286,423	278,827
Africa.....	2,180	236	4,245	1,440
Other countries.....	1,992	2,257	68,442	79,844
Total value of other manufactures of.....	120,189	128,754	1,706,706	1,624,145
Aggregate value of all cotton goods	1,283,821	1,643,040	19,997,841	15,383,130

EUROPEAN COTTON CONSUMPTION FOR FEBRUARY 1.—We have received to-day, by cable, Mr. Ellison's cotton figures brought down to February 1. The revised totals for last year have also been received and are given for comparison. The spinners' takings in actual bales, and pounds have been as follows:

Oct. 1 to February 1.	Great Britain.	Continent.	Total.
For 1887-8.			
Takings by spinners...bales	1,383,000	1,398,000	2,781,000
Average weight of bales....	434	444	439
Takings in pounds	600,222,000	620,812,000	1,221,034,000
For 1886-7.			
Takings by spinners...bales	1,252,000	1,030,000	2,332,000
Average weight of bales....	452	453	452.5
Takings in pounds	566,179,000	469,484,000	1,035,663,000

According to the above, the average weight of the deliveries in Great Britain is 434 pounds per bale this season, against 452 pounds during the same time last season. The Continental deliveries average 444 pounds, against 453 pounds last year, and for the whole of Europe the deliveries average 439 pounds per bale, against 452.5 pounds last season. Our dispatch also gives the full movement for this year and last year in bales of 400 pounds each.

Oct. 1 to Feb. 1. Bales of 400 lbs. each, 000s omitted.	1887-8.			1886-7.		
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total.
Spinners' stock Oct. 1.	51,	167,	218,	55,	166,	221,
Takings in October...	344,	222,	566,	274,	161,	435,
Total supply.....	395,	389,	784,	329,	327,	656,
Consump. Oct., 4 wks.	292,	238,	530,	283,	272,	555,
Spinners' stock Nov. 1	103,	101,	204,	41,	55,	96,
Takings in November.	372,	464,	836,	357,	255,	612,
Total supply.....	475,	565,	1,040,	393,	310,	703,
Consump. Nov., 4 wks.	292,	288,	580,	288,	272,	560,
Spinners' stock Dec. 1	183,	277,	460,	110,	38,	148,
Takings in December.	472,	576,	1,028,	430,	390,	820,
Total supply.....	655,	833,	1,488,	540,	428,	968,
Consump. Dec., 5 wks.	365,	360,	725,	350,	340,	690,
Spinners' stock Jan. 1	290,	473,	763,	190,	83,	273,
Takings in January..	312,	310,	622,	351,	417,	768,
Total supply.....	602,	783,	1,385,	541,	505,	1,046,
Consump. Jan., 4 wks.	292,	288,	580,	288,	280,	568,
Spinners' stock Feb. 1	310,	495,	805,	256,	225,	481,

The comparison with last year is made more striking by bringing together the above totals and adding the average weekly consumption up to this time for the two years.

Oct. 1 to Feb. 1. Bales of 400 lbs. each, 000s omitted.	1887-8.			1886-7.		
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total.
Spinners' stock Oct. 1.	51,	167,	218,	55,	166,	221,
Takings to Feb. 1....	1,500,	1,552,	3,052,	1,415,	1,223,	2,638,
Supply.....	1,551,	1,719,	3,270,	1,470,	1,389,	2,859,
Consumption 17 weeks	1,241,	1,224,	2,465,	1,214,	1,164,	2,378,
Spinners' stock Feb. 1	310,	495,	805,	256,	225,	481,
Weekly Consumption, 00s omitted.						
In October.....	73.0	72.0	145.0	72.0	68.0	140.0
In November.....	73.0	72.0	145.0	72.0	68.0	140.0
In December.....	73.0	72.0	145.0	70.0	68.0	138.0
In January.....	73.0	72.0	145.0	72.0	70.0	142.0

The foregoing shows that the weekly consumption in Europe is now 145,000 bales of 400 pounds each, against 142,000 bales of the same weight at the corresponding time last year. The total spinners' stocks in Great Britain and on the Continent have increased 42,000 bales during the month, and are now 324,000 bales more than at the same date last season.

EUROPEAN COTTON CONSUMPTION.—MR. ELLISON'S ESTIMATE.—We gave last week the substance of Mr. Ellison's review of the cotton trade for 1887, as received by cable. This week the complete circular has reached us by mail and from it we take the following with reference to future supply and demand:

The extremely small estimates of the American crop current in November are generally abandoned, but there is still a variation of about half a million bales—the most current figures ranging from 6,500,000 to 7,000,000 bales. This difference will narrow in the course of the coming month, and in the meantime we shall calculate upon a yield of 6,800,000 bales, out of which the United States and Canada will probably take 2,350,000, leaving 4,450,000 for shipment to Europe. In India the Ormawutte and Bengal crops are said to be smaller than those of last season, but it is reported that the increase in the Broach, Dhollerah and other crops will almost, if not quite, make up the deficiency in the two crops named; and we see no reason for changing our October estimate of 1,500,000 bales as the probable import into Europe this season, against 1,578,000 last season. The Egyptian crop is turning out slightly smaller than expected, and we shall calculate upon only 2,800,000 cantars, or 400,000 bales, against 425,000 last season. The other Mediterranean supplies will reach about 50,000 bales, against 64,000 last season. The imports from the Brazils and West Indies we put down at 420,000 bales, against 502,000. Reduced to weight, the foregoing estimates come out as follows:

IMPORT INTO EUROPE 1887-8.

	Bales.	Lbs.	Pounds.
American.....	4,450,000	455	2,024,750,000
East Indian.....	1,500,000	393	589,500,000
Egyptian.....	400,000	678	271,200,000
Smyrna, &c.....	50,000	350	17,500,000
Brazils, West Indies, &c.....	420,000	170	71,600,000
Total.....	6,820,000		2,974,550,000
Bales of 400 lbs.....			7,436,000

In our October annual we estimated the requirements of Europe at 144,000 bales of 400 pounds per week, or a total of 7,488,000. We see no reason for changing this estimate, especially as prices are now much higher than they were when our October circular was issued. We put the consumption in the first three months of the season at 145,000 bales of 400 pounds per week, but we doubt if the average for the whole season will exceed 144,000, as the usual allowance will have to be made for holidays. The estimated supply and consumption about balance each other. The latter is 52,000 bales larger than the former, but the season opened with 812,000 bales in the ports of Europe, against only 615,000 in 1886. In conclusion, the world wants an American crop of 6,800,000 or thereabouts; but if, as some say, the yield proves to be only 6,500,000, then consumptions must be reduced, to bring about which some advance in prices will have to take place.

By way of further elucidating the question of supply and demand for the last nine months of the season, we have made up the following statement, compared with the actual figures for 1887 and 1886:

	Imports 1887-88.		Imp. Jan. 1 to Sept. 30.	
	Received Dec. 31.	To receive Jan. 1 to S. p. 30.	1887.	1886.
American.....	1,853,000	2,597,000	2,832,000	2,844,000
East Indian.....	142,000	1,358,000	1,461,000	1,217,000
Egyptian.....	188,000	212,000	246,000	235,000
Smyrna, &c.....	3,000	47,000	45,000	41,000
Brazils, W. I., &c.....	149,000	271,000	406,000	200,000
Total.....	2,335,000	4,485,000	4,930,000	4,537,000
In bales of 400 lbs.....		4,804,000	5,285,000	4,955,000
St'k in Europ'n ports, bales 400 lbs.....		1,038,000	1,028,000	905,000
Stock at mills, bales 400 lbs.....		763,000	278,000	387,000
Total in bales of 400 lbs.....	6,605,000	6,591,000	6,591,000	6,247,000
Consumption, 39 weeks.....	5,616,000	5,524,000	5,524,000	5,376,000
Stock, ports and mills, Sept 30.....	939,000	1,067,000	871,000	
Of which at the mills.....		218,000	221,000	
Leaving at ports, bales of 400 lbs.....		849,000	650,000	
In actual bales.....		812,000	615,000	

EAST INDIA CROP.—From Messrs. Gaddum, Bythell & Co's Cotton Report dated Bombay, Jan. 6, we have the following:

"In Bombay the weather was threatening for days past, and on Wednesday we had a heavy and continuous downpour during the greater part of the day. Rain has also fallen in all the cotton districts, and the Comra crop has no doubt sustained some injury, though to what extent we have not yet heard. In the Broach districts only light rain fell, but the cloudy weather which lasted the whole week is reported to have caused some of the flowers and cotton pods to drop off. No harm seems to have been done in the Dhollera districts, and in the Bengal districts the cotton is nearly all picked and ginned by this time.

AGRICULTURAL DEPARTMENT ON COTTON.—A despatch from Washington of date Feb. 10 says: "The Bureau defers until next report its statement of cotton on plantations, as its returns are not complete."

JUTE BUTTS, BAGGING, &c.—The market for bagging has been rather quiet, and only a light inquiry is reported for jobbing lots. Prices are easy with sellers quoting 5½c. for 1½ lb., 6c. for 1¾ lb., 6½c. for 2 lb. and 7c. for standard grades. Butts are selling fairly and prices are in buyers' favor, paper grades being held at 2@2½c., while bagging qualities are quoted at 2½@2¾c.

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 114,301 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph and published in the CHRONICLE last Friday. With regard to New York we include the manifests of all vessels cleared up to Thursday.

	Total bales.
NEW YORK —To Liverpool, per steamers Belgravia, 3,869.....	
Dalton, 3,037.....Gallia, 1,698.....Memnon, 1,310.....Ne-	
vada, 1,792.....Pennsylvania, 2,431.....Republic, 1,925.....	24,832
St. Romans, 5,000.....The Queen, 3,770.....	1,313
To Hull, per steamer Persian Monarch, 1,313.....	1,000
To Leith, per steamer Cromia, 1,000.....	936
To Havre, per steamer La Champagne, 936.....	
To Hamburg, per steamers Australia, 300.....Bohemia, 603	1,403
.....Rhaetia, 500.....	750
To Antwerp, per steamer Pennland, 750.....	350
To Genoa, per steamer Trinacria, 350.....	166
To Naples, per steamer Trinacria, 166.....	
NEW ORLEANS —To Liverpool, per steamers Australian, 5,358.....	
Buenaventura, 3,997.....Carolina, 4,168.....City of Lincoln,	
8,045.....Jamaican, 3,985.....	25,553
To Bremen, per steamer Martha, 4,054.....	600
To Barcelona, per bark America, 600.....	4,610
MOBILE —To Liverpool, per steamer Charrington, 4,610.....	4,963
SAVANNAH —To Bremen, per steamer Amaryllis, 4,963.....	4,472
To Barcelona, per steamers Deerhill, 4,472.....	2,720
CHARLESTON —To Liverpool, per steamer Mayaguez, 2,720.....	1,700
To Barcelona, per bark Umberto I., 1,700.....	2,309
GALVESTON —To Liverpool, per bark Aphrodite, 2,309.....	
NORFOLK —To Liverpool, per steamers Naranja, 1,740.....York-	7,240
shire, 5,500.....	6,008
WEST POINT —To Liverpool, per steamer North Erin, 6,008.....	
BALTIMORE —To Liverpool, per steamers Assyrian, 3,059.....	7,117
Baltimore, 2,022.....Oregon, 2,036.....	100
To London, per steamer Maryland, 100.....	1,271
To Bremen, per steamer America, 1,271.....	735
To Rotterdam, per steamer Lero, 735.....	
BOSTON —To Liverpool, per steamers Bulgarian, 2,200.....Michi-	7,448
gan, 3,416.....Pavonia, 1,832.....	
PHILADELPHIA —To Liverpool, per steamers British King, 1,260	2,651
.....Lord Gough, 1,391.....	
Total.....	114,301

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

	Liver-	Hull,	Brem.	Rotterd.	Genoa	Total.
	pool.	and	and	and	and	
	Leith.	London	Hamb.	Antw'p.	Barce-	
				lona.	naples.	
New York.....	24,832	2,313	936	1,403	750	30,750
N. Orleans.....	25,553			4,054	600	30,207
Mobile.....	4,610					4,610
Savannah.....				4,963		4,963
Charleston.....	2,720				1,700	4,420
Galveston.....	2,309					2,309
Norfolk.....	7,240					7,240
West Point.....	6,008					6,008
Baltimore.....	7,117	100		1,271	735	9,223
Boston.....	7,448					7,448
Philadelp'a.....	2,651					2,651
Total.....	90,488	2,413	936	11,691	1,485	6,772
						516
						114,301

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—Feb. 6—Steamer Duchess, 3,585.
For Vera Cruz—Feb. 4—Steamer Whitney, 1,314.
NEW ORLEANS—For Liverpool—Feb. 4—Steamers Pomeranian, 7,632;
Scholar, 3,612.
For Havre—Feb. 4—Ship Lizzie Burrill, 4,108....Feb. 6—Steamer
Paris, 6,989.
For Antwerp—Feb. 6—Steamer Paris, 596.
For Barcelona—Feb. 3—Steamer Ponce de Leon, 5,210; Feb. 4—Ship
Marcelino Jane, 1,500.
For Malaga—Feb. 3—Steamer Ponce de Leon, 2,000.
SAVANNAH—For Liverpool—Feb. 6—Steamer Annie, 5,485.
BRUNSWICK—For Liverpool—Feb. 2—Steamer Port Augusta, 6,559....
Feb. 4—Bark Bayard,.....
CHARLESTON—For Bremen—Feb. 8—Steamer Hungarian,.....
For Barcelona—Feb. 4—Bark Anibal, 955.
WEST POINT—For Liverpool—Feb. 6—Steamer Venice, 5,250.
NEWPORT NEWS—For Liverpool—Feb. 8—Steamer Florida,.....
BOSTON—For Liverpool—Jan. 31—Steamer Roman, 3,777....Feb. 1—
Steamers Palestine, 1,436; Samaria, 972....Feb. 4—Steamer Ba-
varian,.....
BALTIMORE—For Liverpool—Feb. 6—Steamer Polynesian, 1,436.
PHILADELPHIA—For Liverpool—Feb. 7—Steamer Lord Clive,.....

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

WINCHESTER, steamer (Br.), Woolley, from New Orleans for Sebastopol, had repairs to bottom nearly completed at Bermuda, and it was ex- pected that she would come out of the Government dock on Feb. 4, proceed to St. George's and reload undamaged cargo.

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d.	18@964	18@964	18	18	18	18
Do sail...d.	....	....	....	....	....	....
Havre, steam...c.	932	932	932	932	932	932
Do sail...c.	....	....	....	....	....	....
Bremen, steam c.	1132@38	1132@38	1132@38	1132@38	1132@38	1132@38
Do sail...c.	....	....	....	....	....	....
Hamburg, steam d.	1164	1164	532	532	532	532
Do sail...c.	....	....	....	....	....	....
Amst'd'm, steam c.	30-32 1/2*	30-32 1/2*	30-32 1/2*	30-32 1/2*	30-32 1/2*	30-32 1/2*
Do via Leith d.	....	....	....	....	....	....
Reval, steam...d.	1364-1764	1364-1764	1364-1764	1364-1764	1364-1764	1364-1764
Do sail...d.	....	....	....	....	....	....
Barcelona, steam d.	732@14	732@1564	732	732	732	732
Genoa, steam...d.	732	732	732	732	732	732
Trieste, steam...d.	14	14	14	14	14	14
Antwerp, steam d.	764@18	764@18	764@18	764@18	764@18	764@18

* Per 100 lbs.

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

	Jan. 20.	Jan. 27.	Feb. 3.	Feb. 10.
Sales of the week.....bales	54,000	59,000	65,000	61,000
Of which exporters took....	3,000	5,000	8,000	5,000
Of which speculators took...	4,000	4,000	3,000	3,000
Sales American.....	37,000	41,000	49,000	48,000
Actual export.....	5,000	7,000	6,000	7,000
Forwarded.....	28,000	25,000	23,000	24,000
Total stock—Estimated.....	707,000	746,000	758,000	840,000
Of which American—Estim'd	522,000	561,000	573,000	661,000
Total import of the week.....	158,000	120,000	96,000	166,000
Of which American.....	133,000	99,000	79,000	153,000
Amount afloat.....	317,000	297,000	292,000	214,000
Of which American.....	300,000	277,000	270,000	187,000

The tone of the Liverpool market for spots and futures each day of the week ending Feb. 10 and the daily closing prices of spot cotton, have been as follows:

Spot.	Saturday	Monday.	Tuesday.	Wednes.	Thursd'y.	Friday.
Market, } 12:30 P.M. }	Quiet.	Steady.	In buyers' favor.	Freely offered.	Harden'g	Steady.
Mid. Upl'ds.	59 1/8	59 1/8	59 1/8	5 1/2	5 1/2	5 1/2
Mid. Or'ns.	5 3/8	5 3/8	5 3/8	5 1/8	5 1/8	5 1/8
Sales & exp.	8,000	10,000	10,000	8,000	12,000	10,000
Spec. & exp.	1,000	1,000	1,000	1,000	1,000	1,000
Futures.						
Market, } 12:30 P.M. }	Quiet at partially 1-64 adv.	Quiet.	Quiet at 1-64 de- cline.	Quiet at 1-64 de- cline.	Firm at 2-64 ad- vance.	Quiet at an advance.
Market, } 4 P.M. }	Easy.	Barely steady.	Easy.	Quiet.	Steady.	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 64ths thus: 4 63 means 4 63-64d., and 5 01 means 5 1-64d.

	Sat., Feb. 4.				Mon., Feb. 6.				Tues., Feb. 7.			
	Open	High	Low	Clos.	Open	High	Low	Clos.	Open	High	Low	Clos.
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
February ..	5 32	5 32	5 32	5 32	5 33	5 33	5 33	5 33	5 31	5 31	5 31	5 31
Feb.-March	5 32	5 32	5 32	5 32	5 33	5 33	5 33	5 33	5 31	5 31	5 31	5 31
Mar.-April.	5 34	5 34	5 34	5 34	5 35	5 35	5 35	5 35	5 33	5 33	5 33	5 33
April-May..	5 36	5 36	5 36	5 36	5 37	5 37	5 37	5 37	5 35	5 35	5 35	5 35
May-June..	5 38	5 38	5 38	5 38	5 39	5 39	5 39	5 39	5 37	5 37	5 37	5 37
June-July..	5 40	5 40	5 40	5 40	5 41	5 41	5 41	5 41	5 39	5 39	5 39	5 39
July-Aug..	5 42	5 42	5 42	5 42	5 43	5 43	5 43	5 43	5 41	5 41	5 41	5 41
Aug.-Sept..	5 43	5 43	5 43	5 43	5 43	5 43	5 43	5 43	5 41	5 41	5 41	5 41
Sept.-Oct...	5 43	5 43	5 43	5 43	5 44	5 44	5 44	5 44	5 42	5 42	5 42	5 42

	Wednes., Feb. 8.				Thurs., Feb. 9.				Fri., Feb. 10.			
	Open	High	Low	Clos.	Open	High	Low	Clos.	Open	High	Low	Clos.
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
February...	5 30	5 31	5 30	5 31	5 34	5 34	5 34	5 34	5 31	5 31	5 31	5 31
Feb.-March	5 30	5 31	5 30	5 31	5 31	5 34	5 34	5 34	5 31	5 31	5 31	5 31
Mar.-April.	5 32	5 33	5 32	5 33	5 35	5 36	5 35	5 35	5 33	5 33	5 33	5 33
April-May..	5 34	5 35	5 34	5 35	5 37	5 38	5 37	5 38	5 35	5 35	5 35	5 35
May-June..	5 36	5 37	5 36	5 37	5 39	5 39	5 39	5 39	5 37	5 37	5 37	5 37
June-July..	5 38	5 39	5 38	5 39	5 41	5 41	5 41	5 41	5 39	5 39	5 39	5 39
July-Aug..	5 40	5 40	5 40	5 40	5 43	5 43	5 43	5 43	5 41	5 41	5 41	5 41
Aug.-Sept..	5 40	5 41	5 40	5 41	5 43	5 44	5 43	5 44	5 41	5 41	5 41	5 41
Sept.-Oct..	5 40	5 41	5 40	5 41	5 44	5 44	5 44	5 44	5 41	5 41	5 41	5 41

BREADSTUFFS.

FRIDAY, P. M., February 10, 1888.

The feature of the market for the past week has been the sharp decline of wheat, corn and oats, which followed the delivery of Bismarck's speech to the German Parliament.

The flour market opened the week with some improvement. The removal of various obstacles to transportation, which had arisen from heavy snow-falls and severe cold, gave an impulse to the demand from the home trade, while business for export was maintained at full figures. To-day the market was quiet.

The wheat market opened with the appearance of some strength, on the war-like aspect of European politics, but Bismarck's speech caused a decided change; there was a free selling movement, under which prices fell off, touching the lowest figure in several months. The lower prices led to some revival in business for export; and yesterday, on unfavorable reports from the fall-sown crop in some sections, there was some recovery, which in turn put a stop to sales for export. To-day the opening was weak, but the reported purchase of 120,000 bushels for export caused a steadier closing.

DAILY CLOSING PRICES OF NO. 2 RED WINTER WHEAT.

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
February delivery.....	89 1/2	88 3/4	88 1/4	88	88 1/4	88 5/8
March delivery.....	90 1/2	89 3/4	89 1/4	89	89 1/4	89 3/8
April delivery.....	91 5/8	90 7/8	90 3/8	90 1/8	90 1/4	90 1/2
May delivery.....	92 1/2	91 3/4	91 1/4	91	91 1/4	91 3/8
June delivery.....	92 1/2	91 7/8	91 3/8	91	91 1/4	91 1/2
July delivery.....	91 3/4	91 1/4	90 3/4	90 1/2	90 7/8	91
August delivery.....	91 1/2	90 5/8	90 1/8	89 7/8	90 1/4	90 1/2
December delivery.....	95 1/2	94 5/8	94 1/8	93 3/4	94 1/8	94 1/4

Indian corn declined sharply on Tuesday and Wednesday. The "bears" made a sharp raid upon values, but on some revival of the demand for export a smart recovery took place on Thursday, but the close was less active. To-day the market was quieter.

DAILY CLOSING PRICES OF NO. 2 MIXED CORN.

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
February delivery.....	60 1/2	59 7/8	59 1/8	58 5/8	59 1/4	59 3/8
March delivery.....	60 7/8	60 1/2	59 1/4	58 5/8	59 1/4	59 3/8
April delivery.....	61 1/8	60 3/8	59 1/2	58 3/8	59 1/4	59 3/8
May delivery.....	61 1/8	60 3/8	59 1/2	58 3/8	59 3/8	59 1/2
June delivery.....	61	60 3/8	59 1/2	58 3/8	59 3/8	59 3/8
July delivery.....	.....	.....	60 1/4	59 3/8	59 7/8	60

Oats declined materially, especially for future delivery, in sympathy with corn, but did not recover so promptly. To-day the market was steady but quiet.

DAILY CLOSING PRICES OF NO. 2 MIXED OATS.

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
February delivery.....	38 7/8	38 3/4	38 1/8	37 3/4	37 5/8	38
March delivery.....	39 1/4	38 7/8	38 1/4	37 3/4	37 3/4	38
May delivery.....	39 1/4	39	38 1/2	37 7/8	38	38

DAILY CLOSING PRICES OF NO. 2 WHITE OATS.

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
February delivery.....	41 1/8	40 7/8	40 3/8	39 3/4	39 1/2	39 1/4
March delivery.....	41 1/8	41	40 1/2	39 3/4	39 1/2	39 1/2
May delivery.....	41 1/4	41 1/8	40 1/2	39 3/4	39 3/4	39 3/8

Rye rules very firm. Barley and barley malt tend upward. Buckwheat is scarce and firm.

The following are the closing quotations:

FLOUR.		Southern bakers' and family brands.....	
Fine.....	3 bbl \$2 15 @ \$2 60	.....	\$3 50 @ \$4 25
Superfine.....	2 40 @ 2 90	.....	3 30 @ 3 60
Spring wheat extras.	2 70 @ 3 15	.....	2 30 @ 2 50
Minn. clear and strat.	3 50 @ 4 40	.....	.....
Winter shipp'g extras.	2 75 @ 3 20	.....	.....
Winter XX and XXX.	3 25 @ 4 25	.....	.....
Patents.....	4 15 @ 5 00	.....	.....
Southern supers.....	2 70 @ 2 90	.....	.....
South'n com. extras..	3 00 @ 3 40	.....	.....

GRAIN.

Wheat—						
Spring, per bush....	85	@	93	Oats—Mixed.....	37	@ 40
Spring No. 2.....	87 1/2	@	89	White.....	37 1/2	@ 44
Red winter No. 2....	89	@	90	No. 2 mixed.....	38 1/2	@ 39 1/2
Red winter.....	86	@	92	No. 2 white.....	39 7/8	@ 41
White.....	85	@	92	Barley—		
Corn—West'n mixed.	57 1/2	@	61	Canada No. 1.....	95	@ 1 00
West'n mixed No. 2.	59 1/2	@	60 3/4	Two-rowed State..	87	@ 90
Western white.....	59	@	62	Six-rowed State....	90	@ 95
Western yellow....	59	@	62	Milwaukee No. 2....	90	@ 95
White Southern.....	@			Malt—State, 4-rowed.	1 00	@ 1 05
Rye—				State, 2-rowed.....	90	@ 95
State & Pa., 3 bush.	72	@	75	Buckwheat.....	65	@ 67

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 lake and river ports, arranged so as to present the comparative movement for the week ending Feb. 4, 1888, and since August, for each of the last three years:

Receipts at—	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	Bbls. 196 lbs.	Bush. 60 lbs.	Bush. 56 lbs.	Bush. 32 lbs.	Bush. 48 lbs.	Bu. 56 lbs.
Chicago.....	136,885	113,230	680,480	725,892	240,700	32,888
Milwaukee....	41,312	84,220	36,900	47,000	68,902	25,084
Toledo.....	5,797	54,903	24,296	3,156	780	2,481
Detroit.....	3,422	60,151	3,118	22,074	17,769	.....
Cleveland....	3,535	14,830	14,385	20,057	6,382	40
St. Louis.....	14,539	50,972	789,775	287,960	39,000	2,272
Peoria.....	2,375	12,500	335,400	279,600	35,400	15,950
Duluth.....	.....	86,271	.....	.....	.....	.....
Minneapolis..	.....	836,750	.....	.....	.....	.....
Tot. wk. '88.	207,865	1,318,830	1,884,354	1,385,739	415,933	79,295
Same wk. '87.	173,318	1,320,129	1,320,863	922,178	517,780	25,632
Same wk. '86.	169,666	988,404	1,841,008	1,168,658	583,250	49,508
Since Aug. 1.	6,548,467	75,415,755	48,562,310	43,204,169	17,691,967	1,361,291
1887-8.....	5,779,078	64,285,197	51,288,140	38,913,726	16,440,772	1,439,177
1885-6.....	4,530,972	43,549,019	50,837,504	31,511,583	14,921,576	2,200,927

* Include one week extra.

The receipts of flour and grain at the seaboard ports for the week ended Feb. 4, 1888, follow:

At—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York.....	75,395	11,000	133,890	82,000	40,750	1,650
Boston.....	24,607	23,362	36,301	46,820	8,075	450
Montreal.....	2,890	32,400	.....	8,200	1,200	.....
Philadelphia..	16,851	15,437	31,362	69,479	4,800	.....
Baltimore.....	33,613	13,698	31,222	27,850	.....	1,150
Richmond.....	1,525	9,883	7,586	23,756	.....	.....
Norfolk, Va....	.....	.....	.....	.....	.....	.....
New Orleans... 11,693	.....	.....	38,910	21,487	.....	.....
Total week.	166,577	110,690	282,271	279,592	54,825	3,250
Cor. week '87..	361,505	751,290	899,551	763,017	165,859	7,130

The exports from the several seaboard ports for the week ending Feb. 4, 1888, are shown in the annexed statement:

Exports from—	Wheat.	Corn.	Flour.	Oats.	Rye.	Peas.
	Bush.	Bush.	Bbls.	Bush.	Bush.	Bush.
New York.....	149,869	163,414	73,706	1,361	.....	2,411
Boston.....	26,297	52,289	45,788	.....	.....	.....
Portland.....	.....	.....	35	.....	.....	.....
N. News.....	.....	.....	2,460	.....	.....	.....
Philadel.....	10,000	.....	7,143	.....	.....	.....
Baltim're.....	89,799	217,711	51,573	.....	.....	.....
N. Orl'ns.....	20,039	38,642	109	.....	.....	.....
Richm'd.....	.....	.....	.....	.....	.....	.....
Norfolk.....	.....	.....	.....	.....	.....	.....
Tot. w'k.	296,004	472,056	180,814	1,361	.....	2,411
Same time	.....	.....	.....	.....	.....	.....
1887.....	782,810	876,478	180,655	3,472	.....	78,072

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

Exports for week to—	Flour.		Wheat.		Corn.	
	1888. Week, Feb. 4.	1887. Week, Feb. 5.	1888. Week, Feb. 4.	1887. Week, Feb. 5.	1888. Week, Feb. 4.	1887. Week, Feb. 5.
Un.King.	135,906	140,952	212,126	578,026	375,401	545,839
Cont'nt..	3,184	4,534	83,878	189,688	87,928	312,816
S.&C.Am.	20,159	21,781	.....	9,996	440	4,045
W. Indies	15,184	7,874	.....	.....	7,439	4,890
Brit. col's	4,595	4,935	.....	.....	600	.....
Oth.c'n'ts	1,786	579	.....	5,100	248	8,888
Total...	180,814	180,655	296,004	782,810	472,056	876,

In store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Rye, bush.	Barley, bush.
New York.....	7,618,659	1,608,178	1,344,490	10,380	111,572
Do afloat.....	136,500	.....	.....	2,500	221,500
Albany.....	2,200	76,500	84,500	53,100	400,100
Buffalo.....	2,008,207	331,270	76,670	67,861	846,442
afloat.....	.....	.....	52,000	.....	.....
Chicago.....	5,505,992	1,616,374	920,900	41,081	2,9314
afloat.....	.....	526,152	.....	.....	.....
Milwaukee.....	2,014,421	7,387	.....	65,711	177,591
Duluth.....	6,902,154	.....	.....	.....	.....
Toledo.....	1,762,649	113,920	5,757	11,443	16,698
Detroit.....	1,322,576	52,068	21,528	6,692	73,124
Oswego.....	56,000	37,000	.....	900	453,000
St. Louis.....	3,720,610	2,139,546	1,472,864	8,907	57,168
Cincinnati.....	28,000	187,000	232,000	33,000	105,000
Boston.....	95,687	75,174	159,37	2,227	4,723
Toronto.....	178,369	900	22,063	2,694	132,667
Montreal.....	217,492	6,714	83,203	3,950	15,847
Philadelphia.....	469,274	185,807	87,752	.....	.....
Peoria.....	65,083	238,198	461,835	50,947	14,197
Indianapolis.....	90,580	221,580	226,160	2,070	.....
Kansas City.....	342,273	146,129	151,612	.....	.....
Baltimore.....	958,593	210,573	.....	.....	.....
Minneapolis.....	7,188,729	.....	.....	.....	.....
St. Paul.....	395,000	.....	.....	.....	.....
On Mississippi.....	.....	.....	.....	.....	.....
On canal & river.....	7,600	6,300	.....	.....	.....
Tot. Feb. 4, '88.....	41,086,646	7,817,070	5,402,768	363,468	2,929,159
Tot. Jan. 28, '88.....	41,761,081	7,134,733	5,510,335	332,178	2,995,788
Tot. Feb. 5, '87.....	61,770,031	16,460,538	4,852,202	436,383	2,197,484
Tot. Feb. 6, '86.....	54,197,045	7,251,352	1,824,398	715,067	1,700,207
Tot. Feb. 7, '85.....	43,535,936	7,339,583	3,011,126	511,711	1,666,830

* 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 Feb. 8.		Week ending Feb. 1.	
	Wheat.	Corn.	Wheat.	Corn.
To United Kingdom...qrs.	1,385,000	338,000	1,412,000	331,000
To Continent.....	169,000	480,000	126,000	53,000
Total quarters.....	1,554,000	818,000	1,538,000	384,000
Equal in bushels.....	12,432,000	3,088,000	12,304,000	3,072,000
Same week in 1887...bush.	22,520,000	2,872,000	128,000	16,000

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

Exports of Wheat from India.	Week end'g Feb. 4.	Week end'g Jan. 28.	April 1 to Feb. 4.
To United Kingdom.....bush.	40,000	180,000	12,680,000
To Continent.....bush.	120,000	20,000	11,880,000
Total.....bush.	160,000	200,000	24,560,000

THE DRY GOODS TRADE.

NEW YORK, Friday, February 10, 1888.

Business in the wholesale branches of the dry goods trade was comparatively quiet the past week, and the market has developed few new features of noteworthy interest. At first hands the demand was only moderate, because jobbers' stocks have not yet been reduced to the replenishing point, but there was a good steady movement in many spring and summer fabrics on account of former transactions. The jobbing trade was light and irregular. Some kinds of department goods, as prints, gingham, sateens, wash dress fabrics, white goods, &c., having been distributed in very fair quantities by some of the principal houses, while staple cotton and woolen goods were more or less quiet, and the demand for hosiery and underwear was only moderate. Print cloths have relaxed into a quiet condition, but stocks at the manufacturing centres are so exceedingly light that prices remain firm, and nearly all staple and patterned cotton fabrics are stiffly held by the commission houses because of their exceptional scarcity. Domestic woolens for men's wear have shown rather more animation, and some pretty good orders for heavy weight fabrics were placed for next fall, but buyers are still cautious, owing in a measure to the uncertainty about tariff legislation.

DOMESTIC COTTON GOODS.—The exports of cotton goods from this port for the week ending February 7 were 2,969 packages, valued at \$168,786. These shipments include 2,121 to China, 555 to South America, 83 to Mexico, 65 to the West Indies, 61 to England, 40 to Newfoundland, 18 to France and 26 to all other countries. Since the 1st of January the exports aggregate 19,698 packages, valued at \$1,131,313. Of this total China has had 10,119 packages, valued at \$469,880, and 3,060 packages, valued at \$210,801, have gone to South America. For the similar period of 1887 the exports to all ports reached 18,771 packages and in 1886 were 24,480 packages. The demand for staple cotton goods was less active than for some time past, but the mill agents continued to make liberal shipments on account of back orders, and prices ruled firm all along the line. Fall goods, as cotton flannels, &c., were more sought after by the manufacturing

trade, but agents have not yet determined upon prices for the coming season, and orders were mostly accepted "at value" on the date of delivery. Print cloths were relatively quiet, but prices remain firm on the basis of 4c. for 64x64 "spots" and "near futures" and 3 3/8c. for April, May and June deliveries. Stocks last Saturday and for the three previous years were as follows:

Stock of Print Cloths—	1888. Feb. 4.	1887. Feb. 5.	1886. Feb. 6.	1885. Feb. 7.
Held by Providence manuf'rs...	5,000	17,000	87,000	480,000
Fall River manufacturers...	5,000	40,000	46,000	492,000
Providence speculators.....	3,000	50,000	256,000	330,000
Outside speculators (est).....	4,000	15,000	25,000	343,000

Total stock (pieces)..... 17,000 122,000 414,000 1,645,000

Prints were less active than in preceding weeks but stocks are very light and prices remain firm. Printed sateens, lawns and batistes were in fair demand, and there was a steady call for ginghams, woven wash dress fabrics and white goods.

DOMESTIC WOOLEN GOODS.—Although the demand for heavy clothing woolens was somewhat irregular, very fair orders for some descriptions as cassimeres, worsted suitings, trouserings, overcoatings, &c., were placed for later delivery, and a fair business was done in chevots and heavy satinetts. Prices of heavy clothing woolens have been placed upon a low basis in order to meet the sharp competition of certain foreign fabrics, and opening quotations are generally maintained with undeviating firmness by manufacturers' agents. Cloakings were only in moderate request, and Jersey cloths were less active than of late. Kentucky jeans and doeskins were lightly dealt in, and there was about the usual "between seasons" demand for flannels and blankets. All-wool and worsted dress goods were distributed in fair quantities on account of back orders, and a moderate amount of new business was done by the commission houses at steady prices. Carpets were in very fair demand and leading makes are firmly held by the mill agents.

FOREIGN DRY GOODS.—The situation in the market for foreign goods is substantially unchanged. Importers continued to make fair shipments of certain fabrics in execution of former orders, but comparatively few retailers have yet reached the market, and new business was consequently restricted in volume. The auction houses have resumed their sales of foreign goods, but no offerings of special importance were presented during the week. The sales held were, however, attended with fairly satisfactory results.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending Feb. 9, 1888, and since Jan. 1, and the same facts for the corresponding periods of last year are as follows:

Manufactures of—	Week Ending Feb. 10, 1887.		Since Jan 1, 1887.		Week Ending Feb. 9, 1888.		Since Jan. 1, 1888.	
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Wool.....	1,827	716,731	8,661	3,489,311	2,280	815,923	11,330	4,163,696
Cotton.....	2,375	624,658	12,189	3,306,787	2,834	702,184	13,892	3,607,469
Silk.....	1,441	750,632	4,219	4,242,215	1,732	780,420	8,646	4,085,270
Flax.....	1,635	243,738	12,910	1,668,259	1,735	344,766	11,109	1,942,539
Miscellaneous.....	2,848	230,516	25,493	1,200,887	20,057	367,605	70,783	1,520,763
Total.....	10,126	2,566,275	67,744	13,907,459	28,638	3,008,898	115,760	15,319,737
Manufactures of—	WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET.							
Wool.....	465	170,659	2,790	1,012,692	702	264,838	3,607	1,347,736
Cotton.....	532	162,473	3,561	995,655	523	128,876	3,611	957,757
Silk.....	2,419	120,014	1,353	702,550	303	131,749	1,381	656,235
Flax.....	654	66,031	3,157	459,024	598	69,074	2,693	416,706
Miscellaneous.....	730	46,846	19,806	363,994	2,811	65,419	27,216	546,369
Total.....	2,630	566,021	30,657	3,534,215	4,967	659,956	38,508	3,924,808
Ent'd for consump't.....	10,126	2,566,275	67,744	13,907,459	28,638	3,008,898	115,760	15,319,737
Total on market.....	12,756	3,132,296	98,401	17,441,674	33,605	3,668,854	154,268	19,244,540
Manufactures of—	ENTERED FOR WAREHOUSE DURING SAME PERIOD.							
Wool.....	573	212,560	3,234	1,177,539	922	338,857	4,054	1,472,924
Cotton.....	459	133,544	3,798	1,014,845	443	107,145	3,284	837,398
Silk.....	276	145,558	1,648	768,054	255	104,671	1,812	744,809
Flax.....	180	40,864	2,159	363,847	283	56,781	1,952	380,431
Miscellaneous.....	8,133	57,367	21,036	374,829	296	22,976	22,672	414,776
Total.....	9,621	589,933	31,872	3,729,114	2,201	630,430	33,774	3,850,338
Ent'd for consump't.....	10,126	2,566,275	67,744	13,907,459	28,638	3,008,898	115,760	15,319,737
Total at the port.....	19,747	3,156,268	99,616	17,636,573	30,839	3,639,328	149,534	19,170,075

ENTERED FOR CONSUMPTION FOR THE WEEK AND SINCE JANUARY 1, 1888 AND 1887.