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The Chronicle.

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CLEARING HOUSE RETURNS.

The returns of bank exchanges continue of a very favora. ble character. The current statement-that for the week ending February 9-makes an especially gratifying exhibit compared with either the preceding week or the week of las, year, the gain in the former instance reaching over one hun dred and eight millions o' dollars. Moreover, all sections of the country share in this increase, only nine cities showing any decline, but at all points except Philadelphia the falling off is quite small. New York, of course, contributes largely to the excess recorded—in fact, the addition at this city is nincty-five millions, a large part of which, but not all, being the result of increased stock speculation. The movement of the crops continues quite free, the marketing of cotton particularly being more liberal than in the previous year. The weather has become more seasonable of late.

Contrasted with the corresponding week of 1833, the present aggregate exhibits a decided augmentation-27.8 per centand outside of New York the increase is 14.8 per cent. The excess at New York of 356 per cent is in great measure due to the much heavier volume of speculative transactions in share proporties this year, but elsewhere the gains recorded give evidence of considerable growth of general trade. Of the various divisions the Middle makes the most favorable showing and that west of the Mississippi the least, while Topcka leads all the cities with an excess of 149 I per cent and Los Angeles is at the foot of the list with a loss of 46.1 per cent. Notable additions are to be seen at Duluth, 92.2 per cent; Memphis, 53-3; Denver, 43-5; Galveston, 41-3; Kausas City, 34.2, and Hattford, 33.9 per cent.

On the New York Stock Exchange the operations in shares for the week embrace a market value of \$100,733,000, against \$48,288,000 for the similar period a year ago. Pursuing our usual method of deducting two-and-a-half times these values from the New York totals, leaves as the exchanges arising through other business \$494,509,258 and \$429,550,538 respectvely in the two years, or an increase of 12.8 per cent.

	Week Ending February 9.			Week End'g Feb. 2.		
	1889.	1888.	P. Cent.	1880.	P. Cent.	
Now York	746,354,258	550,270,538	+35.8	351,220,766	4 8.8	
Naw York	440,534,838	550,270,555	1			
(Stocksshares.)	(1,835,824)	1783,437)	(+134.3	(1,310, 33)	(+35.7)	
(Cotton bales.)	(523,800) (27,031,565)	(85,400) (35,81d,625	(-23·6 (-23·5	(349,100) (24,841,692)	(-21·7) (-7·5)	
(Grain bushels.) (Petroleumbbls.)	(8,045,000)	(16,132,000)	(-50.1	(10,220,000)	(-58.2)	
		99 050 449	+128	89,551,206		
Providence	92,138,324 5,126,900	82,059,448 4,748,900	+7.8	4,386,000	+28	
Hartford	2.192.707	1,0 17,474	+3:8	1,813,247	-1.3	
New Haven	1,370,521	1,065,495	+28.6	1,040,690	-14·5 -5·0	
Worcester	1,932,729 958,891	1,005,164 870,780	+13.8	1,057,053 1,014,247	+115	
Portland	948,572	905,297	+4.1	549,026	-94	
Lowell	619,239	537,080	+15.3	591,118	-8.2	
Total New England	104,715,934	92,892,838	+127	100,309,162	+2.0	
Philadelphia	84,977,174	52,869,235	+26.7	72,281,078 11,031,580	+18.7	
Pittsburg	11,412,085	10,719,505	+65	11,031,580	-40	
Saltimore	12,528,753	10,423,807	+20.5	13,652,195	+17.3	
Total Middle	00,918,012	74,012,547	+22.8	98,494,848	+14.1	
Chicago	60,614,004	51.919,905		55.59,363	-08	
Cincionati	11,204,450 5,222,109	10.979,300 4,052,071	+28.8	10,185,000 5,038,983		
Milwaukee	4,538,473	4,275,107	+62	4,084,819		
Cleveland	3,294,879	2,830,947	+10 4	3,018,141	+10.1	
Columbns	2,001,457	2,498,416 2,176,505	-19°9 -17 4	2,272,109	+2·9 -21·1	
Indianapolis	1,797,254 1,685,808	1,406,940	+16-3	1,847,308 1,571,596	+9-4	
Grand Rapids	073,813	511,342		672,670	+28.9	
Total Middle Western	90,082,242	80,550,872	+12.9	84,279,989	-1.2	
San Francisco	14,171,179	15,486,896	-85	15,527,501	-0.8	
Kansas City	9,070,340	0.761,229	+34'2	8,055,931	+25.3	
Minneapolis	3,172,714	8,180,686	-0.2	2,648,613	-15.0	
St. Paul	3,265,934 3,743,126	3,758,197 2,851,630		3,020,30d 3,528,032		
Omaha Denver	3,437,668	2,395,870	+43.5	3.177,244	4536	
Dulutb	2,815,164	1,204,621	+92.2	2,176,061	+94.2	
St. Joseph Los Angeles	1,332,857 818,5 0	1,368,858 1,519,00	-46-1	1,133,258	-23.8 -53.1	
Wichita	710,055	751,580	-4 3	875,839	-10.8	
Poneks	513,210	266,009		290,519	+18.7	
Sioux City*		*********		411,441	******	
Total Other Westsrp	42,559,776	39,464,510	+7.8	40,022,886	+8.1	
st. Louis	10,218,510	18,625,135		16,103,445		
New Orleans	14,430,028 7,233,990	6,272,157	+15 3	7,508,485	-3·6 -7·6	
Memphis	3,330,847	2,104,445	4.58/8	2,923,591	+23.1	
Richmond	2,114,848	1,500,000	十17.5	2,193,192	+185	
Gaiveston	1,347,982	950,527		1,494,183 862,257	+51.9	
Norfolk	1, 00,422	021,474				
Total Southern	48,812,127	42,478,78			1	
Total all	1,121,342,369	879,669,39	+278	1,616,325,448		
Outside New York	377,984,111	329,899,350	+14"	865,104,680	+3.	

* Not included in totals.

The returns of exchanges for the five days, as received by telegraph this evening, exhibit a decline from the aggregate for the corresponding period of last week, but compared with the five days in 1888 there is a gain of 29.4 per cent. Our estimate for the full week ending February 16 indicates increase over a year ago of about 25 per cent. Messrs. R. G. Dun & Co. report the number of failures for the week ended to-night as 289 (243 in the United States and 46 in Canada), against 303 last week and 272 for the same time a year ago.

Returns by Telegraph.	Week En	ding Februar	y 18.	Week End's Feb. 9.	
20000110 ## 201091 49110	1889.	1888,	P. Ceni.	1889.	P. Cent.
New York	583,108,635	426,008,420	+36.9	624.083,190	+36*4
Sales of Stock (shares)	(1,421,781)	(416,915)	(+218.1)	(1,599,850	+134.6)
Boston	78,005,794			,	
Philadelphia	52,210,493	40,005,177		55,190,791	
Baitimore	10,158,497			10,901,474	
Chicago	51,294,000	43,891,000	+18.5	51,300,00	
8t. Louis	15,842,217	14,414,158	+0.0	16,401,395	+3.1
Naw Orleans	9,097,150	8,315,769	+19.8	12,578,924	+35'7
Total, 5 days	795,692,739	818,009,453	+29.4	849,673,891	+31.2
Estimated 1 day	164,269,100	137,701,064	+193	103,411,429	+25.7
Total full week	962,961,850	755,710,517	+274	1,013,083,320	+80.3
Balance Country	113,894,108	99,476,884	+14.2	111,101,167	+9.4
Total week, all	1,078,855,967	855,187,401	+25.0	1,124,192,487	+27.8

For the ful' week based on last woe't's raturns.

THE FINANCIAL SITUATION.

The money market has again reverted to the easier tendency and condition which had prevailed since the new year began up to last week. That reaction of last week was due to a temporary local influence, referred to by us the previous Saturday, being aided by concurrent and subsequent Treasury accumulations. The Treasury took out of the market nearly a million dollars net the closing seven days of January and about 21 million dollars the following week; during the same period there was a special movement of currency to Philadelphia and Boston, the former due probably to the South Pennsylvania arrangement and the latter supposed to be connected with large loans on a certain railroad stock. This week the business movements of money have been more in the ordinary way, while the Government has been paying out currency in excess of its receipts-conditions which, added to a small inflow from the interior, have served to bring back the congested condition of the loan market.

Yet the trade and speculative demand for money are getting to be more active, and will perhaps have a tendency to further expand when the uncertainty with regard to the financial head of the new Administration, so soon to begin, is removed. The large and increasing weekly clearings which our tables for the whole country have shown for some weeks, are indicative of trade expansion, which, if continued, ought at no distant date to reverse the interior flow of currency. Besides, a gold export movement is possible at any moment. Yesterday the rates for foreign exchange were marked up one-half cent, in response to the more active money in London; and with our imports so large and exports diminishing, it is only reasonable to anticipate a considerable outflow of the yellow metal during the next four months, for nothing can prevent it except a free movement of securities. There is a little anxiety, which, by the way, we do not share, with regard to the course of the new Administration respecting bank deposits of Government surplus. A rapid drawing down of that item, even if done by purchases of bonds, would disturb loans and therefore disturb the monetary equilibrium. There is a vague idea in some minds that the Eastern and Western money markets are distinct and separate, as wide apart as the sections are geographically. A Western Secretary of the Treasury is much to be desired for that reason. It will be educational.

Altogether it looks at the moment, leaving out of the question Government operations, as if money, after the first of March, would be in such request to meet the expanding business requirements, as to change the tendency and raise rates. This week, as already said, the feature has been a condition of extreme ease. Bankers' balances have loaned at 21 and 1 per cent, though the latter rate was recorded after the inquiry of the day had been satisfied; still the average has been barely 2 With banks and trust companies, 2 per call loans has also been the minicent for mum. In time money, lenders are not disposed to favor long engagements; in fact short dates are sought, not This is in part due to longer than sixty days. the uncertainties we have hinted at above, and further to a belief that by April or May better long rates can be secured. Quotations now for sixty day loans are 3 per cent, for ninety days to four months 31 to 4 per cent, and for five and six months 4 to 5 per cent; the inquiry

again in good demand, and while some banks are entirely out of the market, others, and among them a few that rarely buy paper, are purchasing largely. Rates show little change. Sixty to ninety day endorsed bills receivable are 4 per cent, four months' acceptances are 42@5 per cent, and good single names having from four to six months to run are 5@6 per cent. The supply of paper is fair for the season.

Money in London has taken a marked turn for the better. Not that there has been any change in the Bank rate, but the open market shows a decided upward movement, coming very near the official minimum, discounts for sixty-day to three months' bank bills being yesterday 23 per cent. This rise is due to active business throughout Great Britain, continued large absorption of capital for new undertakings, and the renewal of the shipments of gold. With regard to the latter a special cable to us states that the Bank of England's loss of bullion, which for the week is reported to be £243,000 net, was due to exports principally to the Cape of £615,000, to receipts from the interior of Great Britain of £271,000, and by foreign arrivals of £101,000. Thus it will be seen that the export was large and the import small, a good part of the export being drawn from the interior. This drain it is thought will force the Bank minimum up again, and some of our bankers expected a rise this week. What will be done in that particular, will no doubt depend somewhat upon the course of foreign exchange here. The outflow cannot be permitted to continue, unless an equivalent supply can be obtained from some quarter, and the most likely source at this time of the year is America. On the Continent there seems to be no corresponding increase of activity; at Paris, the open market rate is 21 per cent, at Berlin 15 per cent, and at Frankfort 15 per cent also. The Bank of France gained £65,000 gold the past week, and the Bank of Germany shows an increase of about £274,000 since last

Our foreign exchange market, though dull, has been firm all the week, and yesterday the rates were marked up a half cent to 4 87 for long and 4 89½ for short. The inquiry from importers has been insignificant, but from bankers it has been better, said to be to remit for stocks sold for London account, principally Chicago Burlington & Quincy and Illinois Central, the decline in which in our market seems to have induced unloading by Europeans. There has also been some transfer of capital by bankers, who find that they can get more remunerative rates in London than they can in New York. Commercial bills continue scarce, notwithstanding the large shipments of cotton. We hear of a check in shipments at New Orleans, because of the higher freight rates there.

Norfolk & Western has issued this week a very full preliminary statement of the 1888 operations, containing income account, traffic statistics and balance sheet. The road has been doing remarkably well in recent periods, so it is hardly necessary to say that both gross and net earnings are the largest in its history. 1888 the improvement in the net is relatively much less than in the gross, yet after meeting all charges and paying 1½ per cent on the preferred stock, a surplus of \$418,-558 remained on the operations of the 12 months. another dividend of 11 per cent a surplus balance of \$88,558 would still remain. In other words, a trifle less than 3½ per cent was earned on the \$22,000,000 of preferred stock. As this preferred stock constitutes the is chiefly for long engagements. Commercial paper is bulk of the total stock (the common stock, contrary to

the usual practice, being much less than the preferred, or only \$7,000,000) this must be regarded as a very favorable showing, for on 29 millions of stock \$748,558 was earned over and above all charges. the company realized an average on its freight tonnage of only about 53 mills (5.77 is the actual figure) per ton per mile, a further heavy decline having occurred in the late year. It is not so long ago that on a rate less than six-tenths of a cent per ton mile a road would not have been expected to earn its ordinary fixed charges. We have many times called attention to the fact that the efforts of the Norfolk & Western managers have been directed to building up the local traffic of the road, but with each succeeding year the results of that policy become more and more marked. Thus in 1888 there was a further increase of 29 per cent in local freight and of 39 per cent in local passengers; so that against 382,000 local passengers carried in 1886, the number in 1888 was 744,000, while in the same period the freight movement has increased from 1,266,000 tons to 2,354,000 tons—that is, in two years the local business, both passenger and freight, has nearly doubled. If we compare with 1884, when only 660,000 tons of local freight were moved, the volume of the tonnage now is over 31 times as great. During 1888 the rolling stock was increased by 24 engines, 11 passenger ears, 63 caboose and 1,478 freight ears, and still the reports are that the company has more business than it can handle.

The stock market this week has shown the same characteristics as in other recent weeks, only that some of the features have been a little more strongly developed. There has been great strength in the general market, offset by increasing weakness in some of the Western stocks. Burlington & Quiney, Illinois Central, and in minor degree also Rock Island, have steadily and sharply declined, the fall in the first two stocks amounting at one time to 10 points from the price at the beginning of the month. The bad December statement of earnings by the Quincy, and rumors (subsequently proved that the next unfounded) quarterly dividend to be was passed, were in part responsible for the break, but the chief and potent cause was the antagonistic attitude assumed by the managers of both the Quincy and the Illinois Central towards the proposed presidents' agreement. This was interpreted very unfavorably to the stocks of those roads, and investors and speculators alike signified their appreciation of the course pursued by dumping their holdings upon the market. Ordinarily the fall in such high-class and high-priced stocks would have produced a serious collapse in the general market. As it was, outside of the grangers there was hardly a trace of weakness, and certain special stocks actually manifested a contrary tendency, and sharply advanced. Such a state of things evinces great confidence in the prospect upon the part of the public, and also shows a disposition to buy properties not affected by the demoralization in the West-a disposition which has been lacking heretofore.

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

		Shipped by N. Y. Banks	Net Interior Movement.
Currency	\$1,970,000		Gain. \$775,000
Total geld and legal tenders		\$1,605,000	Loss. 404,000

With the Sub-Treasury operations, the result is as as follows.

Week ending Feb. 15, 1840.	Into Banks.	Out of Banks.	Net Change in Bank Holdings.
Banks Interior Movement, as above Bub-Treasury operations	11,000,000		Gain. \$371,000 Gain. 1,500,000
Total geld and legal tenders	\$13,876,000	\$12,005,000	Gain. \$1,871,000

Bullion holdings of European banks.

Banks of Feb. 14, 188		50,	Feb. 16, 1888.			
1441165 0)	Gold.	Silver.	Total.	Gold.	Silver.	Total.
	£	£	£	B	8	2
England	21,718,762	********	21,718,762	22,126,308		22,126,893
Franco	40,268,283	49,123,263	89,391,546		47,655,789	
Germany	30,203,334	15,101,666	45,305,000		14,080,933	42,541,000
AustHung'y	5,896,000	15,528,000	21,424,00		14,635.00	21,316,000
Netherlands	5,092,000	7,865,000	12,457,000	4,352,000		12.561.000
Nat. Belgium.	2,610,000	1,308,000	8,021,004	2,741,000		4.112.000
Tot this wook	105 704 970	99 40E 0:0	104 000 000			
Tot. this week	100,784,078	00.420.0 9	194,220,308	108,873,228	85,952,122	194,825,350
Tot.prev.w'k.	100,363,301	88,142,978	193,506,279	107,703,786	85,635,829	193,339,615

The return for the National Bank of Italy is this week and will hereafter be emitted from our table. The figures can no longer be obtained, their suppression being generally ascribed to Governmental influence.

THE BURLINGTON'S PAMPHLET AND THE PRESIDENT'S AGREEMENT.

The most cheerless, depressing pamphlet* we have read for a long time, is one which has found wide eirculation this week, containing what are said to be sample letters received by the Chicago Burlington & Quincy, and the replies to these letters made by its officers. One aged widow with a little Burlington stock as her sole dependence; a man who declares himself as "too old to earn his living," and yet if his dividends stop he will be "left almost penniless;" a larger and rieher stockholder less dependent but equally anxious;—these are picked out for publication from among quite a number of letters addressed to the leading officers, "officially or otherwise," expressing great fear and earnestly begging for a word of promise or a hint as to future prospects.

No doubt such letters make a dark enough picture as they stand, but far more depressing are the official answers sent. Not a ray of hope can we discover in either of them, although we have read and re-read them very attentively. In fact the whole tenor of the replies is that unwise railroad building and legislation, and the competition which both encourage, are the cause of the situation, and that there can be little use for effort to correct existing evils so long as our statutes remain unchanged. To be sure, Mr. Forbes, Chairman of the Board of Directors, does refer to the strike and say that the company the coming year "is compara-"tively safe from that danger;" but he gives no encouragement of any special improvement until the "laws "under which we are now suffering" are amended, and "eommon justice and common sense resume their sway "in the halls of Congress and in the State Legislatures." Mr. Perkins, the President, seems to lay the responsibility solely upon competition; and as the right of pooling has been denied to railroads by Congress, he too sees no relief, but assumes that ruinous competition must continue, with no reasonable hope for permanency in rates. "No doubt," he says, "we shall go on "floundering in the dark until some new Adam Smith "comes to show us that the supreme national laws of "trade apply to all trade, not excepting railroads." Neither of these letters says a word about the Inter-State Association of Railroad Presidents now being formed; not a word of comfort or encouragement is drawn for these distressed stockholders from the fact that the preliminary agreement has been in successful operation nearly two months; on the contrary, Mr.

^{*} It appears by an endorsement on the pamphlet that these letters were published in the Beston Daily Advertiser of January 25, 1889, but they escaped our notice there.

Perkins dashes any possible hope which a knowledge of that effort might have encouraged some troubled stockholder to entertain, by saying in substance that "under "the law" it is no easier for the railroads to maintain rates by agreement than it is for Europe to disarm by agreement.

These letters have a special significance in connection with the reports which have been current during the past week that the present attempt to establish rates was going to prove futile because of the opposition of a very few roads, chief among which was the Chicago Burlington & Quiney with its other half the Chicago Burlington & Northern. In fact, rumor has it that the President of the latter has been to Boston this week to get his orders as to signing the agreement, and has come away determined not to sign it. To judge fairly of such action, one should remember that this Association which is seeking signatures is simply a large majority of our leading roads desiring to make the best of the situation as it is, until the law can be changed. The plan agreed upon was adopted after mature deliberation at a conference attended by a large number of the ablest railroad managers in the country, among which were the President and a director of the Burlington & Quincy. Had a more promising scheme been proposed by any one it would have commended itself to those gathered there, and have been as heartily supported. The only question is then, whether this effort to harmonize discordant interests shall be put into operation, and those poor stockholders have a chance, or whether the roads, regardless of the owners' interests, shall fall back on Mr. Perkins' idea of general competition and survival of the fittest until the laws can be changed?

We presume the real reason for the Burlington's opposition, if it dared to state it, would be found in its "Northern" venture. That road cannot stand alone; it has no considerable local business, and, in fact, no through business except such as its connection with the parent road gives it, on which the rate for its part of the haul can be fixed at any portion of the total rate the Burlington sees fit to grant. The earnings of the two roads for December, published this week, have suggested that perhaps the share of the Northern was made needfully large during that period. Examining the history of the enterprise is an instructive study now, for the Burlington's distressed condition is very far from a riddle. In the light of the facts as they have developed since August, 1885, when we wrote an article (Chronicle, Aug. 29, 1885, page 231) entitled "The latest manifestation of the paralleling mania," there can be no room at all for question. It was at that time that the Burlington announced its determination (theretofore merely a rumor) to aid in the construction of the Northern road to St. Paul. Say what one may with regard to other contributing causes for the present situation, it is impossible to read the article we have referred to (which by the way was simply a full recital of the facts affecting, and the surroundings which would be affected by, the Burlington's new enterprise) without being convinced of the fatality of the Burlington's course.

Recall the situation of that day. Financial interests had just been experiencing the distressing West Shore incident. With its settlement, then almost achieved, discord had been well nigh eliminated from railroad circles, while the teaching of that contest and disaster was so fresh in mind that it would seem as if the boldest of men ought to have hesitated before entering upon another such a work. Yet with these surroundings, and under these conditions, the Burlington's paralleling

scheme was begun, and being begun it set in motion and gave a certain kind of excuse for a species of cut-throat railroad building which in rivalry and extent has never had its like in this country. May not the Burlington, therefore, be said to have been the originating cause of the troublesome railroad problem which confronts us to-day, and hence should not an application to join in an effort to rectify the situation appeal to it with special force? Besides, the effect on its own condition of the competitive survival theory calls loudly for a halt. The last week of August, 1885, when the Burlington announced its "determination," its stock-although that was a period of general depression-sold as high as 134; and in November, 1886, when the Northern road was opened, the range was 138 and 141 and even higher the next few months intervening before the new free lance was in working order. Since that point was reached the course of the quotation for the Burlington property has been almost steadily downward, touching, as we all know, at one time this week 99. Some may claim that the more recent change is owing to the strike. That is so only in a minor degree. A strike is a temporary affair which any road otherwise in healthy condition quickly recovers from; but a situation in which hostility with one's neighbors is a necessity of existence, as is the ease with the Burlington's protegé, and on that account, with the Burlington itself, cannot be recovered from until the thorn is removed or its influence in some manner neutralized.

One other thought Mr. Perkins' letter suggests. His first statement is a protest against the idea of the complaining stockholder that subordinate officials of the road are running a mad race to see who "ean first "destroy his property." In reply, Mr. Perkins says that "if there is any blame to be attached to railroad "managers, it belongs, I think, to the head and not to "the subordinates. I am certainly responsible for the "management of the Chicago Burlington & Quiney, "and if that management is bad or unsatisfactory, I "and not those under me must shoulder the responsi-"bility." All this has an air of generosity and selfabnegation. But it simply conceals the real issue. There is a view in which "subordinate officials" have done much harm, and which the Presidents' agreement among other things is intended to remedy. It is very true that these subordinates are not in one sense "to blame" for even this, since the "heads" could have prevented a practice which has only grown up through their permission. So far Mr. Perkins is correct. But to us his statement seems disingenuous, because though correct in the letter, in spirit it is not. Every railroad manager knows that the ease with which rates are changed by traffic agents, on mere suspicion, without full inquiry and without full consultation with the "heads," contributes to their instability. This unrestrained action by them has produced a chronic state of insecurity, often precipitating rate wars. system grown into railroad practice, only because dishonesty and cheating and disregard of agreements is assumed to be the normal state of railroad management. The service the railroad has to sell is, as Mr. Perkins states, a commodity which cannot be stowed away and kept for a better market; so when, for instance, a road has empty ears going west to get corn to bring east, the traffic agent does not stop to see what agreement is in force, but he sells that space at any price he can get.

and under these conditions, the Burlington's paralleling of subordinates, consistent with stable rates?

HOW THE NORTHWEST AND THE OMAHA' HAVE FARED.

Never has there been so great desire to see the results of operations on the railroad systems west of Chicago as at the present moment. Therefore the figures which, according to our practice for a great many years past, we present to-day in relation to the St. Paul & Omaha and Chicago & Northwestern will be more than ordinarily welcome. As is known, while both companies are controlled in the same interest, the fiscal year of the Northwest ends May 31 and that of the Omaha December 31.

In the ordinary course, the report of the Omaha road for the calendar year will not be ready for some weeks. It is possible that it may be delayed beyond the usual time—at least that would be quite natural considering that the company had a fire in its Western office, destroying we believe some of its records, and thus it may be more difficult to prepare the usual statistics contained in the annual pamphlet report. Gross earnings are given out regularly each month, but nothing has been published as regards the net results for 1888 beyond the statement for the first six months contained in our issue of October 6th. This statement for the first half of the year we are now able to supplement by the following, giving the gross and net earnings by months for the second half of the year.

Sl. Paul & Omaha.	1888.	1887.	Inc. or Dec	
July. Gross earnings. Expenses.	\$ 550,630 392,06s	\$ 561,035 370,651		
Net	158,562	190,384	Dec. 31,8	22
August. Gross earnings*	605,508 411.632	591,798 408,473	Ine. 13,7 Inc. 3,1	710
Net	193,876	183,325	Inc. 10,5	551
September. Gross carnings	650,801 423,966	701,768 424,013	Dec. 50,9 Dec.	67
Net	226,835	277,755	Dee. 50,9	20
October. Gross carnings	741,748 439,514	775,558 442,881		310 367
Net	302,234	332,677	Dec. 30,4	43
November. Gr)ss earnings	615,790 388,966	718,548 436,486		758 520
Net	226,824	282,062	Dee. 55,2	238
December. Grass earnings. Expenses	457,576 349,393	599,165 472,482		
Net	108,183	126,683	Dec. 18,5	000
Six Months. (Pross earnings	3,622,053 2,405,539	3,947,872 2,554,986	Dec. 325,8 Dec. 149,4	
Net	1,216,514	1,392,886	Dec. 176,3	372

From this it appears that the company did very much better in the last six months than in the first six months. In fact, all things considering, the statement is a remarkably good one. Barring the month of August, the net has declined every month as compared with the previous year; the total falling off, however, for the half year is only \$176,372, against \$371,698 in the preceding half year. The loss in the gross is \$325,819, but has been attended by a decrease of \$149,447 in expenses, and it is on this account that the decline in the net is comparatively so small. The bulk of the saving in expenses was effected in the last month (December), and the net result for that month will oceasion surprise. With a loss of \$141,589 in gross year-the net has decreased only \$18,500, owing to a reduction of \$123,089 in expenses. Examination shows,

however, that the December expenses in 1887 had been extraordinarily heavy, the total standing at \$472,482, against \$300,670 in 1886, and \$240,847 in 1885, so that a return now to figures more nearly normal was not only natural but to be expected. As it is, the 1888 expenses for the month are \$108,000 in excess of those for 1885, with the gross earnings slightly less.

Uniting the results for the last half with those of the first half of the year, we get the following interesting exhibit covering the full twelve months.

St. Paut & Omaha.	1888.	1887.	Inc. or Dec.
12 Mos. ending Dec. 31. Gross carnings. Expenses.	\$ 6,414,422 4,655,234		Bec. 526,451 Ine. 21,619
Net sarnings	1,759,188	2,307,258	Dec. 548,070

Thus for the year expenses were slightly heavier (\$21,619), and the gross having diminished \$526,451 the net is \$548,070 less than in 1887. Gross in the previous year had increased no less than \$787,000, so the falling off of half a million in 1888 is perhaps not very remarkable, but the expenses are the largest ever reached in any ealendar year, and hence the net is smaller than for a long time past.

Having the net earnings, it will be interesting to go one step further and consider them in their relation to charges and dividends. The company reduced its last semi-annual dividend on the preferred stock to one per cent, making with the three per cent paid out of the first half year's earnings four per cent for the twelve months, against six per cent paid out of the 1887 earnings. With reference to the fixed charges for rentals and interest, these have not varied much of late years, the net amount for 1887 having been \$1,388,699, for 1886 \$1,390,630, and for 1885 \$1,376,596. The company reported to the Stock Exchange last July that it had sold \$492,000 of its consolidated 6 per cent bonds. The interest on this amount of bonds would be \$29,520. If, therefore, we add \$30,000 to the 1887 charges it would seem as if we could not be very far astray. It is possible that the premium on the bonds sold (they are quoted at 121@122 on the Exchange) may affect the result somewhat, but we make no allowance for it. There remains only the item of cash received from land sales to be considered. We have nothing to indicate what this amounts to for the calendar year, but for the twelve months ending June 30, 1888, the total was much less than that reported for the calendar year 1887 in the company's annual report. Taking the total for these twelve months as furnishing the latest figures that can be obtained, and ealculating the charges for interest, &c., as above, the following would be the outcome of the year's operations. It should be distinctly understood that the statement is not official in the particulars mentioned, being merely an attempt on our part to furnish an idea of the probable character of the forthcoming report.

St. Paul & Omaha.	1888.	1887.	Inc. or Dec.
Calendar Year. Net carnings. Charges.	\$	\$	S
	1,759,188	2,307,258	Dec. 548,070
	*1,418,699	1,388,699	Inc. 30,000
Balance	340,489	918,559	Dec. 578,070
Cash from land sales	†565,260	654,501	Dec. 89,241
Total	905,749	1,573,060	Dec. 667,311
Dividends on pref. stock	(4 %) 450,272	(6 %) 675,408	Dec. 225,136
Surplus	455,477	897,652	Dec. 442,175

* Taken same as in year preceding, with \$30,000 added to represent new bonds sold. † Amount for 12 months ending June 30, 1888—latest figures to hand.

occasion surprise. With a loss of \$141,589 in gross earnings—the largest falling off for any month of the year—the net has decreased only \$18,500, owing to a reduction of \$123,089 in expenses. Examination shows,

road, out of which to pay the \$450,272 required for the 4 per cent dividends on the preferred stock; it is possible that the official statement will be even better than this. Counting in the income from land sales, there is \$905,000 with which to pay the dividend, and the surplus remaining above the 4 per cent actually paid stands at \$455,000, against a surplus of \$897,000 above the 6 per cent dividends in 1887.

As regards the Chicago & Northwestern, since the company's fiscal year ends May 31, the results for the first five months possess little interest, as they were included in the last annual report. In the following, therefore, we give simply the figures for December and the seven months to the end of December. It is proper to say that part of these figures (though not in this form) have already been published by Messrs. Dow, Jones & Co., in their daily circular, their statement having evidently come to hand a little earlier than ours.

Chicago & Northwestern.	1888.	1887.	Inc. or Dec.
December. Gross earnings Expenses	1,940,627 1,159,953	\$ 2,191,563 1,318,906	Dec 250,936 Deo 158,953
Net earnings	780,674	872,657	Dec 91,983
June 1 to Dec. 31. Gross earnings	16,642,523 10,109,044		Dec 864,583 Inc 481,722
Net	6,533,479	7,879,784	Dee1,346,305

As in the case of the Omaha, expenses were largely reduced in December, and on a loss of \$250,936 in the gross the decrease in net is only \$91,983. For the seven mouths of the fiscal year, however, expenses are nearly half a million heavier than in 1887, so the net shows a falling off of \$1,346,305. Western railroad affairs are unsettled yet, but it is not impossible that some part of this loss may be recovered in the remaining five months. The result in the same five months last year was certainly as bad as it well could be, net standing at only \$2,146,975, against \$3,250,675 in the corresponding five months of 1887, and this of course increases the chances of an improved exhibit.

There is one other point worth considering. The company has not reduced its dividends. Were the earnings sufficient to meet those dividends? The following, covering the results for the calendar year, furnishes the answer to this question. In addition to the 1888 figures we also give those for 1887 and for 1884, the latter having been a poor year like the last.

Twetve Months Ending December 31.				
1888.	1887.	1884.		
4,250	4,209	3,843		
25,832,975 17,152,521	27,140,725 16,010,266	23,491,898 14,099,939		
8,680,454	11,130,459	9,391,959		
5,275,258 58,000	5,165,048 58,000	4,707,296 1,080,832		
5,333,258	5,223,048	5,788,122		
3,347,196° 3,430,079	5,907,411 3,462,142	3,603,837 3,461,917		
-82,883	2,445,269	138,920		
105,120,500	101,077,500	89,960,500		
	1888. 4,250 \$ 25,832,975 17,152,521 8,680,454 5,275,258 58,000 5,333,258 3,347,196 3,430,079 —82,883	1888. 1887. 4,250 4,209 25,832,975 17,152,521 16,010,266 8,680,454 11,130,459 5,275,258 5,165,048 58,000 58,000 5,333,258 5,223,048 3,347,196 5,907,411 3,430,079 3,462,142 -82,883 2,445,269		

NOTE.—Dividend payments above cover 7 per cent on preferred and 6 per cent on common for 1888 and 1887, and 8 on preferred and 7 on common in 1884.

Hence the company, though losing \$2,450,000 in net income (as compared with the previous calendar year), earned the dividends substantially in full, the deficiency being less than \$100,000. And this is independent of the receipts from land sales, which in the twelve months ending May 31, 1888, reached \$491,613, besides which the trans-Missouri lines (not included in any of the above returns) on their own operations had in the same

twelve months earned a surplus of over \$100,000. Altogether, both the Northwest and the Omaha make an excellent showing for a year of unparalleled depression in railroad affairs in that section of the country.

RAILROAD GROSS EARNINGS IN JANUARY.

As foreshadowed by our preliminary figures last week, the exhibit of gross earnings for January is quite favorable. There is a gain of \$2,309,922 over the same month last year on the 118 roads embraced in our table, and there are only 25 roads altogether which show a decrease. This year's results are based on a larger extent of road, but the increase in mileage is only 4\frac{3}{4} per cent, whereas the increase in earnings is 9\frac{5}{5} per cent. Two roads have very large amounts of gain, namely the Northern Pacific \$400,000, and the St. Panl over \$200,000; still, even with these omitted, the result would be satisfactory.

As contrasted with a year ago, the conditions this year were on the whole much more favorable. Take first the weather. This constituted a serious drawback to railroad operations in January, 1888, both in the East and the West, several snowstorms occurring during the month. In contradistinction the weather the present year has been exceptionally mild, not a single case of interruption from snow blockades having come to our knowledge. Then also last year the roads in the Northwest and Southwest were at war, with rates at very low figures and tending still lower. This year there has been peace; the presidents' agreement has not yet been signed, but rates have been well maintained everywhere since the first of January. Another unfavorable circumstance existed a year ago. We refer to the abstention from work by the miners in the anthracite coal regions. It will be remembered that besides the strike in the Lehigh region, which had been in progress for some time, a strike prevailed in the Schuylkill region at the mines of the Philadelphia & Reading. There were no strikes this year; as our table, however, does not contain any of the large or important coal carriers, the matter perhaps is not of very great moment in this review.

There have been some other advantages in favor of the current year. The month contained one less Sunday, and consequently one working day more, than the same month of 1888. Besides this, there was a heavier movement of cotton and of grain. In the case of the latter item, the improvement is very slight, and only special roads have shared in it. But in the case of cotton, the increase in volume has been very decided, as the following table in our usual form will indicate.

BECEIPTS OF COTTON AT SOUTHERN FORTS IN JANUARY, 1889, 1888,

1887, 1886, 1885 AND 1884. Ports. 1887. 1886. 1885. 1884. 54,647 32,990 51,288 Galveston....bales.. El Paso, &c..... 65,190 66,419 47,422 273,759 New Orleans.....
Mobile..... 183,631 178,775 246,664 190,813 37,175 2,809 28,458 1,587 31,146 46,041 29,435 12,922 6,638 Florida Savannah 4,408 75,373 30,515 61,371 61,030 2,574 59,857 52,696 756

Brnnswick, &c Charleston Port Royal, &c 30,339 965 28,966 1,420 32,808 38,563 29.817 1,615 6,538 568 1,210 7,378 948 7,427 11,625 11,542 19,065 Washington, &c 42,978 38,679 58,082 40,931 55.049 95,890 52,927 37,122 24,180 Total 644,865 474,765 574.942 480.012 429,268

Thus the receipts were 644,865 bales this year, against only 474,765 bales last year, being an addition of 170,100 bales; besides this, the gross movement overland reached 222,688 bales, against 160,234 bales, or an increase of 62,454 bales. Altogether, therefore, the

movement was 232,554 bales in excess of last year. Not only, however, was the increase large, but it was general, every one of the ports, as will be seen, showing augmented receipts as compared with last year.

In the grain receipts at the West, the increase in the aggregate, as already intimated, is quite small. Taking all the cereals together, the total at the nine leading lake and river ports foots up 23,473,622 bushels for the five weeks ended February 2 in 1889, against 20,811,034 bushels in the corresponding period of 1888. But the receipts of flour were only 596,118 barrels, against 1,007,361 barrels, and allowing for this falling off, the combined total of flour and grain as expressed in bushels would not be very greatly different in the two years. Here is our usual table.

RECEIPTS OF FLOUR AND GRAIN FOR FIVE WEEKS ENDED FEBRUARY 2.

	Flour, (bbls.)	Wheat, (bush.)	Corn, (bush.)	Oats, (bush.)	Barley, (bush.)	Rye, (bush.)
Chteago— 1880	804,273 679,711	567,695 787,696	4,314,285 3,325,498	2,953,411 2,764,058	1,533,517 1,230,190	152,802 121,282
Milwaukee- 1889 1858	191,727 195,930	456,599 539,813	105,530 80,820	220,000 154,000	806,350 390,340	30,409 99,944
St. Louis— 1889 1888	74,906 68,296	141,347 241,656	5,202,050 2,443,660	789,550 1,071,465	205,527 184,260	19,250 18,572
Toledo— 1989 1889	10,832 18,777	169,402 186,277	296,037 165,222	34,218 23,071	7.040 8,946	3,524 9,626
1889. 1888. Oleveland—	10,989 19,136	211,633 250,937	911,259 99,814	131,106 71,646	73,686 103,216	*******
1889. 1888. Peorta-	26,444 17,260	206,876 100,832	72,488 108,635	119,565 157,315	44,814 40,822	8,695 147
1889 1888	8,020 8,251	76,500 88,500	1,188,450 1,571,700	674,000 1,243,400	121,200 115,200	59,300 58,300
1889 1888 Minneapolis—	29,527	455,797 422,460			******	*******
1889 1888		1,619,080 2,434,250			*******	*******
Total of all— 1889. 1883. 1887*	596,118 1,007,961 1,013,229	3,904,529 5,151,421 5,531,608	11,581,299 7,795,379 8,363,234	4,920,850 5,481,955 4,831,044	2,792,164 2,073,408 2,324,497	274,980 805,871 143,950

* Minneapolls not included in this year.

Corn and barley show an increase; all the other cereals a decrease. The loss of course is heaviest in wheat (11 million bushels), and the more noteworthy because of the concurrent heavy contraction in flour. Counting the latter at its usual equivalent in wheat, the total falling off in wheat and flour is over 3 million bushels. The reasons for the smaller movement are of course perfectly obvious. On account of the diminished erop last season, there was less to come forward, while at the same time there was scarcely any export demand. On the other hand, the corn movement, though larger than last year, has also been somewhat disappointing. In this case, low prices have induced the withholding of supplies by farmers, while the soft condition of the country roads (on account of the mild winter) also operated to retard shipments. St. Louis has benefitted most from the larger movement, the bulk of the increase being found at that point. At Chicago, the increase is less than a million bushels-not enough to offset the loss in wheat and flour. Chicago being the head centre for the roads in the Northwest, it will be interesting to study the movement at that point a little more closely. The following table exhibits the receipts for the even mouth for six years.

RECEIPTS AT CHICAGO DURING JANUARY.

	Receipts.						
	1889.	1889.	1887.	1886.	1885.	1884.	
Wheat, buch	517,017	085,977	1,093,485	400,630	2,140,107	1,515,121	
Corn bush.	3,094,507	2,870,238	3,374,219	2,853,717	5,024,682		
Oatsbush.	2,625,168	2,281,022	2,746,841	1,067,707	2,451,678	2,316,259	
Ryebush.	124,816	103,149	40,722	59,139	07,666		
Barley.bush.	1,407,742	1,075,217	1,141,106	1,107,931	1,260,458	771,967	
Total grain	8,869,310	7,015,603	6,396,376	5,580,121	10,980,586	10,079,100	
Flourbbls.	282,197	572,251	586,926	177,540	439,703	479,466	
Pork bbis.	6,187	6,786	9,173	2,554	6.038	9,709	
Cut m'ts.lbs.	19,215,132	13,042,205	21,912,019	14,074,790	20,590,916	12,8/8,73	
Lardlbs.	6,761,712	5,260,501	10,685,442	6,175,402	5,910,424	7,050,998	
LivebogaNr	488,687	594,734	511.867	657,758	773.073	550,937	

It thus appears that the aggregate receipts of the different cereals at Chicago in January, 1889, were slightly in excess of 81 million bushels. This is 11 million bushels better than in 1888, but nearly 23 millions less than in either 1885 or 1884, showing that the movement was by no means large. The corn receipts were only 3§ million bushels, against over 5 million bushels in 1885, and over 6 million bushels in 1884. Another point is worth noting, at least as regards the comparison with last year. Though the grain movement was, as stated, 1 1-3 million bushels heavier, the flour receipts were 290,000 barrels less, equivalent to 1,305,000 bushels. It remains to be stated, too, that the falling off in wheat has been entirely in the spring variety, the receipts of winter wheat having increased. in mind that spring wheat comes exclusively from the Northwest, and that in addition to the loss at Chicago, there was a very heavy falling off at Minneapolis, and also a falling off in both flour and wheat at Milwaukee, it is easy to see that the roads in that section of the country must have been adversely affected on that account. Note further that the provisions movement, though larger than last year in some of its items (cutmeats and lard), compares poorly with most other years, while the receipts of live hogs were the smallest for all the years given, standing at only 483,687, against 584,734 in 1888, and 773,073 in 1885.

While in general, therefore, circumstances and conditions have been favorable, there are some noteworthy exceptions, and all roads have not fared alike. Moreover, the mild weather, though an advantage in conducting railroad operations, has been a drawback to some lines of trade and business, restricting and interfering with certain kinds of winter work. Then it must also be borne in mind that notwithstanding all the adverse influences which prevailed a year ago, our table then showed an increase of \$799,523, while in the year preceding there had been an increase of \$3,828,885, so that the present gain of \$2,309,922 comes on top of these additions in the two previous years. Below is a summary of the January results back to 1880.

	Ma	eage.	Earn	Increase or	
Period.	Year Given.	Year Preceding.	Year Given.	Year Preceding.	Decrease.
	Miles.	Miles.	8	8	8
Jan., 1880 (41 roads)	*******		12,842,163	10,127,071	Inc. 2,715,002
Jan., 1881 (45 roads)	30,140	25,771	12,329,852	11,185,429	Inc. 1,144,423
Jan., 1882 (52 roads)	41,559	36,615	18,097,011	14,509,048	Inc. 3,588,963
Jan., 1883 (61 roads)	47,43)	43,277	19,602,438	18,225,763	Inc. 1,376,675
Jan,. 1884 (51 roads)	33,298	34,720	12,943,105	12,973,951	Dec. 30,849
Jan., 1885 (70 roads)	51,483	49,579	17,798.036	16,972,869	Inc. 825,167
Jan., 1886 (64 roads)	45,960	44,082	13,553,048	14,565,336	Dec. 1,012,288
Jan., 1887 97 roads)	56,127	53,592	22,109,905	18,371,020	Inc. S,828,885
Jnn., 1888(101 roads)	60,643	57,711	21,673,019	20,873,498	Inc. 799,523
Jan.,1899 (118 roads)	70,758	67,544	26,839,785	21,028,883	Inc. 2,809,922

The Northern Pacific has of course done better than any other road, its gain being \$416,000, or nearly 60 per cent; and the other Pacific roads have also done well. On the Southern roads the improvement is likewise marked, especially if we have regard to a steady gain year after year. Out of over 25 roads which have reported for the month, only two (not counting the Texas & Pacific which is classed with the Southwestern roads) show diminished earnings as compared with last year. Of eourse, the heavy cotton movement has been quite an aid this time; but, apart from that, great industrial development is going on in the South, and this is being reflected in an increasing traffic on the lines traversing that part of the country. It is hardly necessary to mention any special roads, but as types of the great increase in earnings that has occurred, the Erlanger, Louisville & Nashville, and Richmond & Danville systems may be cited. The Mobile & Ohio for a time lagged behind, but now seems to be coming to the front with the rest. Here is a comparison for six years on eight roads. It will be observed that these eight roads earned \$4,498,849 in January, 1889, against only \$2,904,641 in January, 1884, five years before.

January.	1880.	1888.	1887.	1886.	1885.	1884.
		8	8	\$	8	8
Ches. Ohio & 8.W.	167,610	160,760	145,600		115,518	104,604
*Cln.N.O. & Tex. P	691,459	592,743			437,120	368,094
E. Tenn. Va.& Oa	492,025		422,457	324,031	427,885	317,988 1,039,317
Louisville & Nash.			1,227,789	1,050,086	1,170,750	
Memphis & Char	160,022			115,187 184,283		+179,228
Mobile & Ohlo	281,439		236,015		229,255	
Norfolk & West	382,243		279,305 698,828		675,663	571,290
Rich. & Danv. sys.	93=,072	840,071				
Total	4,498,849	4,069,729	3,741,195	3,040,143	3,399,238	2,904,641

Includes all the lines embraced in the Erlanger system.
 Not including St. Louis & Cairo.

With reference to the trunk lines, the New York Central and the Clev. Col. Cin. & Ind. have trifling and unimportant losses, but the Grand Trunk has a considerable gain (after a loss the previous year, however), and the other Western through lines, like Cincinnati Washington & Baltimore, Ohio & Mississippi, etc., also have gains. In fact, nearly all roads in the Middle Western States show improvement—this class of companies being exceptionally well represented, too, in our table; only a few minor roads among them show losses, and these generally coal carriers which have been affected adversely by the mild weather. We annex a comparison on a few leading lines for six years.

January.	1880.	1883.	1887.	1886.	1885.	1884.
	8	8	\$	\$	\$	\$
Chicago & East.Ill.	168,612	156,740	155,088	185,883	127,031	125,485
Chic. & W. Mich	91,691	82,111	84,859	63,834	74,928	105,427
Cin.lnd.St. L. & C.	228,965	204,932	218,168	105,993	203,444	170,318
Cin. Wash. & Balt.	179,344	170,900	182,861	145,665	158,288	145,615
Col. H. V. & Tol	210,092	205,222	223,565	166,938	165,984	207,928
Det. Lansing & No.	71,107	60,513	74,417	72,827	73,949	90,471
Evansv.& Terre H.	67,709	64,245	54,010	46,283	51,423	44,165
Flint & P. Marq	201,778	194,396	172,904	152,094	143,850	186,792
*Grand Rap.& Ind.	206,481	188,785	179,522	143,279	131,599	164,905
Ohio & Mississipp:	317,556	304,827	295,219	274,180	300,301	302,145
Total	1,743,425	1,632,630	1,699,188	1,416,976	1,430,750	1,543,191

^{*} All lines.

In the Northwest, the St. Paul has quite a large gain, and the Milwaukee & Northern, Milwaukee Lake Shore & Western, and Chicago St. Paul & Kansas City, are distinguished in the same way. The other roads in that section, however, have either only small gains or show losses, the Manitoba, Minneapolis & St. Louis, Burlington Cedar Rapids & Northern, Humeston & Shenandoah and Keokuk & Western all belonging to that eategory. Subjoined is an exhibit for six years on some of the more prominent lines.

January.	1889.	1888.	1887.	1886.	1885.	1884.
	8	8	8	8	8	8
Bur. C. Rap. & Nor.		208,245	220,208	177,563	223,719	213,863
Chic. Mil. & St. P.	1,656,000	1,452,046	1,490,239	1,445,174	1,517,397	1,467,097
Iowa Central		98,272	109,448		86,247	119,702
Mioneap. & St. L St. Paul & Duluth.		0.,000	117,845	79,695	122,582	
St. Pani M. & Man.	81,963		98,857	57,122		
			459,251	405,580	462,125	452,570
Total	2,513,953	2,392,095	2,405,816	2,242,000	2,493,430	2,452,154

In the Southwest and Texas, only the Texas & Pacific, Missouri Kansas & Texas, Kansas City Clinton & Springfield, and Little Roek & Memphis, fall hehind, the loss being unimportant except in the case of the road last mentioned, which for exceptional reasons is doing poorly. The St. Louis & San Franciseo, Houston & Texas Central, Arkansas & Texas, Kansas City Fort Scott & Memphis, etc., all record improvement over 1888. The gain on the Houston & Texas Central is very heavy.

GROSS EARNINGS AND MILEAGE IN JANUARY.								
	Gr	oss Earnin	gs.	Mile	age.			
Name of Road.	1889.	1888.	Increase or	1889,	1888.			
			Decrease.					
'Asheville & Spartanb.	8,675 275,302	\$ 8,200 229,849	\$ +475 +45,454	70 818	70 818			
Atlantio & Pacific Buff, Roch, & Pittsb	170,208 205,628	160,509	+9,699	294 1,046	294 1,046			
Burl, Ced. Rap. & No Cairo Vinc. & Chio Canadian Pacific	54,099	208,245 56,452	$ \begin{array}{r} -2,617 \\ -2,353 \\ +96,795 \end{array} $	267 4,795	267 4,651			
Cape Fear & Yad. Val.	898,000 34,415	801,205 27,920 84,700	+6.495	245 37s	220			
Charlotte Col. & Ang. Ches. Ohio & Southw.	87,900 167,610 161,764	160,760 149,729	+3,200 +6,850	398 269	398			
Chicago & Atlantio Chicago & East Ill	168.612	100,740	+12,035 +11,863	289 207	269 278 187			
Chic, & Ind. Coal Chio. Milw, &St. Paul.	48,254 1,656,000	48,620 1,452,046	-5,366 $+203,954$ $+4,598$	5,678 86	5,621			
Chicago & Ohio River. Chic. St. P. & Kans.C. Chic. & West Mich	7,872 191,958 91,691	3,274 121,863 82,111	+70,095	790 414	631 414			
Cin. Ind. St. L. & Chi.	228.965 42,834	204,952	+9,580 $+24,033$	303 346	303			
Cin. Jackson & Mack. Cin. N.O. & Tex. Pao.	319,378 160,800	33,036 277,626	+9,795 +41,752	336 295	336 295			
Alabama Gt. South. N. O. & North East. Vicksb. & Meridian	100,804 56,853	136,750 75,049 46,066	+24,050 $+25,755$ $+10,787$	196 143	196 143			
Vicksb. Sh. & Pao	53,624 29,561	47,252 29,536	+6,372 +25	170 86	170 86			
Cin. Rich, & Ft. W Cin. Wash, & Balt	179,344 51,194	170,900 42,936	+8,444	281 194	281 144			
Clev. Akron & Col Clev. Col. C. & Ind Cleve. & Marietta	564,593 19,012	574,994 24,904	+8,258 -10,401	738 106	738 106			
1 Colorado Midiand	113.054	85,516 57 900	-5,-92 +27,538	267 296	255 29 6			
Columb, & Greenv Col. & Cin. Midland Col. Hock. V. & Tol Dayt. Ft. W. & Chio	64,700 26,355 210,092	85,516 57,900 26,394 205,222 34,817	+6,800 -3: +4.870	70 325	70 32 5			
Dayt. Ft. W. & Chio Dony, & Rio Grande	210,092 37,122 572,000		+2,305	261	261 1,461			
Denv. & R. G. West Det. Bay C. & Alpena Detroit Lans'g & No	113,025	586,437 86,675 27,805 60,513	+26,350	1,467 369	369			
Detroit Lans'g & No Dul. S. Shore & Atl	38,500 71,197	60,513	+10,695 $+10,654$ $+5,525$	226 323 356	268 356			
East Tenn. Va. & Ga Evansv. & Ind'nap's.	82,575 492,025	77,050 469,444	+22,581 +4,235	1,143	1,098			
Evansy. & T. Haute Flint & Pere Marq	20,643 67,709 201,778	16,408 64,245 194,396	+4,235 $+3,464$ $+7,382$	154 156 363	139 156 363			
Fla. R'y & Nav. Co Ft. W. & Denv. City	109,741 74,852	95,212 63,503	十14,028	574 469	574 277			
Deuv. Tex. & Gulf	53,464	22.871	+11,349 +80,598	125 402	126 377			
Ge rgia Pacific Gr. Rapids & Ind'a	118,497 162,605	116,571 146,353	+1,926 +16,257	440 32	440			
Other lines	14,315 1,252,064	12,847 1,117,602 176,800	+1,468 +134,462 +66,200	3,479 513	3,419			
Hnust. & Tex. Cent Humeston & Stenan Ill. Cent.(Ill. & S.Div.)	243,000 10,506	13,174 957,803	-2,674 +36,049	95	95 1,953			
Cedar Falls & Minn. §Dub. & Sloux City.	993,852 6,265 128,865	4,9 <u>.</u> 9 113,642	+1,336 +15,223	2,167 75 524				
Ind. Dec. & West Iowa Central	33.224 110,392	20 050		152 509	152 509			
Kanawha & Ohio	22,065	25,535 98,272 20,769 337,990 20,266 72,709 29,183	+1,296	129				
Kan. C. Ft. 8. & Mem. Kan. C. Clin. & Sp	22,065 357,248 18,886 70,939	20,266	+19,258 $-1,3-0$ $-1,750$ $-3,724$	163 254	163			
Kenncky Central. Keokuk & Western. Kingst. & Pembroke. Lake Eric & Western. Lehigh & Hudson Little Rock & Mem	25,459 9,814	29,183 9,526	-3,724 +288	148 113	148			
Lake Erie & Western.	185.185 19,260	145,407 15,951	+288 +39,778 +3,309 -13,548 +13,341	592 63	548 6 3			
	41,424 187,748	54,972 174,407	-13,548 +13,341	135 357	135 35 7			
Louis. Evans. & St. L. Louisville & Nashy	70,790 1,385,985	75,661 1,306,817	-4,871 +79,168	277 2,236 537	2,023 537			
Louisv. N. Alb. & Chic. Louis. N. O. & Texas	156,272 250,986	135,410 230,012	+20,862	537 514	914			
Marietta Col. & No Memphis & Char'ton.	6,926	7,185 157,840	—259	330	830			
Mexican Central Mexican National	485,150 262,588	512,042 178,133	-26,883	1,397 1,217 293	1,236			
Mexican Railway Milw. L. Sh. & West	348,510	304,857 133,434	+43,653	592	592			
Milwaukce & North Mian. & St. Louis	78,372 83,000	67,866 86,600	+10,506	303 351	351			
Mo. Kan. & Texas Mobile & Ohio	440,972 281,433	455,123 202,210	-14,151	1,386	687			
Nashv. Ch. & St. L Natchez Jnok. & Col	293,980 16,558	270,806 15,669	+23,174	650	100			
N.Y. Cent. & Hud. R New York & North'n.	2,710,150 42,910	2,716,704 40,273	-6,554 +2,637	1,420	34			
N.Y. Ont. & West'rn Norfolk & Western	104,567 382,248	100,359 349,144	+4,208	320 554	539			
Northern Pacific Ohlo Ind. & West	1.120.146	703,607 122,245	4.416 539	3,506	342			
Ohio & Mississippi Ohio River	36,610	301,827 26,983	-10,909 $+12,729$ $+9,627$	623 215	623 172 98			
Ohlo River. Ohlo Valley of Ky. Oregon R'y & N. Co.	354,778	9,507 272,598	189 180	746				
Pittsburg & Western	161,006	55,949 137,666 8,712	+401	367	367			
Prescott & Ariz. Cent. Rich. & Alleghany	83,294	8,712 34,608	+3,213	73 252	252			
aR. & Danv. system St Jo. & Gr. Island St. L. A. &T II. hrehs	11,925 83,294 935,072 82,168 78,764 268,748 424,705 64,963 394,000	840,671 71,461	+48,6×6 +97,401 +10,707 -106	2,633	441			
St. Louis Ark. & Tex. St. Louis & San Fran.	268,748	71,461 78,870 214,470 392,693	+04,278	1,202	1.117			
St. Paul & Duluth	64,963	64,511	+32,012 +452 -88,421	238 3,024 413	2.651			
*San A. & Aran. Pass Shenandoah Val	61.184	482,421 482,421 48,514 51,100 42,781 546,675 44,332 105,734 71,969 32,872	+12,670	413	353 255			
Sta en Island R. Tr Texas & Pacific	49,956	42,781	+1,900 +7,175 -14,782	21 1,487	1.487			
Tol. A. A. & N. Mich	66,938	44,332	$\begin{array}{r} -14,762 \\ \div 22,606 \\ -26,000 \end{array}$	245	184 226 247			
Tol. Poorla & West Tol. St. L. & Kan. C	68,110 66,193	71,969	-3,859 +33,321	247	205			
Virginia Mid and Wabash Western	140,300 451.018	125,900 414,396	+14,100 $+36,622$	300	355			
Wash. O. & Western. West. N. Y. & Penn. Western N. Carolina.	234,700	7,000 212,759	+900 $+21.911$	50	50 658			
Wheeling & L. Erie	72,752	69,314	+21,941 +12,300 +3,438	290 187	290 187			
Wisconsin Central	244,912	228,012	+16,900	818	818			
Total (118 roads)		24,028,863	+2,309,922	70,728	87,544			

* Three weeks only of January. a Earnings of entire system.
§ includes Ia. F. & Sloux City, and also new roads recently acquired.

Monetarn Commercial English News

[From our own correspondent.]

LONDON, Saturday, February 2, 1889.

On Thursday the Directors of the Bank of England lowered their rate of discount from 31/2 per cent to 3 per cent. The reduction is welcomed by the joint-stock and private banks, which are in the habit of allowing interest at 11/2 per cent below the Bank rate upon their deposits, and which, therefore, have now a chance offered them of employing the deposits profi ably for the next couple of months. But other far-seeing observers doubt the wisdom of the measure. The collection of the taxes is now going on at a very rapid rate. In the week ended Wednesday night, the Government deposits at the Bank of England increased almost 11/2 millions. such an accumulation, it is obvious that the Bank must soon obtain control of the outside market, and therefore many think it would be wiser of the Directors to have continued their rate at 31/2 per cent, and so endeavored to attract gold. But the Directors doubtless feared that they would not be able to make the rate effective. Their reserve is now over 141/2 millions sterling, being 461/2 per cent of all their liabilities. And with such an amount of unemployed cash, which is constantly being increased by the collection of taxes, and by the return of coin and notes from the internal circulation, they apparently think that a high rate cannot be maintained. They hope, however, to raise rates in the outside market to 3 per cent, and with such a rate they believe that gold may be attracted.

The improvement in trade is going on steadily. There is, however, no speculation accompanying it, and neither prices nor wages have risen as was expected. Towards the end of 1887 there was a marked rise in freights, and in the metals generally. But since then, with the exception of freights, prices have rather fallen than advanced, and with the exception of the coal dispute a few months ago, there has been no great movement for a rise in wages. There are symptoms, however, that we are en the eve of a sharp advance in both prices and wages. Orders for coinage at the Mint are exceptionally large, which seems to indicate that preparations are being made for a speculative movement in trade, which will bring with it a rise in prices, and that must be followed by a rise in wages. The use of cheeks is now much more general throughout the United Kingdom than it was even a few years ago. And that has allowed a considerable contraction of the coin and note circulation. But checks are not used in the psyment of wages. And as the smallest note issued by the Bank of England is for five pounds, notes also are not available for this purpose. Consequently, an increased employment of labor and higher wages would necessitate a considerable increase of the internal coin circulation. The movement is not likely to begin until April. Probably the 3 p r cent Bank rate will be maintained till the latter part of March, and there may be then a falling off of rates in the outside market, with perhaps a reduction in the Bank rate. But if the increase in the coin circulation that is expected takes place, there will be a sharp recovery in April or May, which may go on through the summer, and become more marked in the autumn, if there is a similar movement upon the Continent, and if the anticipated export of gold takes place. Much, however, will depend upon the policy of President Harrison's administration, and still more upon the course of political events upon the Continent. The belief throughout Europe is that peace is assured for the present year; and the belief rests maioly upon the ascertained fact that none of the nations are fully prepared for war. It is noteworthy as confirming the general impression that the British manufacturers of artillery and rifles are working just now at high pressure. Some of them, indeed, have orders that will not be completed for years. But until the governments have fully provided themselves with the materiel of war, they are not likely to engage in hostilities unless a revolution in France or an outbreak in the Balkan Peninsula should pre cipitate a struggle.

The Bank of Bengal has not, as was expected, raised its rate of discount above 10 per cent; but the Bank of Bombay, while maintaining its published official rate at 11 per cent, is this week charging all but its regular customers 12 per cent. The demand for remittance in London consequently continues very strong. During the past month the India but whether they will succeed in averting a crisis depends

Council has sold bills and telegraphic transfers to the amount of about 216,000 lakhs of rupers-a lakh contains a hundred thousand rupees, realizing in London nearly 1½ millions sterling. But the amount of silver sent out has been so small that the price is no higher than it was a month ago. In this fact we have evidence how greatly the drawings of the India Council keep down the price of silver, and thereby increase that loss by exchange from which the Indian Government so seriously suffers. The export trade of India to geld-using countries is growing. Particularly the exports of tea from India and Ceylon have increased at a very rapid rate of late years—so much so that the United Kingdom now imports more tea from India and Ceylon than from China. But during the past year or two the experts of wheat from India have largely fallen off. And, on the other hand, the imports into India of European goods, especially of cotton piece goods and railway materials, have been very large. The result is that the expert trade does not grow quickly enough to pay for the large imports, to discharge the obligations of the India Council in Lenden, and to allow of an increased import of silver. The India Council might adopt better methods in some respects, and so diminish its drawings. But without a very considerable growth in the Indian export trade it cannot materially affect the exchanges. Its sales of bills and telegraphic transfers for the next two months are likely to be en a large scale. And the probability, therefore, appears to be that there will be no sensible advance in the price of silver.

The feature of the stock markets this week has been the continued fall in copper-mining shares. As has often been peinted out in this correspondence, the Paris Bourse has been in a critical state for some months past. The failure of the Panama Canal Company had not an immediate effect, but it inflicted heavy losses upon large numbers of persons, and these losses are now beginning to tell. Last week some small banking firms, which had made large advances upon Panama securities, found that the borrowers were unable to pay their differences. These banking firms had themselves speculated largely in copper shares. And in consequence of the inability of their customers to fulfil their obligations, they were themselves unable to pay their differences. The copper shares they held were therefore thrown in large blocks upon the market and instantly caused a heavy fall in the shares of the Societe des Metaux and of the Rio Tinto Company. Previously rumers had been circulated that the French syndicate was in difficulties, that the stock of copper held by it had accumulated so rapidly that it was at the end of its resources and could not go on buying unless at once the proposed copper trust was formed. The negotiations for the trust, however, are not yet completed, and speculators in Paris jumped to the conclusion that the arrangement must fail. The difficulties of the banking firms referred to induced operators to sell speculatively large quantities of the shares. Every sale caused a further fall, and every fall involved other speculators in difficulties. The market at the time was disturbed by the approach of the Paris election and of the monthly liquidation, and it looked at one time as if a crash were imminent. The shares of the Societe des Metaux fell twelve pounds and those of the Rie Tinto Company about six. In the middle of the week, however, there was a recovery, which has continued up to the present. The general belief now is that capitalists in Paris have come to the support of those who are in embarrassment, and that the forced sales are consequently at an end. But many who are in a pesition to form a correct judgment doubt this. The monthly liquidation on the Bourse began yesterday, but yesterday's proceedings were confined to the settlement in Rentes; today the settlement in other securities begins. At the time of writing it is not known whether fresh difficulties have been disclosed, and probably the real state of the account will not be known until the pay day—that is, Tuesday next.

In the meantime it is certain that the Bourse is demoralized. Besides the political anxieties and the difficulties caused by the Panama failure and the fall in copper-mining sheres, there are several causes of weakness, such as the inability to place many of the new issues brought out last year, the contracts entered into by the great issuing houses to bring out fresh leans and companies, and the immense borrowings of the French Government. Every assistance will be given to the market by the great financial houses all over Europe,

very largely upon the course of political events. Careful observers here think the vote of confidence in the Floquet administration a mistake, and fear that the Government may be driven by excited supporters into violent measures that will increase the popular agitation and possibly excite disturbance. However this may be, the tone of feeling upon the Bourse is better at the moment of writing. There has not only been a recovery in copper shares, but there is a rise in all international securities brought about by the co-operation of the Berlin capitalists with the efforts of the great financial houses in Paris. At the beginning of this week, while copper shares were falling so heavily, Rentes were very steady, and there was only a slight decline in industrial securities. But the apparent strength of the market for those securities was deceptive, for in reality it would have been impossible at the time to have sold any number of banking or other industrial securities. Operators were afraid to sell, but nebody was willing to buy. That, however, has new changed for the moment at all events. The weakness of the Paris Bourse, of course, reacted upon the London Stock Exchange, and early in the week there was much anxiety as te what might happen. Here, however, the speculation in copper shares is believed not to be large. Indeed, the Stock Exchange itself was short of these shares, and in international securities generally English operators have been selling much more than buying for some years past.

In other departments of the London Stock Exchange there has been little during the week to call for special notice. Investment business has been good. It has extended not only to consols, guarantee and debenture stocks and colonial bonds, but to the bonds also of American railread companies. The speculation in South African gold shares has been wilder than ever. But until the reduction of the Bank rate on Thursday, there was little else doing. Since then, however, there has been a decided rise in censols and in British railway stocks, while Berlin and Paris have sent up international securities. For the last day or two there has also been a more hopeful feeling respecting Ameri. can railroad shares. The general public are still out of the market, but members of the Stock Exchange and large operators outside are looking for more active business and better prices.

The premium on gold in Buenes Ayres has not moved much either up or down this week, and the prices of Argentine securities have been steady, but under the surface there is a good deal of apprehension. More particularly, the large amount of Cedulas held here is causing anxiety. Cedulas, as your readers may probably be aware, are bonds issued by the Hypothecary Bank of the province of Buenos Ayres and by the National Mortgage Bank. The husiness of these banks is to lend to owners of houses and lands, and the way in which they do so is to issue their own bends to the borrowers. The immediate security for the bonds is the mortgages taken by the two banks, and over and above this, there is a guarantee from the provincial and from the national governments. But the guarantees are valid only if the transactions are in accordance with the statutory previsiens. The exact amount of the Cedulas issued cannot be ascertained, as it is constantly in. creasing, but in round figures it is about 200 millions of dollars. For a population of about four millions, this is obviously an excessive debt. The bonds carry interest of from 6 to 8 per cent, and there is besides a sinking fund of from 1 to 2 per cent. Together the annual charge is, in round figures, about 18 millions of dollars. A couple of years ago these securities, which are internal currency bonds, were introduced on the London market by a large arbitrage house, and the holdings of them here are now very large. People ask how long can the owners of houses and lands in the Argentine Republic continue to pay such an immense annual charge, and what will be the consequences if the present inflated prices break. Will the provincial and the national governments fulfill their guarantee, or will they indeed be able to do so if Europe should refuse to lend more money?

The wheat market continues without change. The weather is still exceptionally mild, the receipts are large, and the consumption is only moderate. The general belief of the trade is that all the supplies needed will be obtained without material advance in prices.

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:

	1889.	1888.	1887.	1886.
	£	£	£	£
Circulation	28,270,775	23,670,760	23,945,625	24,418,035
Public deposits	6,396,171	5,258,289	8,670,220	4,023,555
Other deposits	24,797,271	25,171,945	23,854,170	25,453,800
Government securities	14,561,197	15,690,337	13,531,805	18,748,615
Other securities	20,521,803	18,978,771	18,926,692	20,441,927
Reserve of notes and coin	14,545,987	13,947,754	13,285,853	19,878,893
Coln and bullion	21,616,762	21,418,514	21,428,978	22,041,928
Prop. assets to liabilitiesp. c.	4614	451/4	47%	451/6
Bank rate	* S p. c.	Sp. c.	+ 4 p. c.	Sp.c.
Consols	100%	102 11-16	100 9-16	100 9-16
Ciearing-House return	159,563,000	152,515,000	146,212,000	130,697,000

^{*} January 31.

+ Feb. 3.

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

bullion market:

Gold-No orders have been received for gold, and all arrivals have been purchased by the Bank. The total bought is £194,000. The Bank has sold £100,000, of which £40,000 is for Rio and £50,000 for Lisbon. Arrivals: £106,000 from Australia; £15,000 from Now Zealand; £27,000 from Sonth Africa; £66,000 from Central America. To Bombay, 25th lost., £40,000; 31st lust, £25,000.

Silver-Silver rose steadily at the end of the last week and the beginning of this week, until 425d. was touched. To-day 4291d. is quoted, chiefly caused by the heavy siles of Council transfers. £25,000 has arrived from New York. Per P. & O. steamers to Bombay-25th inst., £154,000; 31st lust., £102,000.

Mexican Dollars-With few inquiries the dollar quotation has been ruled by that of silver. £7,500 has come from New York. Per P. & O. steamer to Singapore, £15,000.

The following shows the imports of cereal produce into the United Kingdom during the first twenty-two weeks of the season compared with previous seasons:

		A.13A.1	CICIO.		
		1888-9.	1887-8.	1886-7.	1885-6.
Wheat	owt.	27,785,092	22,034,730	21,403,610	22,917,368
Barley		10,317,667	9,047,803	10,131,975	6,502,383
Oats		7,911,748	7,705,734	6,502,412	4,812,060
Peas		956,576	1,659,372	1,063,137	953,522
Beans		1,269,649	1,067,757	1,130,725	1,434,456
Indian eorn.		10,485,500	10,058,213	10,945,445	11,423,959
Flour		6,637,398	8,247,779	6,931,163	5,413,717

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

1889-9.	1887-8. 1886-7. 1885-6.
Imports of wheat.ewt. 27,785,092	22,034,730 21,408,619 22,917,368
Imports of flour 6,637,398	8,247,779 6,931,163 5,413,717
Sales of home-grown. 16,003,589	18,894,017 15,957,582 19,036,135
Motol 50 629 070	49,176,526 44,297,355 47,367,220
1888	
Aver. price wheat week. 30s.	1d. 30s. 10d. 35s. 5d. 29s. 7d.
Aver. price wheat season, 32s.	2d. 30s. 1d. 32s. 5d. 30s. 8d.

English Financial Markets-Per Cable.

The daily closing quotations for securities, &c., at London are reported by cable as follows for the week ending Feb. 15.

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Silver, per ozd.	4212	4212	4258	4258	42916	42918
Consols, new 2% perets.	981318	981518	981318	981518	9815 ₁₈ 991 ₁₈	981518
do for account Fr'eh rentes (in Paris) fr.	9815 ₁₆ 83.60	991 ₁₈ 83.75	981518 83.70	991 ₁₄ 83.621 ₂		991 ₁₈
	11114	11138	11138	11138	x11014	
U. 8. 4s of 1907	1314	13112	131_{2}	13112	13112	13112
Canadian Pacific	5312	537g	537s	535 ₈ 65	535 ₈	535g 655g
Chio. Mil. & St. Paul Erie common stock	65 ¹ 4 29 ⁵ 8	64^{7}_{8} 29^{1}_{2}	65 ¹ 8 29 ⁵ 8	2914	2958	297g
Illinois Central	1173	1178	11712	115 4	x11019	
Pennsylvania	5634	5612	56	5638	5634	5612
Philadelphia & Reading.		2478	2434	25	2434	25
New York Central	11238	11178	112	11134	1124	112

Commercial and Paiscellaneous Aews

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

3,975.—The Merchants & Farmers' National Bank of Weatherford
Texas Capital, \$100,000. W. H. Eddleman, President; —
Cashier.
3,976.—The Bellingham Bay National Bank of Schome, Washington
Terr'y. Capital, \$60,000. F. M. Wade, President: James W.
Morgan, Cashier.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show a decrease in both dry goods and general merchandise. The total imports were \$10,413,880, against \$12,193,072 the preceding week and \$7,570,152 two weeks previous. The exports for the week ended Feb. 12 amounted to \$5,976,718, against \$6,858,241 last week and \$7,363,116 two weeks previous. The following are the imports at New York for the ous. The following are the imports at New York for the week ending (for dry goods) Feb. 7 and for the week ending (for general merchandise) Feb. 8; also totals since the beginning of the first week in January:

FOREIGN IMPORTS AT NEW YORK.

For Week.	1886.	1887.	1888.	1889.
Dry Goods Gen'l mer'dise	\$3,464,670 5,436,639	\$3,156,268 6,427,206	\$3,639,328 5,905,797	\$3,595,946 0,817,934
Total	\$8,901,309	\$9,583,474	\$9,545,125	\$10,413,580
Dry Goods Gen'l mer'dise	\$15,588,743 32,786,403	\$17,636,573 33,788,269	\$19,170,075 36,655,898	\$19,580,106 40,890,318
Total 6 weeks	\$48,375,146	\$51,424,842	\$55,825,973	\$60,470,424

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending Feb, 12, 1889, and from January 1, to date:

New York City Bank Statement for the week ending Feb, 9, 1889, is as follows. We omit two ciphers (00) in all cases.

EXPORTS FROM NEW YORK.

	1886.	1887.	1889.	1889,
For the week Prev. reported				
Total 6 weeks	\$33,692,934	\$32,378,932	\$35,815,694	\$40,812,424

The following table shows the exports and imports of specie at the port of New York for the week ending Feb. 9, and since January 1, 1889, and for the corresponding periods in 1888 and 1887.

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK,

Gold.	Exp	orts.	Imports.		
Gott.	Week.	Since Jan.1.	Week.	Since Jan. 1.	
Great Britain France. Germany. West Indies. Mexico. South America. All other countries	\$2,500 7,000 312,000	\$504,239 20,950 46,836 3,000 752,500 19,100	\$ 157,925 10,478 10,698 555	\$	
Total 1889 Total 1889 Total 1887	\$351,500 307,900 601,895	\$1,346,625 1,277,585 1,164,956	\$179,656 110,537 10,973	\$689,046 381,291 3,228,012	

Silver.	Exp	orts.	Imports.		
Butter.	Week.	Since Jan. 1.	Week.	Since Jan. 1	
Great Britain	\$120,500	\$1,809,382 29,900	\$	\$	
West Indies Mexico	*******	3,901	3,923	11,113 15,622	
South America	5,485	6,254 63,888	4,774	4,719 110,516	
Total 1889 Total 1888 Total 1887	\$125,985 203,820 345.175		\$9,697 5,845 19,155	143,926	

Of the above imports for the week in 1889 \$17,403 were American gold coin and \$2,042 American silver coin. Of the exports during the same time \$349,000 were American gold

—Marine Insurance Scrip, particularly that of the Atlantic Mutual, is well known as one of the favorite investments of New York merchants. Mr. Augustus Floyd, of 42 Pine Street, formerly an importer in the China trade, and having had much experience in dealings in marine scrip, which he makes a specialty of, has just issued a neat little pamphlet entitled "Official Statements of the Marine Insurance Companies of New York City Dec. 31, 1888." Mr. Floyd also deals in bank stocks and all investment securities. stocks and all investment securities.

Richmond Terminal.—The reports as to this company's financial plan state that the blanket mortgage to be placed upon the company's property, franchises, etc., will be \$25,000,000 in 5 per cent bonds. It is at present intended to issue no more than \$5,000,000 of these bonds. This amount will be sufficient to retire the floating debt which was incurred by the purchase from the Hollins party of the capital stock of the Georgia Company, controlling the Central Railroad & Banking Company of Georgia, and a few other minor amounts.

Schuylkili Navigation.—At the annual meeting of the Schuylkili Navigation Company, Mr. Harry F. West was re-elected President. The board of managers was re-elected, and the organization of the company is maintained because the owners of about \$400,000 of bonds bearing 6 and 7 per cent interest did not accept the Reading's proposition to exchange securities. Some of these bonds will not mature until 1915. The principal and interest is guaranteed by the Reading. Reading.

Union Pacific.—The Union Trust Company, trustee, invites proposals for the sale to it of \$1,000,000 Union Pacific 8 per cent sinking fund bonds secured by the mortgage. Proposals must be sent in by February 19, and bonds accepted will be paid for on presentation February 20.

will be paid for on presentation February 20.

Union Pacilic—Central Pacilic.—The U. S. Senate several days ago adopted a resolution calling on the Secretary of the Treasury for information as to the amounts in the sinking fund to the credit of the Union Pacific and Central Pacific railroad companies Feb. 1, 1889, under the operation of the Trurman Sinking Fund Act. The response of the Secretary, laid before the Senate, shows:

Union Pacific—Money for Government transportation withheld under act of May 7, 1878, \$6,351,875; cash payments by the company, \$1,421,714; making the total paid into the sinking fund, \$7,773,589. This money was invested in United States bonds and Pacific Railroad first mortgage bonds of a lotal face value of \$7,249,490. The market value of the bonds Feb. 1, 1889, was \$9,030,440, showing the increase by reason of

Feb. 1, 1889, was \$9,030,440, showing the increase by reason of the bonds Feb. 1, 1889, was \$9,030,440, showing the increase by reason of the investments to have been \$1,256,850.

From the Central Pacific, \$3,469,031 was received and invested in bonds of a face value of \$3,141,883, with a market value Feb. 1, 1889, of \$3,821,785, making the increase, by reason of investments, \$352,104.

Vicksburg & Meridian.—The sale of this road has been confirmed and the company will be reorganized under the title of Alabama & Vicksburg.

BANKS. (00s omitted.)	Capital.	Surplus.	Loans	Specie.	Legals.	Deposits.
0 1 117 - 77 - 1	\$	\$	\$	8	8	- 8
Sank of New York Manhattan Co	2,000,0 2,050,0 2,000,0	1,578,4	12,200,	2,080,0 3,077,0	1,176.	12,160,0 11,271,0 9,858,7 8,415,9
Merchants'	2,000,0				550,	11,271,0
Merchants'	2,000,0 3,000,0 1,000,0	1.625.9	8,958, 12,220, 4,631,	1,070 0	550, 838, 769, 251, 1,112, 241, 1,010, 614, 420, 126,	9,000,7
Amorioa	3.000,0	1,825,9 1,868,1 520,3	12,220	1,070,0 2 4,300,9 1,213,0	760	13,849,7
Phenix	1.000.0	529.3	4.831.0	1.213.0	251.0	4.537.0
Oily	1,000,0				1.112.0	12,441,7
Tradeemen's.	1,000.0	232,4 5,727,7 128,5 1,247,5 287,6 160,5	2,993. 20,900,8 3,697,5 5,801,1	1,213,0 4,290,2 463,2 8,101,1 538,9	241,0	2,752,0
Ohemioal Merchante' Exch'nge	800,0	5,727,7	20,900,8	8,101,1	1,010,	24,284,8 4,451,6 4,730,0
Merchante Exchinge	600,0	128,5	3,697,	538,9	614,8	4,451,6
Gallatin National	1,000,0	1,247,0	5,801,1	674,2	420,0	4,780,0
Antchers' & Drovers'. Mochanics' & Traders	800,0 200,0 200,0	100.5	1,898,8 2,381,0	550,1 120,0 125,2 738,7	126,0 297,0 113,4	2,009,1
moduanice of Lladele	200,0	100,0	2,001,0	120,0	207,	2,808,0 1,202,0
Greenwich		K11 8	0,000	729.7	170.5	1,202,0
Hevenih National	800,0	80 K	1 371 (8171	179,9 76,8	1 300 0
Seventh National State of New York	300,0 1,200,0 5,000,0 5,000,0	80,6 454.2	3 841.5	170 9	333 4	3,090,8
American Exchange	5.000.0	1,403,3	16.228.0	3.351.0	333.4 2,350,0	3,029,8
	5,000.0	3.211.6	18.571.0	1.392.9	2.551.4	13,598,3
Broadway	1.000.0	1,587,1	6,780,0	1.270.8	292.5	6,117,4
THE COLUMN THE PROPERTY OF THE	1,000,0	667,2	7,912,4	1,574,8	2,551,4 292,5 983,7	9,019.4
Pacific	499.7	454,2 1,493,3 3,211,6 1,587,1 667,2 303,9	1,371,0 3,841,8 10,228,0 18,571,0 6,780,0 7,912,4 2,638,8	738,7 817,1 170,9 3,354,0 1,392,9 1,270,8 1,574,8 516,9	384,4	
Republic	1,500,0	820,1 541,1 239,8	11,682,0	2,034,1	718,1	13.030.2
Chatham	450,0	541,1	5,003,0	1,552,1	355,0 238,2	6.882.2
Republic Chatham Peoples'. North America. Hanover.	200,0	239,8	2,168,8	206,5	238,2	2,695,7 4,481,5
North America	700,0	466,8	4,222,0	482,2	248,0	4,481,5
Hanover	1,500,0 450,0 200,0 700,0 1,000,0 500,0 600,0	1,067,0 270,4 388,9	2,638,8 11,682,0 5,003,0 2,168,6 4,222,5 14,892,3 2,926,0 3,001,9 2,724,7 4,181,9 2,068,1	2,034,1 1,552,1 206,5 482,2 3,335,2	903,0	16,170,4
Irving	600,0	270,4	2,020,0	388,4 505,8	300,0	2,977,0 8,090,6
Citizene' Nassau Market & Fniton St. Nicholas	500,0	167,3	27217	217,4 1,010,8 286,2 626,0	240,5 362,4	3,008,8
Market & Folton	750.0	664 0	4 181 9	10108	206,1	4 341 1
St. Nicholas.	500.0	211.3	2,068,1	286.2	100.0	1 870 8
Shoe & Leather	500.0	234.5	8,156,0	802 A	100,0 \$19,0	3 781.0
Bt. Nicholas. Shoe & Leather Corn Exchange Continental Importers' & Traders' Park North River	500,0 750,0 500,0 1,000,0 1,000,0 200,0 240,0 250,0 3,200,0 2,000,0 2,000,0 3,000,0 3,000,0	167,3 664,0 211,3 234,5 1,078,7 250,6 4,190,5 1,807,6 1,77,8 1,21,1 1,375,8	6,721,3 5,085,9 2,130,0 23,277,9 20,587,0	852,8 1,013,4 181,9 4,978,3 4,160,0		
Continental	1,000,0	250,6	5,085,9	1,013,4	510,7	6,088,7
Oriental	300,0	353,6	2,130,0	181,9	510,7 362,5 1,616,9 2,318,2	2,130,0 25,409,6 25,092,2
Importers' & Traders'	1,500,0	4,190,3	23,277,9	4,978,3	1,616,9	25,409,6
Park	2,000,0	1,807,6	20,587,0	4,160,0	2,318,2	25,092,2
North River	240,0	107,8	20,367,3 1,272,4 17,858,8 7,876,0 4,050,0 5,332.3 23,815.9	53,4 368,2 3,956,6	150,7 128,6 840,3	2,130,7 1,560,9 18,478,4 9,588,0
East River	250,0	121,1	1,2,2,4	368,2	128,8	1,560,9
East River	3,200,0	1,010,0	11,000,0	3,990,0		18,478,4
Record National	300.0	578,1	4,050,0	1,201,0	1,423,0	5,080,0
Ninth National	300,0 750,0 500,0	578,1 213,4 269,5 5,843,4 247,2 123,5	5 332 3	1,284,0 1,210,0 1,425,5 2,998,2	1,423,0 138,0 351,2 2,412,0 370,2	5,012,0 6,082,8 23,000,4 7,353,0 1,427,5 2,702,4 2,945,2 2,875,3 9,293,2 4,190,7
Ninth National First National Third National N. Y. Nat'l Exchange	500.0	5.843.4	23 8 15.9	2 998 2	2.412.0	23,000,4
Third National		247.2	6,677,9		370 2	7 353.0
N. Y. Nat'l Exchange	300.0	123.5	1.382.5	331.1		1.427.5
Bowery	300,0 250,0 200,0	361,8 114,4 207,5 603,8 673,2 369,0	1,382,5 2,270,8 2,251,5	331,1 589,0 738,9	110,0 109,8	2,702,4
New York County	200,0	114,4	2,251,5	738,9	109,8	2,949,2
German-American		207,5			1361	2,875,3
		603,8	7,874,8 4,099,9 2,745,9	1,868,3 951,1 283,2 122,8	694,9 114,9 722,9 304,0	9,293,2
Fifth Avenne	100,0 200,0	673,2	4,099,9	951,1	114,9	4,190,7 3,493,9
German Exonange	200,0	369,0	2,740,9	283,2	722,9	8,493,9
Cornania	200,0	354,2 480,4 176,3 238,6 239,7	2,478,3 5,124,3 2,842,6 2,438,3	1 22,8	304,0	2,640,0
United StatesLincoln	500,0 300,0 200,0	176 9	0.124,0	1,372,5 814.5 000,8	18,4 403,2 339,7	
Gardald	200,0	238,8	0 438 3	014.0	220 7	3,859,9 3,134,2 1,828,4
Rifth National	150.0	239,7	1 427 2	408,4	209,0	
Garfield. Fifth National. Bank of the Metrop. West Side.	150,0 300,0 200,0	428 0	1,427.2 4,342,3 1,913,0	879 9	401,4	5 259 4
West Side.	200.0	211.2	1'913.0	879,2 313,0	228 0	2 119.0
Seaboard	500,0	428,0 211,2 134,6	3.080.0	503,8	228,0 428,8	5,259,4 2,119,0 8,614,3
Sixth National.	200,0	61,7 82,4	1,790,1 10,478,3	545.3	130,1	2,110,0 9,585,4
Sixth National Western National	3,500.0	82,4	10,478,3	545,3 1,286,2	1,359,5	9,585,4
Total	60,762,7	52,402,6	408,013,9	86,820,64	36,072,0	434,938,5
(Capital &)		1	1			
BANKS. Surplus.	Loans.	Specie.	Legals.	Deposits.+	Circ'l'n	Clearings.
N. Vork . \$	\$	45	6	4	4	\$
N. Yerk. \$ 113,165,3 113,165,3 126113,165,3 Fcb. 2113,165,3 113,165,3 113,165,3	388.318.0	82.150.7	34.930 9	410 129 8	4 863 1	680 366 A
19113.165.3	389,325,5	85.668 7	36.570 3	410.837 8	4.824 3	724.073.9
4 28 113.165.3	392,821.9	88,550.2	37.545.8	124.324 8	4.734.0	653,681.8
Fcb. 2 113,165,3	399,910.0	89,205.6	37,473.1	431.142.1	4,709.7	951,220,7
9 113,165,3,4	108,013.9	86,820.6	36,072.0	434,958.5	4,380,3	746,354,2
Jan. 26 65,043,5	49,919,3	9,202,3	5,501,6	125,971.8	3,829,7	96,304,2
Elab O OF CASE S						
Jan. 26 65,043,5 1 Feb. 2 65,043,5 1 9 65,043,5 1	150,708,3	9,202,3 9,244,6 9,311,0	5,720,8	125,971.8 128,093,8 128,690,2	3,622,6	96,304,2 80,551,2 92,136,3

9,311,0 5,583,9 128,690,2 3,168,0 92,136,3 25,993,0 25,504,0 26,051,0

† Including, for Boston and Phila * We omit two ciphers in all these figures.
40lphia, the Item "doe to other banks."

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 week,

ı					Balances.	•
l.	Date.	Receipts.	Payments.	Coin.	Coin Cert's.	Ourrency.
	Feb. 9 " 11 " 12 " 13 " 14 " 15	\$ 1,675,571 2,511,394 2,238,055 2,278,198 2,003,528 2,063,651	5,332,659 3,273,102 2,123,563 1,583,846 2,480,137	\$ 150,062,319 150,038,203 150,049,321 150,099,759 149,850,784 149,897,726	17,362,406 16,170,648 16,153,056	\$ 16,298,988 16,124,878 16,270,471 16,392,259 16,338,388 16,319,042
	Гови	12,770,397	17,414,928	*******		

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

Shares.
15 Home Insurance Co14414
40 North River Ins. Co 9112
10 Grand St. & N'ton RR.Co. 90
61 Barney Dump'g Boat Co. 21
10 Lawyers' Title Ins. Co11714
50 N.J.S'ooat Co. (Peop. Line) 4112
19 Pennsylvania Coal Co31012
192 Mercantile Nat. Bank200
40 Broadway Nat. Bauk 30134
24 Irving Nat. Bank 183-18549
4 Nat. Bank of Commerce. 19012
50 Madison Squaro Bank 105
7 Produce Ex. Nat. Bank11014
30 Bank of the Metropolis361
14 Bank of N.Y., N. B. A24212
00 Mechanics' Nat. Bank196
10 Lenox IIIIl Bank100
50 Tradesmea's Nat Bank 10212
1 Park Fire ins. Co 60
Bonds.
39,000 3d Ave. RR. Co. 78,
189010258@34 & int.

The Bankers' Gazette.

DIVIDENDS:

The following dividends have recently been announced:

Name of Company.	Per Cent.	When Payable.	Books Closed, (Days inclusive.)
Railrouds. Charlotte Columbia & Augusta. Chic, Burlington & Quiney (quar.) Cinn. N. O. & Texas Pacific. North Pennsylvania. (quar.). Miscellareous. Adams Express (quar.). Americau Coat. Quieksitver Mining pref.	3 2 2 3	March 15	Feb. 29 to Mar. 11

WALL STREET, FRIDAY, February 15, 1889-5 P. M.

The Money Market and Financial Situation. — The week has been of a mixed character in its favorable and unfavorable influences bearing upon stock values. The Railroad Presidents' agreement at the West hangs fire a littleor at least it is not perfected as quickly as many had hoped, and the latest reports indicate that the two Burlington com-panies may not come in at all. A meeting will be held in Chicago next Tuesday, at which some definite action will probably be taken. In consequence of the unsatisfactory outlook for rates, C. B. & Q. was the weakest spot in the stock market.

The consolidation of the Cleveland Col. Cinn. & Indianapolis and the Cinn. Indianap. St. L. & Chicago (Big Four) is regarded as an accomplished fact, though terms are not yet given out, and this must rank as one first-class railroad negotiation for 1889. The profits have been large, and have been reaped mainly by those on the inside who knew the transaction was coming. Another consolidation of no small importance is the purchase by the Mackey syndicate of a control-ling interest in the Louisville Evansville & St. Louis road, formerly known as the Air Line. The prices of their bonds would also seem to indicate that negatiations are pending be-tween the Denver & Rio Grande and the Denver & Rio Grande Western which may ultimately lead to a change of gauge and the completion of a standard gauge route over these roads from Denver to Ogden.

There is still a good business in bonds at the Board, and although the volume of transactions may be somewhat below previous weeks, there seems to be no abstement of confidence in prices. The new Chesapeake & Ohio bonds have come on the market and sell about 95. They bear 5 per cent, but the trustees have the option to "capitalize" 1 per cent of this interest for the recent

terest for two years.

The open market rates for call loans during the week on stock and bond collaterals have ranged from 1 to 21 per cent, and to-day the rates were 11@2 per cent. Prime commercial

paper is quoted at 4@4½ per cent. Prime commercial paper is quoted at 4@4½ per cent.

The Bank of England weekly statement on Thursday showed a loss in specie of £243,000, and the percentage of reserve to liabilities was 44.85, against 47.26 last week; the discount rate remains unchanged at 3 per cent. The Bank of France gained 1,625,000 francs in gold and lost 700,000 francs in silver.

The New York Clearing House banks in their statement of February 9 showed a decrease in surplus reserve of \$4,740,200, the total surplus being \$14,152,975, against \$18,893,175 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:

	1889. Feb. 9.	Diffr'nc's fr'm Prev. Week.	1888. Feb. 11.	1887. Feb. 12.
Capital	8 60,762,700		\$	8
SurplusLoans and disc'ts.	52,402,600 408,013,900	Inc.8,103,900	266,277,400	365,586,700
Specie	4,380,300	Dec. 329,400	7,593,400	93.531,806
Legal tenders	30,0.2,000	Ine.3,816.400 Dec.1,401,100	33,669,000	23,270,600
Reserve held	122,392,600	Ine. 954,100 Dec.3,786,100	96,501,725 116,645,000	99,192,800
Burolus reserve	14,152,975	Dec.4,740,200	20,143,275	18,609,600

Exchange.—The sterling exchange market continues dull though conditions have been favorable to keeping rates firm. There are still very few commercial bills offering, and the London money market has risen somewhat. Rates are well held, and there was an advance in the posted figure for short to-day of ic. Posted rates are 4 861 4 87 and 4 80 6

The rates of leading bankers are as follows:

February 15.	Sixty Days. Demand.
Prime bankers' sterling bills on London. Prime commercial. Documentary commercial. Paris (francs). Amsterdam (guilders). Frankfort or Bremen (reichmarks).	4 85 44 85 4 4 85 #4 85 4 5 20 #5 1938 5 1818 #5 1712

United States Bonds.—Government bonds have been very dull at the Stock Exchange, and the market is unchanged and firm. The purchases by the Secretary of the Treasury have been quite large this week, the advance in his limit of price to 109½ having increased the offerings. The purchases are still confined to the 4½, and the total this week is \$2,241,000.

The total payments made for honds purchased from April 23, 1888, to February 9, 1889, were \$135,533,139. The state-

ment for this week is as follows:

	41% F	Per Cents d	ue 1891.	4 Per Cents due 1907.				
	Offerings.	Purch'es.	Prices paid.	Offerings.	Purch'es.	Prices paid.		
Saturday	\$497,000	\$197,000	1091/8	\$2,500	\$			
Monday	80,000		*****	500		*** ****		
Tuesday	391,500	851,500	109%	500				
Wedn'sday.	1,134,500	788,500	109-10916	8,500		*******		
Thursday	838,600	838,000	1091/6	2,200		******		
Friday	121,000	121,000	1091/6	500	*******			
Total	3,012,000	2,211,000	109-1091/6	9,700				
Since Ap.23.	******	66.230,050	10816-10916		51,396,650	124.70-130		

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

	Interest Periods		Feb. 11.	Feb. 12.	Feb. 13.	Feb. 11.	Feb. 15.
41s, 1891 reg. 4 4s, 1891 conp. 4s, 1907 reg. 4s, 1907 coup. 6s, cur'cy, '95 reg. 6s, cur'cy, '96 reg. 6s, cur'cy, '97 reg. 6s, cur'cy, '97 reg. 6s, cur'cy, '98 reg. 6s, cur'cy, '99 reg.	QMar. QJan. QJan. J. & J. J. & J. J. & J. J. & J.	*109 *128½ *128½ *120 *122 *125 *123	*1091 ₈ *1283 ₄ *1283 ₄ *1201 ₂ *1241 ₄ *125 *128	*10918 *12834 *12834 *120 *122	*10+18 *12834 *12834 *120 *12244 *12549 *12849	*12834 *12834 *120 *12242 *12542 *12842	*109 *12934 12334

* This is the price bld at the morning notid; no sate was made.

State and Railroad Bonds.-State bonds have had a fair amount of business, scattered generally over the list. The only feature has been a slight decline in Louisiana 4s, which have

been a little more active than the rest. In railroad bonds there is still a large business and a good demand, though the market has lost some of its former buoy-ancy. This has not been indicated by any special decline, however, only there have not been so many conspicuous advances as in late weeks, bonds having already reached a higher level. The business is still confined largely to the lowpriced classes, which are well held as a rule. The bonds of the granger roads have been a little weak, in sympathy with the stocks; there was also quite a sharp break in International & Great Northern coupon 6s. The Deaver & Rio Grande and Denver & R. G. Western bonds were especially strong and

Railroad and Miscellaneous Stocks.—The stock market continues active, and while there has been less buoyancy in the general list than of late, the temper remains bullish and many stocks have still further advanced. There has been many stocks have still further advanced. There has been some irregularity, due to severe depression in some of the grangers, and a disposition to realize in a few stocks; but on the whole prices have tended upward. There has been very little news of any definite character, but it is noticeable that buyers of stocks discriminate lately much more closely than usual between those stocks which are and those which are not usual between those stocks which are and those which are not affected by unfavorable conditions and prospects, so that the depression in a single group is not permitted to affect the whole market to any serious extent. The strength is still most conspicuous in a few specialties, which have scored further advances, and in which prospects for the future seem brilliant to the buyers. Among this latter class the Big Four and the C. C. C. & I. have still been conspicuous, and the consolidation of these companies appears to have been agreed to, though the terms are not yet given out. In connection with this movement the Chesapeake & Ohio stocks have also improved, as the close connection of that road with the Big Four leads to the supposition that it will also gain by the new deal. Pullman has also been prominent and advanced further to 2053, though reacting after the appropriate that a 25 per to 2053, though reacting after the announcement that a 25 per cent stock allotment would be offered to stockholders at par.

The most conspicuous stocks of the week, however, been the grangers, and they have been the disturbing element. Chicago Burlington & Quincy declined from 1061 on Siturday Chicago Burlington & Quincy declined from 106; on Situraly last to 99 on Wednesday with large sales. Illinois Central was also pressed for sale and declined considerably. The other granger atocks were also depressed in sympathy, though relatively better held than the two above named; the whole group also showed a tendency to recover on Thursday, when the Burlington dividend of 1 per cent was declared, and the Nebraska State Senate refused the bill proposing to enforce the same rates as in Iowa, and to-day they advanced quite sharply, Burlington closing at 103. One of the unfavorable conditions Burlington closing at 103. One of the unfavorable conditions accounting for this depression was the uncertainty in regard to the success of the Inter-State Railway Association agreement, which has not yet been signed by several roads, particularly the Burlington & Northern. The Chicago Burlington &

Quincy earnings for December showed very poorly.

There has been a lively speculation and advance in the leading trust stocks, and this class of security seems to be growing in favor for the purposes of speculation, notwithstanding the

public hostility to trusts.

active to-day.

STOCKS-PRICES AT N.Y. STOCK EXCHANGE FOR WEEK ENDING FEB. 15, AND SINCE JAN. 1, 1889.

STOCKS—PRICES AT N. Y. STOCK EXCHANGE FOR WEEK ENDING FEB. 15, AND SINCE JAN. 1, 1889. HIGHEST AND LOWEST PRICES. Sales Range Since Jan. 1, 1889.												
STOCKS.	Saturday.	Monday,	Tuesday.	Wednesday,		Friday,	Sales of the Week,	Range Since	Jan. 1, 1889.			
	Feb. 9.	Feb. 11.	Feb. 12,	Feb. 13.	Feb. 14.	Feb. 15.	Shares.	Lowest.	Highest.			
Active RR. Stocks. Atchison Top. & Santa Fe	52% 53% 17% 8%	524 5312 818 818	523 5358 818 814	524 5338 *84 84		5314 5458 48 814		47% Jan. 21 7% Jan. 25	58 Jan. 2 83 Jan. 14			
Adantie & Pacific	*7% 8% 52% 52% 54% 54% 54%	52 4 52 4 50	*52¼ 53 547 ₈ 557 ₈	52% 52% 55% 56%	5212 5212	521 ₂ 53 555 ₈ 565 ₈	1,510	51 Jan. 22	53 lg Feb. 7			
Central of New Jersey Central Pacific	*98 98% *35% 36	9758 9778 36 364a	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	98 98 36 363 ₈	118 9814 3658 361g	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	3,320	35 a Jan. 7	100 Jan. 4 364 Jan. 16			
Chesnpeake & O., reerg. cert. Do lat pref. reorg. cert	21½ 21½ *18 19 *19 20	214 22 19 193 ₈ 20 20	2014 2258 1914 1919 2019 21	22½ 23 19 ⁵ 8 20¾ 20¾ 21 ³ 8	22 ¹ g 22 ⁷ g 19 ⁷ g 19 ⁷ g 21 21 ³ g	214 224 194 1978 204 204	4,185	17 ¹ 2 Jan. 4 14 ¹ 2 Jan. 4 15 ³ 4 Jan. 4	23 Feb. 13 204 Feb. 13 213 Feb. 13			
Ohleago Burington & Quinoy. Ohleago & East, Illinois	10558 10619 4354 4118	10219 10519 4416 4514	100 ¹ 4 103 ¹ 2 44 ¹ 9 45 ¹ 8	99 101 ¹ 4 44 ¹ 2 45	99 1014 451 ₈ 451 ₈	10058 10312 45 4518	140,755 14,993	99 Feb. 13 424 Jan. 23	111 ¹ 2 Jan. 15 45 ¹ 4 Feb. 11			
Chicago Mllwaukee & St. Paul.	x97% 98 63% 61	977 ₈ 983 ₁ 631 ₆ 613 ₈	$98 98^{1_2}$ $62^{7_8} 64^{1_8}$	981 ₈ 985 ₈ 631 ₈ 64	981 ₉ 99 633 ₄ 643 ₈	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	12,445 $117,700$	94½ Jan. 9 61% Jan. 4	100 Feb. 8 66% Feb. 1			
Ohlcago & Northwestern Do pref.	$ \begin{array}{r} 99381004\\ 106381074\\ 141414141 \end{array} $		98 ¹ 6 100 104 ⁷ 6 106 ³ 6 140 140 ¹ 9	9814 9958 10514 10018 *140 141	$\begin{array}{c} 100^{3} 8 \ 100^{3} 8 \\ 105^{5} 8 \ 106^{1} 9 \\ 140 \ 141 \end{array}$	$99\frac{5}{8}100\frac{5}{8}107\frac{3}{4}$ 141 $141\frac{1}{4}$	99,738	10178 Feb. 12	106 Jan. 14 109 ¹ 9 Jan. 15 142 Jan. 21			
Chicago Rock Island & Pacific. Chicago St. Louis & Pittsburg. Do prof.	97 9734 1834 19	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	951 ₂ 971 ₄ 181 ₂	95 9644 *18 1819	957 ₈ 97 181 ₉ 183 ₄	$95\frac{1}{9}$ $97\frac{5}{8}$ $*18\frac{1}{4}$ 19	36,490 2,010	95 Feb. 13 14 Jan. 15	100% Jan. 14 19% Feb. 6			
Ohicago St. Pani Min. & Om	413, 413, 312 312 912 912	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	*40 ¹ 9 42 31 ¹ 4 31 ¹ 2 89 90 ¹ 4	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	1,150 1,855 2,460	303 Jan. 3	3418 Jan. 14			
Cincin. Ind. St. Louis & Chic Uneveland Col.Cin.& Indianap.	7314 7458	105 105% 73 74%	105 106 7136 7219	106 108½ 72¼ 7458	108 109½ 733, 743,	109 110 ¹ 8 74 ¹ 4		89 Feb. 13 91	110 % Feb. 15 74 % Feb. 14			
Columbus Hocking Val. & Tol. Delaware Lackawanna & West	26 ¹ 9 27 141 ¹ 4 141 ³ 4	2634 271 ₂ 1411 ₄ 1413 ₄	2634 2634 141 e 142	26 ¹ 2 27 141 ³ 8 142 ¹ 8	*264 274 142 1424	$\begin{array}{cccccccccccccccccccccccccccccccccccc$		2434 Jan. 25 13912 Jan. 16	28 ¹ 4 Feb. 7 144 ⁵ 8 Jan. 2			
Denver & Rio G., assessm't pd. Do pref. East Tennessee Va. & Ga. R'y.	*164 174 *434 444 *9 94	*163 ₉ 17 *43 44 93 ₁ 93 ₄	*16 ¹ 2 17 44 ¹ 4 44 ¹ 4 *9 9 ¹ 2	*16 ¹ 4 17 *43 4·1	164 164 434 434 94 94	*16 ¹ 2 17 *43 ¹ 2 4 ¹ 9 ¹ 8 9 ¹ 2	50 200 365	16 ¹ 8 Jan. 22 42 ¹ 4 Jan. 31 8 ¹ 4 Jan. 23	17 ¹ 2 Jan. 14 45 Jan. 10 9 ³ 4 Feb. 11			
De lat pref. 2d pref.	*69 \(233\) 233\(233\)	70 70 *23 ¹ 4 24 ¹ 2	*6919 71 2319 2334	70% 70%	*70 71 233 ₈ 233 ₈	*70 71 23 23	200 550	63 Jan. 28	70% Feb. 13 23% Feb. 8			
Green Bay Winona & St. Paul.	*91\frac{1}{9} 92 *6\frac{1}{9} 7\frac{1}{4} 112\frac{1}{4} 112\frac{1}{4}	$911_3 911_4 65_6 65_6$ *1111 $_91121_9$	94 941 ₂ *63 ₄ 71 ₄ 109 1113 ₄	93 944 61 ₂ 61 ₂ 106 1097 ₈	93½ 94 6½ 6¾ 107¼ 109¼	*93 ¹ 2 95 *6 7 108 ¹ 2 110	4,000 549 7,603	4 18 Jan. 5	95 Feb. 1 7% Feb. 8 116% Jan. 15			
Mines Central	*29 30½ *18 1838	*29 3014 183a 183a	1858 1834	1812 1834	*29 304 184 1878	*29 30 ¹ 4 18 ⁵ 8 18 ³ 4	5,537	27 Jan. 4 16 Jan. 26	30 ¹ 4 Feb. 2 19 Feb. 7			
Lake Shore & Mich. Southern.	5714 5758 10378 104	5714 5814 10378 10478	57 5734 104 · 10458	5712 5858 10414 10412	5818 5818 10419 10476	5734 5839 10438 10478	16,430 23,487	51% Jan. 4 101% Jan. 21	595 ₈ Feb. 13: 106 Jan. 15			
Long Island Louisville & Nashville Louis, New Alb. & Chicago	95 95 593 595 42 42	96 96 5914 5978 4312 44	*96 98 59 ¹ 8 60 ¹ 8 43 ⁷ 8 46	941 ₉ 951 ₂ 593 ₄ 60 47 471 ₂	*94 96 60 60 ¹ 2 47 48 ¹ 9	*95 97 604 605 8 484 49	640 10,655 5,330	90% Jan. 14 56% Jan. 4 57% Jan. 7	96 Feb. 7 605 Feb. 15 49 Feb. 15			
Michigan Central	*94 95 891 ₂ 90	90 9034 941 ³ 941 ⁵	9138 9434	$94\frac{1}{2}$ 95 $90\frac{1}{2}$ $90\frac{7}{8}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	95 95 ¹ ₄ 91 ¹ ₄ 91 ¹ ₂	5,330 1,743 11,247	90 Jan. 3 843 Jan. 24	95½ Jan. 14 91½ Feb. 14			
Mil. Lake Shore & West Do pref Minneapolis & St. Louis	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$ \begin{array}{cccc} 70 & 70 \\ 100 & 1021_2 \\ *6 & 7 \end{array} $	$ \begin{array}{ccccccccccccccccccccccccccccccccc$	71 71 1024 1024 *6 7	*69 72 *100½ 102¼ *6 7	$^{*70}_{*101}$ $^{73}_{1021_{2}}$ $^{*53}_{4}$ 7	11,247 750 2,735 100	51½ Jan. 7 91½ Jan. 7 5⅓ Jan. 7	71 Feb. 13 103 Feb. 7 7 Feb. 7			
Missouri Kansas & Texas	*12 17 12 ¹ 2 12 ¹ 2	*12 14 12 ¹ 2 12 ¹ 2	*12 14 12 ⁵ 8	*12 14 *124 124 725 734	*12 14 *124 1234	*11 13½ 12¾ 13	2,070	11½ Jan. 18 12¼ Feb. 12	13 Feb. 4 14 Jan. 14			
Missouri Pacific. Mobile & Ohio.	72 ⁵ 8 73 ¹ 8 10 10 86 ³ 4 87 ¹ 4	72 ⁵ 8 73 ¹ 9 10 ¹ 9 11 87 88	72 ¹ 9 73 ¹ 8 12 12 86 87 ¹ 9		7234 7338	73 73 ⁵ 8 *9 11	30,145 450 9,400	704 Jan. 4 8 Jap. 11 817 Jan. 12	75 lg Jan. 14 12 Feb. 12 89 Feb. 15			
Nashv. Chattanooga & St. Louis New York Central & Hudson. New York Chie, & St. Louis	109 1 109 3	109½ 109½ 19 19⅙	86 87 ¹ / ₂ 109 ¹ / ₄ 109 ³ / ₄ 19 ¹ / ₈ 19 ¹ / ₈	87 87 109 3 109 3 19 4 19 4	87 ¹ 8 87 ¹ 2 *109 ¹ 4 109 ³ 4 19 19	88 89 1094 1094 19 19			11012 Feb. 2			
Do 1st pref. Do 2d pref.	747 ₈ 747 ₈ *433 ₄ 443 ₄	75 75 44 ¹ 2 44 ⁵ 8	751 ₂ 751 ₂ 437 ₈ 437 ₈	75 75 ¹ 8 *43 ¹ 9 44 ¹ 2	*74 ¹ 2 76 *43 44	*74 75 ¹ 2 *43 44	215 300	67% Jan. 3	77 Feb. 4 443 Feb. 2			
New York Lake Erie & West'n Do pref. New York & New England	287 ₈ 29 69 691 ₄ 473 ₄ 483 ₈	2834 2938 69 69 4738 48	2834 2938 69 69 4718 4814	28 ⁵ 8 29 ¹ 8 68 ¹ 2 68 ³ 4 47 ⁷ 8 48 ¹ 4	$ \begin{array}{cccc} 283 & 291 \\ 681 & 69 \\ 48 & 481 \\ \end{array} $	29 29 ¹ 4 69 ¹ 4 69 ¹ 4 47 ³ 4 48 ¹ 4	35,160 1,800 60,130	2634 Jan. 4 61 Jan. 4 4234 Jan. 4	29½ Feb. 1 69¼ Feb. 9 4858 Feb. 8			
New York Ontario & West New York Susq. & Western	18 ¹ 4 18 ³ 8	1818 1838 914 914	18 ¹ 8 18 ¹ 4 9 ¹ 4 9 ¹ 9	$\begin{array}{cccc} 181_4 & 183_8 \\ 93_8 & 93_8 \end{array}$	18 18 ¹ 6 9 ¹ 4 9 ¹ 4	1734 1816 *9 914	6,128 1,617	14½ Jan. 5 8½ Jan. 8	1938 Feb. 7 912 Feb. 12			
Morfolk & Western	*34 ¹ 4 35 *17 18 51 ¹ 2 51 ³ 4	*34¼ 34¾ 17 17¼ 51½ 51½	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	34 ¹ 2 34 ³ 4 *16 ³ 4 17 ³ 4 51 ³ 8 52 ¹ 4	34^{5_8} 34^{5_8} 17^{3_8} 17^{5_8} 51^{7_8} 52^{7_8}	$^{*34}_{4}$ $^{41}_{2}$ $^{17}_{4}$ $^{*17}_{52}$ $^{52}_{8}$	1,400 700 2,437	324 Jan. 24 16 Jan. 7 494 Jan. 3	35 Feb. 8 18 Feb. 1 53 Feb. 2			
Do pref	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	27 ¹ 4 27 ³ 4 62 ¹ 9	27 2738 6178 6258	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	*2718 2712 62 6238	27 ¹ 8 27 ³ 8 62 ¹ 2	4.610 29,282	25 Jan. 5 59 Jan. 5	274 Feb. 11 625 Feb. 12			
Ohio & Mlasissippi. Oregon & Trans-Continental. Peoria Decatur & Evansville.	23¼ 23¼ 32½ 32 ⁷ 8 26¼ 26¼	$\begin{array}{cccc} 23^{1_2} & 24 \\ 32^{5_8} & 33^{1_2} \\ 26^{1_4} & 28 \end{array}$	$\begin{array}{cccc} 23\frac{1_2}{32} & 24\\ 32\frac{7}{8} & 33\frac{5}{8}\\ 27 & 28\frac{1}{9} \end{array}$	23 ¹ ₂ 23 ³ ₄ 33 33 ¹ ₄ 27 ³ ₄ 28 ¹ ₄	23 ⁵ 8 24 33 ¹ 8 33 ³ 8 27 ⁵ 8 28	23 ¹ ₂ 24 33 33 ¹ ₄ 27 ¹ ₂ 27 ⁵ ₈	9,810 24,200 17,440	21 Jan. 24 30 ¹ 4 Jan. 23 22 Jan. 24	24 Feb. 11 33 ⁵ 8 Feb. 12 28 ¹ 4 Feb. 13			
Phila. & Read. Vot. Trust. Cert. Richmond & West P't Terminal	4819 4878 2658 2718	481 ₂ 487 ₈ 265 ₈ 271 ₈	481 ₄ 493 ₄ 261 ₂ 27	481 ₂ 485 ₈ 27 273 ₄	481 ₂ 49 271 ₈ 273 ₄	48 ⁵ 8 49 ¹ 8 27 27 ¹ 2	78,200 88,400	47 ¹ 2 Jan. 24 22 ⁵ 8 Jan. 26	50 Jan. 15 27% Feb. 13			
Bome Watertown & Ogdensb'g St. Louis & San Francisco	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} 80^{1_{9}} & 81^{1_{2}} \\ 102 & 102 \\ 26 & 26^{1_{4}} \end{array}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	81 ¹ 2 82 ¹ 4 102 102 26 ¹ 8 26 ¹ 8	$\begin{array}{r} 82 & 8214 \\ 10214 & 10214 \\ 2614 & 2614 \end{array}$	82 82 102 1021 ₂ 261 ₈ 261 ₈	5,775 605 1,315	76 Jan. 26 93 Jan. 3 23 Jan. 18	824 Feb. 8 1034 Jan. 31 262 Jan. 15			
De pref. Do lst pref	65 651 ₂ *111 1115 ₂	65 65 ¹ / ₄ *110 ³ / ₄ 111 ³ / ₄	64 ¹ 8 64 ¹ 8 111 111 ¹ 4	$64^{7_8} 65$ $110^{1_2} 111^{1_2}$	6413 6434 11014 11014	64 ¹ 8 64 ⁵ 8 110 ¹ 4 111 ¹ 4	3,930	61 Jan. 18 1104 Feb. 14	66% Jan. 2 114½ Jan. 12			
St. Paul & Duluth. Do pref. St. Paul Minneap. & Manitoba.	*39½ 40 *93 95 102¼ 103	39½ 39½ *93 95 101½ 102½	38 ¹ 8 39 ¹ 4 *93 95 100 ³ 4 103	38 ¹ 8 39 94 94 102 ⁵ 8 103 ⁵ 8	*381 ₂ 391 ₂ *93 95 103 1037 ₈	*381 ₂ 391 ₂ *93 95 1037 ₈ 104	1,050 100 5,853	38 ¹ 8 Feb. 12 94 Feb. 13 98 ⁵ 8 Jan. 4	40½ Jan. 14 95¾ Jan. 18 105 Feb. 1			
Union Pacific	2134 22 61 641 ₂	2134 22 64 6634	21 14 22 65 66 58	21 ¹ 2 21 ¹ 2 65 ⁷ 8	2134 221 ₂ 6538 66	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	13,625 148,350	194 Jan. 25 624 Jan. 24	23 Jan. 14 66% Feb. 11			
Wabash St. L. & Pacific Do pref Wheeling & Lake Erie, pref	*13 141 ₄ 27 27 x657 ₈ 663 ₈	*13 14 ¹ 4 27 27 65 ¹ 4 66 ³ 8	$\begin{array}{cccc} 1334 & 14 \\ 2634 & 2748 \\ 6458 & 6538 \end{array}$	1334 14 27 27 6458 664	*13 ¹ 2 14 27 ¹ 8 27 ¹ 8 66 66 ³ 8	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	1,100 2,750 7,050	12 ¹ 2 Jan. 3 24 Jan. 9 59 ¹ 2 Jan. 5	14½ Feb. 2 27% Feb. 7 67% Feb. 4			
Culorado Coal & Iron	36 3614	3614 3613	35% 3612	*354 36	35 36	3518 3638	5,245	29 Jan. 8	36½ Feb. 11			
Consolidated Gas Co Delaware & Hudson Canal. Oregon Improvement Co	81½ 82 136¾ 137 70¾ 70¾	81 814 13678 13678 704 704	81 ¹ 4 81 ¹ 4 136 ⁵ 8 137 ¹ 4	*81 82 13738 13738 6512 6978	81 ¹ ₂ 82 136 ³ ₄ 137 ⁵ ₈ 68 69	$\begin{array}{c} 82 \\ 137^{1_{8}} \\ 65 \end{array} \\ \begin{array}{c} 82^{1_{2}} \\ 137^{3_{4}} \\ 67^{7_{8}} \end{array}$	3,099 4,653 3,250	80½ Jan. 21 130½ Jan. 9 65 Feb. 15	85 Jan. 16 1385 Jan. 30 721 Jan. 16			
Oregon Railway & Nav. Co.	*105½ 106 96 96½	105 12 105 12 1 96 97	9514 96	$\begin{array}{c} 105 {}^{1}\!8 105 {}^{7}\!8 \\ 96 & 96 {}^{1}\!2 \end{array}$	964 064	105 12 105 12 96 14 96 14	310 4,915	103 Jan. 11 92 Jan. 2	107½ Jan. 30 97½ Feb. 8			
Pacific Matl. Philadolphia Co., Nat. Oas. Pullan Palaco Car Co	38 395 ₈ *76 78 201 2033 ₄	38 ¹ 2 39 76 ¹ 2 77 ¹ 2 203 ¹ 2 205 ³ 1	38 ¹ 4 39 76 77 199 205 ¹ 2	38 ¹ 2 38 ¹ 2 77 78 ¹ 2 201 ³ 8 204	381 ₈ 387 ₈ *77 78 200 202	38 ¹ 4 38 ³ 4 *76 79 202 202 ⁵ 8	5,535 523 13,688		40 Feb. 7 81 ¹ 2 Jan. 2 205 4 Feb. 11			
Express Stocks	8578 8614	85 ⁵ 8 86 ¹ 8	199 205 ¹ 9 85 ⁵ 8 86	8512 8578	8558 86	8578 8614	19,635	83 Jan. 2	8658 Feb. 4			
Adams American United States	47TD T74	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	113 115	152 155 113 115	152 ¹ 4 152 ¹ 4 113 ¹ 8 113 ¹ 8	113 114	64	109 Jau. 10	153 Feb. 4 116 Feb. 4 82 Feb. 4			
Wells, Farge & Co. Innctive Stocks. Chleage Gas Trust.	*140 144	140 145			-	141 144	40	134 Jan. 19	144 Feb. 8			
Do Do	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	391 ₄ 391 ₂ *3 ₄ 1 *13 ₄ 2	37½ 38¾ ⁷ 8 ⁷ 8 *1¾ 2	38 ¹ 9 40 ³ 8 1 ³ 4 1 1 ³ 4 1 ³ 4	41 417 ₈ 1 1 *13 ₄ 2	40 ¹ 2 41 ¹ 2 *34 1 *1 ³ 4 2	38,786 200 100	34 Jan. 16 ¹ 2 Jan. 25 1 ¹ 2 Jan. 3	417 ₈ Feb. 14 11 ₈ Feb. 9 21 ₂ Jun. 2			
Deliver & Rio Grande West	21 261 ₂ *151 ₂ 161 ₃	25 29 4 16 4 16 78	2834 291 ₂ 1634 17	*1612 1712	163 ₈ 17	17 1712	1,700 1,715	20 Feb. 2, 1112 Jan. 8	29½ Feb. 12 17½ Feb. 6			
Denv. Tex. & Ft.W., Vot. cert. Elizabetht, Lex. & Big Sandy. Oregon Short Line.	AK AFF 1	23 2434 1419 1419 4634 4078	2334 2434	24 2458	233 2438	23% 24%	16,385 430 23,985	15 Jan. 25 10 ¹ 4 Feb. 6 41 ⁷ 8 Jan. 23	243 Feb. 11 15 Feb. 12 4978 Feb. 11			
Quicksilver Mining Co.	*150 151 71 ₀	151 151 *7 7 ¹ 2	4734 49 15038 15038 719 718	71 ₉ 71 ₉ 381 ₄	47 ¹ 9 48 ¹ 8 150 ³ 8 150 ³ 8 7 ³ 8 7 ³ 9	150% 150% *7 7%	2·14 400	149 Jun. 14 5% Jan. 30	151 Feb. 11 7½ Feb. 12			
Rich, & Allegh'y, Drexei ree.	*3714 3814 *16 17 10 10	*37 38½ 16¾ 16¾ *9½ 10	*361g 381g *161g	384 384 *164 17	*37 38 ¹ 2 16 ⁷ 8 17 ³ 8	38 ¹ 3 38 ¹ 3 17 17 ¹ 3	1,080	35 Jan. 30 14 ¹ 2 Jan. 8 8 ¹ 4 Jan. 18	38½ Feb. 15 17½ Feb. 15 10¼ Jan. 11			
Virginia Midland	21 211 ₂ 30 31	36 3910	241 ₂ 241 ₂ 38 33	24 2 t 34 36	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	2412 25	1,200 1,130	21 Jan. 28 30 Feb. 8	25 Feb. 15 39½ Feb. 11			
N. Y. & Perry Coal & Iron	3034 3158 3138 3158 3438 3138	3134 3214 3138 32 3418 3434	32 32 ¹ 2 31 ⁵ 8 31 ³ 4	$32\frac{1}{4}$ $32\frac{1}{2}$ $31\frac{1}{3}$ $31\frac{1}{2}$	32^{1}_{2} 32^{3}_{4} 30^{1}_{2} 31^{1}_{2}	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	5,595 2,905	213 Jan. 8 29 Jan. 5 31 Jan. 23	33 Feb. 15 32 Feb. 11 35 ¹ 2 Jan. 2			
Various Stocks, &c. (Unl	99 9912	9912 10012	*99 100	50g 50g	34 18 34 19 100 100 18	100 10034	6,320 680	93 Jan. 4	100% Feb. 15			
Amer. Cotton Oil Trust Pipe Line Certificates 1	561 ₂ 577 ₈ 863 ₄ 881 ₈	5612 5818 8778 8858	5738 59 8738 89	59 601 ₈ 885 ₈ 90	587 ₈ 601 ₈ 8914 9134		100,566	483 Jan. 16 834 Jan. 18	60 ¹ 9 Feb. 13 92 ⁵ 8 Feb. 15			

BONDS - LATEST PRICES OF ACTIVE BONDS AT N. Y. STOCK EXCHANGE, AND RANGE SINCE JAN. 1, 1889.

BONDS — LATEST PRICE			- 11	STUCK EXCHANGE, AN	Olosing.	Range sin	
Railroad Bonds.	Olosing.	Range sin		Railroad Bonds.	Feb. 8 Feb. 15		
Rutti data Doistas	Feb. 8. Feb. 13	Lowest.	Highest.			Lowest,	Highest.
Atl. & PacW. D. inc., 68, 1910	22 22 81 ¹ 9 82 ¹ 4	20 Jan. 7819 Jan.	2238 Feb. 824 Feb.	Mutual Un. Tele.—8. f., 68, 1911 Nash. Ch. & St. L.—1st, 7s, 1913			1024 Feb. 1304 Jan.
Gnar., 4s, 1937 Can. South.—let guar., 5s, 1908	10818 10812	106 12 Jan.	108 12 Feb.	Conaol. 58, 1938	101 to 1001-b	3908 тап.	102 Feb. 107 Feb.
2d, 5s, 1913	96 9658 103 b. 103 b	934 Jan. 103 Feb.	96% Feb. 106% Jan.	N.Y.C. &H.—1st, op., 78, 1903	1354b. 13538	133 Jan.	135½ Jan.
		. 120 Jan.	122 Feb. 125 Jan.	N.Y. Central—Extend., 58, 1893 N.Y.C. &H.—1st, cp., 78, 1903 Debenture, 58, 1904 N.Y. & Har.—1st, 78, 1900 N.Y. Chic. &St.L.—1st, 48, 1937 N.Y. Elevated—1st, 78, 1906 N.Y. Laok. & W.—1st, 68, 1921 Construction 58, 1923	112 b. 1124b. 133 b. 133 b.	111 Jan.	112 Fcb. 131 ½ Jan.
Convert. 7s, 1902	1087 1110	10638 Jan.	110 Jan.	N. Y. Chic. & St. L1st, 4s, 1937	944 95	91 % Jan.	95 Feb.
Len, & W.B., con. 7a, 1909, as'nt	1184b. 119	1115 la Jan.	119 Jan. 11058 Feb.	N. Y. Elevated—1at, 7a, 1906 N. Y. Lack. & W.—1at, 6a, 1921.	133 b. 133 b.	131 lg Jan.	118½ Feb. 134 Feb.
Am. Dock & Imp., 5s, 1921 Central Pacific—gold 6s, 1898	1143 b. 116 a	1134 Feb.	TTO OWNER	Construction, 5s, 1923	111 b	1114 Feb.	1154s Jan. 1084s Jan.
Land grant 68, 1890	107 kg 106 kg b	. 10538 Jan.	1031 ₂ Jan. 1071 ₂ Fob.	N. Y. Ont. & W.—1st. 6s. 1914	115 115	112 Jan.	115 Feb.
Land grant 6s. 1890 Mort. 6s, 1936 Ches. & O.—6s, g., B., reorg. cer. Ext.coup., 4s, 1986, reorg. cer. 6s, ourrency, 1918, reorg. cer. Mort. 6s, 1911 Ches. O. & Bo. W.—5-6s, 1911 Chic.Bur. & Nor.—1st, 5s, 1926. Chic.Burl. & O.—Con. 76. 1903.	864b 874b	794 Jan.	86% Feb. 874 Feb.	N. Y. Lack. & W.—let, 68, 1921. Construction, 58, 1923 N. Y. & Nor.—let, 58, 1927 N. Y. Ont. & W.—let. 68, 1914 N.Y. Sua. & W.—let. 68, 1914 Midland of N. J.—let, 6a, 1937. Midland of N. J.—let, 6a, 1931. North Pacific—lat, conp., 68, 123	115 ¹ 4b. 115 ¹ 2b.	114 ¹ 2 Jan.	97% Feb. 116% Jan.
6s, currency, 1918, reorg. cer.	3412 33	29½ Jan.	35 Fcb.	Norfolk & West Gen., 6s, 1931	1184b. 1184b.	117 ¹ 4 Jan. 115 ¹ 2 Jan.	119 Feb. 1174 Feb.
Mort. 68, 1911	117 107 ¹ 2 108 ¹ 4	107 Jan.	110 Jan.	North Pacific—1at, conp., 68, '21 Gen'l, 2d, conp., 1933 Gen'l 3d, conp. 68, 1937 N. Pac, Ter. Co.—1at, 68, 1933	1141gb. 114	112 Jan.	114% Feb.
Chic. Bur. & Nor.—1at, 5s, 1926. Chic. Burl. & Q.—Con. 7e, 1903.	10016b. 10014b 13115b. 13115b	. 98 Jan. 131 Jan.	1004 Feb. 132 Feb.	N. Pac. Ter. Co.—1st. 6s. 1937	1024 1022 1072b. 107	97% Jan. 103% Jan.	102 ½ Jan. 107 ¼ Feb.
Debenture 5s, 1918	10512 10412		106 Jan. 941 ₂ Jan.	Ohio Ind. & West.—1st, 5s, 1938	70 b. 70 2 116 bb. 116	64 g Jan. 115 Jan.	73 Jan. 116 Feb.
Nebraska Ext. 48, 1927	9458 94	917 ₆ Jan.	94% Feb.	2d, consol., 7e, 1911	119 b. 119 b.	119 Jan.	120 Jan.
Debeuture 5s, 1913 Debeuture 5s, 1913 Denver Divis., 4s, 1922 Nebraska Ext. 4s, 1927 Ohlo, & E. III.—1st, a. f., 6s, 1907	119 b. 119 b	118 Jan.	1194 Jan. 122 Feb.	N. Pao, Ter. Co.—1st, 6s, 1933. Ohio 1nd. & West.—1st, 5s, 1938 Ohio & Miss.—Consol., 7s, 1898. 2d, consol., 7s, 1911. Ohio Southern—1st, 6s, 1921. 2d, inc., 6s, 1921. Omaha, & St. L.—1st, 4s, 1937.	49 50 a.	4434 Jan.	106 Feb. 49½ Feb.
Onio, & E. III.—185,8.17, 03, 4307 Con. 68, 1934.————————————————————————————————————	10312 103	97 Jan.	10412 Feb.	Omaha & St. L.—1st, 48, 1937	72 b. 73 b. 1064	71 3 Jan. 1044 Jan.	735 ₈ Feb. 1067 ₆ Feb.
Oh.Mil. & St.P-Consol. 78, 1905	124b. 1231gh	99 Jan. 122½ Jan.	105 Feb. 124% Jan.	Oregon Impr. Co.—1at, 6a, 1916 Ore, R. & Nav. Co.—1at, 6a, 1916 Consol., 5a, 1925	111 ½b. 111 b.	110 Jan.	1124 Jan.
1st, Southwest Div., 6s, 1909.	114 ¹ 2b. 114 ¹ 2b 111 b. 112	112 Jan. 110 Jan.	1154 Feb.	Consol., 5a, 1925 Oregon & Transcon.—6a, 1922	103 105 105 38	102 Jan. 101 2 Jan.	105 Feb.
and the Deal W Dire So 191	100 1051	109 Inn	106 Feb.	Penn. Co 4128, coup., 1921	108 b. 108 b.	.106 ⁷ eJan. 104 ¹ 2 Feb.	10876 Feb. 10412 Feb.
Terminal 58, 1914	102 a. 10212	99 Jan.	10212 Feb.	Evanav. Div—1st, 6a, 1920	106 b. 107 b.	1023 Jan.	109 Feb.
Chic. & N. W.—Consul. 78, 1915	144 ¹ 2 144 ⁵ 8 ¹	143 4 Jan. 129 1 Jan.	147 Jan. 132 Jan.	2d mort., 5s, 1927 Phil. & Read.—Gen. 4s, 1958	71½b. 75½ 93 93	66 Jan. 8858 Jan.	75½ Feb. 94 Jan.
Terminal 5e, 1914. Wis. & Min. Div.—5e, 1921. Terminal 5e, 1914. Chic. & N. W.—Consul. 7e, 1915. Gold, 7s, 1902	119 b. 12141	. 119 Jan.	121 Feb.	Oregon & Transcon.—6a, 1922. Penn. Co 4 ½a, coup., 1921. Peo. Dec. & Evana.—1et, 6a, '20. Evanav. Div.—1et, 6a, 1920. 2d mort., 5a, 1927. Pbil. & Read.—Gen. 4a, 1958. 1st pref. income 5a, 1958. 2d pref. lncome 5a, 1958.	84 ⁷ 6b. 85 ¹ 8 73 73	8438 Feb. 72 Feb.	94 ¹ 9 Jan. 82 ³ 8 Jan.
Binking fund 58, 1929 Binking fund debent. 58, 1933	11638b. 11041	108½ Jan.	110 Feb 110 ¹ 2 Jan.	0.1 -4 1	heroh se h	58 Feb.	624 Jan.
51. Find the defent of the state of the stat	10638 1064s	105 Jan.	106 2 Feb. 104 4 Feb.	Pitsb. & Weet.—1et, g., 4s, 1917 Rich & Ali.—1at, 7s, Drexel cert. 2dmort., 6s, 1916, Drexel cert.	82 8178b. 6312	76 ¹ 4 Jan. 58 Jan.	824 Feb.
Chi. R. I. & Pac68, conp. 1917.	132½b. 132¾l	1311s Feb.	133 Jan. 1064 Feb.	2dmort., 6s, 1916, Drexeleert.	31 301/2	26 Jan. 114 Jan.	314 Feb. 1154 Jan.
Ch. St.P., M.& O.—Consol. 6s. '30	12134a. 1214	119 g Jan.	1213 Jan.	Richm. & Dan.—Cons., 6s, 1915 Consol. gold 5s, 1936 Rich. & W.Pt. Ter.—Trust 6s., 197	871gb. 877g	86 Jan.	88 Feb.
Oh.St.L.& Pitts.—1st.con.5s,'32	9634b. 981 <u>4</u> 1 953a 96	961g Jan.	99 Feb. 96 Feb.	Rich & W.Pt.Ter.—Trust 68'97 Roch & Pitts.—Cons 68, 1922.	97 9738 115 b. 1154b.	96 Feb. 113 Jan.	99 Jan. 116 Fab.
O. C. & Ind.—Consol. 7s, 1914	133 b	. 130 Jan.	133 Jan.	Roch, & Pitts.—Cons., 68, 1922. Rome W. & Ogd.—1st, 78, 1891. Consol., extend., 56, 1922	108 b. 108 b. 1104	107½ Jan. 108¼ Jan.	1084 Jan. 1104 Feb.
Gen. 6s, 1934 Col. Coal & Iron—1st, 6s, 1900 Col. H. Val. & Tol.—Con. 5s, '31	1013 103	100 Jan.	115 Feb. 105 Jan.	8t. Jo. & Gd. Isl.—1st, 6s, 1925. 8t. L. Alt. & T. H.—1st, 7s, 1894.	107 leb. 107 b.	104 Jan.	10712 Feb.
Col. H. Val. & Tol.—Con. 58, '31	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	80 ¹ 2 Jan. 82 Jan.	87½ Feb. 85¾ Feb.	8t. L. Alt. & T.H.—1st, 7s, 1894.	112340, 110 b.	112½ Jan. 105¾ Feb.	114 Jan. 110 Jan.
Gen. gold, 6a, 1904 Denver & Rio Gr.—1st, 7s, 1900	12034	. 119 Jan.	1214 Jan.	2d., M., inc., 78, 1894	106 b. 107 b.	104½ Jan. 92 Jan.	104 ¹ 2 Jan. 97 ⁷ e Fcb.
lst oon. 4s, 1936 Den. & R. Gr. W.—1st, 6s, 1911.	$ \begin{array}{c ccccc} 77 & 781_2 \\ 881_2 & 911_4 \end{array} $	75 Jan. 84½ Jan.	78 ¹ 2 Feb. 91 ¹ 4 Feb.	2d, M., pref., 7s, 1894 2d, M., inc., 7s, 1894 8t, L. Ark, & Tex.—1st, 6s, 1936 2d, 6s, 1936 8t. L. & ir. Mt.—1st, 7s, 1892 2d mort., 7s, 1897 Cairo & Fulton—1st, 7s, 1897	37½b. 36¼b.	35 Jan.	38 Feb.
Assented	1 78 8142	73% Jan. 81 Jan.	81½ Feb. 81½ Jan.	St. L. & Ir. Mt.—1st, 7s, 1892	106 b. 10638b.	1063 Feb.	110 Jan. 107 Fcb.
Den. So. Pk. & Pac.—1st, 7a, '05 Det.Mac.& M.—Ld. gr. 3 128, 1911 Dul. & Iron Range—1st, 5a, 1937	37 b. 38 19 104 103 78	34 Jan.	38 ¹ ₂ Feb.	Cairo & Fulton-1st, 7s, 1891	10218b. 10234 105 106	102 Jan.	103 Jan. 106 Feb.
16. Ten. V. W. G.—Con., 58. 1950.	.iiua iiua+ea	. 102 Jan.	104 Feb. 1054 Feb.	Calro Ark, & Tex.—1st,7s,1897 Gen. Ry. & land gr., 5s, 1931 St. L. & San Fr.—6s., Cl. A,1906 6s, Claes B, 1906 Gen'l mort., 6s, 1931 Gen'l mort., 5s, 1931 St. P. M. & M.—Dak. Ext., 6s, 1910	88 90	81 Jan.	90 Feb.
Eliz. Lex. & B. Sandy-68, 1902. Erie-1st. consol. gold, 78, 1920	105 103 1 141 b. 141	99 Jan. 1374 Jan.	106 Feb. 141% Feb.	8t. L. & San Fr 6s., Cl. A,1906	117 b. 117 b.	116 Jan.	116 Jan. 118 Feb.
Long Dock, 7s, 1893 Con. 6s, 1935 N.Y.L.E.&W—2d con. 6s, 1966	112 b. 112 l	0. 110% Jan. 121% Jan.	112 Jan. 123 Feb.	6a, Claaa C, 1906	117 b. 117 b.	115½ Jan. 115½ Jan.	117 Jan. 116 Feb.
N.Y.L.E.&W-2d con. 68, 1969	10314 10212	98 Jan.	103% Feb.	Gen'l mort., 5a, 1931	1021 103 b	1014 Jan.	1031g Feb.
Gal.H.&San.Ant.—W.Divlat, 58	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	90 Jan. 944 Jan.	96 Feb. 9512 Feb.	1st cons., 6s, 1933	1164b. 116 b.	118 Jan.	119 Jan. 117 Jan.
Ft. W. & Denv. C.—1st, 6s, 1922 Gal.H.&San.Ant.—W.Divlat, 5s Grn B.W.&St.P.—2dinc.8s, 1911 Guit Col.&San.Fe—1st, 7s, 1908	23 22 ¹ 8	18 Jan. 106 ¹ 2 Jaa.	25 Feb. 116 Feb.	Do reduced to 4198.	100 ¹ 4b. 100 ¹ 4b. 97	984 Jan. 964 Feb.	100½ Feb. 98½ Jan.
GUIU, UB, 1020	· 0246 3149	704 Jan.	87 ¹ 2 Jan.	Collat. tr., 5s, 1898	8919 8919	834 Jan.	90 Feb.
Han. & St. Jos.—Cons. 6s, 1911 Henderson Br.Co.—1st. 6a, 1931	1104b. 1104	1204 Jan.		Shen. Val.—1st, 7s, 1909, Tr. rec Gen'i 6s, 1921, Tr. rec	34 31 ¹ 2b		92½ Feb. 34 Feb.
Int. & Gt. Nor.—1st, 6s, gold, '19 Conpon, 6s, 1909	08^{108} ga. 107	107 Feb. 66 ¹ 8 Feb.	109 g Jan. 74 g Jan.	80. Carolina—1st, 6a, 1620 2d, 6a, 1931			96 Feb. 55 Feb.
Conpon, 6s, 1909. Kent. Centr.—Gold 4s, 1987. Knoxv. & O.—1st, 6s, gold, 192; L. Erie & W.—1st g., 5s, 1937. Lakesh.—Con coup. 1st, 7s, 196.	7938 80	7112 Jan.	80 Feb. 105½ Feb.	Inc., 6a. 1931	7 b.		10 Feb. 107 Feb.
L. Erle & W1st g., 5a, 1937.	. 108 kb. 109 4	101 Jan. 107 Jan.	1094 Feb.	So. Pac., Ariz.—1st, 6s, 1909-16 So. Pac., Cal.—1st, 6s, 1905-12.	. 114-2 114-80	. 114 Jan.	114 12 Feb.
Con. coup., 2d, 7a, 1903	127 127	1254 Jan. b. 124 Jan.	128 Feb. 127 ¹ 2 Feb.	80. Pac., N. M.—1at, 6a, 1911 Tenn.C.I.& Ry.—Ten. D., 1et, 6a	. 94 106 b	105½ Jan. 89 Jan.	108 ¹ 4 Feb. 95 ¹ 3 Feb.
LakeSh.—Con.coup.,1st,7s,196 Con. coup., 2d, 7s, 1903 Long Island—1st, 7s, 1898 1st, consol., 5s, 1931 Gen. mort., 4s, 1938 Lon. & Nash.—Consol., 7s, 189	. 119 b	b. Ildk Jan	115½ Feb.	Birm. Div., 1st, 6s, 1917 Tex. & Pac.—1st, gold, 5s2000	. 93 95½	89 Jan. 885 Jan.	94% Fcb. 9158 Jan.
Gen. mort., 48, 1938	. 97½ 98	9219 Jan.	98 Feb.	2d, gold, inc., 5a, 2000	. 37% 38	36 Jan.	391g Jan.
			12012 Feb.	Tol. A.A. & N. M.—1st, 68, 1924 Tol. A.A. & Gr.Tr.—1st, 68, 192	1 106 b. 107 a	99 Jan. 103 Jan.	1074 Feb.
Trust Ronda &s 1999	112%D. 112%	b. 112 Jan.	113 Feb. 112 Jan.	Tol. & Ohio Cent.—1et, 5a, 1935 Tol.8t.L& Kan. C.—1st,6a, 1916	5 1024b. 1024b	101 Jan. 92½ Jan.	103 Feb. 99 Feb.
10-40, 6s, 1924	102¼b.	10112 Jan.	1011g Jan.	Imion Pacific-1st, 6s, 1899	. 116 b. 1164b	. 115 Jan.	1164 Feb.
Lou. N. A. & Ch.—1st. 6s, 1910	D. 114 b. 115	1124 Jan.	1014 Feb.	Land grant, 7e, 1887-9 Sinking fund, 8s, 1893 Kan. Pacific—1st, 6s, 1895	. 119°6b. 120	1023 Feb.	1024 Feb. 120½ Jan.
Mem. & Chilston—Se gold 100	4 100% 1 1001	93 Jan.	100 Feb. 1034 Feb.	1 At. 68. 1896	.1110 b.1110 b	. 1111 ₂ Jan. 109 ₂ Jan.	1111 ₉ Jan. 1105 ₈ Jan.
Metro. Elevated.—1st, 6s, 1908 2d, 6s, 1899	3. 117 b. 117	a. 11176 Jan.	11734 Feb. 110 Feb.	Denver Div.—68, 1899	.1114 b.1114 h	. 114 Jan.	1154 Feb. 1164 Jan.
Metro. Elevated.—1st, 6s, 1908 2d, 6s, 1899 Mich. Central—1st, con., 7s, 'O Consol. 5s. 1902	2 131 4b. 131 4	b. 1314 Jan.	133 Jan.	1st consol, 6s, 1919 Oregon 8b. Line -1st, 6s, '22.	. 115 ¹ 9 115 . 1113 ₁ 111 b	112 Jan. 1114 Feb.	11412 Jan.
Mil. Lake Sh. & W 1st. 6s. 192	1 120	1183 Tan	11112 Feb. 120 Feb.	Virginia Mid.—Gen. m., 5a, 193 Wab.St.L.& P.—Gen., 6a, Tr. red	6 82 84	7838 Jan.	85 Fcb. 42 Feb.
Conv. deb., 5a, 1907. Milw. & Nor.—M. L., 6a, 1910.	97 98 #	92½ Jan.	98 Feb. 109 Jan.	Chicago Div.—5s,1910, Tr. rec Wabash—M., 7s, 1909, Tr. rec	93 9358	88 ¹ 2 Jan.	94 Feb. 87 Jan.
Extension, 1st, 6s, 1913 Minn. & St. L.—1st, 7s, 1927	107 1064	b. 1054 Jan.	10712 Feb.	Tol. & Wlet, ext 78, Tr.rec	. 93 b. 914b	. 891; Jan.	95 Feb.
		90 Jan. 5419 Jan.	92 Feb. 62 Jan.	1at,St.L.Div.,7a,1889,Tr.re 2d, extend., 7e, 1893, Tr.red	o 93 b. 94 b. 89 b. 87 b	93½ Feb. 87 Jan.	944 Feb. 904 Feb.
Consol., 5s, 1920 Consol., 7s, 1904-5-6 Miss'rl Pac — let cons & 100	54 92 a. 52	b. 514 Jan. b. 90 Jan.	57 ¹ 4 Jan. 92 ¹ 2 Jan.	Con., conv., 78, 1907, Tr.rec Gt. West.—1st.7a, 1888, Tr.rec	a. 88 86 b	. 86 Jan.	89 Feb. 91 Jan.
23 E. 100 100 100 100 100 100 100 100 100 10	OTTY DITTOR	11012 Jan.	11312 Fab.	2d, 7s, 1893, Tr. rec	87 1	. 87 Feb.	89 Feb.
Pac. of Mo.—1st, ext'd, 4s, '3 2d M., 7s, 1891 Mobile & Ohio—New 8s 1927	8 9812 981	a. 11619 Jan. b. 9734 Jan.	1193 Feb. 101 Jan.	West Shore—Guar., 4a	7 98 106 991 ₂	102 ¼ Jan. 95 ¼ Jan.	99% Fab.
Mobile & Ohio—New, 6a, 1927	106 a 1127eb. 112	1104 702		2d mort., 3g., 5sc., 1927 West. Un. Tel.—Col. tr., 5s, 193	43 43	3934 Jan.	44 Feb.
General more, 48, 1938	50 45	b 41 % Jan.	1 5078 Feb.	Wheel. & Lake E.—1st 5s. 1920	5 103%h. 104 h	102½ Jan.	
aora—Ine letter" b" indica	tes price bid, an	d "a" price a		or prices and the range are from	actual sales.		
SECURITIES.	1 BIA . As	b 11	STATE				(= 10

SECURITIES.	Bid.	Ask.	SECURITIES.	Bld.	Ask.	SECURITIES.	Bld.	Ask 1
Alabama Class A 3 to 5 1906 Class B, 5s 1906 Class C, 4s, 1906 6s, 10-20 1900 Arkansas—6s, funded 1899-1900 7a, Little Rock & Fort Smith, iss. 7s, Arkansas Central RR 1800rgla—7a, gold 1890 Lonislana—7a, cons 1914 Stamped, 4a Michigan—7s 1890	102 ¹ 2 12 12 12 12 6 104 ¹ 3 108	10114	Funding. 1894-1895 New York—6s, loan 1892 6s, loan 1892 6s, loan 1893 North Carolina—6s, old J&J Funding act 1900 New bonds, J&J 1892-1898 Chatham RR Special tax. Class 1	104 106 1104 1102 35 10 20 6 6 934	9378	5s. 1913 3s. 1913 Virginia—6s, old. 6s, consolidated bonds 6s, consolidated. 2d series.	1044 64 74 1038 1004 724 48 70 50	10519

GENERAL QUOTATIONS OF STOCKS AND BONDS.

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

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

Subscribers will	confe	rafa	vor by giving notice of any o	rror d	Lucov	ered in these Quotations.		,
UNITED STATES BONDS.	Bid.	Ask.	CITY SECURITIES.	Bid.	Ask.	CITY SECURITIES.	Bid.	Ask.
UNITED STATES BONDS.	1077	100	Baltimore—(Continued) -		115	Mobile, Ala4-5s, funded, 1906J&J	78 112	81
4128, 1891	107 8	108 1094 1294	6s, bounty, exempt, 1893. M & S 5s, water, 1894	107	119	Montgomery, Ala.—68 58, new. Nashville, Tenn.—68, 1907 Var. Bridge 58, 1905 A&O Newark—48, 1906 44ge, 1896 58, 1909 68, 1910 Var 78, 1895 Var 78, Aqueduct, 1905 Var New Bedford, Mass.—68, 1909 A&O 34ge, 1910 A&O A&O	100	102
4s, 1907reg. Q-J 4s, 1907coup. Q-J 6s, Currency, 1895regJ&J	1283	1294	6s, 1900. Q—J 6s, West. Md. RR., 1902. J&J 5s, 1916. M&N	12319		Bridge 5s, 1905A&O		
		125	5s, 1916	124 ¹ 2 109		Newark—48, 1906	104	106
6s, Currency, 1897 reg J&J 6s, Currency, 1898 reg J&J 6s, Currency, 1898 reg J&J 6s, Currency, 1899 reg J&J STATE SECURITIES	$125\frac{1}{2}$		48, 1920. Q-J Baogor, Me.—Water, 68, 1905. J&J E. & N. A. RR. 68, 1894. J&J Bath, Me.—08, 1902. Var 4 28, 1907. J&J Belfast, Me.—68, rallroad aid. '98	\$123 \$1084	109	5a, 1909	\$122	117
6s, Chronoy, 1899regJ&J	1314		Bath, Me.—0a, 1902Var 4 lea. 1907J&J	\$ 98	105	7s, 1895Var	§115 132	117 135
Alabama—Class"A," 3 to 5, 1906	10412	10549	Belfast, Me.—6s, railroad aid, '98 Boston, Mass.—Water 6s, 1908. Var	\$104	106	New Bedford, Mass.—6s, 1909. A&O	§131 § 984	132
Alabama—Class "A," 3 to 5, 1906 Class "B," 5s, 1906 Class "O," 4s, 1906 Es, 10-20, 1900	100% 102%	1014	Water 5s, gold, 1908 Var Water 4s, 1917 Var Water 3tgs, 1917 A&O Brooklyn, N. Y.—Park 7s, 1924 J&J	\$1194	120 1084	3 lgs, 1910	112	******
Arkansas—68, funding, 1899.J & J	12		Water 3198, 1917	\$100	101	New Orleans, La.—Premium 5s Cons. 6s, 1923, extendedJ&J		13734
7s, L. R. & Ft. S.issue, 1900. A & O 7s, Memphis & L. R., 1899. A & O 7s, L. R. P. B. & N. O., 1900. A & O 7s, L. R. P. B. & N. O., 1900. A & O 7s, Ark. Central RR., 1900. A & O 7s, Ark. Central RR., 1900. A & O 7s, Levee of 1871, 1900] & J Connectioth New, rg., 3's, 1903. J&J New, reg, or coup., 3s, 1910 Dakota Ter.—5s, 10-20s of 1837 L'4s, 10-20s of 1837 Dist. Col.—Cona, 3-65s, 1924, ep. F& A Finding 5s, 1899 LJJ LJ	12	*****	Dringe 78, 1924	§163 §152	167 155	58. 1934	904	1 9742
78, Miss. O. & R. Riv., 1900. A & O	12	18	Park 6a, 1924	\$136	140	78, 1895	6140	141
7s, Ark. Central RR., 1900. A & O 7s, Levee of 1871, 1900 J & J	6	******	Bridge 4s, 1926	\$118 \$101	121 104	68, 1900	10.130	131
New, reg. or coup., 3s, 1910	*\$104	107	Water 3s, 1905	\$105	*****	53, gold, 1896M&N	§118 §108	124
Dakota Ter 5s. 10-20s of 1887 4 ss. 10-20s of 1887	§106 §102		Water 48, 1904	\$ 99		3 28, 1904 M&N	\$105 \$102	110
Dist.Col.—Cons.3-65s,1924,ep.F&A Funding 5s, 1899J&J	12119		Water 3-28, 1916. F&A Cambridge, Mass. Water 6a, '96. J&J City 6s, 1904. J&J Water 3-2s, 1911. Var Charleston, 8.C.—Conv.7s, '97.A&O Conv. 4s, 1909. J&J Chicago, fil.—7s, 1892-99	\$11412	116	5s, 1908. M&N 5s, gold, 1896. M&N 4s, 1906. M&N 3\2s. 1904. M&N 3s, 1907. A&O Norfolk, Va.—6s, 1914. Var	\$105	108
Perm. lmp. 6s, gnar., 1891J&J Perm. imp. 7s, 1891J&J WashFund.loan(Cong.)6s.g., '92	107	110	City 6s, 1904J&J Water 3 ¹ 2s, 1911Var	§128 § 984	100	OD: WHOLL ADVI	I AMU	132
WashFund.loan(Cong.)6s.g.,'92 Fund.loan(Leg.)6s.g., 1902Var	1064		Charleston, S.C.—Conv.7s, '97.A&O Conv. 4s, 1909	108	83	5s, 1916	§1111 ₃ §133	114
Fund. loan(Leg.)6s,g., 1902 Var Market stock, 7a, 1892 Water stock, 7s, 1901 do 7s, 1903	109 129		Chicago, Ill.—7s, 1892-99	\$1154 <u>0</u> \$113		7a, 1905 J.t.J Omaha, Neb.—6s, 1891 Orange, N. J.—7e, long Paterson, N. J.—7s, 1900	\$10234 \$116	1033
do 7s, 1903	120 8110	113	4½s, 1900	\$1054 \$ 99	106			127 121
Florida—Consol. gold 68. J & J Georgia—7s, gold bonds, 1890. Q—J 41es, 1915. J&J Louisiana—New con. 7s, 1914. J&J	104 1091 ₂	106	Cook Co. 7s, 1892	\$10934 \$108	10912	4a, 1908 Petersburg, Va.—6a J&J 8a J&J	104	106 112
Louisiana—New con. 7s, 1914.J&J	108 8578		Cook Co. 4 28, 1900	\$105 \s \$102		88J&J	118	
Stamped 4 per cent	41	4312	Chicago, III.—78, 1892-99 68, 1895 4 128, 1900 3-658, 1902 Cook Co. 78, 1892 Cook Co. 58, 1899 Cook Co. 4 18, 1900 West Chicago 58, 1890 Lincoln Park 78, 1895 West Park 78, 1890 South Park 78, 1890	\$10434	105	8s, special tax Philadelphia, Pa.—6s,1898-'99 J&J 6s, new, reg., due 1905J&J	125 ¹ 4 134	136
Maine—3a, 1890-1929	10112		South Park 6a, 1899.	\$103	122	48, 1900-4 J&J	111 12018	113
68, 1890Q_J	100		West Park 78, 1899 South Park 68, 1899 Cincinnati, O7'308, 1902 J&J 78, 1903 Var 68, 1909 Var 68, 1909 M&N 48, 1905 Var 48, 30-508, sluk fund, 1931 . J&J 58, 30-508, sluk fund, 1930 M&N Hamilton County 48	1029	1354	6a, new, reg., due 1905. J&J 4s, 1900-4. J&J Pittsburg, Pa.—5s, 1913. J&J 7s, 1912. Var 7s, water, reg. & ep., 1998.A&O. 4s, 1915. J&D 6s, Consol., 1904 reg. J&J Portland, Me.—6s, RR. Ald, 1907M&S 4s, funded, 1912. J&J Portsmouth, N.H.—6s, '93, RR. J&J Poughkeepsle. N. Y.—7s, waterlong Providence. R.L.—5s, g., 1900. J&J	135	
6a, 1890. Q-J 3-65a, 1899. J&J Massachusetts-5a,gold, 1891. A&O	108 ¹ 2 104 ¹ 4	104 40	6s, gold, 1906M&N	\$123	124	78, water, reg. & op., 1898A&O. 4a, 1915J&D	105	128 106
5s, gold, 1894. J&J 5s, gold, 1897. M&8 Miehigau—7a, 1890. M&N Minnesota—Adi. 4\s, 1912, 10-30. Missouri—Fund. bonds, '94-95,J&J Lorabods, 180. 0008, '94-95,J&J	1154	111149	48, 30-508, sink. fund, 1931. J&J	§1033 <u>1</u>	102 19	Portland, Me.—6s, RR. Aid, 1907M&S	\$123	122
Minnesota—Adj. 412s, 1912, 10-30.	\$100		5a, 30-50s, sink. fund, 1930 M&N Hamilton County 4s	\$114 \$1042	105	4s, funded, 1912J&J Portsmouth, N.H.—6a, '93, RR. J&J	\$106	1064
Missouri—Fund. bonds, '94-95.J&J Long bonds, '89-90J&J	106		68, 1900M&S	2110		Providence, R.I.—5s, g., 1900J. J.	\$114	1144
Asylum or University, 1892. J & J New Hampshire—5s. 1892 J & J	103 8105	10519	58. 1907J&D	8111	1004	Providence, R.I.—5s, g., 1900J&J 6s, gold, 1900, water leanJ&J 4 ¹ gs, 1899J&D	§123 §108	1234
War loan, 6a, 1894J&J War loan, 6s, 1905J&J	\$108	111	4s, 1903	110	112	3½s, gold, 1916	§ 99 ¹ 9	
New Jersey—6s, 1897-1902J&J	*122		5e	\$ 1041e	111	4 126, 1899 J&D 3 128, gold, 1916 M&S Rahway, N. J. – Old 78 New adjustment, 4a Riehmend, Va. – 6a, 1914 J&J	74 120	7712
Miseouri—Fund. bonds, '94-95.J&J Long bonds, '89-90. Asylum or University, 1892. J& J Asylum or University, 1892. J& J New Hampshire—5s, 1892. J& J War loan, 6s, 1894. J& J War loan, 6s, 1894. J& J War loan, 6s, 1905. J& J Mew Jorsey—6s, 1897-1902. J&J 6a. exempt, 1896. J& J 6s, exempt, 1896. J& J 6s, 60d, 1893. A& O No.Carolina—6s, old, 1886—98.J&J 6s N. C. RR., 1883-5. J& J 6s N. C. RR., 1883-5. J& J 6s, hinding act of 1866, 1900.J&J 6s, new bonda, 1892-8. J& J 6s, Chatham RR. A&O 6s, specialtax, class 1, 1898-9A&U 4s, now, cons., 1910. J& J	11019	*****	4s, 1937, new J&J 5s, 1920 F&A Dallas, Texas—8s, 1904 10s, 1893–96	\$ 9719				14219
No.Carolina—68, old, 1886-98. J&J 68 N. C. RR. 1883-5 J&J	35		Dallas, Texas—8s, 1904	110	120	48, 1920	100 8141	1014
6s do 7 coupons off A&O	140		Water, 68, 1900	100	103	48, 1912F&A	101	111
6s, new bonda, 1892-8J&J	20	10	Detroit, Mich.—7s, 1894F&A	6110		Comp'mise 4a, 1901F&A	94 8115	96
68, special tax, class 1,1898-9A&U	6	12	3 ¹ 28, 1911J&D	\$ 9312	100	6s, gold, 1894	\$1084	1094
		125	10e, 1893-96 Water, 6s. 1900 5a, Street Improvement, 1923 Detroit, Mich.—7s, 1894 F&A 6s, W. L., 1906 J&D 3\footnote{2a}, 1911 J&D Elizabeth, N. J.—New 4s, 1912. J&J Evnnsv., Ind.—Water 6s, 1912. J&J 5s, 1912 J&J Fitchburg, Mass.—6s. '91, W.L. J&J Galveston. Tex.—8s, 1893-1909. M&S			Ss, 1921 & 1922. J&3 4s, 1920. Rochester, N. Y.—7s, Water, 1903. 4s, 1912. F&A 3t. Joseph, Mo.—6s, 1903. F&A Comp'mise 4s, 1901. F&A 8t. Louis, Mo.—6s, 1899. Var 6s, gold, 1894. 5s, 1900. Var, 4s, 1905. Var, 4s, 1905. A&O 8t. Paul, Minn.—4s, 1912. 44s, 1915. 6s, 1904. 7s, 1898. 8s, 1997. Savannah—F'd 5s, cons. 1909. Q—F Springfield, Mass.—6s, 1905. A&O 7s, 1903. water leap.	\$101	1024
Penna.—5s, new,reg., '92-1902.F&A 4s, reg., 1912. F&A Rhode lal'd—6s, 1893-4, coup.J&J	11010	1194	Fitchburg, Mass.—6s.'91, W.L. J&J	§104	105	8t. L. Co.—6s,1905A&O	\$123	124
Quality Cartillia — Ra. Non-timo 1999	414	412	58, 1920J&D	98	10012	41s, 1916	\$106	1061g
Brown consols. Tsnnessee—6s, unfunded.	654	104%	Hartford, Conn.—6s. 1897J&J 10-25 years, 4 as, 1890-1903.J&J	\$100		68, 19104	\$1194	120
Compromise bonds, 3-4-5-6a, 1912 Settlement, 6a, 1913	1034		Hoboken, N. J.—72, 1892A&O Improvement 68, 1898J&D do 58, 1901M&N	\$113		8s, 1897	\$124	126
Settlement, 5s, 1913 Settlement, 3s, 1913	7930	734	Houston Tex 108	75		Springfield, Mass.—6s, 1905A&O	612612	127
Tsxas—6s, 1892	0120		6s, funded	75 113		Toledo, O7-30a, RR., 1900 M & N	611910	120
7s, gold, 1904. J&J Vermont—6a, 1890. J & D			Jersey City—Water 7s, 1902Var	121	123	8a, 1893-94Var 6s, 1899Var	0110.0	1110
6s, new honds, 1886-1895J & J	48		Jersey City—Water 7s, 1902. Var Water 6s, 1907. J&J Fundiog 6s, 1909. F&A	11512		5s, 1913	\$ 972	114
6s, consol., 2d seriesJ&J	50	42	Hudgon County 58, 1905 M&8	116		Washington, D.C.—See Dist. of Col.	8107	1074
Tax-rec'vable coups., from cons'la	32	103 ₄ 33	Hudson County, 6e, 1905J&J Hudson County 7s, 1891J&D Bayonne City, 7s, 10ngJ&J Kaneas City, Mo.—8s, 1896 Var	114		5s, 1905	0119 3	104
New 3s (Riddleherger), 1932, J.A. J	643	30 65 ¹ 4	78. 1898 MAN	0113	123	RAILROAD RONDS.		100
CITY SECURITIES.	36	3614	5a, 1905 Lawrence, Mass.—6s, 1894 A& O 6a, 1900	\$106 \$1094	110	(Bonds of companies consol'ted will		
68, 1915 to 1910	\$141					Debenture serip, 6s, gold, 1905. Gen'l mort. 5s, 1927	e113 e109	115
4s, 1920 to 1930 M&N Allegheny, Pa.—5s, on., '87-97. Var. 4'ss, coup., 1885-1901 Var.	\$101 100	106	Louisville, Ky.—7s, 1903Var 6s, 1897Var	5117	122	Gen'l mort. 5s, 1927	e 96 e 50	98 55
4½s, coup., 1885-1901	100 105	105	Louisville, Ky.—7s, 1903. Var 6s, 1997. Ver 10 40s, 5s, 1920. M&N 4s, 1923. J&J Lowell, Mass.—6s, 1890, W. L.M&N	\$105	106	Albert Quer -Cone 7a 1006 guar	133	50
4s, coup., 1901	103	103	Lowell, Mass.—6s, 1890, W. L.M&N Lynehburg, Va.—1901-4J & J	\$1034	103%	Consol. mort., 68, 1906, guar. A&O Allegh. Val.—Gen. M., 73-108. J&J East. exten. M., 78, 1910 A&O Income, 7a, end., 1894	1243	1154
48, rlot loan, 10-20s 58, do 10-20s	100	101 102	8s, 1905J& J Lynn, MassWater loan, 6s, 94.J&J		111	East. exten. M., 78, 1910 A&O	115 24	
48. Court House, 1908, reg. J&J	10119	102	Water loan, 6s, '96J&J	6114	115	Atoh. Top. &S. Fo-1st,78, '99 J&J	61183	11912
		120	Macon, Ga.—68 Manchester, N.H.—68, 1894 J&J. 68, 1902 J&J.	110	112		\$1011 ₂ \$113	
Water 78, 1904 J&J 68, 1895-6 J&J 58, 1914-15 J&J 4128, 1916 J&J Apgusts Mg - 56, 1905 Frond J&J	1064	118 108	69, 1902	\$117	118	5s, 1909 (1st mort.)A&O	\$ 99 \$ 78	991g 781g
4128, 1916J&J	100	100	4s, 1911 Memphis, Tenn.—Comp. 6s, 1907. Tax Dist., 6s, 1913	\$10112 102	103	5s, plain honds, 1920	\$ 91	92
Angusta, Ga.—78, 1900-2 Var	110	120 112	TRX Dist., US, 1910J&J	101-2	1029	Chillor. 80181 08, K., 1920. J. C.	6103 4	105
6s, 1905J&J Austin, Texas—10sJ&J			Minneapolis, Minn.—8s, 1892.J&D 7s, 1901	\$121	104	Chic. & St. L.—1st 6s, 1915. M&8		118
6s. Balt. & O. Joan 1890 Q-J	1024	10212	78, 1901 J&J 498, 1912-15. 48, 1915-17. Milwankee, Wis.—Water7s, '02.J&J	\$ 96	104	Chie. Sun. Fe & Cal.—1st 5s, 1937 South. Kansas, 1st 5s, 1626. M&S	92	924
6s, Park, 1890	103	115	Water 4s, 1906-7J&J		110	Texas Div., 1st 5s, 1927M&S Income 6s, 1927	80%	81 83
" Price nominal; no late transa			rahaser also navs ac rued int rest.		Lon to	n. I Coup ma on since 1869.		

^{*} Price nominal; no late transactions. § Purchaser also pays accrued interest. 6 In London. ¶ Coup me on aince 1869.

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

For	Expla	inatio	ns See Notes at Head of F	,	1	di Quotations.		
RAILROAD BONDS.	Bid.	Ask.	RAILROAD BONDS.	Bid.	Ask.	RAILROAD BONDS.		Ask.
Atch. Top. & S. Fe-(Continued)- Wich. & West1st 6s, 1914.J&J			Chicago & Alton—(Continued)— St.L.Jacks'v.& C., 1st, 7s, '94.A&O	1143		Cin. Rich. & Chic.—1st, 7s, '95. J&J Cin. Rich. & F. W.—1st, 7s, 1921 J&D Cinn Sand & Clay —6s, 1990. F&A	\$115 \$100	10014
K.C. Topekad W., 1st M., 7s.g Id.	\$119	111 120	do 1st guar. (564), 7a, '94A&O do 2d M. (360), 7s, '98J&J do 2d guar. (188) 7s, '98J&J	11712		Cinn.8and.& Clev.—6s, 1990. F&A 2d mort., 7s, 1890. J&D Consol. mort., 5s, 1928. J&J Cin.&Sp.—7s, C.C.C.&I., 1991. A&O 7s, guar., L.8.& M.S., 1991. A&O Cin. Wash.&B.—1st, gu, 4 2s-6s M&N 2d mort. 5s, 1931. J&I	\$1024g	1023
N.Mex. &So. Pac. 1st. 7s. 1999. A&C	\$115		Chie & Atlantic—1st, 6s, 1920. M&N	75	42	Cin.&Sp.—7s, C.C.C.&I., 1901.A&O 7s, guar., L.8.& M.S., 1901. A&O	113 120	
Pueblo & Ark. V., 1st, 7s, g., 1905 Bonora, 1st, 7s. 1910, guar. J&	6 82 12	83	Chic. & Atlantic—18t, 08, 1820. R&A 2d, 68, 1923	131 ¹ 2 102	103	Cin. Wash. & B.—1st. gu, 4 2s-6sM&N 2d mort., 5s, 1931	911 ₉ 51	UA 74
Wichita&S.W.,lat,7s,c.,gua.190: Atlanta & Charlotte Air L.—1st.7s Income. 6s, 1900	122	123 1021 ₉	5s, sinking faud, 1901 A&O 5s, debenture, 1913 M&N Iowa Div. 5s, 1919 A&O	1084	103%	2d mort., 5s, 1931 J&J 3d mort., gold. 3s-4s, 1931 . F&A Income 5s, 1931	26 11	26 · s
A clantic & Pac 1st 4s. 1937J&	8138	22	Iowa Div. 58, 1919	§107	934	Balt. Short L., 1st, 7s, 1893. J&D Clearf. & Jeff.—1st, 6s, 1927 . J&J	116	1164
W. D. Incomes, 1910A&C Central Div., old 6s, 1901 do incomes, 6s, 1922	20	100	10 wa Div., 4s, 1919. A&O 10 wa Div., 4s, 1919. A&O 4s, Denver Ext., 1922. F&A 4s, plain bonds, 11921. M&S Neb. Ext., 4s, 1927. M&N Bur. & Mo. R., 1'd M., 7s, '93.A&O	934	92 9358	Clev. Akron & Col.—1st, 6s, 1926J&J Gan. M., g., 5s, 1927	8 927 ₈ 943 ₄	
Augusta & Knoxv., 7s, 1900J& Baumore & Onto -New 4sA&C	20 112 101	11219			112 1181 ₂	Clev.Col.Cin.&Ind.—1st7s,'99M&N	12112	
5s gold, 1925. F&A Cousol, gold 5s, 1989. F&A Parkersburg Br., 6s, 1919. A&C	106		do Cons, 68, non-exJ. J.	893	107	Cons. S. F., 7s, 1914		
Sahuvilkill Riv Mast Side 58, 1927	1100		do Neb.KR,18t,78,90AWU	\$118	120	Gen. con. 6s, 1934	115	
Sterling, 4428, 1933	6108	110	Ill. Grand Tr., 1st, 8s. '99A&O	81014	(1104	Clev. & Pitts.—4th M., 6s, 1892. J&J Consol. S. F., 7s, 1900 M&N	129 12	1061 ₂ , 133
Sterling, 68, 1895	e116	111	Ott. Osw. & Fox R., 8s, 1990. J&J Quincy & Wars'w, 1st, 8s, '90. J&J Atoh'n & Neb.—1st, 7s, 1998 M&S Chie, Burl. & Nor.—5s, 1926 A&O	\$105 \$123	106	Colorado Mid.—1st, 6s, 1936J&D Coeur d'Alaue.—1st, 6s, 1916M&S Columbia & Gr.—1st, 6s, 1916J&J	105	103
do 6s, g., 1910. M&A Balt. & Pot'c—1st, 6s, g., 1911A&C 1st, tunnel, 6s, g., g'd, 1911. J& Beech Creek—1st, g'ld, 4s, 1936. J&		124	Chio. Burl. & Nor.—58, 1926 A&O	\$100	1004	2d mort., 6s. 1923	79	82 901g
Beech Creek—1st.g'id, 4s.1936,J&. Bell's Gap—1st, 7s, 1893 J&.	863 ₄	109	Dobent, 6s, 1896J&D Chio. & Can. 8o.—1st, 7s, 1992 A&C Chio. Kan. & West'n.—1st, 5s, 1926	\$ 834	84	Columbus Hocking Valley & T.— Con. 5s, 1931	864	
Delwidown Dal 1st Co o 1000 Ity	11920		Chie & East III — 1st mort, 6s, 1907	1194	25 12 3	Geu. 6s gold, 1904J&D Col.&Hock.V.—1stM.,7s,'97.A&C	§103	
Cons. 4s, 1927	\$109 \$1113	1094	1st, con., 6s, gold, 1934 A&O Gen. con., 1st, 5s, 1937 M&N Chio. & Gr. Trunk—1st, 6s,, 1900.	1091	s'142 8 ₁ 1034	do 2d M., 7s, 1892. J&J Col. & Toledo—1st 7s, 1905. F&A	91144	
Consol. mort., 6s, 1893A&C	0 0109	169 ¹ 2 105	Chic. & Gr. Trunk—1st, 63., 1900. Chic. & Gt. W.—1st, g5s, 1936.J&C Ch.&Ind.Coal E'v, 1st 5s, 1936 J&J	95	100	do 2d mort., 1900. M&t Ohio&W.Va., 1st, s.f., 7s, 1910 M&N Col. Springf.&C.—1st, 7s, 1901. M&S	113	
68, 1896J&	161123	113	Chic. Mil. & St. Paul—			Col. & Rome.—1st, 6s, gu. Cent. Ga	107	103
Consel. mort., 6s, 1893. Act Boston & Lowell - 7s, 1892. Act 6s, 1896. J& 5s, 1899. J& 4s, 1903-6-7. Val 4ss, 1903. Mc. Boston & Maine - 7s, 1893. J& 7s, 1894. J& Bost. & Providence - 7s, 1893. J&	\$993 \$104	100	P. du C. Div., 1st, 8s, 1898. F&A P. D., 2d M., 7 3-10s, 1898. F&A R.D 1st, \$, gold, 7s, 1902 J&J	119 1211	120	Col. & West.—181, 68, gnar Cent. Ga Col. & Xenia—181 M., 78, 1390.M&& Conn. & Passump.—M., 78, '93.A.&C Massawippi, g., 68, gold, '90 J&. Conn. West.—181 M., 78, 1900.J&. Connecting (Phila.)—181, 68. M&S Corsol. R. Go Vt., 181, 58, 1913.J&. Cor. Cow. & Ant.—Deb. 68, '98M&N Cumb. & Penp.—181, 68, '91 M&S	\$103 \$1104	11012
Boston & Maine—7s, 1893J& 7s, 1894J&	\$11078 \$111	111	La. C., 1st M., 7s, 1893J&J	$\frac{110}{1141}$		Massawippi, g., 6s, gold, '90 J&: Conn. West.—1st M., 7s, 1900 J&:	\$ 27	32
200000000000000000000000000000000000000	3 8 5 5 5 3	112	Pa. & Dak., 1st M., 7s, 1899.J&J Hast. & Dak.Ex.1st,7s, 1910.J&J	1201	121	Consol.R.of Vt., 1st, 5s, 1913.14.1	\$ 85	35 ¹ 4 106
Bradford Bord. & K.—1st, 6s, 193 Bradf. Eld. & Cuba—1st, 6s, 1932 J&	J	110	do 5s, 1910J&J Chio. & Mil., 1st M., 7s, 1903.J&J	124		Cumb. & Penn.—1st 6s, '91M&S Cumberl.Val.—1st M.,8s,1904.A&C		
Brooklyn Ele.—1st, 6s, 1924. A& 2d mortg, 5s, 1915	1063	89	Consol., 7s, 1905J&J 1st M., I. & D. Ext., 7s, 1908J&J 1st M.,6s, S'thwest Div.1909J&J	123		Dayton & Mich.—Con. 58,1911.J&	1054	125
2d mort. 5s, 1933	5 110		1st M., 5s. La C. & Dav. 1919J& 8o. Minu. 1st 6s. 1910J&J	1021	1124	Dayt. & West 1st M 6s. 1905. Jan	\$1114 \$118	
Bruns. & West, 1st, 4s, 1938J& Buff. Brad.& P.—Gen.M.7s, '96J&	101		do West. Div., 5s, 1910 J&c.	1110	. 1053	Der & Bonnd B.K-18f' 18' 1805L & V	1190	20000
Buff.N.Y.&Erie—1st. 7s. 1916.J&i Buff.Roch. & Pittsb.—Gen.5s, 193	7 97	145	Chlo. & Mo. Riv. 5s, 1926J&. Mineral Pt. Dlv., 5s, 1919J&.	98		Mort. 7s. 1997M&S		. 14119
Roch. & P., 1st, 6s, 1921F&. Cousol., 1st 6s, 1922	116		Chio. & L. Sup. Div., 5s, 1921J&. Wis. & Minn. Div., 5s, 1921J&.		. 101	Den. & R. G. 1st 7s, gold, 1900. M&N 1st con. 4s, 1936	771	81
Bur. C. R. & N.—1st. 5s.nsw. '06. L&	98	98 ts	Terminal 5s, g., 1914J&. Dubuque Div., 1st, 6s, 1920 J&. Wis. Vai. Div., 1st, 6s, 1920 J&.	5113 ¹ 8101 ¹	4 1134	Deny. & Rio G.W.—1at 6s. 1911M&8		91
Cons.1st & col. tr., 5s,1934A& Iowa C. & W., 1st, 7s, 1909 M& C. Rap.I.F.& N.,1st,6s,1920A&	01	3.07	Fargo & South 68, ass. 1924. J&. Inc. conv. sin. fund 58, 1916. J&.		120	Des M. & Ft. D.—Guar. 48, 1905 . J. &.	81	8114
do 1st, 5s, 1921A& Oslifor. Pac.—1st M., 44gs, 1912 J&	107	112	Dak. & Gt. So. 5s, 1916J&: Wisconsin Val., 1st 7s, 1909.J&;	δ123 ¹	941	1st.M , on Ext., guar. 48, 1905J&	1 83	56
2d M. 68, g., end C. Pao., '91.J&	1 102	106	Consol gold 7s on 1902 J&I	1301	9 1314	Det. B. C. & Alp., 1st, 6s, 1913. J&.	1 1074	108
do do 3s, 1995. Já Camden & Atl.—1st, 7s, g., '93Já 2d mort., 6s, 1994	1 3 99		Sinking fund, 6s, 1929 A&C do 5s, 1929 A&C do debent., 5s,1933.M&2	JI IIV.	111	Det. G. Haven&Mil.—Equip.68,1918 Con. M., guar. 68, 1918 A&C Det. L. & North.—1st, 78, 1907. J&J	e116	119
Canada So.—1st5s, guar1908.J&	J]	1081	Exten. bds. 4s, 1926F&A 25-yrs. deb. 5s, 1909M&N	102	104	Det. Mack. & MLd. gr. 3128. 8. A		40
Cape Fear & Yad. Val1st.6s.1016	S 961 1913		Escan.&L.Sup., 1st, 6s, 1901.J&. Des M.& Minn's, 1st, 7s, 1907.F&	1111		Dub.&S. City-1st.2d Div'94.J&: Dul.ath&fron R1st,5s.1937 A&C	1033	1937€
Carolina Ceut.—1st,6s,g.,2000.Jd 2d. inc., 6s, 1915	ñl		Iowa Mid., 1st M., 8s, 1990. A&C Peninsula, 1st, conv., 7s, '98. M&C Chio. & Mil., 1st M., 7s, '98. J&	133	101	Dunk.A.V.& P 1st,7s,g1900J&1	110	893
Catawissa—Mort., 7s, 1900F& Cedar F. & Min.—1st, 7s, 1907. J.	31 1101	80	Mil. & Mad., 1st M., 7s, '98J&. Mil. & Mad., 1st, 6s, 1905M.&S Madison Ext., 1st, 7s, 1911.A&C	117		Divisional, 58, 1930 J&	1 105	
Fund. coupon 7s, 1895 MA	N 1081	2	Menominee Ext., 1st, 7s, 1911 J&I Northwest.Un., 1st, 7s, 1917 M&	130			1011	1054
Atch.J.Co.&W.,1st,6s,1905.Q.— Atch.J.Co.&W.,1st,6s,1905.Q.—	F 101	10238	Winona&St. Pet.—2d7a.1907M&-	vI 134	136	Equip.& imp., g., 5s, 1938M& Mobile & Birm., 1st, 5s, 1937.J&	S	
Cent. of Ga.—1st. cons., 7s, '93.Jd Collat'l trust 5s, 1937	N 1001	112	Ott. C. F. & St. P., 58, 1999. M& North. Iils., 1st, 5s, 1910 M& Chic. & Tomah.—1st,6s,'05. M&	3 108 Neil5	110	Knoxv. & Ohio, 1st, 6s, 1925. J&	il 1034	1044
Central of N. J.—1st,7s, 1890. For Geu. mort., 5s, 1987	A 103 J 109 N 125	3 109 8	1st mort 7s 1916 Mer	J 5132	1324	East. & W. Ry., Ata18t, 68, 1924 Eastern, Mass6s, c, 1996. M& Easton & Amboy-M.,5s,1920M& Elizab, Lex. & Big 86s, 1902. M& Employed Winspt., 1st 6s 1010 1&	1141	17051
Geu, mort., 5s, 1987	J 121 N 106	4 123	Chic. Pso. & St. L Qu. 58.1928 M&	95		Elizab. Lex. & Big 8.—68, 1902. M& Elmira & W'mspt—1st 68,1910. J & Perpatual 5a	104	1034
Leh.& Wil.—Con. 78.g., 1921.38	ພ 110 ດ: 118:	120	Chio. R. I. & Pac.—6s, 1917, coup J. & Exten. & col. 5s, 1934 J. & Chio. & S. W1st, 7s, guar., '99. M&	j 105	133	Erie & Pittsb2d. 7s. 1890 A &C	\$ 100 1 113	
Cent. Ohio—1st M., 6s, 1890. M. Reorg. cous. 1st, 4 s, 1930. M. Cent. Pac.—1st, 6s, gold, 1895. J.	8 101	105	Unic. Mt. L. & P1st, 58, 1932 A&C	97	10	Equipment, 7s, 1900A&C Evans.& Ind.—1st, guar., g., 6s, 192	0 5101	108
1st, 6s, gold, 1896	zJ 113		Col & Ind C. 1st M. 7s, 193-195	105		Evans.& T.H.,1st con.,6s,1921,J&	J 117	115
8 Joannin let M Ge e 1000 A	61 134	116	do 2d M.78,1904.M&) Un.& Logansp.,1st,7s,1905.A& Cin. & Chic. A. L., 7s, 1899 F&	0 5117	121	Mt. Vernon—1st, 6s, g., 1923 A&1 Evansv.T.H.&Chi.—1st. 6s, g.19	0 102	115
Cal. & Or. C.P. bonds, 6s, 2, 32 Je Land graot M., 6s, g., 1890. Ad Mortgage bonds, 6s, 1936. Ad West, Facil Let S.	2J e107 20 104	109	Chic.8t.P.Min.&Om.—Cou. 68, 193	0 121		Fitohburg—5s, 1899-1908 Val 6s, 1897 Act	\$1091	1093
Charite Col ha Cons Caro	112	114	8t. Paul&S. City, 1st 6s, 1919 A.		126 18 126	Bust.H.T. & West., deb. 5s, 1913	3.	. 102
Chartlers- lat. 7s 1901	0 100	129	Chie. & W. 1nd.—S. Id. 6s, 1919 M& General mort., 6s, 1932 Q—1 Chie. & W. Mich.—5s, 1921 J&	N 114 d 119	1191	Flint & P. Marq.—M. 68,1920. A&	1 204	917
Berica A 68.1908, course of A	115	128	Cin. Georg. & Posts -8s 1001 A to	19111	14 951 12 113	From't Elk'n& Mo.V.—6s,1933A&d do do Unstamped.	0 8 153	9/120
Exten. 4s. 1980, reorg. certs. M.	N 86	871	Consol most 75 1005	0 9	1021 106	2 Gal. Har. & San Ant.—1st, 6s, g. 1916 2d mort., 7s, 1995)	. 108
66, 1911.	33 117	34 14 118	Consot. mort., 6s, 1905 A& 21 mort., gold, 4 4s 1937. J& Oln. H. & 1., 1st M., 7s, 1903. J&	0 3113	114	West. Div. 181, 58, 1931M&: Gal.Hous.& Hen.—1st,5s,1913A&: 2 Georgia—78, 1890	0 70	75
then () And hands 1939 M	IN 94	3 95	Cin. H. & I., 1st M., 7s, 1903. J& Cin. I. St. L. & Chio.—Con. 6s, 192	J \$110	12 111 1	HUGGIERIA FACINO-INI. ON. 13722. JO.	1037	116
2d mort, 6s, 1911. For Cheshiro—6a, 1896-98	EJ \$107	109	1st gold 4s, 1936 Q— Cin.& Indianap., 1st.,7s,'92.J&	D §107	10 091	Ooa. 2d mort., 5s, g, 1923A&	0 44	
Bda, Kan, C. iina.6a.g. 1903J	N 124	121 124 125	Indiauar. C. &L., 7s, 1897. F&	A \$113	1071 1 ₂ 1151	2 18t M., 78, 1.g., gold, not guar. A.	OBITA	
Louis'a & Mo.R., 1st, 7s, 1900F.	12 106 A 121		Cin. Jack. & Mac. —1st, 58, 1936. J&	D	071	Ex laud grant, 1st 7s, '99	S	913
* Price nominal; nelate tran	FNI 120	110000	. Cin. Leb. & Nor. 18t. 58, 1916J&	J	100	Gr.B'y W.&St.P.—1st,6s,1911.F.&. 2d, incomes, 1911	. 22	223
To say of all	- WEIGH	3	Purchaser also pays accrued interes	st. e	In Lor	don." # Coupou as. s In Amste	rdam.	

GENERAL QUOTATIONS OF SPOCKS AND BONDS-CONTINUED.

For Explanations See Notes at Head of First Page of Quotations,									
RAILHOAD BONDS.	Bld. Asl	RAILROAD BONDS.	Bid.	Ask.	RAILROAD BONDS.	Bid.	\ar.		
Gulf Col. & S. Fe—1st, 7s,1909 J&J 2d, 6s, gold. 1923	115 82	Man. Beach Imp., fim., 78, 1909, M& Man. S. W. Ool. R'y-1at. 58 193			N.Y.Oul.& W.—let.g., 6s, 1914M&3 New York & New England—	11419	115-		
Han. & St. Jo Con. 68, 1911 M&S	122 123 103	Marletta Min1st, 6s, 1915. M&I	7 9 90 1	00	lat mort 7a 1005 [Lt.1]	5127	1274		
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E.& Tex.Cen-1st 7s, Tr. rec. 1891 West.Div., 1st, 7s, Tr. rec. 91.1&J Waco & N. W., 1st, 7s, x., 1901.J&J	1234 1234 121	68, 1925 (Mary, & West.). A&(Memph.& Charl.—1st,78, 1915.J&	122 1		Equip. Trust., 5s, 1908M&N 2d mort. inc., 5s, 1910	e 614	97		
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Gold, 3 4s, 1951 J&J Col. tr., gold, 4s, 1952 A&O Middle Div. reg. 5s, 1921 F&A	99 101		\$10319 10 \$10014 1	05	Midl'd of N. J.—1st,6s,1910.A&O Norfolk & Western—				
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1ud. Dec.&Sp.—1st,7s.1906.A&0	101 105	6s, 1909 M&: 5s, coup., 1931 M&: Kalamazoo&S.H.,1st,8s,'90.M&: J.L.& Sag, North Ext,8s,'90.M&: do Cone.1stM.,8s,'91.M&:	\$		do 2d M. ext. 5-6s, 90-1900 do 2d M. ext. 5-6s, 90-1900	100	******		
2d m. inc. 5s, 1948 J&J 1ud. Dec. & Sp. —1st, 7s, 1906, A&O I Ind'polis & St. L.—1st, 7s, 1919. Var. \$ Ind'apolis & Vin.—1st, 7s, 1919. Var. \$ 2d mort. 6s. g. gagar, 1900 M&V	116 1031 ₂	do Cons.1stM.,8s,'91.M&s	105	084	Va.& Tenn., 4th M., 8s, 1900.J&J	122	124		
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2d cop. 6s, 1909 M&S tonia & Lansing—let 8s, '99 J&J lowa C-nt.—let g., 5s, 1938. J&D I a Falls & S. C.—let, 7s, 1917. A&O Lackson 8 F.—let 6s, 1917. A&O	101 102 82 81	Midd. Un. & Wat.Gap—18t.5s,1911 2d 5s, quar. N. Y. S. & W., 1396 Mil.L.Sh.&West.—18t6s,1921.M&N	11184111	80	Debeature 6s, 1905 M&8 Northeast., S.C.—1st M., 8s, '99, M &	TOT			
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K.O.St.Jos. & C. R _ M 7: 1007 14:101	$ \begin{array}{c c} 96 & 961 \\ 124 & 1211 \end{array} $	Mian'p. & Pae., 1st, 5s, 1936 J&J Minn. S. Ste. M. & Atl.—1st,5s,1926	91 9	00	Gen'l I. g., 1st, 6s, 1921J&J Gen. land gr., 2d, 6s, 1933A&O	111	115		
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L. Rook & Fl.S.—1st, 7s, 1905J&J Little R.& Mem.—1st,5s,1937.M&3	1063 107	Morris & Essex—1st, 7s, 1914 M&N 2d mort, 7s, 1891	1083 10	718	Cone. mort., 7s, 1898 J&j 2d mort., 7s, 1911	11531			
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Newt, & Fl. 18t. 7a 1801 MAY	97 98	Consol. mort., 78, 1915J&D Nashua & Lowoll—68, g., '93.F&A 58, 1900F&A Nashv.Ch.&St.L.—1st, 78, 1913 J&J	\$107 10 \$108 10	03	Ohio River RR.—1st, 5s. 1936.J&D Gen. gold, 5s, 1937	0.0	102		
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N. O. & Mobile. 1st 6s, 1930. J&J do 2d, 0s, 1930. J&J e.J e.J e.J e.J e.J e.J e.J e.J e.J e.	111 114 115 99	Mort., 78, e0up., 1903J&J Dobenture 58, 1901M&S Sterling mort., 68, g., 1903J&J	135% 13 $112%$ $e122%$ 12	916	Osw. &Rome—1st M., 7s, 1915.M&N Panama—Sterl'g M., 7s. g. '97.A&O Subsidy bonds, Eng. Issue, 6s	elu?	109		
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Nash & Dec 14: 79 1000 14: 1	60 122 1231	N. Y. & Oreenw'd L1st M. inc. 6s 2d mortgage income, 6s.	30		Consel 5s. 1919	11419	******		
Gen I mant On 1000	123 113	N.Y. Lack.& W.—1st. Gs, 1921.J&J	133 13	37	Penn. Co., 6s, reg., 1907Q.—J do 1st M., 4½s, 1921.J&J Penn.& N.Y.Can.—1st. 7s, '96.J&D		TOB		
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Indian Div da gott 1011 Face 1	1157 ₈ 991	1st cons. M., 7s, g., 1920M&S New 2d cons. 6s, 1969J&D	141 I4 1024 10)219	Peo. & Pekin Ur1st,6s,1921.Q-F 2d mort. 4 2s, 1921M&N Perkiomen—1st ser. 5s, 1918 · Q - J	101	70		
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Philadelphia & Reading—(Cont.)— Improvement mort., 6a, '97.A&O	1043-		80. Pac., N. M.—1st, 6a, 1911 .J&J Stat. Isl. R. Tr.—1st 6a, g. 1913.A&O		116	Atlanta & West Point100 Atlantie & Pacific100	105 84	108		
Cone 5a 1st sarias, 1922 MozN	10119	1013	2d mort. guar. 5a, g., 1926J&J 8teuhen. & Ind., 1st 5a, 1914J&J	100	1003	Augusta & Savanuah, leased109 Baltimore & Ohio109	134	135		
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3d prei. inc., 56, kpiu, 1996	721g	1079	2d mort., 6a, 1938	116	993	Parkeraburg100		3 50		
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		110 105	Terre H. & Log'pt.—lst,gu., 68.J&J	95		Boston & Albany	216 150	217 1504		
58, 1910	1014	1014	lst and 2d, 6s, 1913	90 45	55	Boston & Maine	170 kg			
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Pittab. McK.& Y.—1st,6s,1932.J&J Pitts.Pain.&F.—1st,g.,5s,1916J&J Pittab. & West.—1st, 4s, 1917.J&J	31-2		Tol. A. A.& Cad.—1st,6s,1916. M&S	96		California Pacific	20	21		
Pitts. Y. & Ash 18t, 58, 1927. M&N	81%	824	Tol. & Onio Cent.—1st, 5s, gu.1935 Tol.Peorla&W.—1st,4s,1917J&J	10234 751 ₂	76	Canada Sonthern 100 Canadian Pacific 100	50	564		
Ashtahula & Pitts.—1st 6s, 1908. Portl'nd&Ogh'g—1st6s,g.,1900J&J. Port Royal & Aug.—1st, 6s, '99.J&J.	107 ¹ 2 5114	116	1st gold, 5s, 2000 J&D 2d gold Inc. 5s, 2000 Meth Tol.A. Ar.&N.M.—1st,6s,1924.M&N Tol. A. A.&Gr. T.—1st,6s,19121.J&J Tol. A. A.&Gr. T.—1st,6s,1916. M&S Tol. A. Ohio Cent.—1st, 5s, gu.1935 Tol. Peorla&W.—1st,4s,1917 J&J Tol. St.L.&K.C.,1st,6s,1916 J&D United Co's N.J.—Cons.,6s,'94.A&O do gen. 4s, 1923 F&A Sterling mort., 6s, 1894 M&S	97	98	Catawissa	5218	52½ 13½		
THOSHER IHOFE, ON TOSS	00				112	Catawissa 50 do 1st pref 50 do 2d pref 50 Cedar Falls & Minnesota 190	8 60%	65 611 ₂		
Ports.Gt. F. & Con4198, 1937.J&D Ben. &S'toga-1st 78,1921 oou, M&N	14949	150	do 68, 1901M&8 Cam. & Ambmort., 68, '89.M&N	103	126 103 ¹ 2	Central of Georgia	124	125		
Rich'd & Allegh—1st, Drex. recelpts 2d mort. 6s, 1916, trust recelpts.	633 ₈	31	Union Pacific—1st, 6s, g., 1896. J&J 1st, 6s, 1897	113	1134	Central Iowa, all assesm'is pd. 100 Central Massachusetts	1410	1512		
Rich'd & Danv.—Con6s,'90M&N General mort., 6s, 1915J&J	10119	115%	1st, 6s, 1898	1104	1154	do prsf100 Central of New Jersey100 Central Ohio50	30 9758	30 kg		
Debenture, 6a, 1927	8712	89	Sink. F., 88, 1893	120	*****	do Prei	48 54	4842		
Rich. & Petersb., 68, 1915M&N Rich. York R. & Ches., 1st 8s, 1894	110		Om. Bridge, aterl. 8s, g., '96.A&O Collateral trust, 6s, 1908J&J	e118	120	do Prsi 50 Central Pacific 100 Charlotte Col. & Aug 100	364 46	3612		
2d mort., 6a, 1900	102 5 97	9712	Collateral trust, 5s, 1997J&D Kans. Pac., 1st, 6s, 1895F&A	109	110	Chesapeake & Ohio, rcor. cert100 do lst pref. do100	194			
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Bntlanu—1st M., 6a, 1902M&N	110 5109½ 5 98¾	110	U.P. Lin. & Col., 1st,g.,5s'18A&O Utah Cen.—1st M., 6s, g.,1890.J&J Utah 8o., gen., 7a, 1909J&J	95	98	Cheshire, pref. 100 Chicago & Alton. 100 do pref. 100	x101 137	103 140		
Equipment, 2d 5s, 1898 F&A St Jo. & Gr. Isl'd—1st, guar. 6s, 1925. 2d mort incomes 5s, 1925		1071 ₉	40 Ext, 18t, 78, 1909 J&J	******	1037 ₈ 100	Chlcago & Atlantic Beneficiary Chicago Burlington & North 100	6	612		
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2d mort., pref., 7s, 1894 F&A 2d income, 7s, 1894 M&N	1084	114	Vér. & Mass.—Gnar. 5a, 1903.M&N Vicksb. & Mer.—1st, 6a, 1921.A&O	§104 102	105 106	Chicago & East. Illinois100 do pref100	45 984	45 ¹ 8 98 ⁷ 8		
Div. bonda, 1894 Bellev.&S.Ill.,1st,S.F.8s,'96.A&()	42 116 ¹ 2	4319	2d, 6s, 1921 M&N 3d, income, 7s, 1921	35	40	Chicago & Grand Trunk Chicago Milwaukee & St. Paul. 100 do pref., 7.100	63 ⁵ 8 99	63 ⁷ 8 99 ¹ 2		
Bellev.& Car., 1st 6s, 1923. J&D St. L. Sonth., 1st, 4s, 1931. M&S		84	Vicksb. Sh. & PacPrior lien, 6s Va.Midland-1st ser., 6a, 1906. M&S	e105 116	107	do pref., 7.100 Chicago & North Western100 do Pref., 7.100	1053 ₄	106		
St. L. Ark. & Tex. 1st 6s.1936. M&N	974	973 ₁	2d series, 6s, 1911	116	117			96		
2d mort., 6s, 1936F&A St. L. & Chio.—1st con. 6s, 1927. J&J St. L. & 1ron Mt.—1st, 7s, '92. F&A	80	107	3d series, 6s, 1916	75 9914	80 993	Chic. St. Louis & Pitts	401g	42		
2d mort., 7a, g., 1897M&N Ark. Br. l. gr., M., 7a, g., '95.J&D	107		5th series, 5a, 1926	83	85	do pref. 100 Chicago & West Michigan100	89 34	91 341 ₉		
2d mort., 7a, g., 1897 M&n Ark. Br. l. gr., M., 7a, g., '95.J&D Cairo Ark. & T., 1st, 7a, g., '97.J&D Oairo & Ful., 1st, 1g., 7s, g., '91.J&D Gen. con. ry & l. g., 5s, 1931A&O	105% 102%	103	do guar Wab.St.L.& P 1st,ex.,7s,'90.F&A Mort., 7s, 1879-1909, Fr. rec. A&O	11312		Cin. Hamilton & Dayton100 Cin. Indianan St. Louis & Chio 100	99	10812		
	891 ₂		20 mort., 79, 871 1993 MA-N	874	91	Cincinnati N. O. & Tex. Pac 100 Cin. Sandusky & Cleveland50	67 25 12	70		
2d M., 6s, class B, 1906M&N 2d M., 6s, class C, 1906M&N	117 117		Gen., 6a, 1920, Tr. recJ&D	1219	15	Cin. Washington & Bait100	184	1 2		
Kan. C. & Sw., 1st, 6s, g., 1916J&J Pierre C. & O. 1st, 6sF&A			Detroit Div., 58, 1910 Tr. rec. J&J	93% 116	9334	Cleveland Akron & Col100 Clev. Col. Cin. & Indianapolls100	a 3342	3334 7438		
Equipment 7s. 1895J&D General mort 6s, 1931J&J	105 116	11612			90	Cleveland & Canton	78 <u>1</u>	8 30		
General mort., 5a, 1931 J&J 1st trust, g., 5s, 1987 A&O Ft.S.& V.B.Bd., 1st, 6a, 1910.A&O	103	10312	Gt. West., Ill.,1st,7s, '88 F&A do 2d, 7s, '93, Tr.rec.M&N	113 88	90	Clay, & Pittsburgh, guar., 750	155 185	190		
DULLAR COU. W 18t bs. 1916M ASS	100	105	Cons.mort., 78, 1907, convert. Q-F 1st. St. L. div., 78, 1899 F&A Gt. West., Ill., 1st., 78, 189 F&A do 2d, 7s, 93, Tr. rec. M&N Q'noy & Tol., 1st, 7s, 1909, Tr. rec. Han. & Nap., 1st, 7s, 1909, Tr. rec. 1ll. & S. la., 1st, 6s, 1912, Tr. rec. St. L. K. C. & N. (r. pet. & R.) 7s M&S	93		Columbus & Xenia, guar., 850 Col. Hook. Val. & Tol100 Columbia & Greenville, pref100	29	274		
Kan. Mid., 1st, 4s, 1937J&D Trust bonds, 6s, 1920F&A	81 !		111.& 8.1a.,1st, 6s, 1912, Tr. reo St.L.K.C. & N. (r.set.& R.),7s.M&8	93 112		Concord & Portsmouth, guar., 7 100	131	1314 155		
St. L. W. & W., 68, 1919 M&S S:L.Vand.&T.H.—letM.,78,'97.J&J	115	*****	St.L.K.C. & N. (r. set. & R.), 7s. M&S do Clar. Br., 6s, 1919. F&A do No. Mo., 1st, 1895 J&J do St. Cha's Bridge 6s, 1908 Warran (N. J.) - 24 7s, 1909. A F&	113%	114	Connecticut & Passumpsic100 Connecticut River100	111	1111 ₉ 193 ₄		
2d mort., 7s, 1898	106 110		Warren (N.J.)—2d, 7s, 1900A&O	106 117		Dayton & Michigan, gnar., 34250	154	70 155		
St P.Minn. & Man. — 1st 7s 1900 L. I.	1111 ₂ 1053 ₈ 112	1054	Warren (N.J.)-2d, 7s, 1900 - A&O West Chester—Con. 7s, 1891 - A&O W. Jersey & At. 1st M., 6s1910M&S	107		Delaware & Bound Brook100 Delaware Lack. & Western50	160 141 ⁷ 8	14218		
Dak Ext Sa 1010	121 120	12112	1st mort., 7s. 1899	124		do do pref.100	42%	17 431 ₂		
do reduced to 4 kg . L& I	116 100	10012	Opnsol. 6s, 1909	10634	106%	Denyor & Rlo Grande Western. 100 Dany. T. & Ft. W., voting cart. 100	2358	214		
Collat. tr., g., 5a, 1898 F&A Minn's U'n, 1st, 6a, 1922J&J	97		West'n Aia.—2d, 8s, guar.'90. A&O West.Maryl'd—3d en.,6s, 1900. J&J			Des Moines & Fort Dodge100 do do Pref100	6	25 25		
Montana Cent.—1st. 6a 1937.J&D	89 ¹ 4 110 ⁵ 8	90			994	Det. Lansing & Northern, com .100 do do Prof.100	75	25 85		
8an Ant. & A. Pass., 1st. 5s. 1916 & J	1013	1021 ₉ 90	2d m., 3a g. – 5s sc. 1927 – A&O Warren & Frank., 1st,7a,'96 F&A W'n No. Carolina – 1st,7s,1890.M&N		43	Duluth 80. Sh. & Atl. do Pref.		21		
Bandnaky Maner & N. Jan 720.J&J	1772	894	Wast'n Pann —let M Co 200	102).	87	East Tenn. Va. & Ga. Ry100 do do lat pref. 100	9 70	91 ₉ 71		
At. & Gplf. con. 7s. 1897	115		Pitts. Br., 1st M., 6s, '96. J&J Registered 5s, 1923. J&D Gold 4s, 1928. J&D Whaelleg 4 L. Frie 1st F.	108 ¹ 9 108 108	*****	do do 2d pref100 East Pennsylvania59	8 55	24 564		
80. Ga. & Tla.—1st, 7s, 1899. M&N 2d, 7s, 1899. M&N Seaboard & Roan.—6s, 191d. F&A 5s, comp. 1926	115 112	119	Gold 4s, 1928. J&D Wheeling & L. Erie—1st,5s, 1926	93 104		Eastern (Mass.)	87 122 107	88 122 ¹ 9 107 ¹ 9		
Seat L. 8 & F. mark cold for the seat L. 8 & F. mark cold for the	115	10819	Wiles Col. & Aug., 68, 1910. J&D Wilm. & No.—1st, 5s, 1907 27. J&D Wil. & Weldou—S. F., 7s, g., '96. J&J Wil. & Weldou—S. F., 7s, g., '96. J&J Winona&S. W.—1st, 6s, 1928. A&O Wiscon. Cent. Co.—1st, 5s, 1937. J&J Incomes. non-cum. 5s, 1937.	11912		Elizabeth Lex. & Big Sandy 100	15	15		
Beioto Val.—1st.,78, 8.I. Tr. rsc.J&J	087	9719	Wil.& Weldou—S. F., 7a, g., '96.J&J Winona&S. W.—1st, 63, g., 1928, A&O	118		Elmira & Williamsport, 550 do Pref., 750 Evansville & Terre Haute50	s 69 93	914		
Consol. 78, 18-10	70 67	80	Wiscon. Cent.Co.—1st,5s,1937.J&J Incomes, non-cum., 5s, 1937.	§ 89 88	89 49	Flitchburg, Pref	### #################################	70 30		
Sham. V.& Potts.—78, con. 1901J&J Shenandoan Val.—18t.78, 1909.J&J	100 1251 ₉			5102	105	do do Pref. 100 Fort Worth & Denver C 100	8634	97		
General mort co 1003.JeJ	92	921g 34	Nash. & Roch guar 5s. '94.A & O Zanos. & Ohio R.—1st,6s,1916.F&A			Galv. Harrisb. & San Antonio Georgia Pacific	12	1419		
Shreve. & Hous.—1st, ts, gu., 1914 Sodus Bay & So.—1st, 5s, g., 1924J & J So. Cen. (N.Y.)—Consol. mprt., 5s		65 55	RAILROAD STOCKS. Par. Ala. Gt. South.—Lim., A., 6s, pref		912	Georgia Railroad & Bank'g Co. 100 Grand Rapids & Indiana.	12 197 5	199		
2d mort., 6a, 1931	51	95	Ala. N. O. & Pac., &c., pref.	e 24 e 138	234	do do Pref100	631	$ \begin{array}{r} 8^{1_{3}} \\ 7^{1_{4}} \\ 19 \end{array} $		
80.Pao.Cal1st.6s.g., 1905-12 A&O	7	54 94 1154	Albany & Susquah, Guar 7 100	150	10	Har. Por. Mt. Joy & Lancaster. 50 Houston & Texas Central 100	8 84 73	90 13		
Bo. Pac., Ariz. —1st, 6s, 1909-10. J&J	107	1194	Atchison Topeka & Santa Fe. 100 Atlanta & Charlotte Air Line . 100	53 85	531e 90	Huntingdon & Broad Top50 do do Pref50	8 2019	21 ¹ 2 46 ¹ 2		

^{*} Price nominal. § Purchaser also pays accrned interest. e In London ¶ Coupon off. s Price per share. | In Frankfort. G In Amsterdam.

GENERAL QUOTATIONS OF STOCKS AND BONDS-CONTINUED.

		For	Expianations See	Notes	at If	oad of First Page	of Qu	totati	ona.		
RAILROAD STOCKS.	Bid.	Ask.	MISCELLANEOUS.	Bid.	Ask.	MISCELLANEOUS.	Bid.	Ask.	MISGELLANEOUS.	Bld.	Ask.
Illinois Central100 do leasedl., 4p.c.100	10714	1074	St. L. Ft. 8. & W. cert. St. L. Van. & T. II	5		Pipe Line Certificates. Poughkeepsie Bridge	904	914	Chicago Gas Trust Cincinnati G. & Coke.	41½ 199¾	
Iowa Central, pref. 100 Jeft, M. & Ind., Pd. 100	22 70	23 75	t. Louis & San Fr. 100 do Pref100	253 ₄ 64	85	Pullm'n Palace Curl 00 San Diego Laud	23	2319	Hartford, Ct., G. L. 25 Jersey C.& Hobok'n 20 People's, Jersey C	25	
Kanawha & Ohlo	7	9	do let pref.100	3318	3919	St. Louis B'dge, 1st pref 2d pref. certificates.	e54	110 56	Louisville G. L.	124	125
do 2d pref. Kan.C.Ft.S.&Mem.100	79 79	80 135	do Pref.100 st. P.Minn. & Man.100 soloto Valley50	93 102 5	95 103 10	St. Louis Tunnel RR St. Louis Transfer Co. Standard Oll Trust	70 164	110 721 ₂ 167	Memphie Gas	40 55 814	45 82
Kan.C.Ft.S.& G.pf.100 Kan.C.Mem.& Bir.100	134½ 53 30	54 35	leab'd & Roanoke100 south Carolina100	3	419	Sugar Reflueries' Co. Union St'k Yds.&Tr.Co	86	861g 110	Equitable, N. Y. 100 Mutual of N. Y 100	112	117
Kan.C.Cl'n & 8p'd.100 Kan.City & Omaha		45	Southern Pac. Co100 S'west., Ga., g'd. 7.100	21 131	25 132	Wagner Palace Car Co. West End Land (Bost.)	117 2738	120 2712	Standard Gas, pref N. Orleans G. L 100	80 92	85 93
Kentucky Cent100 Keoknk & Des M100 do prof100	3	10 25	Jummit Branch, Pa.50 Sunbury & Lewist50 Ferre H. & Ind'nap.50	10 8 5019	104	COAL & MINING STOCKS, N.Y.			Portland, Me., G. L.50 St. Louis Gas Trust. 100	80 55	90 5719
Lake Eric & W100	1858		Texas & Pacific 100	214	100 22 21	Cahaba Coal10J	50	324	San Francisco Gas	60	118 60 ¹ 4
do Pref. 100 L. Sh. & Mich. So. 100	10438	10.128	Tex. Pac. Land Tr't 100 fol. Ann Arbor & N.M Tol. & Ohio Cent'l. 100	20 24 20	25 34	Cameron Iron&Coal50 Colorado Coal & I.100 Col. & Hook.100.0 & I.	32 341 ₂ 20	36 21	Wash'ton City G. L.20 MINING STOCKS (N. Y. & SAN. FRAN.)	4078	414
Lehigh Valley50 Little Miami50 Little Schu'k'150	1794	181	do Pref.100 Tol. Peor. & Western.	15	55	Consol.Coal of Md.100 Homestako Min'g.100	26 13	28	Adams Cone	·30 1·50	
Long Island50 Log. Evans. & St. L. 100	94 1219	96 13	Tel.St.L.& K.City., 100 do pref., 100 U. N.J. RR &C. Co.100	* 8	12 25	Lehigh & Wilkesb.Coal Marshail Cons. Coal.	23 10	32 14	Amador. American Flag. American Coal	·02	165
do. Pref.100 Louiev. & Nashv106	60	25 60 ¹ 8	Union Pacific100	8228 65 ¹ 2	65%	Maryland Coal100 New Central Coal .100	15	16 12	Alta Montana100	.75	
Mahouing Coal RR.50	46 ¹ 2 42 100	4719	Utah Central100 Utica & Black Riv.100 Vt. & Mass!'sed.6.100	125 135	136	N.Y.& Berry C.& I.100 Ontario Sil. Min'g.100 Pennaylvania Coal.50	31 34 ¹ 4 310 ¹ 9	32 35	Argenta	·18 ·75	20
do Pref.50 Maine Central100 Man. & Law'ee100	120	122 216	Vicksb. & Meridian do pref	1 ₈	38	Quicksilver Min'g 100 do pref.100	37	734 381 ₂	Raggiolz	.08	
Manhattan, con100 Marq. H. & Ont100	94	9131	Virginia Midland 100 WabashSt.L.&Pac.100	34 131 ₂	36 14	Tenn.Coal&IronCo100 do pref.100	34 99	34 ½ 100	Belcher Belle Isle100 Best & Belcher	35 4.00	
do Pref100 Memph.& Charl25	88 55	90 55	do Pref. 100 Warr'n (N.J.), l's'd, 7.50	26%		Whitobr'st FuelCo.100 Wyoming Val.Coal.100	100		Breece	21	.30
Mexican Central 100 Mexican Nat., Tr. rec.	13 ³ 8 6 ¹ 2 24		W. End pref. (Bos.) 50 West Jersey50 West Jersey & Atl50	8518	851 ₄ 874 ₈ 51	EXPRESS STCKS Adams		154 115	Brunswick	·15	
Mex. Nat. Constr. Co. Michigan Cent100 Midland of New Joreey	891 ₉ 32		Western Maryland.50 West. N.Y.& Penn.100	11	14 1378	United States100 Wells, Fargo & Co.100	79	80	Bulwer100 Caledonia B. H100 Cal'm't&Hecla(copp'r)	2·70 265	
Mil. Lake S. & W 100	69 1001 ₉	$\begin{array}{c} 72 \\ 1024 \end{array}$	Wheel.& L.E. pref. 100 Wil. Columbia & A.100	6578 112	6638	TELEGRAPH, Amer. Dist., Balt5	134	2	Cashler	.04 .03	
Mine Hill & 8. H50 Minneap, & St. L 100	8 71	7	Wilm. & Weldon, 7.100 Wisconsin Central 100	17	174	American Tel. & Cable Bank's & Merch'ts.100	85%	8612	Cleveland Tla	1.75	2.25
Missise. & Tenn	12	14 90 124	Wor.Nash.& Roch.100	38 1201 ₂	121	Cent. & So. Am. Cable Commercial Tel. Co.pf.	130	138	Consol. California. 100 Con. Imperial	7:50 :55	
Misso'i Kan.& Tex.100 Missouri Pacific100 Mobile & Ohio100	124 7258 10		CANAL BONDS. Ches.&Del1st, 5s,'16 Ches.&O6e '70.0 -I	834	814	Franklin100 Gold & Stock100	25 94	33	Chrysoite 50 Chollar 100	•26	•27
Morgan's La.&Tex.100 Morris & E'x, gu.,7.50		150	Chse. & O.—6s, '70.Q.—J Del. Div. 6s, 1998 Del. & H.—7e, '91.J&J	106		Bonds100	208		Consol. Pacific 100 Crown Point100		.05
Nashv.Chat.& St. L.25 Nashua & Lowell100	87	874	lat ext., 1891M&N Coup. 7s. 1894.A&O	11034	118	N. Y. Mutual Un. Tel	97	103	Deadwood	1.50	•13
N'squehoning Vall'y50 New Jersey & N.Y.160		1.4	1st Pa.D.cp.,7s,M&9 Lehigh Nav 419s,'14 RR. 6s, reg., '97,Q-F	111 ¹ 8	11114	N'west., 7s. 1904 .J&J Pacifis & Atlantic Postal T. Cable, new.	50 25	30	Eastern Oregon	1.35	.02
N. News & Miss. Val.Co N.Y.Cent.& H.Riv.100 N.Y.Ch.&St.L.new100	12 ¹ 2 109 ¹ 4 18 ³ 4	10337	Conv 6a.g.rg.'94M&S	112		South'n & Atlantic.25 Western Union100	80		El Cristo		1.00
do 1st pref.100 do 2d pref.100	7412		6e,g.,op.&rg'97J&D Cone.M.,1911 7eJ&D Gre'n.Tr.7e,'92,F&A	131	11049	78, 1900, M. & N Collat. trust, 5s	118	1024	Freeland	13.75	
N. Y. & Harlein50 N.Y.Lack. & West100	250 1135 ₈	1135	Leh.C.&N.,4128,1924 Penn.—68, coup., 1910	100 731 ₉	7412	American Bell100		22219	Gould & Curry 8100 Hale & Norcross100	2.65 3.85	
N.Y.L.Erle& Weat.100 do Pref.100 N.Y. & N.England.100		69	CANAL STOCKS. Chesapeake & Del. 50		1371	Mexican New England Tropical	3234 75c. 45	800.	Hector. Holyoke. Horn Silver. Independence	·04	
do Pref.100 N.Y.N H.& Hartf.160	116	116 9		8	52	Tropical10	30c.	310.	Independence 20		
N. Y. & Northern, pref. N. Y. Ont. & West 100		20	Morrie, guar., 4100 do pf., guar.10100 MISC'LLANEOUS	8195	200	Brush, Balt100	55		Julia Con	17	•23
N. Y. Penu. & Chio			BONDS. Am. Wat'rW.Co.,1st.6s	10634		Brush Illuminat'g 100 Consolidate 1 100	185	187 45	Klugs.&Pombr'ke Iron Lacrosse10	.08	1.50
N. Y. Phil. & Norf. 100 N. Y. Prov. & Boston. N.Y. Susq. & West'n 100	10 218 018	93 ₈	Cahaba Coal, let, 78, '07 Chic.G.L.&C.1st, 58, '37 Col.Coal& Iron—1at, 68	112 88 ¹ 9 102 ¹ 4	88%	Edison Illuminating I hompson-H. Elec.Co.	95	198 96 150	Leadville Consol10 Lee Basin	.65	'75
do Pref.100 N.Y. West Shore & B.	344	313	Hackens'k Wat. 1st, 5s	100		Thompson-H. Internat		95 105	Little Pitta		.08
Norf.& West,, com.100 do pref.100 No. Pennsylvania50	17	174	Hend'n Bridge6e, 1931 Iron Steamboat Co. 6s	110%	90	do pref100 TRUST CO'S Am. Loan & Trust.100	110		Mono	1.00	.06
Northern Central50	8 744	75	Maxw'll L.G.prior 1.,6s	† 894 † 284	283	Atlantic100 Brooklyn Trust100	320		Mount Diablo	1.45	1.50
North'n N. Hamp. 100 North'n Pac., com. 100 do Pref. 100	2718	143 271 ₉ 621 ₂	Income	106 ¹ 2 111 104 ¹ 2	1113	Central 100 Farmers' Loan & Tr.25 Franklin 100	625 565 194	600	Navajo100 North Star	2.50	8.00
Ogd & L. Chenn 100	175	177	Con. 5s 1925 J.&D Ocean 88.Co.,1st gnar. Peo's G.&.C.Chlc.2d,6s	102	103	ilolland 100 Knickerbocker 100	103		North Star	5.00	5.40
Ohio Ind. & West. 100 Ohio & Mise 100 do Pref. 100	12	12 24 87	Poughk'sleB'ge,1st,6s. St. L. Bridge & Tun-	96	974	Long Island 100	163	166	Pewabic (copper)	2.5	
Ono Southern 100	14	16	1et, 7e, g, 1928.A&O Tenn.C.&I.—T'nn D.6s	914 934		Mercantile100 Metropolitan,100	1 188	******	Plymouth Consol100	8.87 2.00 68.00	2.23
Old Colony 100 Ona. & St. L.pref. 100 Oregon Short Line 100		20	Blr. Div. lat, 6a, 1917 Wyo. Val. Coal 1st 6a. General 8a.	100		Nassau	115 595		Quincy (copper) Rappahanoek1 Robinson Consol 50	.08	12
Pennsylvania RR. 50	33 5538	3314	MISO'LLANEOUS STOCKS.			United States100	620		Savage	2.80	
Peoria Dec. & Ev 100	273	1 0	Amer. Bank Note Co Am. Con.& Dred. Co	35	501.	N.Y. & BR'KLYN HORSE RRS.			Silver Cliff	1.00	1.05
Petersburg 100 Phila. & Erie 50 Phil. Germ. & Nor 50		31	Amer. Cotton Oil trusts Aspinwall Land10 Boston Land10	858	5914 878 784	(See Locut Securities in Chronicle each w'k, except third of month)			Sliver Queen	1.03 -05 1.50	.07
Phila. & Trouton100	8225	484	Boston Water Power. Brookline (Mass.) L'd5	778	8 51 ₉	GAS STOCKS. Balt. Consol. Gas, New	4.134	45	Sutro Tunnel do Trust cert	•57	10
Pitts, Cin. & St. I. 50	# 65 # 121a	654	Canton Co. (Balt.).100	195 ₈	50	Boston Gasiight500 East Boston25	1075	1095 43	Tioga	10	
Pitts.Ft.W.& C.,guar.7 Port.Saco &Ports,lsd 6 Port Royal & Augusts	123 lg	124	Continent'i Con.&Imp. Cov. & Cin. Bridge, pf.	36 175	39 210 51 ₆	Brookline, Mass100	113	114	Utah	1.15	
Ports. Gt. F. & Con. 100 Rens. & Saratoga 100	87	871 ₂ 175	Frenchman's Bay Ld. Henderson Bridge Co.	5 81 ₄	7838	Chelsen, Mass100 Dorohester, Mass100	10334	182 10 6 108	Yellow Jacket	3.20	
Rich. & Alleg., cert. Rich. F. & P., com. 100 Richmond & P'b'g.100	181	17	L'useed Oil Trust	38	4019	Dorohester, Mass100 Jamulea Pl'n, Mass100 Lawrence, Mass100	x140	152 140 g	Atlantic	1419	15 48
Bien. & West Point 100	273a	275	Mauh'tt'n B'ch Co.100 Mayerick Land 10	7 238	10 25g	Lynn, Mass. G. L. 100	195 140	200 150	Brunaw'k Antimony.5 Calumet & Heera25	271	273
do Pref100 Richmond York R.&C. Rome W. & Ogd100	90	82	Maxwell Land Grant Mt. Des. &E.S. Land. 5.	1 1838 2:12	2.72	Newton & Wat'n 100	x140	103	Catalpa Sliver 10 Central 25	15c.	16
Ratland 100 do Pref., 7.100 st. Jos. & G'd 181'd.100	100½ 4½ 37	102 5 371 ₃	N.E.Mtg.Secur./Bost., N. Hampshire Land 25 N. Y. Loan & Impr't	88 25c 47	90 50c. 52	Brooklyn, L. I25 Citlzene', Brooklyn.20	112 102 54	112 ¹ 9 101 56	Franklin	1334	419
ot.LouisAit.&T.H.100	48	4916	Oregon Improvement	70	71	Metropol., B'ktyn.100	89	126 90	National25	x16	5 1612
8t. L. Ark.& Terasion	90	100	do pref100 Oregon Ry. & N.Co.100 Pacific Mail SS, Co.100 Philadel. Co. Nat. Gas.	104 951g	106 96	Nassau, Brooklyn 25 People's, Brooklyn . 10	110		Pewabie	41 ₉	5019
St. Louis & Chicago do. pref	******	38		38	383 78	Williamsb'g, B'klyn 50 Charlest'n,S.C.,Gas.25	110	122	Ridge25 Tamarack25	143	114
* Price neminul; no l	ata tra	neactio	DES. In Amsterdam.	X P	nrcha	ser also nave accrued in	orost	a In	London s Onetation	nev al	IAPA.

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

For	Explanations Nee	Autos	RL II	ead of First Page	or Q:	iotat	lons,		
MANUFAC'ING STOCKS. Bid. Ask.	BANK STOCKS.	Bid.	Ask.	BANK STOCKS.	Bid.	Ask.	INSURANCE STOCKS.	Bid.	Ask.
MANUFACT'ING.	First Ward100	129	130	New Orleans,			San Francisco.		-
Am Linen (Fall Riv.) 975 1990	Fourth National100	111	113	Bank of Commerce. 10 Canal & Banking 100	834 1571 ₂		Anglo-Californian	64	70
Amory (N. H.) 100 117 1174 Amoekeag (N.H.) 1000 1890 1895	Freemans'100	101	1014	Citizena' 100	34	36	Bank of California First Nat. Gold100	220 1474	
Androacog'n (Me.).100 13912 140 Appleton (Mass.).1000 750 760	Hamilton 100	12612	128 127	Germania Nat100 Hibornia Nat100		165	Pacific	155	15512
Atlantic (Mass.)LUU LU4/21/00	Howard100	10942	111	Louisiana Nat 100	162	165 135	STOCKS.		
Barnaby (Fall Riv.)	Lincoln100	1024	1024	Metropolitan100 Mutual Nat100 Now Orleans Nat100	136	139	Boston. American F & M 100	91	92
Bates (Me.) 100 11712 118 Boott Cot. (Mass.) 1000 1385 1390	Market	95	95 ¹ 4 141	New Orleans Nat100 People's50	610 78	80	Boston100	148 82	149 821 ₂
Border City Mfg. (F.R.) 132 134	Massachusetts 250	110	1101	State Nat 100	11934	122	Dwelling House100	92	93
Boston Co. (Mass.) 1000 1050 1060 Boston Belting100 170 17012	Mayerick100 Mechanics' (80.B.)100	133	137 135	Union Nat100 Whitney National.100	$\begin{array}{c} 136 \frac{1}{2} \\ 250 \end{array}$	140	Firemen's100 Manufacturers'100	116 189	1164 191
Bost. Duck (Mass.)700 1150 1200 Chace (Fall Riv.) .100 111 114	Werchandise100	883 145	89 1454	New York, America 100	185		Manufacturers'100 Mass. Mutual100	42 115	4212
Chicopee (Mass.) 100 100 101	Metropontan	1004	110	American Exch'ge100	146		Mercantile F. & M.100	115	116
Cocheco (N.H.)500 425 410 Collins Cd. (Conn.)10 75 814	Manument100	227 138 ¹ 2		Asbury Park Nat. 100 Bowery100	240	108 250	Neptune F. & M100 North American100	75 105	75½ 108
Collina Co. (Conn.)10 73 814 Continental, Ma.). 100 33 34 34 Cres't Milla (F. R.) 100 50 5212	Vew England100	1621 ₂ 1413 ₄	165	Broadway 25 Butchers & Drovers 25	290 180		Prescott	100	75
Crystal Spr. Bl.(F.R.)	North America100	113	115	Cantral National100	13712		Washington100 Hartford, Conn.	73	75
Davoi Milis (F. R.) 100 108 693 70	OldBoston100 People's100		127 163	Chase National100 Chathain25	255 255		Ætna Fire100 Connecticut100	243	255 114
Dwight (Mass.). 500 745 750	Redemption100	135	138	Chemical100	4000	4200	Hartford 100	303	
F. R. Machine Co., 100 55	Republio106 Revere100		15812	City100 Citizens25	375 155		National100 Orient100	183 ¹ 2 95	93
Fint Mills (F. R.) 100 118 120 Franklin (Me.)100 94 12 95	Rockland100 Second Nat100	152	154	Columbia100	125 185		Phœnix	199 105	200
Ol'be Y.Mills(F.R.i100 121	Beourity100	185	195	Commercial	110	115	New Orleans.	103	
Granite (F.R.)1000 250 Great Falls (N. H.)100 100 10014	3hawmat100 3hoe & Leather100	129%		Continental100 Corn Exchange100	13012	131 240	Creacent Mutual 100 Factors' and Tr 100	12	55 14
Hamilton (Mass.) 1000 920 930 Hartf. Carpet (Ct.) 100 145 154	State100 Suffolk100	131	13112	East River25 Eleventh Ward25	155		Firemen's 50	x	5612
Hill (Me) 100 84 8412	Third Nat 100	10812	107	First National100 Fourth National100	150 2000		Germania100 Hibernia100	118	123 671 ₂
Holyoke W. Power. 100 250 Jackson (N. H.). 1000 1005 1010	Fradera'100 Frement100	89%	90 114 ¹ 4	Fourth National100 Firth National100	200		Home100 Lafayette50	91 x63	96 7 3
King Philip (F. R.) 100 109	Union100	142	14212	Fifth Avenue100	1200		Merchants'Mutual100	631€	65
Laconia (Me)400 495 500 Laconia (M. H) 400 590 600	Washington100 Webster100	$ \frac{1274}{110} $	1104	Fourteenth Street.100 Gallatin National50	155 253		Mechanica' & Tr100 New Orl'a Ins. Asa'n 30	114 ¹ 2	117
L'rei Lake Mills (F. R.) 119 123 Lawrence (Mass.) 1000 1575 1580	Brooklyn,			Garfield100 German American75	300	125	New Orl'a Ins. Co., 50	22	24
Lowell (Mass) 690 602 2 605	Brookiyn100 First National 50	$\begin{bmatrix} 150 \\ 340 \end{bmatrix}$		German Exchange.100	118 210	123	Sun Mutual 100 Southern 100	12234 9214	91
Lowell Bleachery 200 133 125 Lowell Mach. Shep. 500 6 0 075	Fulton 40 City National 50	167 340		Germania100 Greenwich25	200 180		Tentonia100	123	130
Lyman M. (Mass.), 100 61 63	Commercial 60	150		Hanover100	226		New York. Allianca1000	100	130
Manchester (N.H.) 100 143 143 12 1132 1113	Long Island100 Manufacturers'	118 150		Hudson River100 Importers' & Tr100	510	150	American 50	150	160 120
Mass, Cotton1000 11105 1110 Mechanics (F. R.) 100 132 133 Merrimack (Mass) 1000 1240 1240 1245	Mechanics'50 Nassan100	235		Lrving50	170		Bowery	130	140
Merrimack(Mass)1000 1240 1243	Chicago.	1 1	*****	Leather Manufta100 Lincoln100	220		City	110	115
Metacomet (F.R.) .100 7219 Middleaex (Mass.) .100 150 153	American Exch. Nat Atlas National		125 117	Liacolu	105	185	Commonwealth100	90	100
Narragans'tt(F.R.)100 103 105 Nashua (N. H.)500 635 640	Chicago Nat100	180		Manhattan50 Market & Fulton100		190	Continental100 Eagle40	200 190	$\begin{array}{c} 215 \\ 200 \end{array}$
Nanmkeag (Mass.)103 99 4 100	Commercial Nat100 Continental Nat100	117	120	Mechanica'25 Mechanica' & Tr25	180	19 i	Empire City100	100	90 110
N. E. Glass (Mass.)375 29 31	First National100	26212		Mercantile100	195		Exchange30 Farragut50	100	105
Pacific (Mass.)1000 1615 1620	Fort Dearborn Nat Hide and Leather.100	165	100	Merchants'50 Merchants' Exch's 50	118	123	Fire Association100 Firemen's17	110	125 85
Pepperell (Me.)500 x1175 1200 Poeasaet (F. R.)100 118 120 Rich. Bord'n (F.R.) 100 90 92	Merchants' Nat100 Metropolitan Nat. 100	360		Metropolitan 100	1112	124	German-American 100	295	315
Rich. Bord'n(F.R.) 100 90 92 Robeson (F. Riv.) 1000 85 95	Nat. Bk. of Amer 100	139		Metropolia100 Mount Morris100	255 225		Germania 50 Gioba 50	153 115	160 120
Sagamore (F. Riv.) 100 12212 125	Nat. B'k of Illinois.100 Northwestern Nat. 100		• • • • • •	Murray Hill50	250		Green wieh25	150	205
Balmon Falla(N.H.) 300 221 223	Union National100	170	175	Nassau50 New York100 N. Y. Nat. Exch'ge100		250	Guardian100 Hamilton15	50 90	55 95
Shove (Fall Riv.), 100 109 110	Un.Stock Y'ds Nat.100		200	N. Y. Nat. Exch'ge 100 New York County. 100	124		Hanover50 Homo100	130	140 145
Slade (Fall Riv.) 100 62 ¹ 2 65 Stafford (Fall Riv.) 100 119	Atlas National	1871	85	Ninth National100	140		Jefferaon 30	100	110
Stark Mills (N.H.) 1000 1115 1125 Tecumseh (F. R.). 100 118 120	Citizens' National Commercial Bank	110	125	North America 70 North River30	156	158	Kings Co. (B'klyn) .20 Knickerbooker30	165	$\frac{170}{82}$
	Equitable Nationai Fifth National		135 95	Oriental25	200		Lafayette (B'klyn) .50	80	82 85 75 90
Tromont&S.(Mass)100 128 129	First National	26512	270	Pacific50 Park100	210		Liberty	70 80	90
Union C.Mr. (F.R.) 100 250 250	Fourth National German National		195 160	People's25 Phenix20	200 1331 ₂	1341	Manuf. & Builders'100 Nassau (B'klyn)50		105 135
Wampshoag(F.R.)100 135 13712 Washingt'n (Mass.)100 0 70	Market National Merchants' National		05	Produce Exchange 100	110	11ō	National3712	95	103
Weed Sew. M'a (Ct.)25	National Laiavette	290	300	Republic100 8eabeard100	1594		N. Y. Equitable35 New York Fire100	165 75	170 80
Willim'tie Linen(Ct)25 4578 48	Ohio Valley Nat'l Second National	2.0	145 210	Second National100	330		Niagara 50	138	145
York Co. (Me.)750 1075 1085 BANK STOCKS.	Third National	14919	10012	Seventh National.100 Shoe & Leather100	152		North River25 Pacific25	155	90 160
Baltimore.	Western German Bank Hartford.		*****	Sixth National100 St. Nicholas100	250 125	130	Park100 Peter Cooper20	50 150	60 160
Bank of Baitimure 100 140 142 Bank of Commorca. 15 15 16	Ætna Nat100 American Nat50	1021 ₂ 65		State of N. Y100 Third National100	11212	i 13½	People's50	80	85
Citizens'	Charter Oak Nat 100	105		Tradesmen's40	10112	******	Phonix (B'kiyn)50 Rutgera'25	120	110 130
Farmers' & Moreh 40 32	City100 Connecticut River 50	48	100	United States Nat. 100 Western National . 100	210 953		Standard50 Stuyveant25	100	105
Farmers'& Merch40 5712 Farmers'& Planters'25 4412	Far. & Mech. Nat. 100 First Nat100	10212		West Side100	200		United States25	155	165
First Nat. of Balt 100 12512	Hartford Nat100	150		Philadelphia.§ Bank of No Amer.100	350		Westchester10		150 29 3
German American 110	Mercantile Nat100 National Exchange.50	60	100	Central National100	340		Williamsburg City50 MARINE INSU-		
Howard	Phœnix Nat100 State100	120		City National50 Commonwealth Nat 50	130		Atlantio Mutual1885	10012	
Machanica' 101 102 121.	United States 100			Corn Exchange50 First Nat100	230	••••••	1886	101	102 103
Merchante'100 134 Nutional Exch'ge. 100 128	Conn. Trust ('0100 Hartford Trust Co.100	140		Farmers'&Mech.N.100	165	6712	1857 1888	103	104
Becond National 100 180 193	Secarity Co100	11.40		Fourth St. Nat'l100 fadependence100	113 125		Commerl. Mut. 1873-821	60 }	
Third National 1001 110	Louisville,			Girard National40 Keystone Nat'i50	108	50	PRICES OF EX		NGE
Union	B'nk of Commerce Bank of Kentucky 100	123	125	Manufact'r'rs' Nat. 100	93	58	MEMBERSH		
Boston.	Bank of Louisville100	93	99	Penn National50 Philadoiphia Nat100	85 252		N.Y.Stock	\$ 22,000) hid
Allas	Citizens' National 100 City Nat100		120 120	Southwark Nat'i50	1001-		Last sale, Feb. 14	22,000)
Biackstone 100 1123 113 Boston Nat 100 1231 124	Fulia Cliv Tobacco100	109	110	Portland, Me. Cumberland Nat40	46	48	N.Y. Cousol. Stock& Pet. Last sale, Feb. 12	700	
40VISION 1001 199 1140 1	Farmera of Ky 100 Farmera & Drev. 100	105	110 107	Canal Nat100 Casee Nat100	148		N.Y. Produce	1,250	ask.
Broadway	German Ins. Co.'e.100	175	176	First Nat 100	100	109	Last sale, Feb. 7 N.Y. Cotton		bid.
City100 1343 135	German100	175	136	Merchants' Nat75 National Traders'.100		IZU II	Last sale, Jan. 15 N. Y. Coffee.	1,025	
Columbian 100 130 13014	Keutucky Nat100	139	140 131	St. Lonis.		- 11	Last sule. Ech 10	600	
Commerce	Louisv. Banking Co.40 Masonic100	255	257	Commercial100	350		N. Y. Metal. Last sale, Jan.	55	bid.
Engle 100 105 127	BIOCCHARTS NAT IOO	144	140	Continental 100	3 PV A		R'l Est Exch.&Auc R'm Last safe, Feb	1,175	bid.
Euot100 12212 123	Northern of Ky 100 People's Bank	124	126 120	Franklin100 Fourth National100	140	150	Boston Stock	1,175	bid
Everett	Second Nat. 100	115		International100	135	9210	Last aule, Aug Philadelphia Stock	12,000	
Paneuil Hall100 143 144 144 144 144 144 144 144	Security	120	182	Machanica'100 Merchants' Nat100 St. Louis National.100	107		Last sale, Feb. 9	2,850	
Price nominal; no late tran	western 100	131				10712	Chicago Board of Trade Last sale, Feb. 7	1,575	Han

Investment Kailroad Intelligence.

The Investors' Supplement, a pamphlet of 150 pages, contains extended tables 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.

The General Quotations of Stocks and Bonds, occupying six pages of the CHRONICLE, are now published on the third Saturday of each month.

RAILROAD EARNINGS.

			-			
	Latest	Earnings 1	Reportea.	Jan 1 10	Latess Dat	-
ROADS.			topor total	- L 10	Datest Dat	۲.
	Week or M	0 1888-9.	1887-8.	1888-9.	1887-8.	-
					-	-
Allamba-m 77-1	D	\$	\$	98	8	
Allogheny Val.						
Ashv. & Spartan.	Sorombon	$\begin{bmatrix} 8,678 \\ 1,460,371 \end{bmatrix}$	8,20	8,67	8,28	0
Whole System.	Navamber	2,363,54		8 14,260,10	7 16,965,41	2
Atlanta & Char.	November	119,322	134,53	1,196,018	1 100 74	
Atlanta & W. Pt.,	December	43,069	41,68	417,919	1,198,74	9
Atlantio & Pae	lat wk Fet	51,133	43.578	326.439	416,89 273,42	0
Aug. Gib. & San.	November	. 12,018	43,578 9,06	2	270,42	
B.&O.East.Lines	December.	. 1,317,100	HT.9318 639	3		
Western Lines.	December,	424,932				
Total	December.	124,932 1,742,032 113,224 85,115	1,669,25 120,983 97,359 37,099 72,459 13,068			
Beech Creek		113,224	120,983	1,539,124	1,447,33	3
Buft. Roeb. & Pitt	December, 1st wk Feb	20,110	97,002	913,334	1 - 786.82	3
Bur.C.Rap.& No.	Ath wk Fee	72 374	79 156	196,884	197,60 208,24	1
Uairo V. & Chie	1st wk Feb	13,460	17,068	205,628	208,24	5
Califor's South.	November.	82,637	135.957	67,559 1,368,621	69,52 1,335,75	1
"Camden & Atl'e	December.	35,398	135,957 33,724 203,000	696,128	678,61	1
Canadian Pacific	1st wk Feb	192,000	203,000	1,090,000	1 004 00	
Op.F'r &Yad.Val	January	34,415	27,920 56,975	34.415	27 92	ń
Carolina Cent	November.	63,416	56,975	490.868	468.20	2
Cen.RR.&Bg.Co.	December.	750,365	742,005	7,344,140	6.761.79	ň
Central of N. J.	December.	977,212	992,478	13,177,473	11,424,67	5
Central Pacific.	November	85,115 26,676 72,374 13,460 82,637 35,398 192,000 34,415 63,416 750,365 977,212 1,381,562 8,915	1,300,303	14,615,850	12,427,83	2
Central of S. C. Charlest'n & Say	November.		9,241	94,339	82,779).
Char.Col. & Aug.	December.	56,991	1,300,303 9,241 49,557 81,700	334,415 490,868 7,344,140 13,177,473 14,615,850 94,339 554,191 87,900 74,473	495,763	3
		87,900 8,064	81,700	87,900	84,700)
Ches. & Ohio	December.	330,359	7,917	74,473	74,587	
Ches. & Ohio Eliz. L. & B. S. Ohes. O. & S. W.	November.	87 939	360,576 110,633		3 010	
Ohes. O. & S. W.	January.	87,232 167,610 51,215	160,760		1,015,752 160,760 604,476 63,336 188,797	1
OHERMING *****	November.	51.215	49,965		601,760	1
Ches, & Lenoir.	November.	7,046 39,328	7,402	548,426 71,915	62 920	
Chie. & Atlantic.	IRI wile Cob	39,328	39,068	201.092	199 707	1
Uhic. Burl. & No.	December.	183,400	141.998	2,029,319	2,276,199	Л
Chie. Burl. & Q.	December.	2,167,674	2,163,388	23,789,168	27,576,078	
Unie. & Enst. Ill.	lst wk Feb	39,022	39,428	23,789,168 207,634	196,177	П
Chie. Burl. & No. Chie. Burl. & Q. Chie. & East. Ill. Chie. & Ind. Coat	1st wk Feb	11,378	10,912		59,532	- {
		50,400	50,310	262,266 2,052,500 25,832,973	255,709	Ш
Chic. Mil. & St.P. Chic. & N'thw'n.	lst wk Feb	396,500	361,450	2,052,500	1,816,496	1
Chie & Ob Bis	December.	1,910,627	2,191,563	25,832,973	27,140,725	1
Chie, & Oh. Riv.	January	7,872	2,274 121,863	7,872 191,958	3.274	1
Chie. St. P. & K.C. Chie. St. P.M. &O.	hun mb	191,958	121,863	191,958	121,863	ı
Chic. & W. Mich.	let wh Coh	457,576	599,165	6,414,422	0,940,873	н
Oin.Ind.St.1. &C.	st wk Feb	22,470 51,503	599,165 22,394 51,568 8,121	114,161	104,505	1
ULLI Jack, & Maa. D	Rt. wk Rubi	9 698	91,568	283,468	236,500	1
Cin. N. O. & T. P.	th wk Jen	8,986 118,219 5-,560 37,582	101.45	51,720	41,157	1
Ala. Gt. South.	ta wk Jan	5 - 580	TOE, 400	319,378	277,626 136,750	н
N. Ort. & N. E	th wk Jan	37 582	52,120 29,627	160,860	136,750	ı
Vicksh & Mor	th wk Jao	20,631	18,009	100,801	75,049	ı
Vieks, Sh. & P.	th wk Jau	22.6201	18,546	56,853	40,068	н
Frishger Syst.	th wk Jan	257,612	222,755	53,624 691,459	500 710	П
Cin. Rich. & Ft. W.	st wk Fob	8,740	7.6311	38,301	46,066 47,252 582,743 37,167	Ł
Cin. Sel. & Mob., I	December.	257,612 8,740 17,321	15.828	123,519	122 969	ı
Cin. Wash. & Balt. 1	st wk Feb	31,113	15,828 42,702	216,517	122,969 213,602 42,936	Ł
Olav. Akron & Col	tuwk Jan	15,744	12,693	51,194	42,936	н
Cley Col C. & Ind.	Jecember.	15,744 32,201	-28,804	379,183	373.413	l
Clev.Col.C.& Ind M	annamer.	343,968	424,137	3,950,887	4,199,715	
Whole system. I	of wk Eab	564,593	574,994	561,593	4,199,715 574,994	
Color. Midland. 4	th wk Jan	3,481	5,699	22,493	30,603 85,516 57,900 32,274 252,142	
Col. & Greenv. J Col. & Cln. Mid 1 Col. Hock. V. & T. 1 Day, Ft. W. & Chi. J	anuary	36,894 64,700	28,829	113,054	85,516	
Col. & Cln. Mid 1	st wk Feb	5,557	57,900	64,700 31,912	57,900	1
Col. Hock. V. & T. 1	st wk Feb	44,930	5,880 46,920	251 000	052,274	1
Day, Ft. W. &Chi. J	abuary	37,122	34,817	251,022 37,122	34 917	1
Deny, & Rie Or 1	st wk Feb	123,000	120,000	695,000	34.817 706,437	1
Denv. & R.G. W. 1 Denv. & R.G. W. 1 Den. S. P'k & Pac. L Det. Bay C. & Alp. 1 Det. Lans' & & No. 1	st wk Feb	17,600	17,200	130,625	103,875	31.3
Dat Roy C. L.	recember.	70,727	90.213	1,085,386	1.282.680	6
Det Lange & No.	et WE Feb	9,798	7,900	48,293	1,282,680 35,705	1
Duluth 8.9 . 4 Atl	th mile Ten	15,708	14.111	80.3(0.5)	7 1 92 1	F
Det. Bay C. & Alp. 1 Det. Lans'g & No. 1 Duluth 8.S. & Att. 4 E. Tenn. Va. & Ga. 1 E. Tenn. Va. & Ga. 1 E. Tenn. Va. & Ga. 1 Flint & P. Marg. 1 Flor. Ry Nav. Co 1 Ft. W. & Den. City 1 Den. T. & Gulf 4 Len. T. & Gulf 4 Len. T. & Ft. W. i Whole syst'm.	Bt wk Jan	31,17	24,369 110,961	82,575	77,050	k
Evans & Individed	st wh Pep	121,353	110,961	013,375	580,408	S
Evaney, & T. H	St. Wk Fob	4,349	3,832 14,780 46,426 23,592	21, 92 83,572	20,240	3
Flint & P. Maro	et wk Eab	15,863	14,780	83,572	79,025	1
Fler. Ry Nav. Co 1	t wk Feb	39,910 2×,117	99 500	241,688	240,922	1
Ft.W.& Den. City 1	th wk Jan	20.052	15 400	137,85*	118,801	7
Den. T. & Gulf 4	th wk Jan	20,052 13,728	15,490	74,852	63,503	1
Den. T.& Ft.W 1	th wk Jan	16,664		53,461 ^J	22,971	1
iWhole syst'n. 4	th wk Jan	50,441		190,537	*******	Y
UBOTRIA Pacific it	Dillower	118,497	116,571	118,497	116,571	1
CITE COMMITTEE IN	of serie Bak	39.027	39,675	201,632	186,028	V
Other lines	st wk Feb	3,296 319,765	39,675 3,335	17,611	16,182	8
Gulf Col. to D.	K Feb. 2.	319,765	282,610	1,563,178	1,427,563	B
Gulf Col. & S. Fe. N. Heus. & Tox. Con. J.		335,902	357,200	2,875,363	2.582.9591	
		243,000 10,500	176,800	243,000	176.500	
III.Cen. (Ill &Se) Ja	loung	10,500	13,174 957,803	10,500	13,174	
Cedar F. & Min II	innary	993,852	957,803	993,352	957,803	6
Dub. & Slo'xC. Le	inuary	6,26 128,865	4,929	6,265	4.929	0
Iewa lines	unuary		113,642	123,865	113,642 119,571	
Cedar F.& Min. Ja Dub. & Slo'x C. Ja lewa lines Total ali. Ja	mary . I	135,247 1.	118,571	135,130 1,135,217	118,5711	
			27.01	-1117/12 11	111011111111111111111111111111111111111	

									210
	1	Lates	t Ear	nings	Reported	1.	Jan. 1	la.	Latest Date.
	ROADS.	Week or .			-			_	
		n eek or	10 1	888-9	1887	-ä.	188ê-8	· .	1887-8.
	Ind the CM.	J	-	8	R		*		承
	Ind. Dec. & West	January	nh	33,22 28,75	4 29,9	39	33,2	21	29,939
	Iowa Central Kanawha& Ohi	o let wk F	an:	4,29	7 3.9	##51	139,1 26,3	61	126,096 24.764
3	K.C.Pl.S. Emen	L Ath WKJE	10 1	21,09	9 125.9	145	357,2	48	24,764 337,090
,	Kan. C. Cl. & 8p K. C. Wy. & N. W	Decembe	21	$\frac{6,71}{33,60}$	f A	070	18,8	-	20,266
1	Kentucky Cent	. Jaauary		70,955 6,71 9,81 40,595 47,755 19,266	72,	09	70,9	59	72,709 35,406
-	Keokuk & West Kingst'n & Pem	. 1st wk Fe	etr'	6,71	$\begin{array}{c c} 1 & 6,2 \\ 4 & 9,5 \end{array}$	23	32,1	73	35,406
,	Knexy. & Ohio	. Decembe	r.	40,59	30,8	90	9,8 500,2	281	9,526 465,653
1	Knexv. & Ohio Lake E. & West	lst wk Fe	31.	47,75	34.6	72	232,9	36	180.079
	Lehigh & Hud L. Rock & Mem	January Jd wk Ja	n.	$19,260 \\ 13.76$	$ \begin{array}{c cccc} 1 & 15.9 \\ 1 & 18.3 \end{array} $		19,2	60	15,951 54,972
3	Long Island	January	1	14,76 87,748 37,530	174,4	071	41,4 187,7 418,3 70,7	48	174,407
3	La. & Mo. Riv Louis. Ev. & St. L	. Novembe	r.	37,53(18 59:	50,2	671	418,3	93	554 000
.	Louisv. & Nashv	. 1st wk Fe	b 3:	29,290	19,4 311,7	40	1.715.2	75	1.618.557
ı	Louisv. N.O. & T	. 1st wk Fe	b	18,584 29,296 34,378	33,9	63	1,715,2 190,6	17	75,661 1,618,557 169,373 280,994
.	Louisville So	. lst wk Fe	b	51,76 $37,303$ $32,731$	50,9	32	302,73	50	280,994
1	Lykens Valley.	December	. 8	32,731	92,2	08	1,012,2	12	811,667 7,185 157,940 622,577
П	Mar.Col.& Nor'r	January.		6,926	7.1	85	6,92	26	7,185
1	Memphis & Chas	lst wk Fe	n s	12,258	48,9	25	1,0,0;	22	157,940
н	San Luis Div	1st wk Fe	b	1,417			575,78 9.81	151	024,077
Н	Mox. N. (allins)	January .	. 26	32,588	172 1	33	262,58	18	178.133
1	Mil.L.Sh.&West	Wk Feb. 2 1st wk Fe	b 4	89,775 10,630	35.2	2/	477 80	3431	387,897 168,636
1	Milwaukee & No.	lst wk Fe	b 1	18,680	16,2	19	213,85 97,05	52	81,085
1	Minneap.& St. L. Mo. Knn.& Tex.	January . January .	1 44	13,000 10,972	76,6 35,2 16,2 86,6 455,1	00	00,00	10	86,600
1	Mobile & Ohio	January .	28	1,433 3,950		10	410,97 281,43		202.210
1	Nash, Ch. & St. L.	January 1st wk Fel	29	3.950	270,80	6	293,94	0	81,085 86,600 455,123 202,210 270,806
1	Natchez Jac. &C New Brunswick.	December	6	$\frac{4,014}{5.870}$	3,78	70	20,60 869,06	2	19,238 816.445
1	N.Y. Con. & H.R.	January	12.71	0.150	2,716,70	1	2,710,15	iO .	2.716.704
1	N.Y. L. E. & W N. Y. Penn. & O	December November	2,14	1,803 2,637	2,232,64	1812	47,009,35	3 2	6,853,269
1	N V & Now From	Dogombon	42	9,869	560,10 425,85	17	5,694,26 5,340,06	0	5.858.815
1	N. Y. & Northern	January .	. 4	9,869 $2,910$ 3.822	40,27 25,19	3	42,91	0	5,054,276 40,273 125,550
1	N. Y. Sus & W	lst wk Fel December	12	$3.822 \\ 3,694$	25,19	5	-128.38	4	123,550
1	N. Y. & Northern N. Y. Ont. & W. N. Y. Sus. & W. Norfolk & West.	1st wk Fet	8	9,000	135,64 74,97	2	1,445,90 471,24	3	1,395,185 424,116
	A PROGRAMM (N.O.)	A A SETTINGLE	. 5	0,951	74,97 45,29	7	-556,99	0	499,960
E	Northern Cent'l. Northern Paenic	December.	25	9,538 5 739	490,28	6	6.203.39	1	6,212,926 865,831
Г	Ohio Iod. & W	ith wk Jan	3	5,739 0,328 8,387	162,22 34,56	1	111.33	6	122.245
	Obio & Miss	1st wk Feb	7	8,387	72,70	3	1,375,88 111,33 395,91	3	377,530
П	Ohio River Ohio Southern	lst wk Feb November.	4	9,010 3,411	6,93 60,15	31	45 697	0	33,916
Ш	Oblo Val. of Ky.	lat wk Feb		2.12 ± 1	2.09	1	506,146 10,736 427,711 4,876,051		11.598
ш	Umana & St. L	December.	43	373	43.55	4	427,71	2	443,619
L		December 4th wk Jan		5,582 3,473	80 17	9 4	354.776	1	272 508
1	Orag. Short Line	December.	245	5,250	371,20 80,17 171,81	1 2	354,778 2,671,865	5 5	2,018,068
H		December. 1st wk Feb	1,80	1,884	1 800 05	1 58	3,172,077	7 5:	5,671,313
Į,	Petersburg	December.	34	1,293	12,88 33,35 328,63	5	71,23 413,508 4,373,012		865,831 122,245 377,530 33,916 532,770 11,598 443,619 4,167,707 272,598 2,018,068 5,671,313 68,533 360,631
Į	Phila. & Erle	December.	257 1,517	.164	328,63	7 4	1,373,012	2 4	1,036,931
ľ	Coal & Iron Co.	December. December.	1 125	5.563	1,715,65 1,573,42	6 20	0,616,740	3 2 3	4,036,931 1,903,073 9,656,704 1,559,777 137,666 320,404
Į,	Tot.both Co's	December	2,642	,629	3,239,078	3 38	3.992.540	i	1.559,777
I	Pitts. & West'rn	Ith wk Jan	54	,834	3,289,078 42,359 27,54 36,723)	161,096	3	137,666
F	rtRoyal & Aug. Pt. R'al & W.Car.	December	41	,205 ,169	36.729	1	317,608 335,575		320,404 301,665
I	rescott. & Ariz. Rich. & Ali'g'y. R. & Danv. Sys	January	11	100	0, (12	5 l	-11,925	i[8,712
	Rich & All'g'y.	WK Feb. 8	999	,870	10,250	3	121,560	1	54,086
Ŀ	tich. & l'eters'ell	December.	22	,901	207,621 19,577	7	938,092 266,51t		840,671 231,590
F	tome W. & Og 1	December.	267	,36:	261,161	3	,357,353		,222,607
8	t.L.A.&T.11.Bs.	st wk Feb	- E	,082	22,487 $17,233$		106,250		93,948 96,102
8	t.L. Ark. & Tex.	st wk Feb	53	399 375	48,227	1	96,864 $322,147$		262,697
200	t.L. & San Fran. 1	st wk Feb	95	375	84,828		520,0-0		477,521
	t.Paul & Duluth J t.P.Min. & Man. J		394	,963	64,511 $482,421$		61,963 394,000		64,511 482,421
8	Aut.&Ar.Pass. 3	d wk Jan.	22	,119	482,421 13,733		61,184		48,514
8	eab'rd & Roan. N	November.	77.	683	62,901 $71,499$		665,927 621,684		789,125 571,796
8	eattle L.S.& E. J	anuary	18,	227			18,227		
191	nenandoah Val. J	anuary	53,	.000	51,100		18,227		51,100
	o. Pacific Co.—	occimier.	140,	506	122,898	1,	,269,031	A	,217,393
	Gal.Har.&S.A. D	ecember.	314,		314,878	3,	9C4.674	3	347,184
		December.	581,	$\begin{array}{c c} 167 \\ 420 \end{array}$	77,816 620,732 15,556	5	066,494 226.101	4	643,795 ,684,339 170,526
	N. Y. T. & Mex. L	ecember.	15,	839	15,556	0,	226,101 $146,527$	2	170,526
	Tex. & N. Orl., D	ecember.	126,	308	119.120	: L.	438.5781	1.	,207,564
	Atlan'c system D Pacific system D	ecember.	2,826.	037 2	,148,119 ,484,690	35	117.24	35	313,406 459,739
Ct.	Total of all.	ceember.	3,977,	693 3	,632,809	46,	099,614	38,	773,147
910	. File. 1616.—		185,					1	596 163
1	Ne. Div. (Cal.) N So. Div. (Cal.) N	ovember.	521,	132	142,765 465,902	6.	$931,550 \\ 122,108$	3,	892,504
- 1	ATIZOHA DIV	OASIMBEL"	161.	Dau	169.176	1,	923,559	1,	521,815
Bn	new Mex. Div. Nour. Un. & Col. N	ovember.	78, 11, 49,	276	59,202 10,538 42,781 122,937	1	916,725 93.826		892,504 521,815 635,799 ;70,172 42,781
SU	aten is. Rap. Tr Ja	luuary	49,	956	42,781		49,956		42,781
		st wk Feb	114,0	074	122,957 116,671	1,4	442,671	4.5	358,815 663,316
Гu	1.A.A.& N.M'h 18	st wk Feb	16,1	132	10,376		83,070		54,708
Γο	l. & Ohio Cent. 18	t wk Feb	18,0	123	24.925		97,751		180,659
ľo		t wk Feb	18,7		16,873 32,872		86,876 66,193		88,842 32,872
UE	dou Pacille De	ecember. 2	.380,4	126 2.	213,372	29,9	260,824	28,8	557,766
V 3	lley of Ohio De	ecember.	51,5	576	52,384 125,900	- (065,529	(324,104 125,900
Vá	alash Railw'y No	ovember.	561,0		590,850	6.0	28.069	6.3	386,896
W a	ab. Wostern Is	t wk Feb	107.3	113	85,465		58,332		L99.×61
	stern of Ala De	comber.	7,9 51,1	59	7,000 56,142	d	7,900	A	7,000
Ve	est N. Y. & Pa. 1s	t wk Feb	48,7	00	53,000	2	83,400	2	187,779 365,759
Ve	est. No. Caro. Ja	nuary	63,0	100	50,700	3 0	63,000 56,031	1	50,700 69,21¢ 13,866
v.	V.Cen. & Pitts De	ecember.	96,8 $60,4$	93	98,897 44,629	1,5	57,110	1,4	13.866
VI	reeling & L. E. 18	t wk Feb	15.0	76	16.544		87.833		85,858 78,224
W	l. Col. & Aug. No Isconslu Cent 1s	t wk Kab	78,4 52,5	33	74,006 60,472	7	22,442 97,481	6	78,224 88,483
-17	To more control ra	- 11 2 1 00	02,0	200	301 E / W		07,40L	4	00,100
	And branches.	t Mexte	an on	rrenes	7. 11	AII	Ilnes incl	hal	ad

*And branches. ; Mexican currency. || All lines included. ; Includes whole system from Fort Worth to Denver, but not ear ougs

en joint track—Pueblo to Trinidad.

§ Including Iowa Falls & Sloux City.
b Including In 1889 Guadalajara branch.

c Earnlogs of cut!re system, including all road operated.

Latest Gross Earnings by Weeks.—The latest weekly

Out of 58 roads which have reported for the first week of February, 17 (mostly coal roads) report losses, but on the whole 58 roads there is a gain of 6.39 per cent in the aggregate.

Sample S		1	1			
## Atlantie & Pacific	I of speak of Valuesary	1889.	1888.	Increase.	Decrease.	-
Atlantie & Pacific. S1,133 43,578 7,555 10,416 26,676 37,092 13,068 13,460 13,068 13,460 13,008 26,000 13,000 203,000 15,000 203,000	1st week of reoradiy.	A000.	2000.			
Buffalo Roch.& Pittsburg		8	\$	\$	\$	
Buffalo Roch.& Pittsburg	Atlantia & Pacific			7,555	********	
Calro Vin. & Chio		26,676	37,092		10,416	
Canadian Pacific. 192,000 203,000 300 Chloago & Atlantic. 39,328 39,068 39,428 10,912 466 406 Chloago & Ind. Coal. 11,378 30,428 10,912 466 406 Chloago & Ind. Coal. 11,378 364,450 32,050 Chloago & Most Mich. 22,470 22,394 76 Chloago & West Mich. 22,470 22,394 76 Chloago & Most Mack. 8,886 8,121 765 Chloago & Most Mack. 8,740 7,631 1,109 5,529 Chloago & Most Mich. 40,930 46,920 5,990 Chloago & R. Grande. 123,000 120,000 3,000 120,0	Coine Vin & Chie		13,068	392	****	П
Chicago & Atlantic. 39,328 39,068 260 406 Chicago & Ind. Coal. 11,378 10,912 466 Chicago & West Mich. 22,470 22,2394 76 Chicago Mil. & St. Paul. 36,630 51,563 2,935	Comedian Paolific				11,000	
Chicago & Ind. Coal	Chicago & Atlantic	39 328		260		
Chicago & Ind. Coal		39.022	39.428		406	
Chieago Mil. & St. Paul. Chieago & West Mich. Cheinanti Ind. St. L.& C. Chencinnati Jack. & Mack. Cheinanti Jack. & Mack. Clinelinnati Jack. & Mack. Clinelinnati Jack. & Mack. Clinelinnati Rich. & Ft. W. Clin. Wash. & Balt. Col. & Cin. Midland. Col. & Cin. Midl	Chicago & East, Ins	11 378	10.912	466		ı
Cincinnati Ind. St. L.& C. S4,503 S1,568 765	Chicago Wil & St Paul	396 500	364,450	32.050		ı
Cineinnati Jack & Mack St. L.& C. S4,503 S1,563 S8,886 S1,21 7,651 Cineinnati Rich & Ft. W. S7,40 37,173 42,702 2,218 Cin. Wash & Balt	Chicago Min. & St. Faul	22 450	22 394	76		ı
Cincinnati Jack & Mack S.886 S.740 7.631 1,109 5.529		54 503	51 568	2.935		ı
Cine Innati Rioh. & Ft. W. Cin. Wash. & Balt		9886	8.121	765		П
Cin. Wash. & Bait			7.631			п
Cleveland & Marletta Col. & Cin. Midland Detroit Eay C. & Alpena Detroit Eay C. & Alpena Detroit Eay C. & Alpena Detroit Lans. & North East Tenn. Va. & Ga 121,353 110,964 10,389 114,411 1,297 15,863 14,780 1,389 15,709 14,441 11,297 15,863 14,780 1,389 15,709 14,429 15,863 14,780 1,083 10,389 11,780	Cincinnati Rion, & Ft. W.	27 173			5.529	п
Col. & Cin, Midland 5,557 5,880 3,990 Denver & Rio Grande 123,000 17,200 3,000 Denver & R. Grande West 9,798 7,900 1,898 Detroit Bay C. & Alpena 15,708 14,411 1,297 Detroit Lans. & North 15,708 14,411 1,297 Erst Tenn. Va. & Ga. 121,353 110,964 1,389 Evansville & Indianap 4,349 3,832 1,083 Evansville & Indianap 4,349 1,583 14,780 Filint & Pere Marquette 39,910 46,426 6,216 Fiorida Ry. & Nav. Co. 28,117 23,592 4,525 Grand Rapids & Indiana 39,027 39,675 648 Iowa Central 28,750 27,824 926 Kanawha & Ohlo 4,297 3,925 302 Keokuk & Western 6,714 6,223 491 Lake Erie & Western 47,751 34,672 13,079 Jouisville & Nashville 34,375 3,3963 412	Cin. Wash. &. Balt	3 / 101	5,699			Ł
Col. H. Val. & Toledo 123,000 123,000 120,000 3,000 120,000 12	Cleveland & Marietta	5 557			323	ı
Denver & Rio Grande 123,000 17,600 17,200 3,000 1,898 17,600 17,200 1,898 1,998 15,708 14,411 1,297 1,297 1,298	Col. & Cin. Midiand			*******		ı
Denver & R. Grande West. 17.600 17.200 400 17.200 400 17.200 400 17.200 400 17.200 400 17.200 400 17.200 400 17.200 400 17.200 400 17.200 400 17.200 400 400 40.200 4	Col. H. Val. & Toledo	102,000		3 000	. 0,000	ш
Detroit Lans. & North		17.000	17,000	400		Ł
Detroit Lans. & North. 15,708 14,411 1,297		17.000	7,200		********	H
Evansville & Indianap. Evansville & T. H	Detroit Bay C. & Alpena.			1,000	*******	ı
Evansville & Indianap. Evansville & T. H	Detroit Lans. & North	15,708		1,297		ŧ
Evansville & Indianap. Evansville & T. H	East Tenn. Va. & Ga	121,353	110,964	10,389		н
Finit & Pere Marquette. 39,916 46,426 4,525 6,516 Florida Ry. & Nav. Co. 28,117 23,592 3,335 39 10 28,750 27,824 926 3,955 302 28,750 27,824 926 4,525	Evansville & Indianap	4,349	3,832	517		ı
Flint & Pere Marquette. 39,916 46,426 6,516 Florida Ry, & Nav. Co. 28,117 23,592 4,525 648 39,027 39,675 33,35 39 10wa Central. 28,750 27,824 926 39 10wa Central. 28,750 27,824 926 30,027 30,925 302 40,027 30,925 302 40,027	Evansville & T. H		14,780	1,083	******	ш
Grand Rpjds & Indiana 39,027 39,675 648	Flint & Pere Marquette	39,910	46,426		6,516	П
Grand Rapidis & Indiana 39,027 39,075 59 Iowa Central. 28,750 27,824 926 302 Keakuk & Western. 4,297 3,995 302 302 Keokuk & Western. 47,751 6,223 491 1001syille & Nashyille 329,290 311,740 17,550 Iouisyille N Alb. & Chie. 34,375 33,963 74,12 Louisyille N Alb. & Chie. 34,375 33,963 74,12 Louisyille N Alb. & West. 40,630 33,222 5,408 Milwaukee L. Sh. & West. 40,630 33,222 5,408 Milwaukee & Northern. 89,000 74,972 14,024 Norfolk & Western. 89,000 74,972 14,024 Norfolk & Western. 89,000 74,972 14,024 Northern Pacific. 255,739 162,227 93,512 Ohio & Mississippi. 9,010 6,933 2,077 Ohio Valley of Kentucky 9,010 6,933 2,077 Ohio Valley of Kentucky 14,884 12,884 2,000 **Richmond & Alleghany 8,70 10,259 6,611 **St. Louis Ark. & Toxas. 53,399 48,227 868 St. Louis Ark. & Toxas. 53,399 48,227 St. Louis Ark. & Toxas. 53,399 49,227 St. Lo	Florida Ry, & Nav. Co	28,117	23,592	4,525	*******	1
Other Hifes		39,027	39,675			ı
Kanawha & Ohlo 4,297 3,995 302 Keokuk & Western 6,714 6,233 491 Lake Erie & Western 329,290 311,740 17,550 Louisville N Alb. & Chie. 34,375 33,963 412 Louisville N Alb. & Chie. 51,764 50,982 782 Mexican Central 90,630 110,535 19,905 Milwaukee L. Sh. & West. 40,630 35,222 5,408 Milwaukee & Northern 18,680 16,219 2,461 Natchez Jackson & C. 40,044 3,569 475 Norfolk & Western 28,322 25,191 1,369 Norfolk & Western 89,000 74,972 14,028 Norfolk & Western 29,5739 162,227 93,512 Ohlo & Mississippi 78,387 72,703 5,684 Ohlo Valley of Kentucky. 2,127 2,091 34 Peoria Dec. & Evans 14,884 12,884 2,000 *Bt. Louis Ark. & Texas. 53,399 48,227 5,1	Other lines	3,296	3,335		39	п
Kanawha & Ohlo 4,297 3,995 302 Keokuk & Western 6,714 6,233 491 Lake Erie & Western 329,290 311,740 17,550 Louisville N Alb. & Chie. 34,375 33,963 412 Louisville N Alb. & Chie. 51,764 50,982 782 Mexican Central 90,630 110,535 19,905 Milwaukee L. Sh. & West. 40,630 35,222 5,408 Milwaukee & Northern 18,680 16,219 2,461 Natchez Jackson & C. 40,044 3,569 475 Norfolk & Western 28,322 25,191 1,369 Norfolk & Western 89,000 74,972 14,028 Norfolk & Western 29,5739 162,227 93,512 Ohlo & Mississippi 78,387 72,703 5,684 Ohlo Valley of Kentucky. 2,127 2,091 34 Peoria Dec. & Evans 14,884 12,884 2,000 *Bt. Louis Ark. & Texas. 53,399 48,227 5,1	Iowa Central	28,750	27.824	926		п
Keokuk & Western	Kanawha & Ohio	4.297	3,995	302		н
Lake Erie & Western. 47,751 34,672 13,079 329,290 311,740 17,550 Louisville N Alb. & Chie. 47,751 50,982 782 782 782 782 782 782 782 782 782 782 783	Keokuk & Western	6.714	6.223	491		1
Louisville & Nashville 329,290 311,740 17,550 Louisville N Alb. & Chie 34,375 33,963 412 Louisv. N. O. & Tex.	Lake Eria & Western	47.751	84.672			1
Mexican Central. 90,630 10,535 5,408 19,905 Milwaukee L. Sh. & West 40,630 35,222 5,408 Milwaukee L. Sh. & West 40,630 35,222 5,408 Milwaukee L. Sh. & West 40,644 3,569 475 1,369 N.Y. Ont. & West 23,822 25,191 1,369 Norfolk & Western 89,000 74,972 14,028 10,000 74,972 14,028 10,000 74,972 14,028 10,000 74,972 14,028 10,000	Louisville & Nachville	329.290	311 740	17.550		ŧ
Mexican Central. 90,630 10,535 5,408 19,905 Milwaukee L. Sh. & West 40,630 35,222 5,408 Milwaukee L. Sh. & West 40,630 35,222 5,408 Milwaukee L. Sh. & West 40,644 3,569 475 1,369 N.Y. Ont. & West 23,822 25,191 1,369 Norfolk & Western 89,000 74,972 14,028 10,000 74,972 14,028 10,000 74,972 14,028 10,000 74,972 14,028 10,000		34.375	33 963	412		1
Mexican Central. 90,630 110,535 19,905 Milwaukee L. Sh. & West. 40,630 35,222 5,408 Milwaukee & Northern. 18,680 16,219 2,461 Natchez Jackson & C. 4,044 3,569 475 N.Y. Ont. & West. 23,822 25,191 1,369 Northern Pacific. 255,739 162,227 93,512 Ohio & Mississippi. 78,387 72,703 5,684 Ohio River. 9,010 6,933 2,077 Ohio River. 9,010 6,933 2,077 Ohio River. 14,884 12,884 2,000 Peoria Dec. & Evans. 14,884 12,884 2,000 H. Lalt.& T.H., branches 8t. Lalt.& T.H., branches 18,100 17,232 868 St. Louis Ark. & Toxas. 53,399 48,227 5,172 St. Louis Ark. & Toxas. 53,399 48,227 5,172 St. Louis Ark. & Toxas. 102,005 116,671 14,666 Toledo Ann A. & No. Mich 16,132 <th< td=""><td>Louisy N O & Tox</td><td>51 764</td><td>50 982</td><td>782</td><td></td><td>1</td></th<>	Louisy N O & Tox	51 764	50 982	782		1
Milwaukee L. Sh. & West. Milwaukee & Northern. Natchez Jackson & C. N.Y. Ont. & West. Norfolk & Western. Northarn Pacific. Ohio & Mississippi. Ohio River. Ohio River. Ohio River. Ohio River. Ohio & Heley of Kentucky. Peorla Dec. & Evans. *Richmond & Alleghany. ft. Joseph & Gr. Taland. 24.082 24.87 St. Louis Ark. & Toxas. St. L	Mexican Control	90,630			19.905	ı
Milwaukoe & Northern 18,680 16,219 2,461 Natchez Jackson & C. 4,044 3,569 475 N. Y. Ont. & West. 23,822 25,191 1,369 Northern Pacific 255,739 162,227 93,512 Ohio & Mississippi 78,387 72,703 5,684 Ohio Valley of Kentucky 9,010 6,933 2,077 Ohio Valley of Kentucky 2,121 2,091 34 Peoria Dec. & Evans. 14,884 12,884 2,000 **Richmend & Alleghany. 19,870 10,259 9,611 **Bt. Lait. & T.H., Dranches 18,100 17,232 868 **St. Louis Ark. & Toxas. 53,399 48,227 5,172 **St. Louis Ark. & Toxas. 53,399 48,227 5,172 **Terzas & Pacifio. 102,005 116,671 14,666 **Toledo Ann A. & No. Mich 16,132 10,376 5,756 **Toledo Peoria & Western. 18,766 16,873 1,893 **Western N. Y. & Penn. 48,700 53,000	Milwaukoa I. Sh. & Woot		25,000	5 408	10,000	ı
Natchez Jackson & C. 4,044 3,569 475 1,369 N.Y. Ont, & Western. 89,000 74,972 14,022	Milwaukoo L. Nanthawa	19.690	16 210	2 461	*******	1
N.Y. Ont. & West	Natahan Jackson & C	10,000	2 560	475		1
Northern Pacific Sep. 14,025 Northern Pacific 255,739 162,227 33,512 Northern Pacific 78,387 72,703 5,684 Northern Pacific 78,387 72,703 78,487 78,595 78,482 78,595 78,482		02 000			1 260	п
Northern Pacific	Nowfally for West.	20,024	25,131	14 00	1,000	п
Onto & Mississippi. 78,387 72,703 5,684 Ohio Valley of Kentucky. 9,010 6,933 2,077 Ohio Valley of Kentucky. 2,127 2,091 34 Peoria Dec. & Evans. 14,884 12,884 2,000 *Rlchmend & Alleghany. 19,870 10,259 9,611 St. Losis Ark. & Toxas. 53,399 48,227 5,172 St. Louis Ark. & Toxas. 53,399 48,227 5,172 St. Louis & San Fran. 95,375 84,82. 10,547 Texas & Pacifio. 102,005 116,671 14,666 Toledo Ann A. & No. Mich. 16,132 10,376 5,756 Toledo Peoria & Western. 18,763 16,873 1,893 Webash Western N. Y. & Penn. 48,700 53,000 4,300 Wheeling & Lake Erie. 15,076 16,544 1,468 Wisconein Central. 52,550 60,472 2,922 Total (58 roads). 3,088,541 2,902,930 285,228 99,617 Net increase (6 39 p. c.). 185,6	North and The ide	89,000	100.000	14,025		ı
Ohio River. 9,010 6,933 2,077 Ohio Valley of Kentucky 2,12f 2,991 34 Peoria Dee. & Evans. 14,884 12,884 2,000 Rt. Lench & Heghany. 19,870 10,259 9,611 Rt. Josph & Gr. Island. 24,082 22,487 1,595 Rt. Louis Ark. & Texas. 18,100 17,232 868 Rt. Louis Ark. & Texas. 53,399 48,227 5,172 Rt. Louis & San Fran. 95,375 84,82- 10,547 Toledo Ann A. & No. Mich. 16,132 10,376 10,547 Toledo & Ohio Central. 18,023 24,925 1,893 Toledo Peoria & Western. 18,766 16,873 1,893 Webtern N. Y. & Penn. 48,700 53,000 4,300 Wheeting & Lake Erie. 15,076 16,544 1,468 Wisconsin Central. 52,550 60,472 7,922 Total (58 roads). 3,088,541 2,902,930 285,228 99,617 Net increase (6 39 p. e.). 185,611 <	Obin a Marino	255,739	102,227	93,012		П
Common C	Chio & bussissippi	78,387	72,703	0,054	*******	ş
Common C	Onio River.	9,010		2,077	*******	1
8t. L. Alt. & T. H., branches 24,082 22,487 1,595 868 86	Onto valley of Kentucky.	2,12	2,091	34		1
8t. L. Alt. & T. H., branches 24,082 22,487 1,595 868 86	reoria Dec. & Evans	14,884	12,884	2,000	*******	1
8t. L. Alt. & T. H., branches 24,082 22,487 1,595 868 86	"Richmond & Alleghany	19,870	10,259	9,611		ı
St. Lolls & San Fran 95,875 102,005 116,671 14,666 101,005 116,671 102,005 116,671 103,005 116,671 103,005 104	Bt. Joseph & Gr. Island	1 - 24.082	22,487	1,595		1
St. Lolls & San Fran 95,875 102,005 116,671 14,666 101,005 116,671 102,005 116,671 103,005 116,671 103,005 104	8t. L. Alt. & T.H., branches	18,100	17,232	868		1
St. Lolls & San Fran 95,875 102,005 116,671 14,666 101,005 116,671 102,005 116,671 103,005 116,671 103,005 104	Bt. Louis Ark. & Texas	53,399	48.227	(5,172		1
102,005	St. Louis & San Fran	1 95,375	84,82	10,547		1
Toledo Ann A. & No. Mich. Toledo & Ohio Central 18,023 24,925 18,766 16,873 1,893 Wabash Western 18,766 16,873 1,893 Western N. Y. & Penn 48,700 52,000 Wheeling & Lake Erie 15,076 16,544 1,468 Wisconsin Central 52,550 60,472 7,922 Total (58 roads) 3,088,541 2,902,930 285,228 99,617 Net increase (6.59 p. c.).	Texas & Pacific	102,005	116,671		14.666	1
Toledo & Ohio Central. 18,023 24,925 6,902 Toledo Peoria & Western 18,766 16,873 1,893 Wabash Western 107,313 85,465 21,848 Western N. Y. & Penn 48,700 53,000 4,300 Wheeting & Lake Erie 15,076 16,544 1,468 Wisconsin Central 52,550 60,472 7,922 Total (58 roads) 3,088,541 2,902,930 285,228 99,617 Net increase (6.39 p. e.) 185,611	Toledo Ann A. & No. Mich	.1 16,132	10,376	5.756	5	з
18.766	Toledo & Ohio Central	18.023	24.925		6.902	Ш
Wabash Western 107.313 85.465 21,848 4,300 Western N. Y. & Penn 48,700 53,000 16,544 1,468 Wisconsin Central 52,550 60,472 7,922 Total (58 roads) 3,088,541 2,902,930 285,228 99,617 Net increase (6:39 p. c.) 185,611	Toledo Peoria & Western	18.766	16,873	1.893		1
Western N. Y. & Penn. 48,700 53,000 4,300 Wheeling & Lake Erie. 15,076 16,544 1,468 Wisconsin Central. 52,550 60,472 7,922 Total (58 roads) 3,088,541 2,902,930 285,228 99,617 Net increase (6 39 p. e.) 185,611 185,611	Wabash Western	107.313			2	
Wheeling & Lake Erie. 15,076 16,544 1,468 Wisconsin Central 52,550 60,472 7,922 Total (58 roads) 3,088,541 2,902,930 285,228 99,617 185,611	Western N. Y. & Penn.	48,700	53,000)	4.300	ď
Wisconsin Centrul 52,550 60,472 7,922 Total (58 roads) 3,088,541 2,902,930 285,228 99,617 Net increase (6:59 p. c.) 185,611	Wheeling & Lake Erie	15.076	16,544		1.468	
Total (58 roads) 3,088,541 2,902,930 285,228 99,617 Net increase (6.39 p. c.)	Wisconsin Central	52.550	60.479		7 000	
Net increase (6.39 p. c.) 185,611	Outer Country of the	02,000	00,272		4,022	
Net increase (6.39 p. c.) 185,611	Total (58 roads)	3.088,541	2,902,930	285.999	99.61	
)			
			*******	100,01	*******	1

For week ending February 8.1

The final figures for the fourth week of January show 13.08 per cent gain on 76 roads.

4th week of January.	1889.	1888.	Increase.	Decrease.
	\$	\$	\$	8
Pray'ly report'd (49 roads)	4,818,425	4,199,829	652,373	33,777
Burl. C. R. & Northern	72.374	72,489		115
Cincinnati Jack. & Maok.	13,504		2,542	
Cin. N. O. & Texas Pac	118,219	104,453	13,766	*******
Alahama Gt. Southern	58,560	52,120	6,440	
New Orleans & N. E.	37,582	29,627	7,955	******
Vieksburg & Meridian	20,631	18,009	2,622	*******
Vicksburg Shrev. & Pac. Cincinnati Rich. & Ft. W.	22,620		4,074	*******
Cleveland Akron & Col	10,536 15,744	9,977 12,693	559	*******
Cleveland & Marietta.	5,093		3,051	10.000
Color do Midland.	36.894	28,829	8.065	12,830
Col. & Cin. Midland	8,616	8,523	93	*******
Denver & R. Gr. West	36,675	29,200		*******
East Tenn. Va. & Ga	156,925	161,121	*******	7.196
Flurida Rv. & Nav. Co	31,484	25,742	5.742	7,100
Fort Worth & Deny, Clty	20,052	15.400		*******
Grand Rapids & Ind.	58,870	50,228		********
Other lines	5,580	4,604	976	*******
Iowa Central.	25,336			3,713
Kanawha & Ohio	6,632			704
Kansas C. Ft. 8. & Mcm	121,099		*******	4,846
Kansas C. Clin. & Spr	6,717			353
Keokuk & Western	8,818	9,722	******	904
Memphis & Charleston Natchez Jackson & C	42,258			6,598
Ohio Indiana & Western.	4,925 30,328			4.000
Oregon R'y & Nav. Co	133,473	34,564 80,179		4,236
orogon ary of May. Co	100,470	50,179	53,294	*******
Total (70 roads)	5.927 970	5,210,290	782,952	65.070
Net increase (13.08 p. o).		1 '	, , , ,	
THOU THOUGHO (13 00 h. 0].			717,680	*******

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 figures cover the latest month and the totals from January 1, and also the totals for the fiscal year on those companies whose fiscal year does not correspond with the calendar year.

	Decen		-Jan. 1 to	Dec. 31
	1888.	1887.	1888.	1887.
Roads.	8	\$	\$	8
Atlantic & PacificGross.	323,732	240,308	2,980,684	2,640,832
Net	85,020	*****	.,,	
Burl. Ced. Rap. & Ne. Gross.	268.197	305,375	2,848,075	0.007.000
Net	97.224	114.410	4,040,010	3,005,962
ATTUONS	01,000	114,410	771,446	780,057

Reads.	Decei	nber	-Jan. 1 to	Dec. 31
Cairo Vin. & ChicGross.	\$ 63,815	\$ 64,632	\$ 732,993	\$ 764,549
May 1 to Dec. 31 Gross. 8 months Net	21,296	13,074	235,759 512,456 182,213	241,389 542,497 197,850
Central of IowaGross.	122,230 18,037	134,512 39,930	1,379,834 99,539	1,352,526 183,983
Chesapcake & OhioGross. Net	330,359 *38,387	360,576 59,003		
Chicago Burl. & No. Gross. Net	183,400 81,142	141,998 15,112	2,026,319 445,960	2,276,199 479,967
Chic. Burl. & Qulncy. Gross.	622,686	936,449	5,985,035	12,363,203
Chlc. & Northwest'rnGross. Net June 1 to Dec. 31 \ Gross.	789,674	872,657	8,680,454	27,140,725 11,130,459 17,507,106
7 months Net Chic.St.P.Mlnn. & G. Gross.	457,576	599,165	6,533,479 6,414,422	7,879,784 6,940,873
Net Denv. So. Pk. & Pac.Gross.	108,183 70,727	126,683 90,213	1,759,188 1,065,386	2,307,258 1,282,680
Nct Memph. & Charl'st'n. Gross.		df.16,110 190,354	df.104,556 1,583,549	
July 1 to Dec. 31 Gross.	118,421	77,318	320,938 807,226 165,023	442,672 983,408 343,843
6 months \ Net Minn. & 8t. LouisGross. Nct	110,427 25,474	126,414 20,534	1,373,449 345,073	1,491,388 428,147
Oregon Imp. CoGross.	335,582 35,635	371,205 75,773	4,876,051 1,025,973	4,167,707 1,166,247
Oregon Short LineGross. Net	245,250 132,647	171,811 68,237	2,671,865 1,249,918	2,018,068
Tol. & Chio Central . Gross. Net	90,824 26,893	110,240 45,036		373,019
July 1 to Dec. 31, Gross. 6 months S Net	****		639,975 205,508	227,471
Road.	1888. \$	mber.——— 1887. \$	1888. \$	lo Nov. 30.— 1887. \$
Louisv. N. Alb. & C. Gross. Net	193,339 79,784	217,117 115,874		727,659
70.00	7anu 1889.	1888.	-Jan. 1 to 1889.	Jan. 31 1888.
Road. Marietta Col. & NoGross. Net	\$ 6,926 3,399		6,926	7,185

* After deducting taxes and rentals, maintenance, new construction and account charged off preparatory to opening books of reorganized company.

ANNUAL REPORTS

Norfolk & Western Railroad.

(For the year ending Dec., 1888.)

In advance of the annual report, the following preliminary statement has been prepared for the Chronicle. The increase in business on this read is one of the features of the report for 1888, as the earnings from local freight increased \$445,584 and from local passengers \$164,183.

CHA TIONE COOK L	F	*		
Operations-	1885.	1886.	1887.	1888.
Passengers oarried.	338,087	400,269	558,951	771,248
Rate rorpaes. p'rm.	3 027 ots.	3.122 cts.	3.041 ets.	2.833 cts.
Freig't (tons) carr'd.	1.199.790	1,555,867	2,208,688	2,749,924
Rate per ton per m.	0.741 ots.	0.655 ets.	0.635 cts.	0.577 ets.
Earnings-	\$	\$	8	₩.
	458,445	486,231	685,256	861,778
Passenger	2,138,120	2,590,827	3,405,220	3,820,166
Freight	174,555	174,998	164,318	217,654
Mall, express, &c	212,000	111,000	701,010	
Total gross earn's.	2,771,120	3,252,056	4,254,794	4.899,598
Oper'g exp. & taxes.	1,649,291	1,960,910	2,483,781	3,601,927
Other Reyl. of tazes.	1,020,201	1,000,010	2,100,102	
Net earnings	1,121,829	1,291,146	1,771,013	1,897,671
	INCOME	ACCOUNT.		
0.00	1885.	1886.	1887.	1888.
	1000.	2000,	20071	\$
37. 1 4 am of	1,121,829	1,325,449	1.872,662	2,045,109
Net income	1,121,020	1,020,110	2,012,002	2,010,100
Disbursements-	1,139,991	1,184,547	1,237,134	1,296,551
Inter. on bonds, &c		9,239	1,201,104	X,200,00X
Miscellaneons	55,699		******	330,000
112 p. c. on pref. st'k				000,000
m-4-1 Hebrancomita	1,195,690	1,193,786	1,237,134	1,626,551
Total dishursem'ts.				
Balance for year	def. 73,861 s	nr. 131,663	eur. 635.528 s	jur. 418,558

* Includes incomegirom investments, &c.

Buffalo Rochester & Pittsburg Railroad.

(For the year ending Sept. 30, 1888.)

The remarks of Mr. Walston H. Brown. President, are quite hrief in the annual report just issued. He observes that—
"Of the \$478,000 income bonds outstanding at the close of the last fiscal year, \$456,000 have been retirod by the issue of \$228,000 6 per cent consolidated 1st mortgage bonds held by the trustee for this purpose.
"The car trust bonds have been reduced to \$626,000 by the payment of \$134,000, the principal of which fell due during the year.

the year.

"To provide the funds to pay off the floating debt existing at the close of the last year, the car trust bonds, new equipment and construction, \$1,514,000 of the new general mortgage 5 per cent bonds were issued. The net result is an increase of \$1,152,000 in the bonded debt of the company."

The operations and fiscal results for the past three years were as follows:

OPERATIONS AND FISCAL RESULTS.

289.840

Earnings— Passeugers Freight	1885-86. \$190,382 1,080,333 28,617	1886-87, \$175,977 1,605,578 134,896	1887-88. \$227,941 1,585.883 187,332
Total earnings Operating expenses and taxes	\$1,299,362 1,002,656	\$1,916,361 1,399,386	\$2,001,156 1,553,485
Net earnings	\$296,706 69·4	\$516,975 71.4	\$447,671 75.5
	OME ACCOUNT 1885-6		1887-9
Receipts— Net earnings Other incomo	\$296,706 93,650	\$516,975 77,759	\$447,671 30,934
Total receipts	\$390,356	\$594,734	\$178,605
Interest on bonds Interest on floating debt	928	\$353,910	\$400,350 14,818
Total disbursoments Baiauce.	55,200 \$108,234 dcf.\$17,878	\$422,415 sur.\$172,319	74,431 \$489,599 def.\$10,994

Consolidation Coal Company. (For the year ending Dec. 31, 1888.)

The annual report of Mr. Charles F. Mayer has the follow-

 Net receipts.
 \$137,015

 Interest on funded debt.
 \$137,015

 Sinking fund for year 1888.
 53,914
 \$482,118

190,920

Total eredits..... \$330,430

From tokich deduct—
Dividend (2¹4 por cent) for the year 1839, payable
Jan. 31, 1889. \$230,625
Amount carried to the credit of royalty fund. 51,703
Balance paid in 1888 on the new coal shipping pier. 7,512

Leaving a balance to the credit of profit and loss Dec. 31, 1883, of..... \$40,589 The royalty fund now amounts to \$256,117, and \$55,000 of

this amount will shortly be used in the payment of the remaining outstanding bonds of the Union Mining Company.

There were mined and delivered from the Consolidation

Coal Company's mines-In the year 1887. 936,799
In the year 1888. 1,023,340

the past year by the erection of a rotary fan at Ocean Mine. The company's mines are now furnished throughout with the most approved system of ventilation. * * The mines of the commost approved system of ventilation. * * The mines of the company are now capable of a daily output of 4,500 tons; this has in the past year, under pressure, been carried up to 4,800 tons per day. * * The railroads of the company have been improved during the past year by a large amount of effective work, including two hundred tons of heavy steel rail, the erection of a commodious station house at Barton, a smaller structure at Barrelville and a new water station and pipe line at Mount Savage." Savage."

New Central Coal Company (of Maryland.) (For the year ending Dec. 31, 1888.)

The annual report for 1888 shows: Coal mined in 1888 169,353.08 tons; coal mined in 1887, 181,905.16 tons; decrease,

12,552'08 tons.	
INCOME ACCOUNT FOR 1888.	
Credit of coal account in 1888	8494 680
Coal on hand December 31, 1888	5.171
Railroad freights, mining, office and shipping expenses	\$499,852
reminded freights, mining, oince and snipping expenses	470,155
Net earnings for the year	\$29.697
Net earnings for the year	241,353
Total	\$271,050
Amount charged against profit and loss during 1888— Dividend paid April 10, 1888\$50,000	
Depreelation in property at mines, &c	
2,000	54,633

GENERAL INVESTMENT NEWS.

Balance to credit of profit and loss December 31, 1888... \$216,417

-The annual report of this railroad com-Allegheny Valley .pany (in receivers' hands) shows for 1888: Total receipts, \$2,031,030, of which \$545,942 was earnings in the passenger department, \$1,443,273 in the freight department and \$81,815 from other sources. The total expense of operating was \$1,194,256.

Baltimore & Ohio.—The work of building the trestle for the Jersey approach of the Baltimore & Ohio bridge has begun at Elizabethport and Roselle, N. J., the latter point being where the Baltimore & Ohio joins the Jersey Central. The trestle will be about three miles long, and will run the greater part of the distance across the Salt Meadows.

Called Bonds.—The following bonds have been called for

payment:
Milwaukee Lake Shore & Western-First mortgage 6
per cent bonds on Ontonagon Branch, dated 1886, due April 1, 1896, to be paid at the office of Messrs. S. S. Sauds & Co., 62 Cedar Street, New York City, on April 1, 1889, 25 bonds of \$1,000 each, viz.: Nos. 13, 32, 44, 63, 72, 73, 90, 98, 100, 101, 114, 125, 130, 131, 133, 137, 140, 150, 181, 196, 210, 214, 230, 234,

WESTERN UNION TELEGRAPH—Seven per cent bonds of 1875, due May 1, 1900. Forty of these have been drawn, but their surrender being optional, it is unnecessary to publish numbers.

Charleston Cincinnati & Chicago.—Kiernan's news agency reports that a contract has been let and signed for the construction of 250 miles of the Charleston Cincinnati and Chicago Railway, running from Charleston, S. C., via Rutherfordton, N. C., to the Ohio River at Ashland, Ky. The company has already under operation 400 miles of road, 200 miles of which are of its own construction. The portion to be built under the contract referred to is from Rutherfordton, N. C., to the new town of Minneapolis, in southwestern Virginia, a t the crossing of the Clinch River, where the line will make a junction with the Norfolk & Western Railroad, and probably with a proposed eastern extension of the Louisville & Nashville, which is to come through Big Stone Gap. The projectors of the scheme claim that this line will make a direct route of 800 miles from Charleston, S. C., to Chicago, or 100 miles shorter than any other line from Lake Michigan to the Atlantic coast; that it opens up the richest mineral, timber and coal shorter than any other line from Lake Michigan to the Atlantic coast; that it opens up the richest mineral, timber and coal country on the continent, not excepting Pennsylvania. The coal includes anthracite, bituminous and coking. A. B. Harris, of Boston; Frank Coxe, of Philadelphia; Wharton Barker, of Philadelphia; R. A. Johnson, of Boston; General Thos. L. Rosser, and other well-known men are interested in the road. The contractors are McDonald & Shea, the well-known railroad builders, of Knoxville, Tenn., and they are required to complete the contract awarded to them within ten months.

Chicago & Canada Southern.—Notice is given by the Master in Chancery that out of the proceeds of the foreclosure sale \$196 20 will be paid on each 1st mortgage bond, with all coupons attached, including coupon due Oct. 1, 1873.

coupons attached, including coupon due Oct. 1, 1873.

Cincinnati Indianapolis St. Louis & Chicago—Cieveland Columbus Cincinnati & Indianapolis.—These two properties are to be consolidated, but the negotiations are not yet completed and no definite announcement of terms has been made. Mr. M. E. Ingalls said the reason for the consolidation was a decision of the Ohio Supreme Court rendering stockholders taxable upon their holdings, even though the railroad company had paid taxes upon its property within the State.

Cincinnati New Orleans & Texas Pacific.—The report of this company, lessees of the Cincinnati Southern, shows for 1888: Gross earnings, \$3,624,490; operating expenses, \$2,419-536; net earnings, \$1,204,953. The gross earnings show an increase of \$246,938, or 7.31 per cent; the operating expenses, an increase of \$384,963, or 18-92 per cent; the net earnings, a decrease of \$138,025, or 10-29 per cent. A three per cent dividend for the year is declared.

Cumberland Valley.—The forthcoming report of the Cum-

Cumberland Valley.—The forthcoming report of the Cumberland Valley Railroad and branches for the year ending December 31, 1888, will show gross earnings during the year to have been \$820,477; operating expenses, \$609,239; net earnings, \$211,237. In comparison with the year 1887 there is a decrease of \$30,079 in the operating expenses and an increase of \$6,152 in the net earnings. The surplus, after payments of \$199,975 for dividends, interest, real estate purchases, etc., is \$11,262.

Flint & Pere Marquette.-The Flint & Pere Marquette stockholders have ratified the consolidation of their road with the East Saginaw & St. Clair, the Saginaw & Mount Pleasant and the Saginaw & St. Clair County railways.

Fort Worth & Rio Grande,—A contract has been let for the extension of this road from its present terminus at Gran-bury to Dublin, Texas, a distance of 55 miles. The road is completed and in operation from Fort Worth to Granbury, 40

Long Island—Brooklyn & Montauk.—The proposed increase of the capital stock of the Long Island Railroad, on which the stockholders of that company are to vote on February 23, will make the total \$12,000,000. The \$2,000,000 increase is for the purpose of retiring an equal amount of stock of the Brooklyn & Montauk Road, which is now leased to the Long Island at 25 per cent of the net earnings of the entire system of the Long Island Railroad. The stock, when exchanged, will go into the Long Island Company's treasury, and the road will become a part of the Long Island property.

Longstille Evangville & St. Longs —In record to the account of the Long Island Property.

Louisville Evansville & St. Louis.—In regard to the acquisition of this road by the Mackey syndicate, and the proposed consolidation of the Louisville Evansville & St. Louis Railroad and branches, Illinois & St. Louis Railroad & Coal Company and branches and Belleville Centralia & East-

ern Railroad, Kiernan's reported on Thurs'ay: "The proposed consolidation contemplates building a line between Belleville, Ill., through Centralia, Ill., to a point on the line of the Louisville Evansville & St. Louis at or near Mount Vernon. Messrs. Heilman & Mackey have secured an option on the Illinois & St. Louis Railroad upon the following terms: They sell 1,400 shares of their treasury preferred stock at 80 cash, the proceeds of which are to discharge floating debt of company; the residue of these shares, \$760,000, they propose to sell at 25 per cent premium, and take their pay in bonds of the consolidated company, to be a 50-year 5 per cent gold bond, at par; the common stock of the company, \$617,000, to be exchanged share for share with consolidated stock of new company."

new company."

The Louisville Evansville & St. Louis Railroad Company gave an option to sell a controlling interest in their property at 12 for common stock, 25 for preferred stock, and 60 for their 2d mortgage bonds, and the purchase has been completed on these terms by the Mackey syndicate.

New York Ontario & Western.—This company wil soon New York Untario & Western,—This company will soon issue securities for constructing the new extension from Hancock, N. Y., on the main line, southwest to Scranton, Pa., about 51 miles. It is expected that the cost of the line will be about \$2,500,000, and the new extension is expected to give the company a heavy coal traffic from Pennsylvania into New Expland via the Pour blacapia Bridge connections. England via the Poughkeepsie Bridge connections.

New York Stock Fxchange.—New Securities Listed.— The governors of the Stock Exchange have admitted to dealings at the board the following securities:

The governors of the Stock Exchange have admitted to dealings at the board the following securities:

CLEVELAND & CANTON RAILROAD—\$740,000 first mortgage 5 per cent bonds, making total \$2,000,000.

NORFOLK & WESTERN RAILROAD—\$500,000 5 per cent equipment bonds, making total \$1,600,0 °C.

GULF COLORADO & SANTA FE RAILWAY—\$180,000 first mortgage 7 per cent bonds, making total \$1,696,0 °C. and \$170,200 second mortgage 6 per cent bonds, making total \$1,696,0 °C. and \$170,200 second mortgage 6 per cent gold bonds, making total \$1,586,000.

BUFFALO ROCHESTER & PITTSBURG RAILWAY—\$586,000 general mortgage 5 per cent gold bonds, making total \$1,586,000.

CHICAGO & EASTERN ILLINOIS RAILWAY—\$713,000 first mortgage 5 per cents, making total \$4,402,000.

CHICAGO & EASTERN ILLINOIS RAILWAD—\$803,000 general consolidated 5 per cent bonds, making total \$3.321,000.

ALBANY & SCEQUEIIANNA RAILROAD—\$803,000 general consolidated 5 per cent bonds, making total \$10,000,000, or which \$3,000,000 are 7 per cents, and \$7,000,000 are 6 per cent bonds.

CHESAPEAKE & OHIO RAILWAY—First prefetred stock \$12,000,000; second preferred stock \$12,000,000, and common stock \$39,990,000, as repress nted by voting trustees' certificates in lieu of the old stocks, which on March 1 wil be stricken from the list. Also the first consolidated mortgage 5 per cent-gold bonds due May 1, 1939, \$18,116,000, in lieu of the reorganization certificates representing the old bonds.

CHICAGO PEORIX & ST. LOUIS RAILWAY—First mortgage forty-year 5 per cent gold bonds \$1,500,000.

LITCHFIELD CARROLLTON & WESTERN RAILFOAD—First mortgage 6 per cent gold bonds, due January 1, 1916, \$100,000.

PRESCOTT & ARIZONA (ENTRAL RAILROAD—First mortgage 6 per cent gold bonds, due January 2, 1916, \$775,000.

SUNDAY CREEK COAL—Capital stocks: \$2,250,000 common and \$1,500,000 preferred.

CHICAGO ROCK ISLAND & PACIFIC RAILWAY — \$2,850,000 of first mortgage extension and collateral 5 per cent bonds, making total listed \$30,22.0,000.

Northern Pacific—Minnesota & Dakota Land Company.
—Stockholders of the Northern Pacific Railroad Company have received a prospectus of the Minnesota & Dakota Land & Investment Company, of which Mesars. Brayton, Ives & Co., No. 4 Broad Street, are the fiscal agents. The Northern Pacific stockholders will be permitted at any time before April 1 to subscribe to the debenture bonds of the Land Company. pany at 95 and interest, and an equal amount of stock will be given to them. O.her subscribers will not be entitled to the same bonus in stock unless they take at least \$10,000 of the

The Land Company was organized in 1886, under the laws of Mi nesots, with an authorized capital of \$4,000,000. It has a contract with the Northern Pacific Railroad for the The contract price is \$2 an acre, payable in Northern Pacific preferred stock at par. Something more than 56,000 acres have been selected and paid for. The terms and all the arrangements are given in the pamphlet.

ornangements are given in the pamphlet.

Omaha Douge City & Southern R. R.—This line, which is now under construction across the State of Kansas, from Superior, Neb., to Dodge City, Kan., and Trinidad, Col., is the only railread in the State running throughout in a north and south direction. It is a short line, being as near a direct route as possible, and it cr. sees ten east and west lines. The road opens up a productive country, and gives new business facilities to an active and thrifty population. The entire work has been let north of Dodge City and 50 miles are now in operation scuth of that point. This road parallels no other line, and consequently has no rivals for the north and south business.

Oregon Improvement Company —For the twelve months.

Oregon Improvement Company .- For the twelve months ended November 30, 1888, the company's preliminary statement shows the following results:

 Net earnings.
 \$1,097,730

 Interest and sinking fund.
 \$350,000

 Dividend on preferred stock.
 67,253

Baisnee, equal to 934 per cent on common stock...... \$682.477

Penusylvania Railroad.—It is stated that the stockholders are to have the privilege of subscribir g for new stock at par when the next dividend is declared in May. The company wants money for various purposes, and it is to be raised by this mean. The capital stock outstanding is \$106,544,500, and

the new issue, it is reported, will be about \$4,000,000. This money will be required for the construction of the Jersey City Elevated Road, improvements of the road bed of the New-York division, the enlargement of the Broad Street station, straightening the track on the main line, and the purchase of additional passenger equipment.

Philadelphia Newtown & New York,—President Corbin of the Pailadelphia & Reading has brought three suits against the Philadelphia Newtown & New York Railroad. One is to recover \$242,667 for supplies and material furnished; another for \$112,200, for coupons of bonds, and the third is for \$153,-252, for guarantee of coupons. The suits are the result of the unsuccessful efforts of the Reading management to induce the Newtown Railroad bondholders to scale their interest under a reorganization plan. The Reading owns a majority of the stock of the Newtown Railroad and a large block of the

Philadelphia & Atlantic City.—The Company proposes to issue \$600,000 of preferred stock and to consolidate the read with the Camden Gloucest-r & Mount Ephraim and the Williamstown & Delaware River roads. The roads are operated by the Philadelphia & Reading, and the consolidation is merely formal. It is said that the Reading will spend a considerable amount on this part of its system.

Pullman Palace Car.—The Board of Directors of the Pullman Palace Car Company have voted to issue \$5,000,000 of new stock to be sold to stockholders at par. The books of the company, now closed for the regular dividend, open again on the 16th inst. They will remain open until the 21st, when they will close again, and when the new is ue is app oved by stockholders' vote on March 4th it will be stated at what date they will have the right to subscribe for the new stock at par. atock at par.

Ruilroads in New York State.—The reports below for the quarter ending Dec. 31 have been filed with the Railroad Commissionera:

O Maria de la companya de la company	-N. Y. Lake E	
and the same of th	1889.	1887.
Gross earnings		\$7,173,054
Operating expens.s	4,364,890	4,557,372
N. 4	20 500 507	\$2,615,682
Not earnings	608,821	650,655
Less percentage to leased lines	000,022	. 000,000
7)-1	£1 000 702	\$1,965,027
Balance	371,937	265,352
Additional income	371,307	200,002
Total	\$ 2 362 840	\$2,230,379
Deduct-		φωμούμοτο
Interest	\$1 201 302	\$1,273,054
Taxes		117.077
Rentals, &o		455,693
Telliais, au	202,020	100,000
Total	\$1,894,050	\$1,845,824
Balance, surplus		\$384.555
-Boston &		N. Y. & Penn.
1888.	1887.	1888.
Gross carnings \$2,319,385		\$347,184
Gross carmags ¢2,515,565	1,556,315	629,012
Operating expenses 1,588,642	1,000,010	020,022
Net earnings \$730,743	\$848,012	\$218,172
Deduct-	φ030,012	φωτο,τι=
Interest	\$165,725	*\$113,437
Taxes	529,832	20,000
Rantals, &c 19,500	19,500	24,251
Louis, Co	201000	
Total \$663.617	\$715.057	\$157,688
Ralance sur. \$67,126s		
Total \$663.617 Balancesur. \$67,126s	\$715,057 ur.\$132,955	\$157,698 sur. \$60,484

* Does not include 2d mort. interest, which is paid in serip.

	Albany d	8us. &c.—	-Rens'l'r & Saraloga		
	1888.	1887.	1888. 1887.		
Gross earnings	\$888,673	\$838,984	\$575, 797	\$626.134	
Operating expenses	425,264	433,241	32 7 ,385	349,128	
Net earnings Other income	\$163,409	\$105,740	\$248,412 6,631	\$278,006 9,545	
Total income	\$163,409	\$105,740	\$255,093	\$287,551	
Deduct— Taxes Rentals, &c.*	\$14,000 243,101	\$16,650 241,595	\$24 500 242,471	\$25,200 239,331	
Total	\$257,104	\$258,245	\$266,971	\$264,531	
	ur.\$206,305	6'r.\$147,495	def. \$11,878	sur.\$23,020	

m-4-1 @	257,104	\$258,245	\$266,971	\$264,531
Balancs sur.	200,300 6	r.\$147,490	def. \$11,878	sur.\$23,020
* Includes interest or	bonds.			
			0.7 47.	I. a. 672 mars as
		anada	~Ogd. & La	
	1888.	1887.	1888.	1887.
Gross earnings \$	217,535	\$237,029	\$182,604	\$197,067
	104,297	123,267	112,488	128,666
Operating expenses	104,207	100,004	112,400	120,000
				0.00 4.01
Net earnings \$	113,238	\$113,762	\$70,116	\$68,401
Deduct-				
Interest	Inc'udad	in rental.	\$58,273	\$54.770
	\$7,500			7,500
Taxes		\$7,900	8,500	7,500
Rentals, &c	59,206	58,964		
-				
Total	\$66,706	\$66,864	\$66,773	\$62,279
Balance sur.			sur. \$3,343	sur. \$6,122
Dalanco sur	CATOLOGE O	αι,φευ,οπο		
			-Brooklyn	Rievaled
			1888.	1887.
Gross carnings			\$248,460	\$175,919
Gross carnings		**********		107.804
Operating expenses			153,911	107,004
Net earnings			\$94,549	\$68,115
Other Income			3,136	607
Other meomersesses			0,.00	
			205 205	\$68,722
Total		********	\$97,685	\$00,124
Deduct-				
Interest			\$68,097	\$61,852
				1,636
Taxes			1,786	
Rentals, &c			34,608	52

\$63,540 sur. \$5,182

Reports and Documents.

THE PRESCOTT & ARIZONA CENTRAL RAILWAY CO.

APPLICATION TO THE NEW YORK STOCK EXCHANGE.

APPLICATION TO THE NEW YORK STOCK EXCHANGE.

New York, December 17, 1883,

Application is hereby made to have the \$775,000 First Mortgage Bonds of the Prescott & Arizona Central Railway company placed on the Stock List of the New York Stock Exchange, and, in compliance with the rules made by your committee, the following statement is submitted:

The title of the company is the Prescott & Arizona Central Railway Company. The company was organized in June, 1885, under the general laws of the Territory of Arizona. The line of railway extends from Prescott Junction, or Seligman, Arizona, on the Atlantic & Pacific Railroad, to Prescott, the capital of Arizons, a distance of 73½ miles. The entire 73½ miles of road and 2½ miles of side track are completed and in operation. The gauge is 4 feet 8½ inches, and the rails are steel. The equipment consists of two locomotives, two passenger coaches, twenty-five gondolas, five box cars, seven other cars. Total, 39. other cars. Total, 39.

THAT A NUMBER T	STATEMEN'T	NECEMBER	31 1997
FINANCIAL	STATEMENT	DECEMBER	31. 1837.

Assels.	Liabililies.
Cost road & equip., \$2,725,000 00	Capital stock \$1,200,000 00
Cost of realestate. 22,500 00	First mort, bonds . 775,000 00
Current accounts 8,099 91	Second M. Inc. bonds 775,000 00
Cash on hand 27,522 16	Car trusts 7,536 44
Materials 11,427 43	Current accounts 4,293 78
	Accumul. interest . 23,250 00
	Profit and loss 9,469 28
Total\$2,794,549 50	Total \$2,794,549 50
Operations from January 1:	and up to Oct. 30, 1888, were as
follows:	and ap to con so, rose, were as
Gross earnlogs	\$101,880
Operating expenses	32,869
Net earnings	
Interest paid and accumulated	38,750

Application is also made to have the \$775,000 Second Mort-gage Income Bonds of the Prescott & Arizona Central Rail-way Company placed on the Stock List of the New York Stock Exchange, in compliance with the rules made by your Com-

Surplus, 10 months.....

The Officers of the Company are as follows:

President and General Manager. T. S. Bullock.
Vice-President. J. J. Fisher.
Treasurer. W. E. Hazeltine.
Secretary. W. N. Kelley.

The Transfer Office is at 40 and 42 Wall Street, New York City.

DESCRIPTION OF BONDS.—First Mortgage Six per Cent Thirty-year Gold Bonds. Entire issue, \$775,000; date of issue, November 21, 1885; due, January 2, 1916. Central Trust Company of New York, Trustee. Interest payable January 1 and July 1 each year, at office of the company, 40 and 42 Wall Street, New York. The bonds are all of the denomi ation of \$1,000 each, and numbered from 1 to 775 inclusive. No provision for registry.

Second Mortgage Six per Cent Income Bonds. Entire issue, \$775,000; date of issue, January 2, 1886, due January 2, 1916.

L. M. Slocum, of New York, Trustee. Interest payable, when earned, at office of company, 40 and 42 Wall Street, New York, on January 1 and July 1 each year. The bonds are of the denomination of \$1,000 each, and numbered from 1 to 775 inclusive.

T. S. BULLOCK, President.

CHICAGO PEORIA & ST. LOUIS RAILWAY.

APPLICATION TO THE NEW YORK STOCK EXCHANGE.

APPLICATION TO THE NEW YORK STOCK EXCHANGE.

JACKSONVILLE, ILL., January 21, 1889.

The Chicago Peoria & St. Louis Railway Company was organized under the laws of the State of Illinois, February 7, 1887, and assumed the operation of the roads formerly known as the Peoria Pekin & Jacksonville and the Springfield & Northwestern roads, as of date February 1, 1887. Subsequently it purchased said roads of the Wabash Purchasing Committee. The road is of standard gauge, and extends from Pekin to Jacksonville, with a branch from Havana to Springfield, a total distance of 120 miles. About half of the road is laid with steel and the remainder with iron rails. Renewals will be made with steel rails of 56 lb.weight. We are now putting in track 1,000 tons new steel rails, and shall continue will be made with steel rails of 56 lb.weight. We are now putting in track 1,000 tons new steel rails, and shall continue such renewal as rapidly as it may be to our interest to do so. The company has issued its First Mortgage Forty-year Five per Cent Gold Bonds, dated March 1, 1838, coupons payable

semi-annually in the City of New York on the first days of March and September. The issue of bonds is \$1,500,000, in 121,000 each numbered 1 to 1,500, inclusive. These March and September. The issue of bonds is \$1,500,000, in bonds of \$1,000 each, numbered 1 to 1,500, inclusive. These bonds are secured by a deed of trust to the Mercantile Trust Company of New York, as trustee, covering the entire road and equipment. The payment of the principal and interest of the bonds is guaranteed by the Jacksonville Southesstern Railway Company. There is no other incumbrance upon the property. The principal of the bonds can be registered with the Central Trust Company of New York.

The company owns the following equipment: 16 locomotives, 7 coaches, 3 combination cars, t baggage and mail, 5 cabooses, 84 box cars, 45 coal cars. We have purchased 100 additional coal cars, 60,000 lbs. capacity, which will be delivered to us this month.

Statement of the financial condition of the company is here-

Statement of the financial condition of the company is hereto attached.

BALANCE SHEET CHICAGO PEORIA & ST. LOUIS RAILWAY COMPANY. Assets.

Road & eqaipment \$2,833,632 34
Duc fro.n.comp's and securities on hand. 1,004,525 02
Materials & supplies. 3,734 20
Cash on hand. 49,955 15 Total\$3,891,846 71 Total.....\$3,891,846 71

This company reports the earnings for the year ending Feb. 1, 1888, as follows:

1885, as follows:

Gross earnings.....\$297,543 30

Net earnings......119,163 34

Interest charges, were
all the bonds issued
Surplus over all.....4163 34

Gross earnings.....\$297,696 71
Net earnings......1"0,879 46
Interest same period. 68,750 00
Surplus.......52,146 46

And for the eteven months from Feb. 1 to Dec. 31, 1888, as follows:

The net earnings for seven months more than provide for the yearly interest on all the bends, leaving five months' earnings, some of them the best of the year, to go to surplus. Officers are: William S. Hook, President; Edward L. McDonald, Secretary; Marcus Hook, Treasurer.

• Offices of the company are located at Jacksonville, Ill.

We respectfully request that the above-named First Mortgage Bonds, numbered 1 to 1,500, both inclusive, of \$1,000 each, be placed upon the regular list of your Exchange.

WILLIAM S. Hook, President.

Rome & Decatur.-A majority of the bondholders of the Rome & Decatur.—A majority of the bondholders of the Rome & Decatur Railroad Company have chosen the following Committee of Reorgan zation: Eugene K-lly, Chairman; Camille Weidenfeld, John Byrne, John S. Silver and Stephen F. Austin. A majority of the bondholders who executed the first agreement, made in December, 1887, providing for the appointment of a committee to consist of Richard L. Edwards, Eugene Kelly, James Swan and Joseph W. Ogden, have united in a request to the National Bank of Commerce for the return of the securities deposited by them under the provisions of the last-mentioned agreement. ions of the last-mentioned agreement.

West Pennsylvania & Shenango Connecting.—This property having been purchased by the committee representing the bondholders, a reorganization of the company has been effected under the name of the Pittsburg Butler & Shenango Railroad. Samuel B. Dick was elected President.

-Messrs. I. B. Newcombe & Co. offer to investors as a desir —Messrs. I. B. Newcombe & Co. offer to investors as a desirable and safe investment, at par and accrued interest, \$1,150,000 first mortgage 5 per cent gold bonds of the Florida Central & Pennsula Railroad Company, due 1918, being the unsold portion of \$3,000,000. The company was organized for the purpose of acquiring the property of the Florida Railway & Navigation Company, sold under foreclosure in 1888. By the sale 574 miles of standard gauge road, with equipment, terminals, &c., were transferred to the new company. These bonds are a first and only lien issued at the low rate of \$5,226 per mile. The earnings for the fiscal years ending Oct, 31, were in 1886.7 gross \$1,082,114, net \$174,313; 1887-8 \$1,019,919; net \$175,920; November and December 1888 and January 1889 gross \$258,811; net \$94,816. See advertisement. net \$94,816. S:e advertisement.

-The attention of readers of the CHRONICLE is called to the card of the Illmois Trust & Savings Bank of Chicago, which will be found tr-day on the first page. The capitat and surplus of this institution is \$1,125,000, and it has among its directors such names as those of Messrs. George Sturges, L. Z. Leiter, John Crerar and others, well known among the first business men of Chicago. The business of this bank embraces all the ordinary functions of one of our New York trust companies.

-Among the reports to the Banking Department for the year —Among the reports to the Banking Department for the year 1888, that of the Union Trust Company shows to all resources of \$30,634,929, with a surplus of \$3,241,153. Three millions of this surplus consists of U.S. legal tender notes, and is, therefore, available at a moment's notice. The company has reached its present position under the able management of Mr. Edward King, the President, and it now stands among the leading financial institutions of the city.

—Messrs. Vermilye & Co. were awarded \$600,000 City of Brooklyn 3 per cent water loan bonds, due in 1909, and \$1,000.000 3 per cent local improvement loan bonds, due 1904 to 1913, at 105 and interest, and 106.89 and interest, respec-

-Messis, Maitland, Phelps & Co. offer the unsold remainder of the Issue of the St. Louis & San Francisco collateral trust fives. Details are given in the advertisement in another column.

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, Feb. 15, 1889.

General trade is very good for the season, but there is much complaint on account of the narrow margins for profits, and the tone of merctantile circles is not a cheerful one. The trouble seems to be more with the general position of affairs than with any special condition; and therefore the situation is the more difficult to meet and improve. The weather has been more wintry, clear and quite cold. This change was greatly desired. A feature of the speculation this week has been a sharp advance in wheat (on Monday and Tuesday), followed by some decline; and there is a revival of the export demand for Indian corn. There is now not much probability of the passage of any revenue or financial messure at the present session of Congress.

Lard on the spot was dull until yesterday, when at a decline to 7@7.021/2c. for prime Western there was a fair demand, followed to-day by a recovery to 7.10c., with prime city quoted at 6.65@6.70c., and refined for the Continent at 7.40c. Lard for future delivery opened firmer, but quickly declined under free offerings, but closed to-day at a recovery of about 7@10 points, but still 17@20 points below last Friday.

as follows:

DAILY CLOSING PRICES OF LARD FUTURES.

	Saturd'y.	Mond'y	Triesd'y.	Wedned'y.	Thursd'y.	Friday.
Feb. delivery	0. 7.27	7.12	7.10	7.00	7.00	7.07
March delivery.		7.12	7.08	6.99	7.00	7.07
May delivery		7.14	7.10	7.00	7.01	7.08
June delivery	0. 7.29	7.16	7.12	7.01	7.02	7.09
July delivery	e. 7·30	7.17	7.13	7.62	7.02	7.11
Bept. delivery	0 7.30	7.18	7.15	7.04	7.05	7.12

Pork declined, leading to more activity, and the close is etendy at \$12@12 25 for extra prime, \$12 25@12 75 for old and new mess and \$14@16 for clear back. Cut meats have been active, but at prices covering a wide range as to weights; sales include 14 lbs. average at 61/4c., and 10 lbs. average at 8c. Quoted: Pickled bellies, 6@9c.; shoulders, 6@64c., and hams, 934@10c.; smoked shoulders, 7@74c., and hams, 11@111/c. Beef is nearly nominal at \$7@7 25 for extra mess and \$9 50@10 for packet per bbl.; India mess lower at \$17@19 per tierce. Beef bams are dull at \$12.75@13 per bbl. Tallow has been valuable, clesing active at 5.5-16c. Stearine quoted at 7½c. and oleomargarine 7c. Butter is firmer but dull at 21@31c. for creamery and 13@20c. for Western factory. Cheese is dull at 10@123%c. for State

for western factory.

Coffee on the spot has been dull and barely steady. To-day, however, there was a stronger tone, with Rio quoted at 17½c. for fair cargo, but business is almost at a standstill. The speculation in Rio options has also been sluggish, with slight and irregular fluctuations in values, but to-day there was more firmness on a stronger report from Havre, and the close was firm, with sellers as follows:

30c.; also 500 bales Havana, 65@\$1 95, and 200 bales Sumatra, \$1 20@\$2 05.

On the Metal Exchange business has been dull, and nothing was done to day. Straits tin quoted at 21 20c. on the spot and 21 25c. for May, a decided decline from last Friday. Ingot exper is quoted at 16 00c. for Lake and 15½c. for G. M. B. Demestic lead is lower at 3 65c. From the interior iron markets a much better inquiry is reported, with some increase in the volume of business, at steady prices on the basis of the recent reduction.

of the recent reduction. of the recent reduction, Spirits turpentine has been fairly active and closes firmer at 47½c. Business in rosins was brisk for medium grades, but the close is quiet; good strained quoted at \$1 10; a recent sale of "M" is reported at \$1 90. Refined petroleum for export has advanced to 7 20c. Hops are in good demand at full prices. Wood is quiet, with prices somewhat depressed for many grades. for many grades.

COTTON.

FRIDAY, P. M., Feb. 15, 1889. -

THE MOVEMENT OF THE CROP, as indicated by our telegrams THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening the total receipts have reached 135,670 bales, against 126,347 bales last week, and 155,354 bales the previous week; making the total receipts since the 1st of Sept., 1888, 4,736,384 bales, against 4,766,873 bales for the same period of 1887-8, showing a decrease since Sept. 1, 1888, of 30,489 bales.

Receipts at	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston	2,686	1,853	3,684	2,091	1,874	843	13,031
El Paso, &c			*****			1,843	1,843
New Orleans	7,369	10,941	9,333	8,654	4,074	2,736	43,107
Mobile	65	2,331	1,345	230	610	518	5,099
Florida		*****	*****		*****	105	105
Savannah	2,475	4,796	2,144	4,532	2,221	3,214	19,382
Brunsw'k, &o.						3,947	3,947
Charleston	1,550	1,430	799	2,081	667		6,527
Port Royal, &c					*****	164	164
Wilmington	531	434	511	236	536	168	2,416
Wash'gton, &c	*****		,			47	47
Norfolk	1,500	1,542	1,646	1,033	2,578	1,377	9,676
West Point	2,403	1,431	1,857	1,320	1,985	3,093	12,089
N'wp't N., &c.		*****				6,729	6,729
New York	166	. 638	640	703	692	582	3,421
Boston	1,879	466	351	756	259	37	3,748
Baltimore	*****		*****	*****		3,489	3,489
Philadelphia,&o	383	97	120	23	42	185	850
Totals this week	21,007	25,959	22,430	21,659	15,538	29,077	135,670

For comparison we give the following table showing the week's total receipts, the total since September 1, 1888, and the stock to-night, compared with last year.

	188	8-89.	1887-88.		Stock.	
Receipts to Feb. 15.	This Week.	Since Sep. 1, 1888.	This Week.	Since Sep. 1, 1887.	1889.	1888.
Galveston	13,031	587,133	6,574	613,238	35,159	29,693
ElPaso,&c	1,843	15,544				
New Orleans.	43,107	1,468,653	35,327	1,482,895	355,727	342,137
Mobile	5,099	188,223	2,149	193,641	37,514	38,866
Florida	105	20,626	361	22,658		
Savannah	19,382	747,378	5,571	799,832	83,279	70,455
Bruns.,&o	3,947	107,864	1,606	65,714	*****	*****
Charleston	6,527	344,562	6,279	372,345	24,697	33,843
P.Royal, &c	164	13,462	476	12,945		485
Wilmington .	2,416	144,167	1,491	165,132	5,833	10,347
Wash't'n,&o	47	4,302	24	4,636	******	*****
Norfolk	9,676	437,003	4,910	417,537	41,888	36,397
West Point.	12,089	340,400	7,591	355,026	,	
Nwpt N.,&o	6,729	96,793	1,078	90,904	23,957	6,055
New York	3,421	67,703	6,043	60,084	232,182	271,653
Boston	3,748	61,746	1,997	61,921	13,000	18,500
Baltimore	3,459	56,124	2,154	26,318	22,956	17,628
Phil'del'a, &o	850	34,701	506	22,047	15,392	25,622
Totals	135,670	4,736,384	84,137	4,766,873	891,584	901,681

Comparison for six · seasons is as follows.

Reccipts at-	1889.	1888.	1887.	1886.	1885.	1884.
Galveston	14,874	6,574	6,716	11,899	4,073	4,602
New Orleans.	43,107	35,327	33,537	42,762	22,741	18,738
Mobile	5,099	2,149	2,909	5,109	3,151	1,977
Savannah	19,382	5,571	7,902	12,049	5,065	7,266
Charlest'n,&c	6,691	6,755	4,050	6,202	6,107	4,993
Wllm'gt'n, &c	2,463	1,515	929	1,387	681	1,066
Norfolk	9,676	4,910	10,092	9,808	6,021	7,512
W't Point, &c	18,818	8,669	6,308	5,718	1,560	4,027
Ali others	15,560	12,667	14,139	7,590	4,925	14,832
Tot. this week	.135,670	84,137	86,582	102,524	54,324	65,013
Since Sept. 1.	4736,384	4766,873	4681,221	4443,980	4339,722	4263,731

The exports for the week ending this evening reach a total of 118,227 bales, of which 72,804 were to Great Britain, 20,520 to France and 24,903 to the rest of the Continent. Below are the exports for the week, and since September 1, 1888.

Floroceta	We	ek Endi Export		15,	From Sept. 1, 1888, to Feb. 15, 1889 Exported to—					
Exports from—	Great Bril'n.	France	Conti- nent.	Total Week.	Great Britain.	France	Conti- nent.	Total.		
Galveston			430	430	139,171	21,078	89,782	230,029		
New Orleans	12,305	19,054	5,222	36,581	503,051	212,847	300,307	1,015,705		
Mcbile	5,430			5,430	37,592			37,598		
Savannah			1,975	1,975	82,122	11,542	181,387	275,331		
Brunswick	*****				27,533	5,352	22,171	55,056		
Charleston	3,561		8,883	12,444	54,183	25,740	193,075	212,043		
Wilmington			*****	*****	78,062		22,665	100,747		
Norfolk	6,941		*****	6,841	194,518		31,026	225,542		
West Point	4,500			4,500	112,926		12,361	125,287		
Nwpt Nws, &c.	0,737			0,787	47,357			47,957		
New York	25,065	1,466	6,861	33,392	427,598	39,172	168,104	634,072		
Boston	2,620		58	2,678	125,248		1,988	127,214		
Ballimore	4,012	75000	1,474	5,480	83,048	800	82,830	118,678		
Philadelp'a'&c	1,653			1,833	26,448		9,549	35,995		
Total	72,801	20,520	24,903	118,327	1,983,921	315,029	985,303	3,290,153		
Total 1887-88	49,370	4,805	11,825	85,890	3,045,657	295,535	973,661	8,514,853		

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 1 repared for our special use by Messrs. Carey, Yale & Lambert, 24 Beaver Street.

	Or	Shipboo	erd, not c	leared—	for	Leaving Stock.	
Feb. 15, AT-	Great Britain.	France.	Other Foreign	Coast- wise.	Total.		
New Orlean Mobile Charlesion Sayannah Galveston Norfolk. New York Other ports. Total 1889	15,980 7,000 None. None. 4,946 12,500 7,800 11,000	3,152 Nene, None, None, None, None, 4,052	11,869 None. 0.000 4,200 3,215 5,000 9,600 3,000 45,884	8,102 None. 1,200 4,600 3,304 5,500 None. None.	39,103 7,000 10,200 8,800 11,465 23,000 18,300 14,000	316,624 30,514 14,497 74,479 23,604 18,888 213,882 67,138	
Total 1889 Total 1887	63,596 79,477	2,685 16,461	61,157 50,192	16,147 14,255	143,585 160,385	758,096 712,420	

Sat.	Mon	Tues	Wed	Th.	Fri.
7 71 ₃	7718	7718	738	714 711 ₁₈	714 711 ₁₈ 858
9118	9 99 _{1A}	9914	816 ₁₆ 91 ₉	91 ₁₈ 99 ₁₈	9118 9918
10 ¹ 8 10 ¹ 2 10 ³ 4	101 ₁₆ 107 ₁₈	10716	10 1038	10 101 ₂	10 10 ¹ 2 10 ³ 4
1111 ₁₆	11 115 ₈	1158	1016 ₁₆ 119 ₁₆	113 ₁₆ 1113 ₁₆	
Sat.	Mon	Tues	Wed	Th.	Frl.
714 734 813 ₁₈ 95 ₁₆	834	834	81116	719 71516 878	878
	7 712 8918 9118 958 978 1012 1034 11118 111116 Sat.	712 61516 712 7718 8918 819 9118 9 958 91316 1018 10118 1024 10718 1034 10116 11118 11 111116 1158 Sat. Mon 714 734 71118 81318 834	712 61516 61516 7716 8918 812 9118 9 958 9916 91316 1016 1016 1016 1016 1016 1016 1016	71 ₂ 77 ₁₆ 77 ₁₆ 67 ₆ 73 ₈ 89 ₁₆ 81 ₉ 82 ₉ 87 ₁₆ 91 ₁₈ 9 81 ₉ 81 ₉ 95 ₈ 99 ₁₆ 91 ₉ 103 ₈ 101 ₁₆ 101 ₁₆ 10 101 ₂ 107 ₁₈ 107 ₁₆ 103 ₈ 111 ₁₈ 111 ₁₆ 111 ₁₆ 101 ₁₆ 101 ₁₆ 101 ₁₆ 101 ₁₆ 111 ₁₈ 111 ₁₈ 111 ₁₈ 111 ₁₈ 111 ₁₆ 117 ₁₆ 73 ₁₈ 73 ₁₁₆ 713 ₁₆ 75 ₈ 811 ₁₇ 83 ₄ 831 ₁₈ 811 ₁₈ 75 ₈ 83 ₄ 834, 811 ₁₆	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$

Middling Good Middling Striot Good Middling Middling Fair Fair	1034	101116	10 ⁵ 16 10 ¹¹ 16 10 ¹⁵ 16 11 ¹ 4 11 ⁷ 6	1058 1078	1034	104 104 11 117 ₁₈ 121 ₁₆
STAINED.	Sat.	Mon	Tues	Wed	Th.	Fri,
Good Ordinary	758 81170	7918	678 7916 858 919	613 ₁₆ 71 ₉ 89 ₁₈ 97 ₁₆	7 ¹ 8 7 ³ 4 9 ¹ 1 ₁₆ 9 ¹ 2	7 ¹ 8 7 ³ 4 8 ¹¹ 16

MARKET AND SALES.

The total sales and future deliveries each day during the cek are indicated in the following statement. For the conweek 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.

		BALE	S OF SP	FUTURES.			
	BPOT MARKET CLOSED.	Ex- port.	Con- sump.	Tran- sit.	Tetat.	Sales.	Detin eries
Tues. Wed. Thur,	Easy	****	1,024 377 638 468 579 341	 	3,143 377 638 468 579 541	58,600 43,600 65,60	***
Tetal		2,319	3,427		5.746	304.800	

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 follow-

I In	g ou	mprener	isive tan	16:					
Salessince Sep.1.'88"	Total sales this week. Average price, week.	Friday, Feb. 15— Balos, total Prices paid (range) Closing.	Thursday, Feb. 14- Sales, total Prices paid (range) Closing.	Wedn'ed'y, Feb. 13- Bales, total Prices paid (range) Closing	Tuesday, Feb. 12- Bales, total Prices paid (range) Closing	Monday, Feb. 11— Bales, total Prices paid (range) Closing	8 sturday, Feb. 9— Sales, total Prices paid (range) Closing	FUTURES.	Market, Prices and Sales of
9,660,200	304,800	Variable. 39,500 9.53@10.21 Steady.	Firmer. 64,500 9.60 a 10.21 Steady.	Easier. 65.600 9.73 # 10.15 Steady.	Easier. 43,600 9:58@10:21 Steady.	Easter. 58,600 9:54@10-22 Steady.	Firmer. 33,000 9.62@10.27 Quiet.	Total Sales.	Market, Range and
870,900	2,600 9.77	AVOF 9.76 9.75@ 9.79 9.75— 9.76	AV61 9.77 100 9.77 — 9.78	Aver 973 500 9.732 9.74	Aver. 9.75 9.75 9.76	Aver 9.76 9.75 9 9.77 9.77 — 9.79	Aver 9.83 500 9.79- 9.83	February.	
1,751,200	56,800 9.81	9.76 Aver 9.82 9.79 9.80 9.85 9.76 9.81 9.82	Aver 9.81 10,600 9.78 a 9.83 9.82 — 9.83	Aver: 977 14,500 976 a 978 977 - 978	Aver 9.80 6,900 9.792 9.82 9.79 9.82	AV6F: 9.80 11.200 9.79@ 9.82 9.81— 9.82	Aver 9.84 6,900 9.83 9.87 9.83 – 9.84	March.	
906,800	46,000 9.90	Aver 9.91 8,700 9.89 # 9.94 9.89 - 9.90	Aver9.77 Aver9.81 Aver9.90 Aver10.01 Aver10.07 Aver10.12 Aver10.19 10.10 10	$\begin{array}{c} \text{Aver} 9.77 \; \text{Aver} 9.86 \; \text{Aver} 9.94 \; \text{Aver} 10.03 \; \text{Aver} 10.09 \; \text{Aver} 10.14 \\ 14.500 \; & 8.600 \; & 14.900 \; & 12.900 \\ 9.76 \; a \; 9.78 \; & 9.85 \; & 9.88 \; & 9.93 \; a \; 9.9610 \; 0.01 \; a \; 10.02 \; 10.03 \; a \; 10.15 \\ 9.77 \; - \; 9.78 \; & 9.85 \; - \; 9.86 \; & 9.93 \; - \; 9.94 \; 10.01 \; a \; 10.02 \; 10.07 \; -10.08 \; 10.13 \; -10.14 \end{array}$	Aver. 975 Aver. 9.80 Aver. 9.89 Aver. 10.18 Aver. 10.12 Aver. 10.18 200 9.75 9.76 9.79 9.82 9.82 9.82 9.90 9.97 9.98 10.05 10.06 10.11 20.13 10.17 21.20 9.75 9.76 9.79 9.88 9.90 9.97 9.98 10.05 9.06 10.11 20.13 10.17 21.20 9.75 10.18	Aver 9.76 Aver 9.80 Aver 9.90 Aver 10.00 Aver 10.07 7.70 9.75 9.72 9.93 9.82 9.82 9.93 9.92 9.97 10.00 10.05 7.70 9.77 9.79 9.82 9.83 9.90 9.97 9.97 10.00 10.05 7.70 9.77 9.79 9.81 9.82 9.90 9.91 9.99 10.00 10.07 10.08		April.	
931,600	62,600 10.00	Aver 9.99 6,100 9.97@10.02 9.97— 9.98	Aver10.01 13,200 9.95 \$10.01 9.99 10.00	Aver 9.94 9,400 9.93 9.96 9.93 9.94	9.97~10.01 9.97~10.01	Aver10.00 15,600 9-97@10-01 9-99—10-00	Aver 10.05 9.500 10.02-10.06 10.03-10.08	Жау.	DAILY PI
731,100	52.600 10 07	Aver 9.99 Aver 10.07 Aver 10.13 Aver 10.15 6.100 2.900 4.600 9.97-2010.02 10.05 2010.14 10.11 20.16 10.6 20.10 9.97-2010.02 10.05 2010.16 10.11 20.12 10.17 20.15 9.97-20.98 10.05 2010.6 10.11 20.12 10.17 20.15	Aver10.07 13,000 10.03æ10.09 10.07-10.08	Aver 10.03 11,800 10.01@10.05 10.01—10.02	Aver10.06 7,300 10.05@10.08 10.05—10.06	Aver10.07 10.05 #10.10 10.07 — 10.08	Aver10·12 7,400 10·10·210·14 10·10-10·11	June.	PRIOES AND
196,300	18,100 10 :13	Aver10.13 2,900 10.11-10.16 10.11-10.12	Aver10:15 2,500 10:10:210:15 10:13-10:14	Aver10.09 10.08 & 10.09 10.07 — 10.08	Aver10-12 1,800 10-11-10-13	Aver10.15 3,206 10.13.210.16 10.14—10.15	Aver10.20 2,800 10.17@10.21 10.17—10.18	July.	SALES OF
425,200	49,700 10·19	Aver 9.99 Aver 10.07 Aver 10.13 Aver 10.19 6.100 5.400 2.900 4.600 9.97 - 10.02 10.05 - 10.01 10.11 - 21.01 10.11 - 10.12 9.97 - 9.98 10.05 - 10.06 10.11 - 10.12 10.17 - 10.18	Aver10.01 Aver10.07 Aver10.12 Aver10.19 13.200 2.500 9.95.2001.10.03.200.0910.12.201 10.15.201.201 10.03.201.0910.10.201.15.201.21.201 20.15.201.201.201.201.201.201.201.201.201.201	Aver 9.94 Aver10.03 Aver10.09 Aver10.14 9.400 9.430 9.93 9.9610.01.210.0510.0520.0910.13.210.15 9.93 9.9410.01.210.0510.0520.0910.13.210.14	Aver 9.98 Aver10.06 Aver10.12 Aver10.18 8,800 9.97,300 10.05,300,000 10.90 9.97,300 10.05,300,000 10.11,300,13 10.17,300 10.11,300,13 10.17,300 10.11,300,13	$\begin{array}{c} \text{Aver}_{10\cdot00} \mid_{\text{Aver}_{10\cdot07}} \mid_{\text{Aver}_{10\cdot15}} \mid_{\text{Aver}_{10\cdot20}} \\ \text{9.97-31001} \mid_{\text{10\cdot05}} \mid_{\text{00\cdot10\cdot07}} \mid_{\text{10\cdot10}} \mid_{\text{10\cdot13}} \mid_{\text{10\cdot16}} \mid_{\text{10\cdot18}} \mid_{\text{10\cdot20}} \\ \text{9.99-10\cdot00} \mid_{\text{10\cdot07-10\cdot08}} \mid_{\text{10\cdot14-10\cdot15}} \mid_{\text{10\cdot20-10\cdot21}} \mid_{\text{10\cdot20-10\cdot21}} \end{array}$	Aver. 9.94 Aver. 10.05 Aver. 10.12 Aver. 10.20 Aver. 10.25 3.600 9.500 9.93 9.94 10.03 10.10-310-10-11 10.17 10.21 10.23 10.24 10.27 9.93 9.94 10.03 10.10-31 10.10 10.11 10.17 10.18 10.23 10.24 10.25	August.	FUTURES
56,100	10,000			Aver 9.74 Aver 3,000 9.732 9.74 9.73 9.74 9.53 9	mm P	mm A	m. P.	September.	FOR ELOH
13,700	4,900 9.59	Aver 9.58 900 9.57 a 9.59 9.56 a 9.57	Aver 9.80 Aver 9.60 Aver	Aver 9.53 - 9.54	Ver 9:80 Aver 9:58 Aver 200 300 9:78 9:82 - 9:58 - 9:58 9:50 9:50 9	Aver 9.58 2,700 9:57@ 9:60 9:58— 9:59	761 9.85 Aver 9.63 Aver 9.00 900 900 900 900 900 900 900 900	October.	HINOM.
600	9.53	Aver 9.53 500 - 9 9.53 9.50 - 9.52	Aver	Aver	9.50 — 9.55	Aver 9.54 2,700 9.57 @ 9.60 9.54 @ — 9.58 — 9.59 9.54 @ — 9.58 — 9.59	Aver	November.	•
600	9.54	Aver. 9.78 Aver. 9.58 Aver. 9.53 Aver. 5.03 5.00 9.77 a 9.80 9.76 a 9.50 9.76 a 9.57 a 9.58 9.76 a 9.77 a 9.58 a 9.53 9.76 a 9.73 9.76 a 9.73 9.76 a 9.73	9.52 9.54	9.50 - 9.53	AV81	Aver. 9.55 9.55 % — 9.55 % — 9.55 % —	AV01	December.	
	300	9.58 - 9.60	Aver Aver 4ver 9.60 - 2 - 2 - 3.4 9.52 - 9.54 9.60 9.62 9.52 - 9.54 9.60 9.62	9.58 - 9.60	Ayer	ver 9.50 Aver 9.54 Aver 9.55 Aver 9.65 0.78 0.95 0.57 0.95 <td>AVOF</td> <td>January.</td> <td></td>	AVOF	January.	
tem	Inche ber ()	des sales	in Septe	mber, 1	888, for	Septembe	r, 165,30	00;	Sep-

Includes sales in September, 1888, for September, 165,300; September October, for October, 394,100; Beptember-November, for November, 585,500; September-December, for December, 980,400; September-January, for January, 1,650,500.

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.

Fransferable Orders—Saturday, 9-80c.; Monday, 9-80c.; Tuesday, 9-80c.; Wednesday, 9-75c.; Thursday, 0-80c.; Friday, 9-80c.

The following exchanges have been made during the week:

*19 pd. to exch. 400 Mar, for May.
*14 pd. to exch. 800 Feb. for Apr.
*19 pd. to exch. 2,400 Mch. for Apr.
*107 pd. to exch. 500 Oet. for Jan.
*108 pd. to exch. 1,200 Jnly for Aug.
*109 pd. to exch. 100 Mar. for April.
*109 pd. to exch. 200 Mar. for April.
*109 pd. to exch. 200 Mar. for April.
*109 pd. to exch. 300 Mar. for April.
*10

THE VISIBLE SUPPLY OF COTTON to-night, as made up by cable and telegraph, is as follows. The Continental stocks, as well as those for Great Britain and the afloat are this week's returns and consequently all the European figures are brought down to Thursday evening. But to make the totals the complete figures for to-night (Feb. 15), we add the item of exports from the United States, including in it the exports of Friday only.

	1889.	1888.	1887.	1880.
Giast at Livermont holes	783,000	852,000	914,000	674.000
Brock at Liverpoolbalee		26,000	10,000	18,000
Stock at London	4,000	20,000	10,000	15,000
				202 2000
Total Great Britain stock.	737.000	878,000	924,000	692,000
	3.100	4,200	3,300	4.000
Stock at Hamburg		43,300	24,200	43,600
Stock at Bremen	14,000			31,000
Stock at Amsterdam	21,000	26,000	32,000	
Stock at Rotterdam	300	300	400	400
Stock at Antwerp	500	700	1,700	1,800
	100.000	183,000	237,000	157,000
Stock at Havre		3,000	3,000	5.000
Stock at Marseilles	4,000			
Stock at Barcelona	42,000	48,000	37,000	39,000
Stock at Genoa	6,000	4,000	5,000	10,000
Stock at Trioste	8,000	5,000	8,000	4,000
DOOR OF THOUSEN	0,000	-,		
mark 0.00 11	100 000	317,500	351,600	295.800
Total Continental stocks	198,900	317,000	301,000	200,000
				000000
Total European stocks	935,900	1,195,500	1,275,600	987,800
India cotton affoat for Europe.	225,000	119,000	180,000	127,000
Amer. cott'n afloat for Eur'pe.	377,000	353,000	505,000	422,000
	48,000	55,000	45,000	28,000
Egypt, Brazil, &c., afit for E'r'ps				
Stock in United States ports	891,584	901,681		1,042,354
Stock in U. S. interior towns	301,246	327,450	290,064	419,560
United States exports to-day.	14,341	9.256	15,208	4,174
Omitte Course or ports to day !				

Total visible snpply...... 2,793,07- 2,960,887 3,183,677 3,030,888 Of the above, the totals of American and other descriptions are as follows:

Liverpool stockbales	587,000	668,000	725,000	500,000
Continental stocks	133,000	183,000	264,000	239,000
American affoat for Europe	377.000	353,000	505,000	422,000
United States stock	891.584	901,681	872,805	1.042.354
United States interior stocks.	301,246	327,450	290.064	419,560
United States exports to-day.	14.341	9.256	15,208	4.174
o in the control of t				
Total American	2.304.171	2,447,387	2.672.077	2,627,088
	2,002,212	.,,	_,0,0	-,021,000
East Indian, Brazil, &c				
East Indian, Brazil, &c.— Liverpool stook	146,000	184,000	189,000	174,000
East Indian, Brazil, &c.— Liverpool stock London stock	146,000 4,000	184,000 26,000	189,000	174,000 18,000
East Indian, Brazil, &c.— Liverpool stock London stock Oontigental stocks	146,000 4,000 65,900	184,000 26,000 129,500	189,000 10,000 87,600	174,000 18,000 56,800
East Indian, Brazil, &c.— Liverpool stock London stock	146,000 4,000	184,000 26,000	189,000	174,000 18,000

Total East India, &c..... 488,900 513,500 511,600 403,800 Total American....... 2,304,171 2,447,387 2,672,077 2,627,038 Total visible supply...... 2,793,071 2,960,887 3,183,677 3,030,888 P-toe Mid. Upl., Liverpool.... 5914d. 5914d. 5914d. 41316d. Price Mid. Upl., New York... 10c. 1058e. 9120. 817180.

5¹8d. 4¹³18d. 9¹20. 8¹°180. The imports into Continental ports this week have been

The above figures indicate a decrease in the cotton in sight to night of 167,816 bales as compared with the same date of 1888, a decrease of 390,606 bales as compared with the corresponding date of 1887 and a decrease of 237,817 bales as compared with 1886.

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 1887-88—is set out in detail in the following statement.

				the second secon
Total, all	Tatel new towns	Newberry, 8. C Raleigh, N. C Petersburg, Va Louisville, Ky* Little Roek, Ark. Brenham, Texas Houston, Texas	Total, old towns.	TOWNS. Augusta, Ga Columbus, Ga Macon, Ala Mashville, Tenn Mashville, Texas Palestine, Tex Shrevport, La. Vletsburg, Miss. Columbus, Miss. Fufania, Ga Atlanta, Ga Charlotte, N. C. St. Louis, Mo. C.
68,558	14 499	165 417 272 645 1,781 11,084	54,059	This reck. 2,708 1,362 2,708 1,362 1,362 1,362 1,362 1,362 1,362 1,362 1,362 1,362 1,362 1,362 1,362 1,362 1,362 1,362 1,362 1,362 1,763 1,662 1,763 1,763 1,763 1,763 1,763 1,763 1,763 1,763 1,763 1,763 1,763 1,763
3,036.683	742.518	14,608 26,940 11,732 13,809 66,797 25,445 583,187	2,294,165	Interest to Receipts. Receipts. Sept. 1. 98. Sept. 1. 98. 171.024 98. 171.024 99. 173. 90. 627.969 97. 750.573 69.738 69.738 69.738 69.738 69.738 69.738 69.738 69.738 69.738 69.738 69.738
	14 957	105 566 254 461 2,126 558 10,887	69,835	Shipm'u Thi Total 15,8655 1,905 1,1478 1,987 1,1478 1,987 1,158 1,987 1,158 1,987 1,170 1,171 1,171 1,702 1,
820,287	19 011	1,366 1,429 1,238 6,870 1,825 6,313	301,246	1889, **Feb. 15. **Co.200 **Co.20
1	6.054	200 419 261 132 781 4.261	34,392	This reck. 1.738 9309 9319 1100 11.632 1103 11.632 1103 1103 1103 1103 1103 1103 1103 11
3,039,858	748.631	16,006 29,616 13,488 11,755 61,602 28,900	2,291,227	Movement to Feb. Ricelyst. Sheet E. Sept.1.87. 83 184,015 99 45.825 99 45.825 1291 14 593,131 16 593,131 17 98,117 18 593,131 18 593,131 19 12,57 19 12,557 10 13 12,57 10 13 12,57 10 13 12,57 10 13 12,57 10 13 12,57 10 13 12,57 10 13 13 10 10 10 10 10 10 10 10 10 10 10 10 10
48,668	8 254	200 672 364 199 1,046	40,414	17, 1658, 16
360 441	32 991	1,871 1,973 728 9,637 1,685	327,450	1898. 18 Stock 16 17. 28 945 29 949 3,499 10,293 11,294 13,795 15,094
+ 777		figures for T		

^{*} The figures for Louisville in both years are "net."

The above totals show that the old interior stocks have decreased during the week 15,776 bales and are to-night 26,204 bales less than at the same period last year. The receipts at the same towns have been 19.657 bales more than the same week last year, and since September 1 the receipts at all the towns are 3,175 bales less than for the same time in 1887-88.

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	CDOS	ING QUOTATIONS FOR MIDDLING COTTON ON-							
Feb. 15.	Satur.	Mon.	Tucs.	Wednes.	Thurs.	Fri.			
Galveston	10	10	10	10	91513	91516			
New Orleans	91118	91118	958	9918	9916	. 9918			
Mobile	934	934	958	958	9918	9918			
8avannah	912	912	912	912	913	912			
Charleston	10	10	10	10	10	10			
Wilmington.	934	934	984	919	9918	9916			
Norfolk	91116	911 ₁₈	91118	91116	91118	934			
Boston	1014@38	104@38	1018@4	101874	1018014	1018014			
Baltimore	10	1018	10116	10118	10	10			
Philadelphia	1038	1038	1038	1038	1038	1038			
Angusta	978	978	978	\$178	978	978			
Memphls	934	934	91118	91118	958	958			
8t. Louis	934	934	∂3 ⁷	958	91118	91116			
Cincinnati	934	934	934	934	934	934			
Louisville	934	934	937	934	934	934			

RECEIPTS FROM THE PLANTATIONS. - The following table Indicates the actual movement each week from the planta-tions. 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	Receip	ts at the	Ports.	St'k at .	Interior	Towns.	Rec'pts from Plant'ns.		
Ending-		1887.	1888.	1880.	1887.	1888.	1869.	1857.	1888.	1889.
Jan	.11	142,015	145,741	159,119	359.745	437.202	435 565	109,408	121,139	146,027
98	18	185,831	105,40	149,178	266,42~	123, 32	107,093	32,587	92,033	120,703
8.0	25	132,531	90,130	177.821	351,351	398,012	389,843	117,464	64,310	160,871
Feb	. 1	130,753	98,668	155.354	336,812	374,55	461,230	116,004	80,212	126,950
9.4	8	108,257	99,5-8	119.517	332,768	388,885	(30.521	104,443	84,690	101,629
- 51	15	85,53%	84.137	195,670	321,366	360,44	120,287	75,150	75.91	119,436

The above statement shows—1. That the total receipts from the plantations since September 1, 1888, are 5.041.296 bales; in 1887-8 were 5,103,484 bales; in 1886-87 were 4.954,527 bales.

2.—That, although the receipts at the outports the past week were 135,670 bales, the actual movement from plantations was only 119,436 bales, the balance being taken from the stocks at the interior towns. Last year the receipts from the plantations for the same week were 75,915 bales and for 1887 they were 75 150 bales. 75,150 balea.

AMOUNT OF COTTON IN SIGHT FEB. 15,-In the table below we give the receipts from plantations in another form, and add to them the net overland movement to Jan. 1, and also the takings by Southern spinners to the same date, so as to give substantially the amount of cotton now in sight.

	1888-89.	1887-88.	1886-87. 1885-86.
Receipts at the ports to Feb. 15 Interior stocks on Feb. 15 in	4,736,384	4,766,873	4,681,221 4,443,980
excess of September 1		336,611	273,306 432,320
Tot.receipts from plantatins Net overland to Feb. 1		5,103,484 792,413	
Southern consumpt'n to Feb. 1		240,000	
Total in sight Feb. 15	5,995,885	6,135,897	5,731,747,5,599,499
Northern spinners' takings to	1 070 010	1 000 000	1 000 001 1 055 000
Feb. 15	11,376,318	1,387,870	1,200,001 1,257,299

It will be seen by the above that the decrease in amount in sight to-night, as compared with last year, is 140,012 bales, the increase as compared with 1886-7 is 264,138 bales and the increase over 1885-6 is 396,386 bales.

Weather Reports by Telegraphic reports to us from the South to-night indicate that the weather has in general been favorable for the marketing of cotion. At some points preparations for the next crop are in progress.

Galveston, Texas.—We have had rain on four days of the week, the rainfall reaching two inches and forty hundredths. The thermometer has averaged 57, ranging from 46 to 69.

Fales'the, Texas.—The weather has been dry all the week. The thermometer has ranged from 33 to 60, averaging 48.

San Antonio, Texas.—There has been no rain all the week. Average thermometer 54, highest 60 and lowest 48.

New Orleans, Louisiana.—We have had rain on four days of the week, the rainfall reaching one inch and forty-seven hundredths. The thermometer has averaged 53.

Shrevsport, Louisiana.—The week's rainfall has been forty-two hundredths of an inch. The thermometer has averaged 50, ranging from 36 to 72.

Columbus, Mississippi.—We have had rain on two days of the week, the rainfall reaching eighty-five hundredths of an inch. The thermometer has averaged 50, ranging from 36 to 72.

ing 39.

Leland, Mississippi,—Rainfall for the week fifty-two-hundredths of an inch. Average thermometer 43 1, highest

64 and lowest 24.

Clarksdale, Mississippi.—We have had rain during the week to the extent of one inch and fifty-four hundredths.

Vicksburg, Mississippi.—The weather has been damp and misty, with rain on three days of the week, the rainfall reaching twenty hundredths of an inch. The cotton movement is

still pretty free, but it is claimed that only a small percentage of the crop remains to be marketed. Farmers are generally preparing to break ground for planting. The emigration to the Yazoo Delta continues. The thermometer has ranged from 38 to 70, averaging 54.

Little Rock, Arkansas.—There has been light rain on two days of the past week, the rainfall reaching sixteen-hundredths of an inch. Farmers have had fine weather for some time and are further advanced than usual in their preparations for the new crop. Average thermometer 45, highest 62, lowest 30.

Helena, Arkansas.—It has rained lightly on four days of the week, and is raining now. The rainfall reached seventy-six hundredths of an inch. The cotton receipts or the week are double what they were in the same week last year. The thermometer has averaged 44, the highest being 64 and the lowest 30.

are double what they were in the same week last year. The thermometer has averaged 44, the highest being 64 and the lowest 30.

Memphis. Tennesses.—Marketing continues to make good progress. Rain has fallen on three days of the week, and it is now raining. The rainfall reached sixty-four hundredths of an inch. The thermometer has averaged 42, ranging from 30 to 61.5.

Nashville, Tennesses.—We have had rain on four days of the week, the rainfall reaching thirty hundredths of an inch. The thermometer has ranged from 21 to 60, averaging 38.

Mobile, Alabama.—It has rained on four days of the week, the rainfall reaching two inches and forty-three hundredths. Average thermometer 49, highest, 63, lowest 38.

Montgomery. Alabama.—Rain has fallen on two days of the week, continuing to-day. The rainfall reached thirty-nine hundredths of an inch. The thermometer has averaged 46, the highest being 59 and the lowest 30.

Selma, Alabama.—It has rained on four days of the week, the rainfall reaching one inch and sixty hundredths. The thermometer has averaged 46, ranging from 33 to 58.

Auburn, Alabama.—The week's precipitation has been forty hundredths of an inch. The thermometer has ranged from 31 to 56.5, averaging 46.8.

Madison, Florida.—Telegram not received.

Columbus, Georgia.—It has rained on two days of the week, the rainfall reaching two inches and twenty-eight hundredths. The thermometer has averaged 47, the highest being 53 and the lowest 33.

Savannah, Georgia.—We have had rain on four days of the week, the rainfall reaching eleven hundredths of an inch.

Savannah, Georgia.—We have had rain on four days of the week, the rainfall reaching eleven hundredths of an inch. The thermometer has averaged 46, ranging from 31 to 65.

Augusta, Georgia.—The early part of the week was clear and pleasant, but latterly there has been rain on four days, the rainfall reaching thirty-nine hundredths of an inch. The thermometer has ranged from 23 to 58, averaging 42.

Charleston, South Carolina.—There has been rain on four days of the week, the rainfall reaching thirty-two hundredths.

dsys of the week, the raiofall reaching thirty-two hundreutes of an i.e.h. The thermometer has averaged 45, ranging from

Stateburg, South Carolina.—Light rain has fallen on one day of the week, and there has been snow on one day. The precipitation has been twelve hundredths of an inch. The thermometer has ranged from 19 to 56, averaging 40.

Wilson, North Carolina.—We have had no rain all the week. The thermometer has averaged 41, the highest being 42 and the lowest 20

62 and the lowest 20.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock Feb. 14, 1889, and Feb. 16, 1888.

	Feb. 1	4, '89.	Feb. 1	6, '98.
•	Feet.	Inch.	Feet.	Inch.
New Orleans Above low-water mark.	12	3	7	7
MemphisAbove low-water mark.	15	4	16	8
Nashville Above low-water mark.	6	2	17	5
Shreveport Above low-water mark.		6	20	1
Vicksburg Above low-water mark.	31	ŏ	21	3 .

JUTE BUTTS, BAGGING, &C.—There has been a fair inquiry for bagging, and though the lots are small considerable stock is being taken. Prices are steady and sellers are quoting 7½ @9½c. Only a moderate trade is reported in jute butts, there being little call for large lots. For paper grades quotations are 2½@25-16c. and bagging qualities 23½@2½c.

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. 14.

BOMBAY RECRIPTS AND SHIPMENTS FOR FOUR YEARS.

	Shipments this week.			Shipme	ents Sine	Receipts.		
Year	Great Bru'n.	Conti- nent.	Totai.	Great Britain	Conti- nent.	Total.	This Weck.	Since Jan. 1.
1889 1888 1887 1886	7,000	40,000 38,000 19,000 5,000	42.000	24,000 35,000	190,000 112,000 124,000 85,000	136,000 159,000	13,000 12,000	405,000 237,000 287,000 254,000
		Ship	nents fo	r the wee	k. Sh	ripments s	ince Jar	uary 1.

	Great Britain.	Conti- nent.	Totat.	Great Britain.	Continent.	Total.	
Calcutta— 1889 1888	5,000 2,000	2,000 3,000	7,000 5,000	15,000 12,000	13,000	28,000 21,000	
1889 1888	2,000 1,000	******	2,000 1,000	4,000 4,000	2,000	6,000 4,000	
1889 1888	4,000 2,000	1,000	4,000 3,000	14,000 11,000	3,000 5,000.	17,000 16,000	
Total all— 1889	11,000 5,000	2,000	13,000	33,000 27,000	18,000	51,000 41,000	

EXPORTS TO	RUROPE	FROM	AT.T.	INDIA.

Shipments	18	189.	18	388.	1887.		
to atl Europe from—	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.	
Bombay Ail other ports.	50,000 13,000					159,000 41,000	
Total	63,000	304,000	51,000	177,000	36,000	200,000	

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

Alexandria, Egypt, Feb. 13.	1888-89.		188	37-88.	1886-87.		
Receipts (cantars*)— This week Since Sept. 1		60,000 38,000		30,000 88,000		60,000 82,000	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.	
Exports (bales)— To Liverpool To Continent		198,000 101,000		205,000 119,000		207,900 111,000	
Total Europe	9,000	289,000	8,000	324,000	12,000	318,00	

This statement shows that the receipts for the week ending Feb. 13 were 60,000 cantars and the shipments to all Europe 9.000 bales.

MANCHESTER MARKET .- Our report received by cable to-night from Manchester states that the market is quiet for both yarns and sheetings, and that the demand in each case continues poor. We give the prices for to-day below, and leave those for previous weeks of this and last year for com-

	1889.				1888.	
	32s Cop. Twist.	84 lbs. Shirlings.	Gott'n Mid. Uplds	32s Cop.	814 lbs. Shirtings.	Mid. Uplda
" 25 Feb. 1	71518 28716 71516 28716	$\begin{bmatrix} 6 & 1 & 207 & 1 & 1 \\ 6 & 1 & 207 & 1 & 1 \\ 6 & 1 & 207 & 1 & 1 \\ 6 & 2 & 207 & 2 & 1 \end{bmatrix}$	512 512 513 558	713 ₁₆ @ 87 ₁₈ 713 ₁₆ @ 87 ₁₆ 713 ₁₆ @ 87 ₁₆ 713 ₁₆ @ 87 ₁₆ 73 ₄ @ 83 ₆	5 9 @7 2 5 9 @7 2	d. 5% 5% 5% 5% 5910 512 5918

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 we give them for comparison. The spinners' takings in actual bales and pounds have been as follows:

October 1 to February 1.	Great Britain.	Continent.	Total.		
For 1888-89.					
Takings by spinnersbales	1,216,000	1,317,000	2,533,000		
Average weight of bales	461	460	46019		
Takings in pounds	560,676,0.0	605,820,000	1,166,496,000		
For 1887-88.					
Takings by spinners bales	1,383,000	1,398,000	2,781,000		
Average weight of bales	434	444	439		
Takings in pounds	600.087.000	620 840 000	1 220 927 000		

According to the above, the average weight of the deliveries in Great Britain is 461 pounds per bale this season, against 434 pounds during the same time last season. The Continental deliveries average 460 pounds, against 444 pounds last year, and for the whole of Europe the deliveries average 460½ pounds per bale, against 439 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.		1888-S9.		1	1887-88.			
Bales of 400 lbs. each. 000s omitted.	Great Britatn	Conti- nent.	Total.	Great Britain	Conti- nent.	Total.		
Spinners' stock Oct. 1. Takings to Feb. 1	52, 1,402,	193, 1,514,	245, 2,916,	51, 1,500,	167, 1,552,	218, 3,052,		
Supply	1,454, 1,234,	1,707, 1,249,	3,161, 2,483,	1,551, 1,245,	1,719, 1,224,	3.270, 2,469,		
Spinners' stock Feb. 1.	220,	458,	678,	306,	495,	801,		
Weekty Consumption, 00s omitted.								
In October	*75,0	73,0	148,0	73,0	72,0	145.0		
In November	75,0	73,0	148,0	73,0	72,0	145,0		
In December	75,0	73,0	148,0	73,0	72,0	145,0		
In January	76,0	75,0	151,0	74,0	72,0	148,0		

* Average as given by Mr. Ellison; deduction made from month's total on account of stoppage of apindles.

The foregoing shows that the weekly consumption in Europe is now 151,000 bales of 400 pounds each, against 145,000 bales of like weights in the previous month. In other words, Mr. Ellison estimates the weekly consumption in January to have been 1,000 bales greater in Great Britain and 2,000 bales more on the Continent than during December. Should this rate of consumption continue throughout the remaining thirty-five weeks of the season, and if the supply should prove no larger

than it was given in Mr. Ellison's January Annual, the stocks than it was given in Mr. Eliison's January Annusi, the stocks at European mills and ports on September 30 would be only slightly in excess of 500,000 bales. In January, 1888, the weekly consumption for all Europe reached 146,000 bales of 400 pounds each. Spinners' stocks, both in Great Britain aud on the Continent have been augmented during the month, and now the aggregate is only 123,000 bales less than at the same data last season. same date last season.

AORICULTURAL DEPARTMENT REPORT FOR FEBRUARY. Agricultural Department issued on the 11th inst. the report for February 1 on the proportion of cotton marketed, as fol-

The cotton returns of the Department of Agriculture make the average close of pleking six days later than last year, on account of later maturity and frequent rains. In many counties in the Southwest the crop has not yet been fully harvested. A careful consolidation of the returns makes the proportion marketed 84°3 per cent, the average of the States being as follows: Virginia, 83; North Carolina, 84; South Carolina, 85; Georgia, 86; Florida, 87; Alahama, 85; Miasissippl, 82; Louislana, 83; Texas, 85; Arkansas, 84; Tennessee, 83. The staple is shorter than last year, and there is more discolored and thrashy fibre. The caterpiller and boll-worm have been widely distributed, but their destruction has been greatly limited by "insecticide." Seed has been sold at 12 to 16 cents per hushel, near lines of railroads, mostly by tenants, the proprietors finding it more valuable for feeding and fertilizing purposes.

Shipping News.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 149,858 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 nolude the manifests of all vessels cleared up to Thursday.

notine the mannests of all vessels dicared up to Indise	il bales.
	to outes.
NEW YORK-To Liverpool, per steamers Adriatic, 1,884An-	
choria, 674Arizona, 1,470Auranta, 1,598Cali-	
fornia, 420City of Berlin, 2,628Delambre, 1,732	
Egypt, 2,384 Lake Superior, 2,800 Nasmyth, 3,074	00 500
St. Ronans, 3,075 Wyoming, 1,990	23,729
To Hull, per steamer Galileo, 1,257 To London, per steamer Lydian Monarch, 79	1,257
To London, per steamer Lydian Monarch, 79	79
To Havre, per stcamer La Normandie, 1,466	1,466
To Bremen, per steamers Fulda, 901Lahn, 300	1,201
To Hamburg, per steamers Marsala, 612Moravia, 1,162	
8uavia, 418	2,192
To Retterdam, per ateamer Rotterdam, 700	700
To Antwerp, per steamers Beigenland, 788De Rnyter,	
1.980	2,768
NEW OBLEANS-To Liverpool, per steamers Areclbo, 5,454	
Australian, 5,743 Author, 2,706 Bernard Hall, 6,331	
Beringuen, 2.530 Editor, 4,020 Hugo, 5,731	
Professor, 7,000Rosse, 3,300Saturnina, 5,751	48,566
To Odessa, per steamer Oakdene, 4,200	4,200
Brunswick—To Liverpoel, per steamer Ross-shire, 6,933	6,933
To Continent, per — — — , 791 CHARLESTON—To Havre, per ateamer Almandine, 5,067	791
CHARLESTON-To Havre, per steamer Almandine, 5.067.	5.067
To Barcelona, per steamers Brunel, 5,608Naranja, 2,500	
Thane, 3,470	11,578
To Genoa, per brig Emanuele, 1,200	1,200
To Odessa, per steamer Chancellor, 4,181	4,181
GALVESTON-To Liverpool, per steamers Amethyst, 3,402	-, -0-
Princess, 5,280 Scottish Prince, 4,895	13,577
Princess, 5,280 Scottish Prince, 4.895	1,275
WILMINGTON-To Queenstown, per bark Nestor, 1,680	1,680
WEST POINT-To Ghent, per steamer Horion, 5,053	5,053
NEWPORT NEWS-To Liverpool, per , 906.	906
Newport News-To Liverpool, per, 906 Boston-To Liverpool, per steamers Bostonian, 1,916Cepha-	000
lenia, 1.151 Iowa, 1.701	4,768
lonia, 1,151 Iowa, 1,701 To Yarmouih, per steamer Dominion, 68	68
BALTIMORE-To Liverpool, per steamer Baltimore, 4,054	4,054
To Antwerp, per steamer Mareca, 870	870
PHILADELPHIA-To Liverpool, per steamer British King, 793	793
To Antwerp, per steamer Indiana, 1,306	1,306
Total	149,558
The section of these chimments comments in	

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

				Cittoreta	Dalle-		
	Hult,			R'dam	tona.		
	Lon-		Brem.		Genoa	V. Oruz	,
7.4	er- don.		Ham-		and	and Yas	
		**					
		Havre.			Odcesa.	mouth.	Total.
New York 23,7	29 1,336	1,466	3,393	3,468			33,392
N. Orleans . 48.5	66				4,200		52,766
Brunswick . 6,9			791		-,		7.724
Charleston							
			*****		,		21,428
Galveaton 13,5	166			*****		1,275	14,852
Wilmingt'n	1,680		*****	*****		*****	1.680
West Point.				5.053		*****	5,053
	06		******	******			
					• • • • • • •		908
	68					€8	4,836
Baltimore. 4,0			*****	870			4.924
Phil'delph's 7	93			1.306			2,099
_							-,000
Total 103 5	326 3 016	6 522	4 194	10 607	20.750	1 242	740.000

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d.	1584	15 ₆₄	1564	1564	732	. 782
Dovia Gl'ag'w.d.		3187732	S18@733	3187732		318
Havre, steam c.	15327019	12	12	19	12	19
De sailc.			****			
Bremen, steam c.	19	19	19	12	12	19
Do via Leithd.	****		****	****		
Hamburg, steam.c.	12	19	19	19	12	10
De vla London.d.			****			
Amst'd'm, steam.c.	5212*	521g*	5212*	5212*	5219*	5249*
De via Londen.d.		****	****	****		
Reval, steamd.	982 2518	932 7518	9822518	933 2518	516	518
Do saiid.		****			****	
Barcelona, steam d.	38	38	38	38	38	38
Genoa, steamd.	516	518	518	518	518	516
Trieste, steam d.	38	38	38	38	38	38
Antwerp, steam d.	34	732	732	732	732	. 732

LIVERFOOL -By cable from Liverpool we have the following statement of the week's sales, stocks, &c. at that port.

	Jan. 25.	Fcb. 1,	Feb. 8.	Feb. 15.
Sales of the weekbales	65,000	49,000	73,000	51,000
Of which exporters took	2,000	2,000	2,000	2,000
Of which appeulators took	4,000	2,000	3,000	2,000
Sales American	54,000	42,000	61,000	44,000
Actual export	7,000	12,000	6,000	9,000
Forwarded	97.000	84,000	69,000	75,000
Total stock-Estimated	706,000	685,000	691,000	733,000
Of which American-Estim'd	586,000	554,000	558,000	587,000
Total import of the week	96,000	78,000	81,000	126,000
Of which American	89,000	50,000	68,000	97.000
mount affoat	171,000	207,000	229,000	231,000
Of which American	135,000	156,000	161,000	156,000

The tone of the Liverpool market for spots and futures each day of the week ending Feb. 15 and the daily closing prices of spot cotton, have been as follows:

Spot.	Saturday	Monday.	Tuesday.	Wednes.	Thursd'y.	Friday.
Market, }	ln buyers'	In buyers'	Qulet.	Iu buyers'	Steady.	Barely supported
Mld.Upl'ds.	538	558	5918	5916	5918	5978
Sales Spec. & exp.	7,000 1,000	8, 000 500	9,000 1,000	10,000	10,000	8,000 500
Futures. Market, 12:30 P.M.	Steady at 1-64 dec.	Quiet at partially 1-64 dec.	Quiet at 1-64 de- cline.	Hasy ut 1-64 de- cliue.	Outet at 1-64 de- cline.	Steady at partially 1-64 dec.
Market, }	Very steady.	Quiet.	Baraly steady.	Quiet and steady.	Firm.	Very steady.

The opening, highest, lowest and closing prices of futures at Liverpool for each day are given below. Prices are on the basis of Uplands, Low Middling clause, unless otherwise stated, The prices are given in pence and 64ths thus: 563 means 563 64d., and 601 means 61-64d.

	Sat., Feb. 9.				Mon., Feb. 11.				Tues., Feb. 12.			
	Open	High	Low.	Clos.	Open	High	Low.	Clos.	Open	High	Low.	Clos.
	đ.	đ.	d.	d.	đ.	d.	đ.	đ.	đ.	d.	đ.	đ.
February	5 37	5 33	5 37	5 88	5 36	5 86	5 38	5 36	5 37	5 37	5 36	5 36
Fab March	5 37	5 37	5 87	5 37	5 35	5 35	5 35	5 35	5 36	5 36	5 35	5 35
MarApril .	5 86	5 36	5 36	5 36	5 34	5 35	5 31	5 34	5 35	5 35	5 34	5 84
April-May	5 36	5 88	5 36	5 36	5 34	5 84	534	5 34	5 34	5 35	5 84	5 34
May-June	5 36	5 36	538	5 36	5 34	5 34	5 34	5 31	231	5 35	5 34	5 34
Jana-July	5 37	5 37	5 37	5 37	5 35	5 35	5 35	5 35	5 35	5 36	5 35	5 35
July-Aug	5 38	518	5 88	5 33	5 36	5 36	5 36	5 86	5 36	5 37	5 35	5 38
AugSept	5 35	5 36	5 35	5 86	5 84	5 34	5 33	5 34	5 34	5 34	5 33	5 34
September.	5 35	5 36	5 85	5 36	5 34	5 34	5 33	5 34	5 34	5 34	5 33	5 34
					11	1	1		1	-		

	Wedues., Feb. 13.				Thurs., Feb. 14.				Fri., Feb. 15.			
	Open	Bigh	Low.	Clos.	Open	High	Low.	Clos.	Open	High	Low.	Clos.
	đ.	d.	d.	đ.	đ.	đ.	d.	d.	đ.	d.	d.	d.
February	5 35	5 35	5 35	5 35	5 36	5 37	5 36	5 37	5 36	5 38	5 96	5 36
FebMarch	5 84	5 34	5 34	5 34	5 35	5 36	5 35	5 33	5 35	5 35	5 85	5 35
Mar April .	5 33	5 33	5 33	5 33	5 34	5 35	5 84	5 35	531	5 34	5 34	5 34
April-May	5 83	5 33	5 33	5 33	5 84	5 85	5 34	5 35	5 34	5 34	5 84	5 34
May-June	5 33	5 33	5 33	5 33	534	5 85	5 34	5 35	5 34	5 34	5 34	5 34
Jane-July	5 34	5 34	5 34	5 34	5 35	5 36	5 35	5 36	5 85	5.85	5 35	5 35
July-Ang	5 35	5 35	5 85	5 35	5 36	5 37	5 36	5 37	5 35	5 36	5 36	5 86
AugSept	5 33	5 33	5 32	583	5 33	5 34	5 33	5 34	5 33	5 84	5 88	5 34
September .	5 33	5 33	582	5 33	5 33	5 34	5 33	531	5 83	5 34	5 33	5 84
			1									

EAST INDIA CROP.—From Messrs. Gaddum, Bythell & Co.'s cotton report, dated Bombsy, Jan. 11, we have the following: During the week business on the part of exporters has been of a desultory kind, and although mills have been buying steadily datly, and better advices coming from the home markets, the large arrivals of Oomra prevented any decided advance in rates of this description. Bengals have advanced 3 to 4 rupees per candy, and a deal of "forwara" speculative business by natives has been done at the advanced rate. At the Oomra markets receipts continue large, and aupplies are also increasing in the Broach districts, but the latter crop is still suffering from want of dew. Reports from the Dharwar and Western districts are still favorable.

BREADSTUFFS.

FRIDAY, P. M., Feb. 15, 1889.

The flour market has been at times more active in the past week. Not only were regular dealers free buyers, but the export demand showed an important increase, something being done for Europe. Prices, however, show no general improvement. On Tuesday, however, in sympathy with the decided advance which then took place in wheat, holders were in many cases able to obtain 5@10c. per bbl. more money than they had been able to do for a considerable time. Corn meal has favored buyers, selling at \$2 90 for the best grades. Today the whole market was firm, with a fair demand.

The wheat market has shown an unusually wide range of values, and the speculation has at times reached a stage of excitement that has been rarely equaled. It began with rumors of business for export, which caused renewed confidence that prices were not likely to go any lower at present, and in the anxiety to cover contracts prices were forced up until they were shout 6 cents a bushel above the lowest figures early in the month. This was on Tuesday. Wednesday and Thursday saw a steady decline, under selling to realize, caused by the check which the higher prices put upon the regular trade. To day, on a demand to cover contracts, prices of futures recovered about one centra bushel, but the close was dull.

DAILY OLOSING PRIOES OF NO. 2 RED WINTER WHEAT.

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fre.
February delivery	9538	974	083	96%	90	97
March delivery	9639	984	993	9734	97	98
April delivery	973		101	99	0838	9938
May delivery	99	1 0078	1 0234	1 0014	0919	1 0014
June delivery	994	1 014	1 0219	1 0012	9978	1 0078
July delivery	9558	973	983	9634	9618	9718
December delivery o.	96	9778	9878	9658	96	971a

Indian corn futures opened the week depressed and unsettled, and a feature in the regular trade was the almost total suspension of the export demand. The market became quite suspension of the export demand. The market became quite unsettled, with the different deliveries varying somewhat irregularly. But yesterday the export demand was active, and to-day futures developed renewed speculative interest, but prices are still irregular. Prime qualities of Western mixed and white have brought full prices when offered, and the eales latterly include a considerable parcel of choice Southern white of the variety known as "horsetooth" at 56½c. The whole market closes firm.

DAILY CLOSING PRICES OF NO. 2 MIXED CORN.

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
February dellvery		433	4358		44	43%
March delivery	4414	4418	4418	4.1	4414	44
April delivery	4312	4312	43%	44	4358	4319
May delivery	4314	43	4338	4318	4318	4319
June delivery			4358	4338	4358	444

ere dull and depressed. The local trade was exceedingly dull, and there is no export inquiry for this staple. To-day, however, there is more steadiness, but only a moderate degree of activity.

DAILY CLOSING PRICES OF NO. 2 MIXED OATS.

February deliveryc. March delivery	31	Mon. 3058	Tues. 3034 31	Wed. 3118	Thurs. 30% 3110	Fri. 3078 3114
May delivery	3218	3218	32	3218	32 4	324

Rye and buckwheat have further declined, but close steady. Barley is also lower, but at a reduction some large transactions are reported.

The following are the closing quotations:

FLOUR

		Southern bakers' and		
Saperfine			84 250	5 00
Spring wheat extras.	3 30% 3 75		3 000	3 15
Minn. clear and stra't.		Fine	2 500	2 75
Wintershipp'gextras.		Corn meal-		
Winter XX and XXX.		Western, &c	2700	2 90
Patents			2 90 0	
Southern supers	3 000 3 45	Buckwheat flour, per		
South'n com. extras	3 50 7 4 00		2 057	210
	GR	AIN.		

GRAIN.										
Waest-		e.		O.	Rye-	c.		O.		
	per bush		71		Western 9 bn.	53	0	55		
	No. 21			10	State&Jersey	55	0	57		
	nter No. 2		T		Oats-Mixed	29	1	32		
	nter		01		White	31	0	39		
			@1		No. 2 mixed	303		3119		
	est'n mixed.		0	4512	No. 2 white	334	7	3434		
	mixed No. 2.	4.534			Barley-C'nada No.1	80	0	82		
	r No. 2	4114		4212		75	0	78		
	n yellow		0	46	Two-rowed State	72	0	74		
	white		10	46	Slx-rowed State	73	0	75		
Souther	n white	• • • •	0	••••	Buckwheat	55	0	58		

The movement of breadstuffs to market is indicated in the 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 February 9, 1889.

Receipts at-	Flour.	·Vneat.	Corre.	Unto.	Bartey.	Rye
	Bhla.196lbs	Bush.60 lbs	Bush,56lb	Bush.32 lbs	Bush, 48 lb	Bu, 56 lbs
Ohlcago	80,594		1,242,607		310,098	25,992
Milwaukee.	33,885	77,225	51,590	53,000	100,000	5,600
Duluth	16,805	103,904				
Minneapolis,		383,600			****	*****
Toledo	2,614	15,410	70,538	2,834		483
Detroit	2,109	17,226	148,723	28,926	17,620	
Cleveland	5,147	32,367	16,227	19,530	10,969	711
St. Louis	18,971	75,196	1,373,855	280,075		1,100
Peoria	1,102	50,000	337,000	203,000	52,400	10,450
Tot.wk. '89.	139,227	823,909	3,241,140	1,247,565	582,027	44,818
Same wk. '88.	191,861	1,245.218				44,339
dame wk. 187.	201,087	1,538.135			425,429	19,792
Since Aug. 1.					130,120	20,100
1898-9	5,546,700	87,990,291	69,045,137	50,198,582	19,750,848	8,939,912
1857-8	8,740,828	78,861,001	50,351,715			1,405,630
1356-7	5,980.165	65,128,293	52,528,456		10.866.201	1.458.969

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit by water, February 9, 1889:

Pro man a	11 11 Citty	00776,	vais.	Kue.	Barley.
In store at -	bush.	bush.	bush.	bush.	bush.
New York	8,549,627	2,690,177			
Do atloat				133,158	182,281
AND BHUMU	97,500	74,100	65,300	24.000	50,000
Alhany	1.000	42,500	114,900		
Buffalo	2,990,184			40,500	85,000
Da Garage	2,000,184	150,309	33,703	71,857	399,507
Do afloat	******		28.000		
Ohicago	4,419,913	2,613,568	2 510 000	051 050	101 500
Do affoat	#1270'0TO	2,010,000	3,012,008	851,079	195,572
anoat		270,582	*****		
Milwaukee	851,474	20,840	21,609	249,737	216,824
Daluth.	1,465,974			240,101	210,824
Tolode		8,612	41,404		
Toledo	1,748,051	337.411	56,265	40,912	
Detroit	796,995	218,855			400.000
Oswego*			36,326	6,174	47,425
Od Hego	******	50,000			350,000
Ob Louis	2,890,968	4.229.806	583,561	84.453	181,658
Oncinnati	61,000				
Roston	01,000	20,000	20,000	63,000	99.000
Boston	36,651	200,064	583,034	2,043	31,785
TOTOREO	125,089				
Montreal		38,074	400000	*****	225,295
	479,644	38,074	40,868		55,937
					,

In store at-	Wheat,	Corn,	Oats,	Rye,	Barley ;
Philadelphia	403,558	316,560	180.502	******	110000
Peorla	137,872	140,208	427,026	95,439	116.521
Indianapolls	319,236	27,000	62,854	7.843	******
Kansas City	203,568	184,550	237,308	10,060	******
Baltimore	1,239,279	2,211,597	99,348	18,161	******
Minneapolis	7,032,793	2,156	146,838		
St. Paul	290,000	*****		*****	
On Mississippi	******	188,133	64,665	*****	*****

ot. Fob. 0, '89. 34,190,376 14,035,108 8,079,829 1,697,916 2,236,805 ot. Fob. 2, '89. 34,874,338 13,323,294 8,061,810 1,698,091 2,384,180 ot. Fob. 11, '88. 40,287,617 8,339,156 5,181,537 361,232 2,803,169 ot. Fob. 12, '87. 61,322,543 16,824,701 4,964,720 438,730 2,121,743 ot. Fob. 13, '86. 53,565,170 8,177,003 1,861,362 700,162 1,630,410

THE DRY GOODS TRADE.

NEW YORK, Friday P. M., February 15, 1889.

The week under review has developed a much more active business in all departments of the jobbing trade, and while very low and unremunerative prices were occasionally named by local jobbers in order to meet the "cut rates" of their Western competitors, the general results of the week's traffic western competitors, the general results of the week's traffic were fairly satisfactory, and the outlook for a good healthy epring trade has materially improved within the past few days. At first hands the demand for staple cotton goods and prints was comparatively light, but a fairly good business was done in printed and woven fancy cotton dress fabrics, and there was a liberal movement in white goods, quilts, cotton underwear, etc., on account of former transactions. The market for demostic weekers advanced to meeting the product of the second control of the secon for domestic woolens adapted to men's wear has shown more animation, and very fair orders for heavy descriptions were placed by manufacturing clothiers. Foreign goods were distributed in liberal quantities by importers, and the jobbing trade in some descriptions was decidedly more active than of

trade in some descriptions was decidedly more active than of late.

Domestic Cotton Goods.—The exports of cotton goods from this port for the week ending Feb. 12 were 2,440 packages, valued at \$157,576. These shipments include 918 to China, 870 to South America, 151 to Central America, 149 to the West Indies, 82 to Mexico, 65 to Smyrna, 49 to Antwerp, 23 to Great Britain, 28 to British North America, 26 to British Guiana, 22 to Trieste, 15 to Germany, 15 to Africa, and 22 to all other countries. Since January 1 the exports aggregate 17,623 p.ckages, valued at \$1,016,687. Of this total South America has nad 5,652 packages, covering a value of \$369,091, and to China the shipments have been 4,972 packages, valued at \$214,007. For the similar period of 1988 the exports to all ports reacned 22,627 packages, valued at \$1,314,192, China taking 10,526 packages of the value of \$491,495, while South America had 3,457 packages, valued at \$236,096. The shipments for the corresponding time in 1877 were 23.845 packages and in 1886 reached 26,926 packages. The jobbing trade in staple cotton goods was irregular, but a large business was done in some descriptions of bleached cottons, ticks, &c., by means of low "cut prices," while a very fair distribution of other fabrics was made in the regular way. The demand for plain and colored cottons by wholesale buyers was only moderate, but stocks are so well in hand as a rule that prices are steadily maintained by the mill agents. Print cloths have relapsed into a quiet condition after a period of exceptional activity, and prices have slightly declined at the manufacturing centres, extra 64x64 spots and near futures closing at 4c., and 56x60 spots at 3 9-16c., while contracts for later delivery were made at still lower figures. Stocks last Saturday, and for the three previous years, were as follows:

Stock of Print Cloths—

Stock of Print Cloths—

Feb. 12. Feb. 13. Feb. 12. Feb. 13. Feb. 10.

Stock of Print Cloths— Held by Providence manufrers. Fall River manufacturers Providence speculators (ost)	1889. Feb. 9. None. None. None.	1888. Feb. 11. None. 2,000 None.	20,000 49,000 50,000	1886. Feb. 13. 92,000 57,000 256,000
Outside speculators (est)	None.	5,000	15,000	30,000

^{*} Last week's stocks: this week's not received.

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