

# THE Commercial & Financial Chronicle

HUNT'S MERCHANTS' MAGAZINE,  
A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

VOL. 49.

SATURDAY, SEPTEMBER 7, 1889.

NO. 1,263.

## The Chronicle.

—On page 297 will be found the detailed returns, by States, of all the national banks, under the call of July 12, 1889, kindly furnished us by the Comptroller of the Treasury.

### CLEARING HOUSE RETURNS.

The following statement shows the bank clearings for the week ending to-day (Sept. 7), made up according to explanation contained in last week's CHRONICLE.

CLEARINGS. Returns by Telegraph.	Week Ending September 7.		
	1889.	1888.	Per Cent.
New York.....	\$496,169,023	\$430,229,070	+15.3
Boston.....	60,702,005	71,347,333	-14.9
Philadelphia.....	49,873,317	49,379,467	+1.0
Baltimore.....	9,932,302	10,515,097	-5.5
Chicago.....	56,486,100	57,223,000	-1.3
St. Louis.....	16,110,368	15,827,205	+1.8
New Orleans.....	4,648,070	4,727,129	-1.7
Seven cities, 5 days.....	\$69,399,055	\$639,246,310	+8.6
Other cities, 5 days.....	98,164,211	89,587,294	+9.8
Total all cities.....	\$792,073,296	\$728,333,604	+8.7
All cities, 1 day.....	175,139,263	154,187,168	+13.6
Total all cities for week.....	\$967,212,559	\$883,020,872	+9.5

The exhibit of clearings for the month of August is as follows:

	August.			Eight Months.		
	1889.	1888.	P. Ct.	1889.	1888.	P. Ct.
		\$	\$		\$	\$
New York.....	2,748,450,664	2,412,076,856	+13.9	23,029,343,394	19,533,352,823	+18.9
Boston.....	890,111,802	831,792,345	+6.4	3,151,833,349	2,815,646,628	+11.9
Providence.....	18,642,200	17,560,300	+6.1	165,858,200	160,585,100	+3.2
Hartford.....	7,917,050	6,522,005	+21.1	69,484,611	59,570,773	+16.3
New Haven.....	5,305,374	4,697,643	+12.8	41,454,616	40,744,365	+1.7
Springfield.....	4,840,112	4,553,464	+6.2	39,764,292	37,273,812	+6.7
Worcester.....	4,081,701	3,895,966	+4.8	30,131,814	33,796,674	-6.9
Portland.....	4,386,241	4,174,603	+5.1	34,917,968	32,122,085	+8.7
Lowell.....	2,867,129	2,766,678	+3.6	23,285,346	21,551,375	+8.0
Total N. Eng.	387,103,269	379,001,425	+1.1	3,559,592,644	3,201,168,207	+11.2
Philadelphia.....	284,419,669	255,948,565	+11.4	2,986,309,427	2,070,287,565	+45.3
Pittsburg.....	50,385,819	48,051,873	+4.8	423,232,189	380,983,067	+11.1
Baltimore.....	54,255,091	51,251,947	+5.8	427,882,251	403,918,189	+6.8
Syracuse.....	2,862,790	2,063,555	+39.2	25,547,730	24,005,675	+6.9
Total Middle	391,873,753	357,913,766	+9.7	3,262,478,660	2,873,635,497	+13.5
Chicago.....	284,168,198	263,938,125	+7.7	2,151,855,505	2,002,153,139	+7.5
Cincinnati.....	42,910,600	38,762,050	+10.8	396,909,550	337,000,700	+17.9
Milwaukee.....	20,500,614	17,943,012	+14.5	159,841,020	149,897,808	+11.4
Detroit.....	22,049,325	20,927,879	+5.3	155,620,160	142,280,380	+10.4
Cleveland.....	15,637,732	13,597,441	+13.2	122,921,363	104,001,449	+17.8
Columbus.....	10,317,800	7,741,821	+33.4	65,353,370	63,254,918	+3.3
Indianapolis.....	8,983,736	8,789,401	+2.3	51,517,969	44,822,740	+15.5
Peoria.....	6,456,341	5,626,004	+13.5	51,517,969	44,822,740	+15.5
Grand Rapids.....	2,620,638	2,638,005	-0.7	21,871,989	20,647,610	+6.0
Tot. M. West	412,840,274	376,940,144	+9.7	3,180,088,585	2,928,312,503	+8.8
San Francisco.....	73,963,017	74,022,812	-0.1	543,660,838	532,721,021	+2.0
Kansas City.....	36,565,188	34,939,314	+4.6	234,298,139	235,020,678	-0.3
Minneapolis.....	16,628,561	15,134,033	+9.9	133,336,568	121,039,148	+10.9
St. Paul.....	16,961,118	15,828,959	+7.2	124,094,022	124,004,002	+0.7
Omaha.....	18,517,710	15,672,060	+18.2	136,543,580	112,218,070	+21.7
Denver.....	18,208,821	11,145,014	+63.4	122,514,146	85,207,512	+43.7
Duluth.....	4,655,550	13,101,699	-64.5	55,495,585	62,914,793	-11.8
St. Joseph.....	5,539,047	5,749,694	-3.7	44,849,723	44,921,526	-0.2
Los Angeles.....	2,838,000	4,061,247	-41.2	23,453,036	39,839,114	-41.3
Wichita.....	3,102,301	3,044,447	+1.9	24,268,965	24,208,851	+0.3
Topeka.....	1,616,680	1,808,422	-11.6	18,402,054	19,943,012	-8.2
Des Moines.....	2,643,448	1,947,962	+35.7	19,807,283	17,087,428	+16.0
Total oth'r W	109,650,077	195,668,619	+20.0	1,541,415,005	1,410,300,118	+7.9
St. Louis.....	81,869,637	75,280,070	+8.6	690,517,259	580,473,071	+19.2
New Orleans.....	21,096,527	19,424,031	+8.2	194,244,638	174,454,759	+10.9
Louisville.....	28,415,310	23,815,512	+19.3	236,262,259	198,051,653	+19.4
Memphis.....	5,690,778	4,825,353	+17.9	78,263,878	65,355,067	+19.7
Richmond.....	7,474,978	6,503,010	+14.0	72,162,937	57,111,000	+27.4
Galveston.....	3,760,563	2,745,899	+37.7	34,096,551	25,992,478	+31.2
Fort Worth.....	4,431,894	2,193,681	+102.1	39,110,910	20,027,418	+95.3
Norfolk.....	2,060,917	2,098,271	-1.8	2,065,010	25,310,778	-11.9
Total South	155,890,154	136,437,007	+14.3	1,241,557,387	1,249,738,724	-0.7
Total all.....	4,291,873,189	3,861,039,819	+11.2	39,064,416,928	31,223,500,574	+25.5

We have added the August figures to our compilation of sales, &c. of stocks, bonds, &c., which brings the following table down to September 1.

Description.	Eight months, 1889.			Eight months, 1888.		
	Par Value or Quantity.	Actual Value.	Average Price.	Par Value or Quantity.	Actual Value.	Average Price.
Stocks	\$4,890,915	\$266,898,610	62.1	\$3,393,648	\$206,397,462	61.7
RR. bonds	\$28,493,025	\$219,593,851	83.5	\$25,547,425	\$206,017,411	87.9
Gov't bonds	\$2,974,850	\$3,795,408	126.4	\$1,706,960	\$5,637,298	116.7
State bonds	\$1,008,300	\$2,570,639	255.1	\$2,884,155	\$1,790,084	61.3
Bank stocks	\$1,210,130	\$1,930,315	159.5	\$1,240,000	\$1,699,211	137.0
Total	45,877,040	\$2,204,973,311	63.7	\$35,997,202.40	\$2,279,293,324	63.5
Per'm. bbls	840,150,000	\$333,162,030	39.6	867,922,000	\$752,465,005	89.5
Cotton. bbls.	11,236,000	\$576,647,480	51.3	13,612,300	\$714,115,930	51.0
Grain. bush.	1,001,928,882	\$796,909,500	79.5	1,257,731,317	\$1,089,249,274	84.3
Total value		\$4,507,193,321			\$4,634,353,433	

The aggregate clearings for the week ending August 31 record a slight falling off from the total for the previous week, but compared with the corresponding period of 1888 an increase of 18 per cent is exhibited. The most notable gains are at Fort Worth, Galveston, Dallas and Denver, and the most important losses at Duluth and Los Angeles.

	Week Ending August 31.			Week End'g Aug. 24.		
	1889.	1888.	P. Cent.	1889.	P. Cent.	
		\$	\$		\$	
New York.....	626,599,168	501,623,039	+24.9	623,783,764	+23.7	
Sales of—						
(Stocks..... shares.)	(1,383,956)	(1,076,993)	(-28.5)	(1,100,622)	(-18.4)	
(Cotton..... bales.)	(249,500)	(291,800)	(+11.6)	(398,200)	(-34.6)	
(Grain..... bushels.)	(20,363,162)	(37,704,100)	(-68.3)	(15,134,287)	(-88.5)	
(Petroleum..... bbls.)	(6,276,000)	(25,023,000)	(-74.9)	(6,384,000)	(-62.3)	
Boston.....	72,124,227	67,543,582	+6.8	71,008,562	+2.6	
Providence.....	3,384,100	3,412,000	+12.5	4,288,500	+19.3	
Hartford.....	1,418,958	1,310,053	+7.0	1,410,887	+11.6	
New Haven.....	1,487,154	1,107,541	+29.7	1,625,554	+5.4	
Springfield.....	930,341	924,721	+1.0	902,905	+0.6	
Worcester.....	807,315	780,470	+2.7	815,628	-1.7	
Portland.....	89,807	139,263	-5.3	997,728	+12.0	
Lowell.....	577,416	560,566	+2.9	723,647	+12.0	
Total New England...	52,025,148	78,592,479	+7.1	61,876,102	+3.6	
Philadelphia.....	62,030,361	53,166,321	+16.7	62,207,695	+16.2	
Pittsburg.....	11,215,686	11,530,347	-2.5	11,277,777	+14.9	
Baltimore.....	10,883,673	10,783,771	+0.4	12,934,508	+21.6	
Syracuse.....	527,662	567,236	+4.0	611,011	-0.1	
Duluth.....	2,501,774	.....	.....	2,097,390	.....	
Total Middle.....	84,667,414	75,967,675	+11.4	87,035,361	+16.7	
Chicago.....	58,517,883	57,570,231	+1.6	62,360,675	+6.6	
Cincinnati.....	8,568,060	8,108,100	+4.5	8,992,960	+11.6	
Milwaukee.....	4,889,307	3,905,478	+24.7	4,554,667	+8.0	
Detroit.....	4,065,794	4,804,474	-11.2	4,974,405	-16.5	
Cleveland.....	3,768,596	3,076,434	+22.6	3,453,254	+10.9	
Columbus.....	2,176,500	1,725,327	+26.1	2,258,300	+25.8	
Indianapolis.....	1,910,605	1,625,437	+17.0	1,738,000	-2.6	
Peoria.....	1,362,863	1,421,491	-4.1	1,459,928	+48.7	
Grand Rapids.....	519,730	500,203	+3.9	564,790	+6.2	
Total Middle Western	85,981,134	82,508,275	+4.0	90,563,783	+9.5	
San Francisco.....	17,241,335	17,849,130	-2.8	16,552,906	+6.7	
Kansas City.....	7,793,979	7,495,990	+4.0	7,078,022	-0.8	
Minneapolis.....	6,216,464	5,154,593	+17.8	6,024,372	+11.7	
St. Paul.....	3,392,127	3,418,404	-0.8	3,614,171	+21.5	
Omaha.....	3,434,477	8,684,205	-5.6	3,704,812	+24.3	
Denver.....	3,521,347	2,204,800	+59.7	3,809,632	+64.9	
Duluth.....	1,103,840	2,440,643	-54.8	1,604,349	+39.4	
St. Joseph.....	1,748,410	1,011,473	+7.3	1,393,548	+21.4	
Wichita.....	402,000	75,000	+48.8	429,622	-47.5	
Wichita.....	686,886	631,479	+4.3	686,874	+4.7	
Topeka.....	332,021	320,003	+3.8	333,793	+0.1	
Des Moines.....	424,007	372,317	+13.0	542,168	+24.6	
St. Louis.....	449,599	.....	.....	400,567	.....	
Los Angeles.....	496,400	.....	.....	553,221	.....	
Portland.....	1,109,073	.....	.....	1,536,085	.....	
Total Other Western	43,168,233	43,199,547	-0.0	42,575,180	+9.1	
St. Louis.....	17,703,298	16,371,473	+8.1	18,497,014	+8.1	
New Orleans.....	4,611,773	4,313,378	+6.9	4,295,901	+14.3	
Louisville.....	5,184,626	5,049,557	+2.6	5,708,449	+30.4	
Memphis.....	1,131,488	1,890,000	-40.2	1,890,000	+14.9	
Richmond.....	1,748,482	1,890,721	+12.2	1,454,904	+11.8	
Dallas.....	1,310,071	838,055	+56.1	1,281,918	+38.2	
Fort Worth.....	1,257,267	538,612	+133.5	1,053,842	+127.8	
Galveston.....	1,342,140	733,540	+82.3	693,020	+32.8	
Norfolk.....	404,863	460,972	-12.2	458,536	-7.8	
Birmingham.....	711,575	.....	.....	649,896	.....	

### THE FINANCIAL SITUATION.

The rates for money have continued to give evidence of the very large disbursements of the Government during the past two weeks. With twenty-three and a half million dollars as the proceeds of the bond purchases in August, almost all of which has been put out since the 23d of that month, and with purchases this week (\$2,780,300 4s and \$455,900 4½s) calling for an issue by the Treasurer of about 4 millions more of currency—with these large totals, aggregating say 27½ millions of lawful money, ostensibly added to the market supplies in this short period, the surprise is not that rates of interest are lower but that the money market is not wholly demoralized. The explanation must be that part of the proceeds of these purchases has probably passed through the banks of other cities, part presumably offsets excess in revenue paid at New York, and another good part is lost in the speculations excessive currency issues cultivate. However one may divide the amount which has apparently gone out of sight, it is wonderful with such an outpour in such a brief period that there should be so little evidence in bank reserves of its presence. These facts, too, suggest a bit of a moral worth noting. We refer to the quick check this artificial flood of currency imposed on every natural tendency towards relief, the most conspicuous being the jump in foreign exchange. On the 24th of August rates for sterling were, and for a time had been, shaping quietly but surely towards gold imports, and that event seemed quite near; as soon as the Treasury poured out its hoards, the movement became just as persistently in the opposite direction, forcing the Street to think of gold exports. It is not often that one can trace so clearly the ill caused by false currency arrangements; but here is an effect so immediate that it is hardly possible to avoid its teaching. We could have had gold, which would not only have relieved our stringency, but have strengthened the financial situation, had we been under a true system; we got instead silver certificates, which tend to feed the evil they relieve and otherwise disorganize our industrial machinery.

Money on call so far as represented by bankers' balances has loaned this week at 6 and at 2½ per cent, the rate gradually falling toward the close of the week. A very small amount was loaned at 6 per cent, and that on Tuesday, when the rate was suddenly forced up to that figure; the bulk of the business has been done at an average of about 3½ per cent. Renewals have been at 4 per cent, which is also the minimum rate of banks and trust companies. Last week's bank return showed that four of the larger institutions were carrying \$6,611,300 surplus reserve, while the amount reported by all the banks was \$4,504,975. This evidently indicates that only a few of the banks are in condition to loan with any degree of freedom. There is a fair demand for time loans, but the inquiry is not urgent, while the supply of funds is limited. Rates are 4 per cent for thirty to sixty days on prime and 4½ on good mixed collateral, and 5 per cent for four to six months on prime and 5½ on good mixed. Commercial paper is in fair supply, and there is now a first-class out-of-town inquiry for good names, while some of our city banks are also in the market as buyers. Rates are not materially changed, being 5¼@5½ per cent for sixty to ninety day endorsed bills receivable, 5½@6 per cent for four months acceptances, and 6 to 7 per cent for four to six months on good single names.

There has been no marked alteration in the condition of money in London, though the tendency has been towards a little lower figures. The cable reports discounts of sixty to ninety day bank bills in London at 3½@3¾ per cent, the Bank of England official minimum remaining at 4 per cent. There was a further small loss in bullion by the Bank of England this week, the amount reported being £99,000; this, as we are advised by a special cable to us, was made up by an export, principally to Egypt, of £50,000, by shipments to the interior of Great Britain of £66,000, and by (imports), "bought in the open market," of £17,000. The open market rate at Paris is 2½ per cent, at Berlin 3 per cent and at Frankfort 3½ per cent. The higher rate at Berlin is probably due to the gold withdrawals from the Bank of Germany, which seem to continue; according to the report of this week, that Bank must have lost about £716,000 gold. An idea has prevailed at Berlin for some weeks that money was to rule higher, due in good part to a less satisfactory condition of the foreign trade and to a less favorable situation of the foreign exchanges. The Bank of France seems still to be gaining gold, though the gain this week is small, being £56,000.

Our foreign exchange market has been firm all the week, with an advance on Tuesday in the posted rates for long sterling, making the quotations now 4·85 for long and 4·88½ for short. The strength of the market lies in the lower rates of interest ruling here and the higher rates in London. There has been a demand to remit for stocks sold on European account, and also to cover short contracts in sterling, while the supply of bills, particularly commercial, is said to be rather meagre. It was reported here on Thursday by telegraph that 5 million dollars gold had been received at San Francisco for the purchase of wheat for Australia. We think there must be some error about this announcement.

Stimulated by the continued good crop advices, the general trade situation grows increasingly favorable. There have been some light frosts in the northern portion of the West, but as far as appears without doing any appreciable harm. Of course, corn is even yet liable to serious damage in this way, but each day reduces the risk and makes the probability of such an outcome more remote. Consequently, business affairs are conducted in an extremely confident manner, and the disposition everywhere is to regard things in their brightest aspect. There are one or two branches of trade that for special reasons still remain in an unsatisfactory condition, such as wool for instance, but taken as a whole it is seldom that the accounts are so uniformly favorable as at present. In the dry goods trade great activity prevails, and in the iron and steel industry, which is as far removed from the other as any two industries well can be, the situation is the same. In fact, the tendency is so strongly in the one direction that the volume of business is of very large proportions. The latest evidence is furnished in the statement of bank clearings for the month of August, which we have prepared this week, showing a gain of 430 million dollars or 11·2 per cent. This is not as large as for the month immediately preceding, but the comparison is with better results last year than was the case in July, and the comparative increase in stock transactions is also smaller than for July. The following table will show that the tendency towards higher totals has been in progress all through the year.

MONTHLY CLEARINGS.

Month.	Clearings, Total All.			Clearings Outside New York.		
	1889.	1888.	P. Ct.	1889.	1888.	P. Ct.
	\$	\$		\$	\$	
January....	4,807,938,069	4,084,902,034	+19.0	1,738,234,179	1,515,722,209	+14.7
February..	4,060,851,740	3,567,301,747	+13.8	1,465,721,709	1,353,772,310	+8.3
March....	4,487,811,250	3,784,960,759	+18.5	1,598,082,969	1,401,969,003	+14.0
1st quarter	13,356,631,099	11,391,164,549	+17.3	4,502,635,917	4,270,464,304	+12.5
April.....	4,327,204,097	4,015,583,027	+7.7	1,577,309,024	1,443,197,374	+9.3
May.....	4,768,250,303	4,251,682,251	+11.3	1,697,962,251	1,554,628,827	+9.2
June.....	4,690,035,827	3,813,397,427	+22.2	1,624,668,512	1,487,080,236	+9.3
2d quarter	13,791,586,317	12,140,612,705	+13.6	4,899,439,520	4,481,906,457	+9.3
6 months	37,148,217,416	23,531,777,215	+15.4	9,701,978,737	8,755,371,241	+10.9
July.....	4,624,325,323	3,830,628,810	+20.7	1,719,071,272	1,480,358,797	+15.7
August....	4,291,873,189	3,861,069,859	+11.2	1,543,422,525	1,418,422,963	+8.6

As already intimated, the increase in Stock Exchange dealings during August over the same month in 1888 was not heavy, and it may also be stated that the volume of the transactions was small in both years. Here are the figures.

SALES OF STOCKS AT THE NEW YORK STOCK EXCHANGE.

Month.	1889.			1888.		
	Number of Shares.	Values.		Number of Shares.	Values.	
		Par.	Actual.		Par.	Actual.
		\$	\$		\$	\$
Jan....	4,572,103	429,780,650	285,112,394	3,926,117	328,142,550	210,129,645
Feb....	5,928,998	553,014,700	345,392,724	3,145,920	269,142,200	178,309,233
March..	6,146,105	551,956,350	351,173,238	5,250,889	421,683,000	266,600,102
1st qr.	16,947,211	1,534,751,700	981,683,356	12,322,926	1,016,967,750	655,104,980
April... 4,821,012	411,993,400	271,623,703	7,614,877	638,71,750	384,517,390	
May.... 7,155,711	673,794,760	420,989,060	6,213,122	531,774,850	314,450,133	
June... 6,775,624	633,713,250	387,726,357	3,323,275	333,661,150	190,194,953	
2d qr.	18,752,347	1,748,601,410	1,080,320,028	17,653,274	1,504,110,750	898,162,446
6 mos.. 35,699,558	3,284,353,110	2,062,003,882	29,975,600	2,521,078,500	1,553,267,428	
July... 5,628,433	523,591,675	305,281,592	4,678,221	408,455,725	242,090,779	
Aug... 5,062,771	483,417,175	295,963,536	4,739,527	416,013,200	267,716,515	

Thus, taking the actual value of the sales, the total for August, 1889, reaches 295 million dollars, against 267 millions in August, 1888, an increase of only 28 millions. At an average of 2½ checks to each transaction, this would account for only 70 millions of the 430 million dollars increase in clearings. For the current month, according to present appearances, the Stock Exchange sales will play a more prominent part, as the speculation now is very active.

It is becoming a trifle monotonous to say that the returns of earnings continue very favorable, but the facts admit of no other statement. Excepting the Atchison, there are few roads anywhere that fail to show improvement, and this whether we have regard to the gross or the net results. We referred last week to a number of reports of net for the month of July. This week we have had some more for the same period, and of the same nature. That of the Burlington & Quincy of course stands foremost, with its gain of \$550,148 on the lines directly operated, and \$72,553 for the lines controlled. But the others are hardly less noteworthy. The new Big Four combination has increased its net from \$220,053 in 1888 to \$314,897 in 1889, the Louisville & Nashville has increased from \$479,599 to \$559,346, the Northern Pacific from \$666,182 to \$782,929, the Rome Watertown & Ogdensburg from \$128,901 to \$156,738, the Pittsburg & Western (whole system) from \$53,270 to \$77,562, the Rio Grande Western from \$19,802 to \$68,554, and the Ohio River from \$16,872 to \$28,483. These are roads in widely separated districts, and yet they all tell the same story; we have only three or four minor companies this week which show a decrease, and mostly for special reasons. The St. Paul net for July reflect only a moderate increase, but the gross for the 4th week and month of August, also furnished this week, show very heavy gains. The Northern Pacific

and Wisconsin Central are some other roads which have very heavy gains in gross for the same periods. The Norfolk & Western reports for August the largest earnings for any single month in its whole history. Our statement on another page shows 12.91 per cent gain over last year for the fourth week on 41 roads, and 9.89 per cent increase for the month on 52 roads.

The rate situation in the Northwest has undergone no material change during the week. The question of a joint tariff from the seaboard to St. Paul, by the trunk-lines and the Western roads, is not yet definitely settled. The roads running between St. Paul and Duluth have announced a reduction in through passenger rates to meet the competition of the "Soo" road, and the Chicago St. Paul & Kansas City has given notice that it will reduce coal rates to Southwestern Missouri points, notwithstanding the ruling of Chairman Walker of the Inter-State Railway Association. Word has also come of a cut in grain rates from Missouri and Kansas points to Texas points, and the papers yesterday reported a heavy reduction in rates in Texas by the International & Great Northern. All these, however, are isolated cases; the general rate situation remains very satisfactory, and the determination evidently exists to keep it so. The proposition to advance tolls on anthracite coal to the West was considered at the trunk-line meeting this week, but no final result reached. The differences on passenger business between the Big Four, the Pennsylvania and the Louisville New Albany & Chicago, which led to a war of rates that has been in progress for about a month, are reported as being in course of adjustment.

The speculation for higher prices has made further progress at the Stock Exchange this week, and nearly all properties have shared in the upward movement. The Villard specialties were most prominent at first, but subsequently the coal shares made sharp advances, and the Grangers, the trunk line shares, and the Southern stocks all became active, one after another, as the week progressed. The transactions have been on a larger scale than for a long time past, and the tone confident almost to buoyancy, under the good reports of earnings, the bright crop prospects and the favorable statements with regard to general trade. The rise in prices led to the failure of the firm of Musgrave & Co., but this had only a temporary effect on the market. The expected default on Columbus Hocking Valley & Toledo bonds September 1 was avoided by the resignation of President Shaw. The Pittsburg Cincinnati & St. Louis (Pennsylvania road) this week allowed a default on the guaranteed dividend of Little Miami stock, owing to a dispute, so it is alleged, between lessee and lessor on the question of issuing stock for betterments. The Illinois Central has lost its able general manager in the person of Mr. Jeffery, who has peremptorily resigned his position. President Harrison has appointed Wheelock G. Veazey, of Vermont, Inter-State Commerce Commissioner in the place lately occupied by Chairman Walker of the Inter-State Railway Association. The close of the market yesterday was very strong, in most cases at or near the best prices of the day and week.

The following gives the week's movements of money to and from the interior by the New York banks.

Week ending Sept. 6, 1889.	Received by N. Y. Banks.	Shipped by N. Y. Banks.	Net Interior Movement.
Currency.....	\$1,685,000	\$4,650,000	Loss, \$2,971,000
Gold.....	.....	1,100,000	Loss, 1,100,000
Total gold and legal tenders....	\$1,685,000	\$5,750,000	Loss, \$4,071,000

With the Sub-Treasury operations the result is:

Week ending Sept. 6, 1889.	Into Banks.	Out of Banks.	Net Change in Bank Holdings.
Banks Interior Movement, as above	\$1,085,000	\$5,758,000	Loss. \$4,673,000
Sub-Treasury operations.....	21,700,000	12,800,000	Gain. 8,900,000
Total gold and legal tenders....	\$23,885,000	\$18,558,000	Gain. \$4,827,000

Bullion holdings of European banks:

Banks of	Sept. 5, 1889.			Sept. 6, 18-8.		
	Gold.	Silver.	Total.	Gold.	Silver.	Total.
England.....	20,830,602	.....	20,830,602	20,905,107	.....	20,905,107
France.....	53,274,872	50,417,806	103,692,678	43,012,745	49,258,590	92,271,335
Germany.....	28,604,000	14,392,000	42,996,000	31,793,331	15,897,668	47,690,999
Aust.-Hungry	6,432,000	15,570,000	21,992,000	5,933,000	15,372,000	21,325,000
Netherlands..	5,511,000	6,882,000	11,873,000	5,745,000	7,892,000	13,607,000
Nat. Belgium.	2,632,000	1,311,000	3,943,000	2,511,000	1,256,000	3,767,000
Tot. this week	116,810,774	88,232,806	205,043,580	110,522,180	80,046,226	190,568,406
Tot. prev. w'k.	116,993,603	88,580,389	205,574,052	111,135,412	81,752,200	192,887,612

### THE GOVERNMENT TREASURY AND THE MONEY MARKET.

There are certain features in the monthly Treasury statements issued this week which will attract special attention. This could not fail to be so, after the fresh illustration we have just experienced of the complete dependence of the money market upon Government disbursements. Besides, every one knows that during the whole of September and October a free and steady outflow from Government vaults will be needed to provide the currency for crop purposes. The supply already had (the effect of which upon the banks the returns of to-day will disclose in full), may meet the requirements of another week or two; but after that the appetite created will require fresh feeding. For it is not the old-time inflow and outflow we have to manage, which oscillated through the banks season after season as regularly as the tides in their movement; but the action of a vicious American system built up on the idea that we create or quicken the creation of wealth by every increase of circulation.

Secretary Windom, according to the daily reports, purchased in the month of August \$15,863,700 of 4 per cents at 128 and \$3,169,750 of 4½ per cents at 106½. Consequently the money market received in August from the Government (counting principal and premium paid) 23½ million dollars above ordinary disbursements, except so far as the bonds were not paid for until after the first of September, and except such bonds as were held on pledge for bank deposits and bank currency. As to bank deposits, we may assume that substantially none of the securities in use for that purpose were among the purchases, since the deposits were \$48,342,000 on Sept. 1 and \$48,930,764 on August 1; while with regard to bank currency a similar assumption would also be correct, for only \$247,170 of legal tenders were deposited to redeem those notes during the same month. But as to payments by the Treasurer, it seems according to the debt statement that \$3,349,350 of the 4½ per cents were canceled in August, but only \$12,940,100 of the 4 per cents, and hence that about 3 million or say with the premium \$3,740,000 of the above 23½ million dollars of currency could not have got into bank before Tuesday (Sept. 2), Monday being a holiday. To-day, however, the whole amount has passed into the channels of commerce, besides some of the proceeds of the bonds purchased this week, and the bank statement, which will be made public this morning, ought to show pretty clearly how far, as a net result of the crop outflow and the Government inflow, our Clearing House institutions have been advantaged. It

Treasury payments we have given above, because the reader will thus be helped in forecasting future needs and future results.

The next fact given in these Government statements worth noting (not so much because of the fact itself as because of the suggestiveness of the method by which it has been reached) is that the debt of the United States has been increased in August \$6,076,692. To some no doubt such an increase seems incongruous after stating as we have done that nearly 13 millions of the 4s and over 3 million of the 4½s were paid and cancelled during the month. But most of our readers are aware that the aggregate debt is made up by including all unappropriated cash in the Treasury belonging to the Government; so that the funded and unfunded obligations can be lessened any given month and yet the net debt may be added to. In this instance the increase comes from the same cause that the increase came from last month, that is through the transfer to the various departments of what may be called enlarged credits, and which appear in the Treasury assets and liability statement under the head of "disbursing officers' balances." That is to say, the Treasury raises or lowers this item or aggregate, as it anticipates that the payments during the coming month will be larger or smaller, though the currency does not actually go out except as each bill is paid subsequently. In the first of September statement that portion of it which includes "disbursing officers' balances" shows a net liability of \$59,415,971, whereas in the first of August statement the corresponding total was only \$43,593,217. In other words, we have here a difference of about 16 million dollars; had that amount not been added, all other items remaining the same, the debt statement would have shown a decrease of about 10 million dollars instead of an increase of about 6 million dollars.

But this difference as already said is mainly interesting because of its apparent suggestiveness. It seems to suggest that the Treasury Department sees reason for anticipating such very large disbursements in September that smaller bond purchases than a year ago may suffice to meet crop needs. We should have reached a contrary conclusion were it not for that statement, because the disbursements have been heavy since the first of July. They were expected to be large at the beginning of the new fiscal year, some of the appropriations for the previous year having fallen short of the requirements. Consequently they were \$41,998,000 in July and \$38,269,000 in August, against \$36,141,000 and \$24,116,000 the same two months in 1888. Having therefore been about 20 million dollars larger thus far in this fiscal year the presumption would be, that the outgoes in September could not exceed the previous year's total. Still the increased net liability aggregate cited above from the Treasury statement obviously indicates larger ordinary disbursements in that month than a year ago, when they were only \$19,530,000. That is, however, only important on the question of bond offerings and purchases, for if the currency gets into circulation the manner of its coming is of no moment so far as the money market is concerned. But there is a point of difference compared with a year ago which is material, bearing both upon future purchases and future disbursements. We refer to the net Treasury balance. On the first of September, 1888, this balance was \$107,673,321; on the first of September, 1889, it was reported at \$43,489,909. Hence, should the ordinary disbursements be as heavy as anticipated it would be a question of moment how far the

Secretary will consider it safe, or to put it otherwise, how far in truth it is safe to buy bonds and further reduce this balance. Of course, if, as reported, Treasurer Huston puts his statements back to the form in which they were issued before Treasurer Jordan's time, there would be nominally 125 millions more surplus. That, however, would not change the facts at all, and the act would not commend itself to conservative circles.

It strikes us that the foregoing presents a very unsatisfactory outlook for self-reliant Americans to contemplate. Business circles at the leading financial centres of the country have their attention to-day intently fixed upon one man, because he holds the keys of the Government vaults. All our enterprises are so wound up and our monetary system so artificial that we look for continued industrial development alone through the manufacture and disbursement of new supplies of currency by the Treasury. And yet the disbursement of those supplies is not only dependent upon the will of the officer in control, but, granting his willingness, they still depend upon his ability to obtain the bonds for getting them out, and that again depends on his judgment as to the safety of the Treasury cash if he should make the issue. Truly we have reduced ourselves to great straits in the pursuit of a false theory.

#### *THE INTER-STATE COMMERCE STATISTICAL REPORT.*

We have frequently found it necessary to criticise unfavorably the action of the Inter-State Commerce Commission. It is a special pleasure therefore to be able to speak in terms of commendation of some features of the work of the Statistical Department of the Commission as reflected in the annual report recently issued. We are by no means reconciled to the idea of having the Board engage in such a great undertaking, especially as the work has heretofore been pretty satisfactorily done by private parties. Nor do we agree with Statistician Adams in thinking that Congress in giving the Commission power to require annual reports from the railroads meant to create a vast statistical bureau under the control of the Board. At the same time, since the Commission has taken a different view of the matter, and organized a permanent bureau of this character, it is certainly very satisfactory to find that the Statistician's work is in many particulars very creditable.

The result is the more gratifying because it is so different from what had been expected. The preliminary report issued last January did not hold out promise of any special achievements. We were the first to disclose the erroneous nature of the statement purporting to show the distribution of railway mileage in the United States. To be sure, the office of Statistician had then been in existence only a few months, so that its incumbent was laboring under manifest disadvantages, and yet the error in mileage seemed essential as bespeaking an absence of due care in the preparation of the statistics. We refer to the matter now only to bring more strongly in contrast the difference between the early report and the present complete and final report for the year. The table of mileage has been revised and corrected, and the other statistics show evidence of intelligent and rational treatment.

Of course, the report does not contain the annual statements of the separate companies. In our review of the preliminary report last January we demonstrated how well-nigh impossible such an undertaking would be, owing to the extensive character of the infor-

mation called for by the Commission. So it is no surprise to find that the Statistician, recognizing the difficulties in the way, has made no attempt to publish the statements in full, or even to give separate abstracts of them. But he has brought together in tabular form certain special items with regard to mileage, stock, debt, earnings, and expenses, which cannot fail to be of great use, and which afford a pretty good idea of the railroad situation in the particulars mentioned. There are five of these large tables, each covering many pages, and their greatest merit is that they are exceedingly well arranged. Given in a neat and compact form, the roads in alphabetical order, each on a separate line and properly numbered so as to make reference easy from one table to another, and with the items the same for all the roads and covering also a uniform period of time, besides including certain essential statistical deductions and percentages—with all these points, it is hard to see how anything better in its line could be devised.

The first table gives the names of the roads and the length of line owned and operated by each of them. The second table gives the total of stock and the total of bonds for each company, with the amount of other forms of indebtedness, the results per mile of road being also worked out. The third table gives the passenger, freight and other earnings, the revenue per passenger and per ton of freight per mile, and likewise the income from property owned. The fourth table shows the operating expenses under certain classified heads, with the cost per unit of traffic, and also the fixed charges for interest, rentals and taxes, while the fifth table completes the showing by giving the amount and rate of payments on stock and bonds. There is thus a considerable quantity of general statistical matter, with no details however as regards bond issues, no balance sheets, no particulars in reference to various other items, and no special information in relation to particular properties (this, as already said, being in the nature of the case impossible). Hence the investor, as heretofore, will rely on existing periodicals and publications; that indeed would follow in any event because of the necessary delay in getting out the Inter-State volume. But to the student of comparative railway statistics, and to all those who are obliged to study and discuss general railroad problems, the report will prove very serviceable, as it affords a most convenient summary of selected facts.

It is natural to compare Prof. Adams' general aggregates for the United States with those furnished by Mr. Poor in his Manual, and this has been generally done in railway and financial publications. Such comparisons, however, will have greater value in subsequent years, as at present most of the Inter-State Commerce results do not include the entire railroad system of the country. The matter is also complicated by the fact that Mr. Poor's figures cover a different period, he basing his results on the fiscal years of the different companies, which in not a few cases end with December, while Prof. Adams' totals all cover the year ending June 30, 1888. One discrepancy between the two authorities we are able to explain. The Inter-State report gives the average rate per ton of freight per mile for the roads of the United States at 1.001 cent; Mr. Poor gives it as only 0.907 cent—a most noteworthy difference on a general average of this kind. But as we stated a couple of weeks ago, there is a mistake in Mr. Poor's total of the tons of freight moved one mile—it being given as 70,423 millions instead of

65,423 millions, and the average revenue per ton has been figured on this erroneous basis. Taking the correct tonnage, the average would be 0.977, as against 1.001 by Prof. Adams, an unimportant difference in view of the fact that Mr. Poor's figures cover 145,341 miles, and the others 136,883 miles, and that the periods are not quite the same. Prof. Adams furnishes one exhibit embracing the whole number of roads in the United States, namely the extent of mileage, and that he reports at 149,901 miles, June 30, 1888. Mr. Poor makes it 156,081 December 31. Even if we assume that the new track laid during the last six months of 1888 reached 4,000 miles,—even then Prof. Adams' figures would fall 2,000 miles short of Mr. Poor's. Mr. Poor has wide and long experience in his favor. On the other hand, Statistician Adams feels confident that if his result errs at all, it errs in being too large.

There is one statement contained in the Inter-State report which should be commended to the thoughtful consideration of the classes hostile to the railroads and to whose efforts the Inter-State Board in great measure owes its existence. Prof. Adams finds that on 136,883 miles of road for which he has returns, there were outstanding June 30, 1888, \$3,864,468,055 of stock and \$3,816,379,040 of bonds. Analysis shows him that \$2,374,200,906 of the stock—that is 61.44 per cent of the whole amount—received no return whatever, while there were also \$827,554,319 of bonds (21.69 per cent) on which nothing was paid. In other words, out of an aggregate of 7,680 millions of stock and bonds, 3,201 millions had to go without any income at all. Yet some of our Western friends think that the railroad industry is thriving at the expense of other industries.

#### NEW YORK IN THE FOREIGN TRADE.

Is New York maintaining her old-time position in the foreign trade of the country? This is a question which has been frequently raised and discussed in the past, but of late has commanded less attention. Yet there probably never was a time when there was so much warrant for considering the matter as at the present. It is not alone that recent developments and circumstances give increased importance to the subject, but that statistics unmistakably show that the fears that this port was losing in its proportion of the trade are proving only too well founded. A loss in any one year might not count for much, since it could easily be referred to differences arising out of transient changes in conditions, but when the loss is continuous and extends over a whole series of years, with the tendency apparently still in the same direction, then the case assumes another aspect.

It is a question whether the commerce of this port will not have to stand an additional strain as the result of the decision of the Inter-State Commerce Commission that the trunk-line railroads may not make lower rates on through shipments intended for export than are given on shipments to the seaboard not intended for export. The superficial view would be that this decision merely abolishes a practice objectionable to our merchants, and which in some cases no doubt worked an injury to them. If the Chicago merchant on a through bill of lading to Europe can get a lower charge for the inland carriage to the seaboard than the New York merchant who does not ship on a through bill of lading and consequently must pay full tariff rates for moving the freight from Chicago to New York—in such a situation the New York merchant is at an obvious

disadvantage to the extent of the increased charge imposed. [But New York is competing not only with Western trade centres, but with all the neighboring seaboard cities—Boston, Philadelphia and Baltimore. These cities are allowed differentials in their favor by the railroads on shipments to and from the seaboard—that at Philadelphia amounting to 40 cents per ton (taking Chicago business as a basis), and that at Baltimore to 60 cents per ton, while Boston has been getting a rebate below the rate charged on shipments for local consumption, so as to make the charge via that port the same as via New York.]

Whether it is right, or wise, or proper, that these differences should exist is a question we need not discuss here. The theory of course is, that New York has certain advantages which the other ports do not possess, and that the differentials serve to overcome those advantages. But whatever the justification, real or supposed, the fact of the matter is that competition at present is being carried on under these differentials. Supposing now that the practice of giving a lower rate on export shipments is abolished, it is not difficult to see that the difference of 60 cents and 40 cents per ton in favor of Baltimore and Philadelphia respectively might easily become of greater importance than before, since the disposition, always existing, to ship by the cheapest route would in this case be strengthened under the necessity of meeting prices in the foreign markets—that is to say, the inclination to secure the differential and run the risks as to advantages in other respects which billing through New York might give, would be stronger than before.

Without, however, attempting to regard this as anything more than a possible circumstance, the situation is sufficiently suggestive as it stands. We have figured the percentages of the different ports in the imports and exports of the United States for the late fiscal year ending June 30, 1889, and find that New York held over 1½ per cent less of the total exports in that year than it held of the total exports of the year preceding. This particular loss, however, can be easily explained. For instance, San Francisco, whose proportion had heavily diminished in the years immediately preceding, shows a very marked gain this year, and the increase arises from the heavy wheat shipments from the Pacific Coast coincident with the almost entire cessation of shipments part of the time from the Atlantic Coast. If, therefore, the changes were confined to these two years, they would not possess much significance. And the same may be said of the changes between any other two years—the crops, their composition and character, whether this one or that one predominated, and the state of the foreign demand for them, all affect the question very materially. But in the present case New York appears to be steadily and continually losing. Taking the last five years, it is found that while in 1884-5 New York's proportion of the export values was 46.42 per cent, in 1886 the proportion dropped to 46.26 per cent, and in 1887 to 44.17; from this there was a slight recovery to 44.63 in 1888, but now for 1889 the figure is only 43.08. Thus the decline has been heavy and almost uninterrupted. Moreover, in the imports the falling off is even more noteworthy. In 1884-5 New York contributed 65.81 per cent of the import values of the whole country, and in 1885-6 65.99 per cent. In the years preceding the figures had been even heavier, the ratio in 1883-4 having been no less than 69.66 per cent; for 1888 the amount was 64.99, and that for 1889 is but 63.37 per cent.

It will naturally be sought to connect these diminishing ratios with the differential rates in force on the trunk-line roads. And yet these explain the situation only in part. For while some of the neighboring ports have gained at New York's expense, they have not gained all that New York has lost. This appears very evident if the trade of these ports is combined with that of New York and the percentages considered on that basis. In the following we present a statement compiled in that way, for both imports and exports, and showing also the position of New Orleans and San Francisco.

EXPORTS AND IMPORTS OF MERCHANDISE ACCORDING TO PORTS.

Ports.	Government Fiscal Year Ending June 30—							
	1889.		1888.		1887.		1886.	
	Value.	P.C.	Value.	P.C.	Value.	P.C.	Value.	P.C.
<i>Exports.</i>								
New York	310,839,555	43.05	310,637,496	41.03	316,347,219	44.17	314,920,411	46.26
Boston....	65,539,595	9.00	56,457,984	8.11	59,001,505	8.24	54,099,028	7.96
Baltim'ro.	50,911,962	6.82	43,236,727	6.05	51,907,149	7.21	25,847,788	5.27
Philadel.	29,774,911	4.01	28,815,861	4.14	35,426,856	4.95	33,753,317	4.97
Four ports	467,059,729	62.91	442,167,468	63.53	462,332,729	64.57	438,020,584	64.16
N. Orleans	39,828,576	11.29	81,237,490	11.87	79,519,909	11.10	82,560,196	12.15
San Fran.	37,673,376	5.08	27,684,891	3.98	32,711,043	4.57	30,228,421	4.45
All other.	153,840,724	20.72	144,541,658	20.82	141,569,530	19.76	128,706,626	18.94
Gr'd total.	742,401,799	100.0	695,651,567	100.0	716,183,211	100.0	679,524,880	100.0
<i>Imports.</i>								
New York	472,159,507	63.37	470,426,774	64.90	456,698,631	65.97	410,339,932	65.99
Boston....	96,731,029	5.96	63,897,778	5.83	61,018,300	8.41	54,430,707	9.20
Baltim'ro.	15,223,844	2.04	11,741,585	1.62	12,535,920	1.81	11,600,844	1.84
Philadel.	49,528,602	6.51	41,772,121	5.77	39,952,349	5.77	36,561,913	5.75
Four ports	602,696,576	80.88	597,838,258	81.21	570,205,230	83.36	528,027,896	82.78
N. Orleans	14,492,480	1.94	11,617,740	1.60	9,052,135	1.39	8,115,171	1.28
San Fran.	48,125,760	6.50	46,692,905	6.45	40,707,705	5.88	37,142,117	5.85
All other.	79,572,290	10.64	77,806,922	10.73	71,754,695	10.37	64,150,952	10.09
Gr'd total.	745,127,476	100.0	723,957,114	100.0	692,319,798	100.0	635,436,136	100.0

The interesting fact disclosed here is that the Northern seaboard cities taken together have been losing only less heavily than New York alone. In 1885 these cities had 66.06 per cent of the whole exports; in 1886 and 1887 the ratio declined to about 64½ per cent; in 1888 it was but 63.53 per cent, and for 1889 it is only 62.91 per cent. Nor is the result different in the case of the imports. In the fiscal years 1885, 1886 and 1887 respectively the proportion of the imports at the four cities was 82.30, 82.78 and 82.36 per cent; in 1888 the figure dropped to 81.21 per cent, and now has fallen to 80.88 per cent. But it may be desirable to extend the comparison further back, in order to see whether the same tendency or changes existed previously. For this purpose we have prepared the subjoined summary, showing the ratios for each year of the present decade.

PROPORTIONS OF UNITED STATES IMPORTS AND EXPORTS AT LEADING PORTS.

Ports.	Year Ending June 30—									
	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.
<i>Per Cent of Exports.</i>										
New York	45.06	44.63	44.17	46.26	46.42	44.55	43.88	45.90	45.12	45.12
Boston	9.03	8.11	8.24	7.90	8.35	8.57	7.56	8.39	8.14	8.14
Baltimore	6.82	6.85	7.21	5.27	6.07	5.81	6.09	5.25	5.09	5.09
Philadelphia	4.01	4.14	4.95	4.97	5.22	4.93	4.03	5.08	4.90	4.90
Four ports	62.91	63.53	64.57	64.46	68.08	63.86	62.76	64.56	66.19	66.19
New Orleans	11.29	11.67	11.10	12.15	10.90	11.06	11.54	9.46	11.50	11.50
San Francisco	5.08	5.8	4.57	4.45	5.14	5.06	5.46	7.12	5.82	5.82
All other ports	20.72	20.82	19.76	18.94	18.14	20.09	20.24	18.56	18.42	18.42
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
<i>Per Cent of Imports.</i>										
New York	63.37	64.90	65.97	65.99	65.81	6.96	65.59	68.04	67.76	67.76
Boston	8.96	5.83	8.51	9.20	9.26	9.87	10.03	9.60	9.64	9.64
Baltimore	2.04	1.62	1.81	1.84	2.05	1.70	2.02	2.00	2.53	2.53
Philadelphia	6.51	5.77	5.75	5.75	5.15	5.04	4.67	4.71	5.07	5.07
Four ports	80.88	81.21	82.36	82.78	82.30	6.27	85.31	84.41	84.90	84.90
New Orleans	1.94	1.60	1.39	1.25	1.56	1.62	1.83	1.87	1.90	1.90
San Francisco	6.50	6.45	5.88	5.85	6.07	5.37	6.32	5.66	5.90	5.90
All other ports	10.68	10.74	10.37	10.00	10.13	6.74	7.04	8.26	7.21	7.21
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

It thus seems that in the exports the fluctuations in the percentages of the Atlantic ports have been quite marked through the whole of this period. After a decline in the years between 1881 and 1883, as marked

as that already noted, there was subsequently an almost full recovery, to be followed by the decline since then in progress. In other words, from 66.19 of the exports in 1881, the total for New York, Boston, Baltimore and Philadelphia in 1883 dropped to 62.76, went up again to 66.06 per cent in 1885, and now is back to 62.91. Hence if the exports were alone to be considered, the result would not appear so very unfavorable, past experience suggesting a recovery of part of the loss. But when we come to examine the changes in the imports, we find that the loss of the last few years has been additional to a heavy loss in the years preceding, so that against the 80.88 per cent for 1889, the proportion in 1884 was as much as 86.27 per cent, and in 1883 85.31 per cent. Taking the year of heaviest proportion, more than the whole of the decrease in percentage is found at New York, though Boston also has suffered; Philadelphia, on the other hand, shows the largest percentage for all the years given, and Baltimore also has an increase, though without reaching the best previous figures. In the exports the case is different. There Philadelphia, like New York, is steadily losing, while Boston is as steadily gaining, having in the late year had the largest ratio for the whole period.

The decline in New York's proportion of the foreign trade concurrently with the decline in the proportion of the seaboard cities as a whole, makes it evident that not only is New York losing some trade to its rivals, but that there are general influences at work affecting all the northern ports and which tend to give to these ports a somewhat less prominent position than formerly. Some of these influences it is not difficult to state. The short wheat crop last season and the contemporaneous small shipments of wheat, must be regarded as explaining in part the diminishing ratio of exports. A very large portion of the wheat shipments from the Atlantic Coast, goes from the ports in question; hence it is easy to see that a heavy or a light movement of wheat to Europe has a very important effect on the relative position of those ports with regard to the total export movement of the whole country. In the late year we had heavy exports of corn, but it needs heavy exports of corn combined with heavy exports of wheat to bring up the ratios of the seaboard cities to their best figures. On the other hand, while it can hardly be said that a larger cotton movement operates to the disadvantage of the northern ports, yet some of the Southern ports and notably those in Virginia are in this way advancing in rank. Then, also, the Pacific section is rising in prominence, by reason of the settlement and development of that part of the country. Finally, some of the Lake ports, like Huron, Mich., are coming into increased importance as shipping points. And all these influences have a bearing not only on the exports, but also on the imports, since growing exports are sure in the long run to bring also growing imports.

To demonstrate that these suggestions are fully authorized by the results, only a glance at the above table is necessary. While the seaboard section has been losing, San Francisco has been gaining and for 1889 shows a larger ratio of imports than in any other year given. New Orleans also shows the largest percentage for all the years. The "other ports" had 10.68 per cent and 10.74 per cent in the last two years respectively, against 7 to 8 per cent in the earlier part of the decade. In the exports the changes are not so distinct, on account of the varying character of the crops and the foreign demand for the same, but the "other ports" are clearly rising in importance. If

besides all this, it should unfortunately happen that the late ruling of the Inter-State Commerce Commission was doing additional harm to the commerce of this port, there might be some distinct mutterings of discontent. The importance of the matter from a money point of view may be judged from the circumstance that with a percentage as large as that of 1884, New York's imports in the late year would have been \$46,868,518 greater than they are, and the exports on the basis of the percentage of 1885 would have been \$24,796,220 greater, making together a difference of over 71½ million dollars.

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

The following table shows the highest and lowest prices of railway and miscellaneous stocks at the N. Y. Stock Exchange during the month of August, 1889.

RAILROAD AND MISCELLANEOUS STOCKS.			RAILROADS.		
	Low.	High.		Low.	High.
Achison Top. & S. Fe.	35	40½	N. Y. Susq. & West...	8	8¾
Atlantic & Pacific	5¼	6½	Do pref...	32	33¾
Bos. & N. Y. A. L. pf.	104¼	104½	Norfolk & Western...	15	17
Burl. Roch. & P. pf.	79¾	82½	Do pref...	50½	54¾
Burl. C. R. & North...	21	21	Northern Pacific...	28½	34¾
Canadian Pacific...	57	63½	Do pref...	64¼	75½
Canada Southern...	51¾	5¼	Ohio Ind. & West...	9	12½
Central of N. Jersey...	110¼	116½	Do pref...	20	25
Central Pacific...	x33¼	x35½	Ohio & Mississippi...	21¾	23
Ches. & O., Vor. Tr. cert.	22½	26¾	Ohio Southern...	15	17¼
Do do 1st pref.	63	69½	Oregon Short Line...	45	50¾
Do do id pref.	37½	42¾	Oreg. Sh. L. & U. N...	49	49
Chic. Burl. & Quincy	101	117½	Oregon & Trans-Con.	31½	35½
Chic. & East Ill.	43½	49¼	Peo. Decat. & E'ville.	21½	23¾
Do pref.	100¾	107¾	Phila. & Read cert.	43¼	45¾
Chic. Mil. & St. Paul	69¼	74¼	Pittsburg & Western.	25½	26
Do pref.	110	115¾	Do pref.	37½	40¼
Chic. & Northwest...	108½	113	Richmond & Atl., rec.	20	23
Do pref.	140¼	144	Richmond & West Pt.	21½	24
Chic. & Rock Island...	95½	101	Do pref.	79	81¼
Chic. St. L. & Pittsb...	15	15	Romo Water & Ogd...	99	100½
Do pref.	35½	36	St. L. Alt. & T. H...	44	45½
Chic. St. P. Minn. & O.	32¼	35	Do pref.	105	105
Do pref.	94¾	100¼	St. Louis Ark. & Tex.	5	7½
Cin. Wash. & Balt...	1	1¾	St. L. & S. Francisco.	26¼	28¾
Do pref.	2	3	Do pref.	56½	60¾
Cl. Cin. Chic. & St. L.	68¾	77¾	Do 1st pref.	109	111
Do pref.	99	103½	St. Paul. & Duluth...	29¾	33
Clev. & Pitts. guar.	160	160	Do pref.	81½	86¾
Col. Hock. Val. & Tol.	14	18½	St. Paul Minn. & Man.	98	106½
Del. Lack. & Western	143¾	147½	South Carol. a...	2	3¼
Den. & Rio Grande...	17½	17¾	Southern Pacific Co.	31½	34¾
Do pref.	45½	46¼	Texas & Pacific...	19	21½
Dep. & R. Gr. West...	14	15	Do Land Trust	15¾	16¾
Den. T. & Ft. W., cert.	20	23¾	Tel. Ann A. & No. M.	30½	31¾
Des Moines & Ft. D...	6	6	Toledo & Ohio Cent...	23¾	24¾
E. Tenn. Va. & Ga. Ry.	9½	10¼	Union Pacific...	59½	63½
Do 1st pref.	70	73	Virginia Midland...	32	32
Do 2d pref.	21½	23½	Wab. St. L. & Pac...	14¾	18
Eliz. Lex. & Big S...	14½	15½	Do pref.	29	33¾
Evansv. & Terre H...	9½	9½	Wheeling & L. E. pf.	x67¾	x71¾
Flint & P. Marq. pf.	53½	93½	Wisconsin Cent. Co.	22¾	26¾
Green B. Wm. & St. P.	2½	4¾	EXPRESS.		
Hous. & Texas Cent...	4	6	Adams...	149	151
Illinois Central...	x115¼	x118	American...	116	118½
Do Leased line.	98¼	99	United States...	x90	x90
Iowa Central...	7¼	9¼	Wells, Fargo & Co...	139	142
Do pref.	19¾	23	COAL AND MINING.		
Klag ton & Penn...	29½	31¼	Cameron Iron & Coal.	58¾	29½
Lake Erie & West'n...	17¼	20¾	Colorado Coal & Iron	26½	28¾
Do pref.	57½	65½	Consolidation Coal.	26	26
Lake Shore...	101¾	104¾	Honestake Mining...	9	9¾
Long Island...	91¼	9½	Maryland Coal...	13½	14¾
Louisville & Nashv...	x67¾	x71¾	Minnesota Iron...	75	80
Louisv. N. Alb. & Ch...	41	41	Ontario Silver Min.	34¾	35¼
Manhattan, consol.	92¼	98	Pennsylvania Coal...	305	305
Mar. Housh. & On. pf.	90	90	Quecksilver Mining...	6	6
Memphis & Charles...	59	60	Do pref.	37	37
Mexican Central...	15	15½	Tenn. Coal & Iron...	39½	42¼
Mexl an Nat. cert...	5½	6	Do pref.	96¼	99
Michigan Central...	87	89¾	VARIOUS.		
Milw. L. Sh. & West...	90	93½	Am. Cotton Oil Trust.	44	54¾
Do pref.	111	113½	Amer. Tel. & Cable...	86¼	88½
Minneapolis & St. L.	4¾	4¾	Amer. Cattle Trust...	16	16½
Do pref.	9	9	Chicago Gas Trust...	58¾	61¼
Mo. Kans. & Texas...	103¾	1½	Consolidated Gas Co.	86	88
Missouri Pacific...	67¾	74¾	Del. & Hudson Canal.	144¼	152¼
Mobile & Ohio...	12½	13¾	Distillers & C. F. Trst	43½	47¾
Morris & Essex...	153	153¾	Jo let Steel Co...	155	155
Nash. Chatt. & St. L.	94	98	National Lead Trust.	21¾	24¾
N. Y. Cent. & Hud. R.	105¼	107¼	Oregon Improv. Co.	50½	55
N. Y. Chic. & St. Louis	16	17	Do pref.	92	96
Do 1st pf.	67¾	68	Oregon R'y. & Nav. Co.	94	102
Do 2d pf.	35	36	Pacific Mail...	33½	3¼
N. Y. Lack. & West...	113	114½	Philadelphia Co.	75	77
N. Y. Lake Erie & W.	26¼	28½	Pipe Line Certificat's	95½	101½
Do pref.	6¾	69	Pullman Palace Car.	x176	x181
N. Y. & New England	45½	51¾	Sugar Refineries Co.	106½	116
N. Y. N. H. & Hartford	25	23¾	South. Cotton Oil Co.	70	74¾
N. Y. Out. & West...	17½	18	Western Union Tel.	83¾	86½

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

GOVERNMENT BONDS.					
	4½s, 1891.	4s, 1907.	4s, 1907.	6s, Cur., '93 reg.	6s, Cur., '99 reg.
Open tog.	x105¾	106¾	125½	128½	*127
Highest...	105¾	106¾	125½	128½	*127
Lowest...	105¾	106¾	125	125	*127
Closing...	105¾	106¾	128½	123	*127

\* Prices bid—no sales during the month.

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

BANKERS' STERLING EXCHANGE (POSTED RATES) FOR AUGUST, 1889.

Aug.	60 days.	De-mand.	Aug.	60 days.	De-mand.	Aug.	60 days.	De-mand.
1...	4 56	4 88	13...	4 85½	4 83	25...	S.	S.
2...	4 56	4 88	14...	4 85½	4 8	26...	4 84½	4 87½
3...	4 86	4 88	15...	4 85½	4 84	27...	4 84½	4 87½
4...	S.	S.	16...	4 85½	4 8	28...	4 81½	4 87½
5...	4 86	4 88	17...	4 85½	4 88	29...	4 84½	4 88
6...	4 86	4 88	18...	S.	S.	30...	4 81½	4 88½
7...	4 86	4 88	19...	4 85½	4 88	31...	4 81½	4 88½
8...	4 85½	4 88	20...	4 85½	4 88			
9...	4 85½	4 88	21...	4 85½	4 88	First	4 86	4 83
10...	4 85½	4 88	22...	4 85½	4 83	Hign	4 86	4 83½
11...	S.	S.	23...	4 85½	4 83	Low	4 84	4 87
12...	4 85½	4 88	24...	4 85	4 83	Last	4 81½	4 89½

DEBT STATEMENT AUGUST 31, 1889.

The following is the official statement of the public debt at the close of business August 31, 1889.

INTEREST-BEARING DEBT.

Character of Issue.	Inter't P'v'ble	Amount Outstanding.			Int. Due & Unpaid.	Accrued Interest.
		Registered.	Coupon.	Total.		
4½s.....1891.	Q.—M.	105,008,050	26,687,553	131,695,603	178,783	1,481,575
4s.....1907.	Q.—J.	570,186,800	92,954,200	663,141,000	952,881	4,420,840
4s refdg. cert's.	Q.—J.			118,110	48,457	787
3s, pension ..	J. & J.			14,000,000	310,000	70,000
Pacific RR's ..	J. & J.	*64,623,512		*64,623,512	17,930	616,235
Aggregate .....		739,818,362	119,641,753	859,460,115	1,492,217	6,819,538

\* \$2,362,000 matures Jan. 18, 1895; \$640,000 Nov. 1, 1895; average date of maturity, March 12, 1895; \$9,680,000 Jan. 1, 1896; \$4,320,000 Feb. 1, 1896; average date of maturity, Jan. 18, 1896; \$9,712,000 Jan. 1, 1897; \$20,904,932 Jan. 1, 1898; \$14,004,500 Jan. 1, 1899.

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

Aggregate of debt on which interest has ceased since maturity is \$1,900,505. Interest due and unpaid thereon, \$13,335. This debt consists of a number of items of which the principal amounts are called bonds.

DEBT BEARING NO INTEREST.

	Amount.
Old demand notes.....	\$58,443
Legal-tender notes.....	340,681,016
Certificates of deposit.....	17,005,000
Less amount held in Treasurer's cash.....	460,000—
Gold certificates.....	162,657,752
Less amount held in Treasurer's cash.....	\$9,557,232—
Silver certificates.....	274,722,168
Less amount held in Treasurer's cash.....	6,111,570—
Fractional currency.....	13,291,621
Less amount estimated as lost or destroyed....	8,375,934—
Aggregate of debt bearing no interest.....	\$762,172,263

RECAPITULATION.

	Principal.	Interest.	Total.
Interest-bearing debt.....	\$739,818,362	\$119,641,753	\$859,460,115
Debt on which int. has ceased...	1,900,505	13,335	2,053,810
Debt bearing no interest.....	762,172,263		762,172,263
Total debt.....	1,503,891,130	133,000,000	1,636,891,130
Less cash items available for redemption of the debt.....	\$118,556,627		\$118,556,627
Less reserve held for redemption of U. S. notes.....	100,000,000		100,000,000
Total debt, less available cash items.....	1,285,334,503		1,285,334,503
Net cash in the Treasury.....			43,489,909
Debt, less cash in the Treasury, September 1, 1889.....			1,083,740,623
Debt, less cash in the Treasury, August 1, 1889.....			1,077,663,932
Increase of debt during the month.....			6,076,692
Increase of debt since June 30, 1889.....			7,091,003

PACIFIC RAILROADS.

Name of Railway.	Principal Outstanding.	Interest accrued and not yet paid.	Interest paid by the U. S.	Int. repaid by Companies.		Balance of Int't paid by the U. S.
				By Transportation Service.	By cash pay- m'ts; 5 p. c. net earnings.	
Gen. Pacific.	25,885,120	258,851	32,771,198	5,908,235	658,238	26,204,674
Kan. Pacific.	8,803,000	63,030	8,398,413	3,724,300	.....	4,674,112
Unif'd Pacific.	27,234,512	272,345	31,762,991	12,074,064	435,409	22,243,515
Gen. Br. U. P.	1,800,000	18,000	2,125,808	301,800	6,920	1,724,050
West. Pacific.	1,970,560	19,705	2,377,450	9,347	.....	2,398,283
Sionx C. & P.	1,628,330	16,283	2,054,492	156,509	.....	1,883,982
Totals .....	64,623,512	646,235	82,486,557	22,269,282	1,103,619	59,118,955

The sinking funds hold (\$10,962,630 bonds and \$219,997 cash) \$11,182,627, of which \$3,311,149 was on account of Central Pacific and \$7,871,478 on account of Union Pacific.

UNITED STATES TREASURY STATEMENT.

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

	AUGUST 31, 1889.		JULY 31, 1889.	
	Assets and Liabilities.	Balances.	Assets and Liabilities.	Balances.
	\$	\$	\$	\$
<b>GOLD—Coin.....</b>	239,491,043		239,741,837	
<b>Bullion.....</b>	64,052,146		62,017,730	
<b>Total gold.....(Asset)</b>	303,543,189		300,759,573	
<b>Certificates issued.....</b>	162,650,752		153,211,352	
<b>Certificates on hand.....</b>	39,557,243		84,090,913	
<b>Certific's, net.(Liability)</b>	123,093,511		118,541,409	
<b>Net gold in treasury.....</b>		180,651,070		182,218,164
<b>SILVER—Dollars, stand'rd</b>	281,548,864		280,332,335	
<b>Bullion.....</b>	5,250,002		5,770,745	
<b>Total silver.....(Asset)</b>	287,818,466		286,159,140	
<b>Certificates issued.....</b>	274,722,196		265,208,306	
<b>Certificates on hand.....</b>	6,141,570		5,051,271	
<b>Certific's, net.(Liability)</b>	268,580,626		259,557,125	
<b>Net silver in treas'ry.....</b>		10,162,840		26,602,015
<b>U. S. notes.....(Asset)</b>	48,570,935		47,339,593	
<b>Certificates issued.....</b>	17,005,000		17,005,000	
<b>Certificates on hand.....</b>	483,000		30,000	
<b>Certific's, net.(Liability)</b>	16,545,000		17,575,000	
<b>Net U. S. notes in treas'ry.....</b>		32,325,935		30,364,376
<b>Trade dollar bullion.....</b>		6,083,538		6,083,538
<b>National Bank notes.....</b>		153,836		166,713
<b>Deposits in Nat. Banks.....</b>		48,542,000		48,630,704
<b>Balances.....(Asset)</b>		286,822,825		291,359,560
<b>PUBLIC DEBT AND INT.—</b>				
<b>Interest due, unpaid.....</b>	1,384,578		1,832,831	
<b>Accrued interest.....</b>	5,973,305		3,301,837	
<b>Matured debt.....</b>	1,000,505		1,904,255	
<b>Inter't on matured debt</b>	153,369		153,385	
<b>Debt bearing no inter't</b>	910		1,425	
<b>Int. on Pac. RR. bonds</b>				
<b>due, unpaid.....</b>	17,640		58,800	
<b>Acc'd int., Pac. R.R. b'ds</b>	640,235		323,117	
<b>Debt and int.(Liability)</b>	10,076,482		7,582,753	
<b>Fract'l cur'cy redeemed</b>	510		1,425	
<b>U. S. bonds and inte'st</b>	862,324		553	
<b>Int. ch'cks &amp; coupons pd</b>	102,387		149,889	
<b>Debt and inter'st.(Asset)</b>	935,627		152,172	
<b>D'bt. int. net.(Liability)</b>		9,110,855		7,430,581
<b>Res'v for red. U. S. notes</b>	100,000,000		100,000,000	
<b>Fund held for redemp. of notes of Nat. Banks.....</b>	73,176,103		75,302,412	
<b>Five p. c. fund for redemp. of Nat. Bank notes.....</b>	6,162,489		5,756,661	
<b>Redempres'r.(Liability)</b>	179,278,592		181,059,273	
<b>Nat. Bank notes in process of redemp.....(Asset)</b>	4,436,525		3,471,322	
<b>Net res'v's.(Liability)</b>		174,841,707		177,587,431
<b>Post Office dep't account.....</b>	2,327,949		4,745,818	
<b>Disburs'g Officers' bal'ces</b>	50,552,166		32,063,507	
<b>Undistrib'd ass'ts of fall'd National banks.....</b>	1,170,315		1,254,196	
<b>Currency and minor coin redemption account.....</b>	200		280	
<b>Fractional silver coin redemption account.....</b>	1,160		1,420	
<b>Redemption and exchange account.....</b>	508,816		404,143	
<b>Treasurer's transf'ch'cks and drafts outstanding.....</b>	4,240,779		4,588,739	
<b>Treasurer U. S., agent for paying int. on D. Col. bds</b>	105,621		477,120	
<b>Total.....(Liability)</b>	59,415,971		43,593,217	
<b>Int. on D. Col. bds pd (Asset)</b>	59,378		103,779	
<b>Net.....(Liability)</b>		59,380,293		43,489,438
<b>Balances.....(Liability)</b>		213,332,915		228,502,470
<b>Net balance.....(Asset)</b>		43,489,910		65,857,090
<b>Assets not available—</b>				
<b>Minor coin.....</b>		264,420		215,556
<b>Subsidiary silver coin.....</b>		24,763,455		25,012,877
<b>Aggregate net Asset.....</b>		68,520,785		91,115,523

Monetary & Commercial English News

[From our own correspondent.]

LONDON, Saturday, August 24, 1889.

On Thursday a million and a-half sterling of treasury bills were offered for tender and were all allotted in twelve-months bills. The average rate of discount charged was the highest which the Chancellor of the Exchequer has yet had to pay for twelve-months bills, being slightly over 3 per cent. In some cases the rate was as high as 3 1/8 per cent. This shows the present opinion of the market as to the probable course of rates in the future. All through the week the discount quotation in the outside market has been steadily advancing, and now it is about 2 15-16 per cent, and the probability is that next week the rate will be firmer still, as the million and a-half of treasury bills will have to be paid for on Tuesday. During the week ended Wednesday night as much as 2 3/4 millions sterling were paid by the outside market to the Government, and the decrease in the supply is sure to continue, for though during the past week there was a return of both coin and notes from the internal circulation, the demand for the English Provinces and for Ireland and Scotland will be very large during the next two months. The market, therefore, is now nearly in the position in which it must follow any advance made by the Bank of England, and an early advance is generally considered probable, especially as the low reserves held by the New York associated banks are creating a fear that an American demand for gold may spring up. During the week the rate of interest for short loans has ranged from 2 to 3 per cent and the discount houses and bill brokers on Thursday had to ad-

vance the rates they allow on deposits to 2 per cent for money at call and 2 1/2 per cent for money at notice. The only place from which a large supply of gold can be obtained is the Bank of France. It now holds over 53 millions sterling of gold, about 9 millions sterling more than at this time last year. No doubt the directors of the Bank of France will interpose obstacles in the way of withdrawals. But if they are once persuaded that the London money market would be disturbed if supplies were not furnished, they will allow those supplies to come forward, for it is clear that without inconvenience they can part with several millions sterling.

The value of money in India has risen earlier this year than usual. Generally there is a very slack demand from May until September. In the first half of September, however, it is customary for the banks both of Bengal and Bombay to raise their rates of discount. This year the rise has come two or three weeks earlier. The Bank of Bombay last week advanced its rate from 4 per cent to 5 per cent, and on Thursday the Bank of Bengal did the same. In consequence a demand for remittances to India has sprung up here. On Thursday the Indian exchange banks began buying silver, and although the price has but slightly advanced the market is decidedly firmer. Good rains continue to fall in the Indian districts affected by drought.

The premium on gold at Buenos Ayres is still on the increase. On Thursday this week it was as high as 82 per cent. Since then it has receded 2 1/2 points, and it will probably fluctuate about 80 for some time to come. But the general expectation is that it will continue to rise. It is reported that, in consequence of the failure of all his efforts to keep down the premium, the Argentine Finance Minister has resigned. At the end of 1886 the total note circulation of the Argentine Republic was about 91 1/4 millions of dollars. Between that date and the beginning of May last it increased to nearly 151 1/4 millions of dollars, and it is believed that there has been a considerable increase since then. Much of the money borrowed in London and upon the Continent last year for the Provincial governments was applied by them to the founding of note-issuing banks in the several provinces. Under the free banking law these new banks have this year been issuing very freely. In addition, the issue of cedula by the Hypothecary Bank of Buenos Ayres and the National Mortgage Bank has been on an enormous scale. The result is a reckless speculation, an unprecedented rise in prices and an advance in the gold premium to the figures stated above. People are anxiously asking how long is all this likely to last, and what will be the effect of a crisis upon the London money market, where the mass of Argentine securities of all kinds held is enormous?

The stock markets continue in a lifeless condition, with the exception of the speculation in gold and diamond shares, which is still very active. Most of the large operators are away holiday making, and the attendance of members in the Exchange itself is very thin. Business, therefore, is stagnant, but the feeling for all that is generally hopeful. Little importance is attached to the Cretan troubles, which everybody hopes will be settled somehow. And though there is a rumor that Bulgaria intends to declare her independence, it is believed that nothing serious will come of that. It is now said that the Czar will pay his return visit to the German Emperor in about a fortnight, and it is thought, therefore, that immediately after there will be a great increase of business in the markets for international securities, this in turn stimulating other departments. And if there is no serious stringency in the New York money market, everybody here is looking forward to a large and profitable business in every market in the near future.

Although cotton spinners generally in the north of England have been working short time since July 26, the price of American raw cotton has risen from 6 3-16d. per pound to 6 1/2d. In consequence, the Executive Committee of the United Cotton Spinners' Association last week sent out invitations to the spinners generally to agree to prolong the working at short time all through the month of September, or to close their factories altogether. The replies are to be returned at latest on Tuesday next, and are expected to be generally in favor of continuing short time. The stock of raw cotton in Liverpool is the same now as it was this time last year, but it has increased since the first of October about 160,000 bales. There has been a considerable falling-off in the exports of yarn since the first of October, but there has been an increase

In the manufactured article. The increase seems to be, however, chiefly in low-priced goods in which Indian cotton was used.

The strike of the London dock laborers, which has during the past couple of days become general, is causing great inconvenience to trade here, as it stops all work at the docks. The men demand that piece work shall be abolished altogether, that the minimum pay for day work be raised from five pence to six pence an hour, and for over-time from six pence to eight pence; that the pay under contract shall be raised to eight pence an hour, and a shilling an hour for over-time; and, lastly, that extra laborers called in shall be employed for not less than four hours. The directors of the dock companies have conceded the last demand, but have rejected the others. As, however, the inconvenience to trade is so great, much pressure is being brought to bear upon both sides to compromise matters, and it is hoped therefore that a settlement will be reached in that way.

The weather has again been very unfavorable this week. Harvesting operations have been greatly interfered with. From many districts it is reported that much cut corn is lying upon the ground, and generally that the condition has deteriorated. All authorities are agreed that in quantity the present year's wheat crop greatly exceeds that of last year, and is about an average. Oats and peas are also an average, barley and beans are under average, potatoes a large crop, roots generally fine and abundant, and the hay crop, which was unusually good this year, is being followed by a second crop almost as extraordinary. Barley is utterly disappointing in quality. It suffered much from the drought in June, and it has suffered more from the rains and high winds since. Little barley, therefore, is expected to be fit for malting. The other crops are generally reported to be an average in quality, though there is disease amongst the potatoes. Even the condition of the wheat crop is said to be better than last year, as the rains did not begin so early, and have not been so heavy; but much of the wheat will be too soft for milling. From the summary of the agricultural returns issued this week it appears that the acreage under wheat is about 4 1/2 per cent less than last year. It is estimated consequently that the yield will be somewhat under 9 1/2 million quarters, of 8 bushels to the quarter, that about a million quarters will be required for seed and farm purposes, and that 8 1/2 million quarters or somewhat less will be available for consumption. During the next twelve months the consumption is estimated at about 26 1/2 million quarters. Hence it is probable that about 18 million quarters of 8 bushels to the quarter will be required from abroad. According to estimates furnished by the Ministry of Agriculture to the Congress of Millers on Thursday, it appears the area under wheat in France this year was 6,989,988 hectares, against 7,055,161 last year. But the yield is 115,926,186 hectolitres, against 96,430,009 hectolitres.

The rates for money have been as follows.

London	Bank Rate.	Open market rates.						Interest allowed for deposits by		
		Bank Bills.			Trade Bills.			Joint Stock Banks.	At Call.	Disc't H're 7 to 14 Days.
		Three Months	Four Months	Six Months	Three Months	Four Months	Six Months			
July 19	2 1/4	1 1/4 @	1 1/4 @	2 1/4 @	2 @ 2 1/4	2 @ 2 1/4	1	1	1 1/4-1 1/4	
" 26	2 1/4	1 1/4 @	1 1/4 @	2 1/4 @	2 @ 2 1/4	2 @ 2 1/4	1	1	1 1/4-1 1/4	
Aug. 2	2 1/4	2 1/4 @	2 1/4 @	3 @	2 1/4 @ 3	2 1/4 @ 3	1	1	1 1/4-1 1/4	
" 9	3	2 1/4 @	3 @	3 1/4 @	3 @ 3 1/4	3 @ 3 1/4	1 1/4	1 1/4	1 1/4-1 1/4	
" 16	3	2 1/4 @	3 @	3 1/4 @	3 @ 3 1/4	3 @ 3 1/4	1 1/4	1 1/4	1 1/4-1 1/4	
" 23	3	3 @	3 1/4 @	3 1/4 @	3 1/4 @ 3 1/4	3 1/4 @ 3 1/4	1 1/4	2	2 1/4-2 1/4	

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

Rates of Interest at	August 23.		August 16.		August 9.		August 2.	
	Bank Rate.	Open Market						
Paris.....	3	2 1/4	3	2	3	2 1/4	3	2 1/4
Berlin.....	3	2 1/4	3	2 1/4	3	1 1/4	3	2
Frankfort....	3	2 1/4	3	2 1/4	3	2	3	2
Hamburg.....	3	2	3	2 1/4	3	1 1/4	3	1 1/4
Amsterdam....	2 1/4	1 1/4	2 1/4	2	2 1/4	2 1/4	2 1/4	2 1/4
Brussels.....	3	2 1/4	3	2 1/4	3	2 1/4	3	2 1/4
Madrid.....	4	3 1/4	4	3 1/4	4	3 1/4	4	3 1/4
Vienna.....	4	3	4	3 1/4	4	3 1/4	4	3 1/4
St. Petersburg.	6	6	6	5 1/4	4	3 1/4	4	3 1/4
Copenhagen....	3	3	3	3	3	3	3	3

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:

	1880.	1888.	1887.	1886.
	£	£	£	£
Provision.....	24,946,925	24,577,115	24,690,145	24,897,015
Public deposits.....	4,139,263	3,143,939	4,180,519	3,867,785
Other deposits.....	25,415,834	24,118,041	23,374,171	23,939,819
Government securities.....	15,372,225	15,017,309	15,195,124	14,088,370
Other securities.....	19,955,663	14,433,267	18,919,789	19,637,296
Reserve of notes and coin.....	12,345,277	11,927,192	11,794,117	12,222,285
Gold and bullion.....	21,141,992	20,304,567	20,653,262	21,370,180
Prop. assets to liabilities..... p. c.	41 1/4	43 1/4	42 1/4	43 11-16
Bank rate.....	3 p. c.	3 p. c.	3 p. c.	3 1/4 p. c.
Consols.....	95 3-16	100 1/4	101 7-16	100 11-16
Clearing-House return.....	135,773,000	123,868,000	80,037,000	60,039,000

The quotations for bullion are reported as follows:

GOLD.	Aug. 22.		Aug. 15.		SILVER.	Aug. 22.		Aug. 15.	
	London Standard.	s. d.	s. d.	s. d.		London Standard.	d.	d.	d.
Bar gold, fine.....oz.	77	9	77	9	Bar silver.....oz.	42 5-16		42 5-16	
Bar gold, contain'g 20 dwts silver.....oz.	77	10	77	10	Bar silver, contain'g 10 dwts gold.....oz.	42 11-16		42 11-16	
Span.doubloons.....oz.					Ing 5 grs. gold.....oz.	45 1/8		42 11-16	
3 Am.doubloons.....oz.					Take silver.....oz.	41 3/4		45 1/8	
					Mexican dols.....oz.				

The following shows the imports of cereal products into the United Kingdom during the first 51 weeks of the season compared with previous seasons:

	1888-9.	1887-8.	1886-7.	1885-6.
Wheat.....cwt.	59,254,410	49,709,681	53,667,662	48,451,307
Barley.....	18,748,412	19,179,488	16,319,333	9,880,027
Oats.....	16,791,641	17,901,166	13,990,991	11,823,834
Peas.....	2,310,513	2,919,734	2,198,880	2,092,634
Beans.....	3,102,475	2,785,958	2,505,911	3,008,777
Indian corn.....	32,373,169	24,722,575	30,614,821	31,123,098
Flour.....	14,158,143	18,159,684	16,426,798	14,233,274

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

	1888-9.	1887-8.	1886-7.	1885-6.
Imports of wheat.cwt.	59,254,410	49,709,681	53,667,662	48,451,307
Imports of flour.....	14,158,143	18,159,684	16,426,798	14,233,274
Sales of home-grown.....	36,037,450	37,314,332	31,497,742	41,309,832
Total.....	109,450,003	107,183,097	101,593,202	104,397,416

Aver. price wheat.....week. 30s. 9d. 1888-9. 30s. 9d. 1887-8. 32s. 0d. 1886-7. 32s. 4d. 1885-6. 32s. 10d.

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

	This week	Last week.	1888.	1887.
Wheat.....qrs.	1,608,500	1,666,000	1,756,000	1,828,000
Flour, equal to qrs.	229,000	208,000	152,000	132,000
Maize.....qrs.	521,000	581,000	333,000	275,000

English Financial Markets—Per Cable.

The daily closing quotations for securities, &c., at London are reported by cable as follows for the week ending Sept. 6:

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Silver, per oz.....d.	42 1/8	42 1/8	42 3/8	42 3/8	42 3/8	42 3/8
Consols, new 2 1/2 percents.	97 1/8	97 1/8	96 3/8	96 1/8	96 1/8	96 3/8
do. for account.....	98 1/2	97 3/8	97 1/8	97 1/8	97 1/8	97 1/8
Fr'sh rates (in Paris) fr.	85 3/4	85 5/8	85 7/8	86 0/0	85 9/0	86 1/5
U. S. 4 1/2 of 1891.....	108	108	108	108	108	108
U. S. 4 1/2 of 1907.....	130 3/4	130 3/4	130 3/4	130 3/4	130 3/4	130 3/4
Canadian Pacific.....	61 3/8	65	65 1/2	66 1/2	66 1/2	66 7/8
Chic. Mil. & St. Paul.....	74 7/8	75 7/8	76 1/4	75 3/8	75 3/8	76 1/4
Eric common stock.....	29	28 7/8	28 3/4	28 3/4	29	29 1/4
Illinois Central.....	120	120	119 3/4	119 3/4	119 1/2	119 3/4
Pennsylvania.....	54 3/8	55	54 7/8	54 7/8	54 7/8	55 1/4
Philadelphia & Reading.....	23 3/8	23 3/8	23 3/8	23 3/8	23 3/8	23 3/8
New York Central.....	110 1/4	110 3/4	110	110	110 1/8	110 7/8

Commercial and Miscellaneous News

NATIONAL BANKS.—The following National Banks have recently been organized:

- 4,101—The Marshall National Bank, Texas. Capital, \$100,000. W. C. Pierce, President; J. P. Alford, Cashier.
- 4,102—The State National Bank of Knoxville, Tenn. Capital, \$100,000. Wm. D. Kenner, President; A. H. Nave, Cashier.
- 4,103—The Citizens' National Bank of Adams, N. Y. Capital, \$50,000. George Mather, President; William H. Hathaway, Cashier.
- 4,104—The Pierre National Bank, Dakota Territory. Capital, \$50,000. Patison F. McClure, President; Edw. H. Andrews, Cashier.
- 4,105—The Elmira National Bank, N. Y. Capital, \$200,000. C. E. Selover, President.
- 4,106—The National Bank of Wahpeton, Dakota Territory. Capital, \$50,000. Daniel Patterson, President; Walter L. Carter, Cashier.
- 4,107—The National Capital Bank of Washington, D. C. Capital, \$200,000. John E. Herrell, President; William B. Baldwin, Cashier.
- 4,108—The American National Bank of Pueblo, Colorado. Capital, \$100,000. Oliver H. P. Baxter, President; Robert Gibson, Cashier.
- 4,109—The First National Bank of Ouray, Colorado. Capital, \$50,000. Geo. Arthur Rice, President; L. L. Baul y, C. Cashier.
- 4,110—The First National Bank of Nelch, Nebraska. Capital, \$50,000. John J. Roche, President; William C. Estes, Cashier.

BONDS HELD BY NATIONAL BANKS.—The following interesting statement, furnished by the Comptroller of the Currency, shows the amount of each class of bonds held against national

bank circulation and to secure public moneys in national bank depositories on September 1. We gave the statement for August 1 in CHRONICLE of August 3, page 186, and by referring to that the changes made during the month can be seen.

Description of Bonds.	U. S. Bonds Held Sept. 1, 1889, to Secure—		
	Public Deposits in Banks.	Bank Circulation.	Total Held.
Currency 6s.....	\$1,103,000	\$4,366,000	\$5,769,000
4½ per cents.....	10,707,590	41,443,650	52,151,150
4 per cents.....	32,792,500	102,316,050	135,108,550
Total.....	\$44,903,000	\$148,125,700	\$193,028,700

COINAGE BY UNITED STATES MINTS.—The following statement, kindly furnished us by the Director of the Mint, shows the coinage at the Mints of the United States during the month of August and the eight months of 1889.

Denomination.	August.		Eight Months of 1889.	
	Pieces.	Value.	Pieces.	Value.
Double eagles.....	100,000	2,000,000	501,598	10,031,960
Eagles.....	63,000	630,000	310,025	3,100,350
Half eagles.....	.....	.....	26	130
Three dollars.....	.....	.....	55	165
Quarter eagles.....	.....	.....	17,626	44,065
Dollars.....	.....	.....	825	825
Total gold.....	163,000	2,630,900	830,165	13,177,495
Standard dollars.....	2,975,000	2,975,000	22,391,460	22,391,460
Half dollars.....	.....	.....	460	230
Quarter dollars.....	.....	.....	460	115
Dimes.....	1,000,000	100,000	1,275,014	127,501
Total silver.....	3,875,000	2,975,000	23,667,394	22,519,306
Five cents.....	280,000	14,000	7,278,560	363,928
Three cents.....	.....	.....	2,760	83
One cent.....	4,920,000	49,200	32,598,560	325,935
Total minor.....	5,200,000	63,200	39,879,88	689,996
Total coinage.....	9,238,000	5,668,200	64,377,439	84,386,777

GOVERNMENT REVENUE AND EXPENDITURES.—Through the courtesy of the Secretary of the Treasury, we are enabled to place before our readers to-day the details of Government receipts and disbursements for the month of August. From previous returns we obtain the figures for previous months, and in that manner complete the statement since the beginning of the calendar years 1889 and 1883:

RECEIPTS (000s omitted).

	1889.				1888.			
	Customs.	Inter'l Rev'ue	Misc'l Source's	Total.	Customs.	Inter'l Rev'ue	Misc'l Source's	Total.
January.....	20,712	10,471	3,215	34,393	18,277	9,400	3,098	30,773
February.....	18,768	9,178	2,187	30,133	19,091	9,080	2,391	31,152
March.....	19,172	10,009	1,833	31,014	17,621	9,110	2,137	28,868
April.....	19,907	10,847	2,908	33,662	17,331	9,729	3,129	30,166
May.....	17,224	15,809	2,743	35,776	15,637	13,201	3,926	32,854
June.....	17,638	11,723	3,397	32,758	18,019	11,213	3,263	32,491
July.....	19,000	10,840	1,981	31,821	10,448	9,553	2,164	31,205
August.....	20,620	11,955	1,896	34,471	21,048	10,632	2,02	34,632
Total 8 months.....	153,135	80,890	20,245	254,270	148,536	82,010	22,10	252,652

DISBURSEMENTS (000s omitted).

	1889.					1888.				
	Ord'nary.	Pen-sions.	In-terest.	Prem-iums.	Total.	Ord'nary.	Pen-sions.	In-terest.	Prem-iums.	Total.
Jan.....	13,133	2,186	8,285	651	24,554	12,210	826	8,31	.....	21,467
Feb.....	11,33	20,915	988	833	33,787	9,461	9,993	474	.....	13,893
March.....	12,967	1,473	1,90	611	16,973	9,696	3,321	2,500	.....	15,517
April.....	13,588	410	6,578	1,852	22,438	13,537	3,596	546	442	24,811
May.....	11,947	11,436	805	471	24,669	12,229	11,446	545	3,549	27,457
June.....	10,932	879	1,716	223	13,750	9,910	3,000	2,500	1,431	16,843
July.....	18,277	15,248	8,175	295	41,995	12,651	14,534	8,779	157	36,141
Aug.....	13,073	20,944	612	3,738	38,367	10,980	11,304	439	1,903	24,116
8 mos.....	108,170	72,780	28,661	8,727	218,238	90,391	57,776	31,454	6,879	186,500

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

National Bank Notes—		
Amount outstanding August 1, 1889.....		\$208,003,237
Amount issued during August.....	\$166,750	
Amount retired during August.....	2,827,488	2,360,738
Amount outstanding September 1, 1889*.....		\$205,642,499
Legal Tender Notes—		
Amount on deposit to redeem national bank notes August 1, 1889.....		\$76,112,453
Amount deposited during August.....	\$247,170	
Amount released & b'nk notes retired in Aug.....	2,318,219	2,571,079
Amount on deposit to redeem national bank notes September 1, 1889.....		\$73,541,371

\* Circulation of national gold banks, not included above, \$159,642.

According to the above, the amount of legal tenders on deposit Sept. 1 with the Treasurer of the United States to redeem national bank notes was \$73,541,371. The portion of this deposit made (1) by banks becoming insolvent, (2) by banks going into voluntary liquidation, and (3) by banks reducing or retiring their circulation, was as follows on the first of each of the last six months:

Deposits by—	May 1.	June 1.	July 1.	August 1.	Sept. 1.
Insolv't bks.	\$ 969,434	\$ 968,492	\$ 932,441	\$ 913,696	\$ 897,917
Liquid'g bks.	6,539,235	6,361,751	6,200,332	6,325,178	6,298,898
Red'g'g undr act of '74.*	75,611,364	74,236,329	71,833,151	63,873,576	63,344,556
Total.....	\$83,150,033	\$81,556,572	\$78,970,924	\$76,112,450	\$73,541,371

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

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show a decrease in dry goods and an increase in general merchandise. The total imports were \$10,426,979, against \$9,027,048 the preceding week and \$11,690,072 two weeks previous. The exports for the week ended September 3 amounted to \$7,876,301, against \$7,250,568 last week and \$6,538,963 two weeks previous. The following are the imports at New York for the week ending (for dry goods) August 29 and for the week ending (for general merchandise) August 30; also, totals since the beginning of the first week in January.

FOREIGN IMPORTS AT NEW YORK.

For Week.	1886.	1887.	1888.	1889.
Dry Goods.....	\$2,936,934	\$2,628,990	\$3,156,985	\$2,528,559
Gen'l mer'chise.....	6,271,787	5,132,337	5,510,476	7,998,020
Total.....	\$9,208,751	\$7,761,327	\$8,667,361	\$10,426,979
Since Jan. 1.				
Dry Goods.....	\$81,013,609	\$85,637,698	\$90,379,577	\$93,516,678
Gen'l mer'chise.....	212,668,186	233,522,510	227,092,616	248,291,132
Total 35 weeks.....	\$293,681,795	\$319,210,238	\$317,472,193	\$341,807,810

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending September 3 and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1886.	1887.	1888.	1889.
For the week.....	\$6,365,586	\$6,725,051	\$5,518,651	\$7,876,301
Prev. reported.....	203,977,202	200,952,232	189,072,068	222,431,315
Total 35 weeks.....	\$210,342,788	\$207,677,333	\$194,590,719	\$230,307,616

The following table shows the exports and imports of specie at the port of New York for the week ending August 31 and since January 1, 1889, and for the corresponding periods in 1888 and 1887:

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

Gold.	Exports.		Imports.	
	Week.	Since Jan. 1.	Week.	Since Jan. 1.
Great Britain.....	\$850	\$12,349,394	.....	\$380,634
France.....	.....	27,713,805	.....	1,461,804
Germany.....	800	5,273	.....	1,849,352
West Indies.....	400	4,232,790	\$500	261,696
Mexico.....	.....	30,300	4,663	46,958
South America.....	.....	1,846,642	2,927	118,369
All other countries.....	.....	76,200	85,425	631,742
Total 1889.....	\$2,050	\$46,259,904	\$93,515	\$4,753,555
Total 1888.....	19,971	13,758,933	17,507	4,605,363
Total 1887.....	10,800	6,236,164	3,153,121	13,495,890

Silver.	Exports.		Imports.	
	Week.	Since Jan. 1.	Week.	Since Jan. 1.
Great Britain.....	\$740,867	\$12,957,921	.....	\$87,598
France.....	3,000	166,300	.....	598
Germany.....	.....	1,075	.....	973
West Indies.....	880	138,031	\$2,630	108,787
Mexico.....	.....	140,060	1,174	46,926
South America.....	.....	1,80,751	.....	41,564
All other countries.....	.....	180,751	33,836	713,347
Total 1889.....	\$744,747	\$13,581,163	\$37,700	\$999,793
Total 1888.....	484,100	8,141,675	4,399	1,255,754
Total 1887.....	360,976	7,805,544	3,968	1,421,549

Of the above imports for the week in 1889 \$37,642 were American gold coin and \$1,090 American silver coin. Of the exports during the same time \$200 were American gold coin.

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

2,520 Honduras Com'l Co. \$300	\$2,000 Jersey Cy Wat'r Loan
	78, 1902.....123 & int.
\$6,000 Atlanta & Char. Air	\$1,000 Jersey Cy Wat'r Scrip
Line RR. Co. 'st 78, 1907...119 ½	78, 1902.....123 ¼ & int.
\$1,000 Jersey City 78, Water,	\$200 Ohio Ind. & West. R.R.
1902.....124 & int.	1st M. Acc. Int. Cert..... 66 ½

Banking and Financial.

SPENCER TRASK & CO., BANKERS.

Nos. 16 and 18 Broad Street, New York City. ALBANY, N. Y.; SARATOGA, N. Y.; PROVIDENCE, R. I. TRANSACT A GENERAL BANKING BUSINESS. All classes of Securities Bought and Sold on Commission and carried on Margins. Direct Wire to each office and to Philadelphia, Boston and Chicago.

# The Bankers' Gazette.

## DIVIDENDS:

The following dividends have recently been announced:

Name of Company.	Per Cent.	When Payable.	Books Closed (Days inclusive)
<b>Railroads.</b>			
Atlanta & Charlotte Air Linc....	2½	Sept. 6	Aug. 31 to Sept. 6
Eastern (Mass) pref.....	3	Sept. 3	.....
Southwestern Pennsylvania.....	5	Sept. 30	.....
West Jersey.....	3½	Sept. 16	Aug. 31 to .....
West Jersey & Atlantic.....	2½	Sept. 16	.....

WALL STREET, FRIDAY, Sept. 6, 1889.—5 P. M.

**The Money Market and Financial Situation.**—The week has shown much activity at the Stock Exchange, and remarkable strength in most of the stocks that were dealt in to any considerable extent. A few weeks ago we had an advance in the market, led by the "Big Four" group of stocks, after the famous consolidation had been completed, and now the leaders are Mr. Villard's stocks—the Northern Pacifics, Oregon Trans-Continental, &c.—following upon the important negotiations that have prepared the way for the well-known changes proposed in the stocks and bonds of these companies.

But while the activity in these specialties has been the chief matter talked about, the market has had a broader basis for strength in the favorable reports of railroad earnings and the unquestioned abundance of the crops. Cotton follows the Northern cereals with excellent reports, and a large fall and winter business in transportation of grain and cotton seems to be certain. Prices of grain are low, both for cash and futures, and there is less inducement on this account for farmers to ship to market freely; but, on the other hand, low prices stimulate exports, and when once the foreigners think that our prices are about as low as they are likely to be, their demands for our produce will probably increase. To-day Chicago prices for October delivery are 76½¢. for wheat, 33 3-16c. for corn and 19 1-8c. for oats, of the leading market grade, and a; these figures the foreign buyers ought to take hold freely.

The open market rates for call loans during the week on stock and bond collaterals have ranged from 2½ to 4½ per cent, with 6 per cent an exceptional rate; to-day the rates were 3@4½ per cent. Prime commercial paper is quoted at 5¼@5½ per cent.

The Bank of England weekly statement on Thursday showed a loss in specie of £99,000, and the percentage of reserve to liabilities was 40.83, against 40.72 last week; the discount rate remains unchanged at 4 per cent. The Bank of France gained 1,400,000 francs in gold and 750,000 francs in silver.

The New York Clearing House banks in their statement of August 31 showed an increase in surplus reserve of \$2,724,775, the total surplus being \$4,790,775, against \$2,066,000 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. Aug. 31.	Diff'nce fr'm Prev Week	1888. Sept. 1.	1887. Sept. 3.
Capital.....	\$ 60,762,700	\$ .....	\$ 60,762,700	\$ .....
Surplus.....	54,630,100	.....	49,666,600	.....
Loans and disc'ts.....	156,241,900	Dec.6,247,000	391,733,500	344,838,900
Specie.....	69,578,800	Inc.1,973,300	82,804,100	68,579,300
Circulation.....	3,923,500	Inc. 53,300	7,773,000	8,114,600
Net deposits.....	419,399,300	Dec.3,391,700	412,132,300	344,447,100
Legal tenders.....	40,061,800	Dec. 97,200	36,995,600	22,745,100
Legal reserve.....	104,849,825	Dec. 848,675	103,033,075	86,111,775
Reserve held.....	169,640,600	Inc.1,876,100	119,799,700	91,324,400
Surplus reserve.....	4,790,775	Inc.2,724,775	16,766,625	5,212,625

**Exchange.**—The sterling exchange market has been somewhat more active this week, the demand having improved a little, and rates have been strong. Money continues to rule easy here, and there has not been any pressure from bankers' bills. The posted rate for 60-day bills was advanced early in the week 1-8c., and the asking figures to-day are 4 85 and 4 88½.

The rates of leading bankers are as follows:

September 6.	Sixty Days.	Demand.
Prime bank'rs' sterling bills on London.....	4 85	4 88½
Prime commercial.....	4 81 @ 1 33½	.....
Documentary commercial.....	4 83 @ 4 83½	.....
Paris (francs).....	5 20½ @ 5 20	5 18½ @ 5 17½
Amsterdam (guilders).....	401½ @ 40½	40¼ @ 40½
Frankfort or Bre men (rechenmarks).....	94½ @ 94½	95¼ @ 95½

To-day the rates on actual business were as follows, viz.: Bankers' 60 days' sterling, 4 84 @ 4 84½; demand, 4 87½ @ 4 88. Cab's, 4 84½ @ 4 85½. Commercial bills were 4 83 @ 4 83½. Continental bills were: Francs, 5 20½ @ 5 20 and 5 17½; reichsmarks, 94½ @ 94½ and 95¼ @ 95½; guilders, 40 @ 40½ and 40¼ @ 40½.

The following were the rates of domestic exchange on New York at the under-mentioned cities to-day: Savannah, buying ¼ discount, selling ½ discount @ par; Charleston, buying par, selling par @ ½ premium; New Orleans, commercial, \$1 50 discount; bank, par; St. Louis, 40c. discount; Chicago, 40c. discount.

**United States Bonds.**—Government bonds are still little dealt in on the Stock Exchange, and prices are not much changed. The offerings of bonds to the Secretary of the Treasury have been much smaller than last week, but they were all within the limit of prices, and consequently accepted, the total for the week being \$3,236,200.

The statement for this week is as follows:

	4½ Per Cents due 1891.			4 Per Cents due 1907		
	Offerings.	Purchases.	Prices paid.	Offerings.	Purchases.	Prices paid.
Saturday...	\$19,450	\$19,450	100¾	\$9,350	\$9,350	128
Monday.....	7,400	7,400	x10¾	2,250	2,250	128
Tuesday.....	51,500	51,500	105¾	819,100	819,100	128
Wednesday.....	250,000	250,000	105¾	450,000	450,000	128
Thursday.....	26,550	26,550	105¾	090,000	090,000	128
Friday.....	101,030	101,000	105¾	728,000	728,000	128
Total.....	453,900	453,900	x105¾-100¾	2,760,300	2,780,300	128

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

	Interest Periods	Aug. 31.	Sept. 2.	Sept. 3.	Sept. 4.	Sept. 5.	Sept. 6.
4½s, 1891.....reg.	Q.-Mch.	*105¾	.....	*105¾	105¾	*105¾	*105¾
4½s, 1891.....coup.	Q.-Mch.	*106¾	.....	*x05¾	*105¾	*105¾	*105¾
4s, 1907.....reg.	Q.-Jan.	*127	.....	*127	*127	*127	*127
4s, 1907.....coup.	Q.-Jan.	*128	.....	*128	*128	*128	*128
6s, eur'cy,'95.....reg.	J. & J.	118	.....	*118	118	*118	*118
6s, eur'cy,'96.....reg.	J. & J.	121	.....	*121	121	*121	*120
6s, eur'cy,'97.....reg.	J. & J.	124	.....	*124	124	*124	*123
6s, eur'cy,'98.....reg.	J. & J.	127	.....	*127	127	*127	*126
6s, eur'cy,'99.....reg.	J. & J.	130	.....	*130	*130	*130	*129

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

**State and Railroad Bonds.**—State bonds have had a fairly active business, relatively considered, the sales including most of those usually dealt in, viz.: North Carolina special tax at 8; do. 6s, 1919, at 128½; do. consol. 4s at 96½; Tennessee settlement 3s at 73½-¾; Virginia 6s deferred, trust receipts, at 8½-9½; Louisiana consol. 4s at 90½, and South Carolina 6s, non-fundable, at 4¼.

Railroad bonds have sympathized to some extent with the course of the stock market, though somewhat more steady than stocks. The market has been fairly active, the tone very good as a rule, and the tendency generally upward, with a few exceptions, however. There was a sharp advance in Columbus & Hocking Valley 5s and 6s early in the week, in consequence of the election of a new president in the interest of the stockholders' committee and the payment of the coupons on the 5s due Sept. 1. There was also at times considerable activity and a moderate advance in Denver Western 1sts, trust receipts.

**Railroad and Miscellaneous Stocks.**—Business was suspended on Monday ("Labor Day"), but transactions have been so heavy on all the other days that a very respectable total is the record of the week's dealings. The greatest activity has been displayed, of course, by certain leading stocks, but the business has been well distributed, and more stocks have been dealt in than for a long time past. The bull movement has made further progress this week, and a very strong tone has prevailed most of the time, though there was a reaction on Wednesday following a rather too rapid advance the day before. That the market is receiving strong support is witnessed by the fact that all the leading groups have shared in the advance, though the most rapid progress has been in a few special stocks. The rate situation at the West remains somewhat uncertain, owing to the refusal thus far of the trunk lines to pro-rate. The failure of Messrs. T. B. Musgrave & Co. was announced in the early part of the week and though this was an old house the failure was not of general importance, the liabilities being mostly in put and call contracts.

Among special stocks the Northern Pacifics and Oregon Trans-Continental have taken the lead. Transactions, especially in N. P. preferred, have been very heavy and fluctuations wide. They advanced very rapidly on Tuesday, when the common touched 36¼ and the preferred 78½; then there was a sharp reaction in the preferred, which has been followed by some irregularity. These changes are probably due to the operations of Mr. Villard and his following, and it is supposed that a certain amount of preferred stock may be wanted to vote on at the annual meeting next month, when the question of issuing the \$160,000,000 mortgage will be decided. The reaction on Wednesday was due to sales to realize and the putting out of "seller-60" contracts at four per cent or more below the market. Next in point of importance have been the coal stocks, which have also gone up sharply, Lackawanna, Delaware & Hudson and Jersey Central touching the highest prices for many years, with Reading quite strong. It is rumored that an advance in coal prices will be made at the next meeting of the managers and this, together with the restriction of output, helped the coalers. The grangers have risen still further, led by Burlington and Rock Island, though there is nothing particularly new in these. Atchison has been a conspicuous exception to the general strength, and has been weak at times. Louisville & Nashville was active on Thursday, and advanced on the increased earnings. Other strong stocks at the same time were the Vanderbilts, Tennessee Coal, Colorado Coal, Wisconsin Central and Wheeling & Lake Erie.

To-day, Friday, the general market continued active at prices usually well maintained, while Richmond Terminal was strong, and Reading was one of the leaders, advancing to 47½.

STOCKS—PRICES AT N. Y. STOCK EXCHANGE FOR WEEK ENDING SEPT. 6, AND SINCE JAN. 1, 1889.

Table with columns: STOCKS, Saturday, Aug. 31., Monday, Sept. 2., Tuesday, Sept. 3., Wednesday, Sept. 4., Thursday, Sept. 5., Friday, Sept. 6., Sales of the Week, Shares., Range Since Jan. 1, 1889. (Lowest, Highest). Rows include Active RR. Stocks, Miscellaneous Stocks, and Inactive Stocks.

HOLIDAY.

\* These are prices bid and asked; no sale made at the Board. † Cash sale. ‡ Prices from both Exchanges

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

Main table containing bond prices and ranges. Columns include Railroad Bonds, Closing (Sept. 6, Aug. 30), Range Since Jan. 1 (Lowest, Highest), and another set of columns for Railroad Bonds, Closing (Sept. 6, Aug. 30), Range Since Jan. 1 (Lowest, Highest). Rows list various bonds like At. & Pac., Gen. & So. W., etc.

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

STATE BONDS.

Table of State Bonds. Columns include Securities, Bid, Ask, and another set of columns for Securities, Bid, Ask. Rows list bonds from Alabama, Missouri, Rhode Island, etc.

BONDS—STOCK EXCHANGE QUOTATIONS ON FRIDAY OF THE LESS ACTIVE RAILROAD BONDS.

Table with columns for SECURITIES, Bid, Ask, and SECURITIES, Bid, Ask. It lists various railroad bonds and securities with their respective prices and terms.

\* No price Friday; these are the latest quotations made this week

New York City Bank Statement for the week ending Aug. 31, 1899, is as follows. We omit two ciphers (00) in all cases.

Table with columns: BANKS, Capital, Surplus, Loans, Specie, Legals, Deposits. Lists various banks and their financial figures.

Quotations in Boston, Philadelphia and Baltimore. Following are quotations of active stocks and bonds. A full list is given in the CHRONICLE the third Saturday of each month.

Table with columns: SECURITIES, Bid, Ask. Lists securities for Boston, Philadelphia, and Baltimore with bid and ask prices.

Table with columns: BANKS, Surplus, Loans, Specie, Legals, Deposits, etc. Continuation of bank data.

Table with columns: SECURITIES, Bid, Ask. Continuation of security quotations.

\* We omit two ciphers in all these figures. † Including, for Boston and Philadelphia, the item "due to other banks."

Bank Stock List—Latest prices this week.

Table with columns: BANKS, Bid, Ask. Lists bank stocks and their prices.

N. Y. and Brooklyn Gas Securities—Brokers' Quotations.

Table with columns: GAS COMPANIES, Bid, Ask. Lists gas company securities.

New York Stock Exchange—Unlisted Securities.

Table with columns: SECURITIES, Bid, Ask. Lists unlisted securities.

City Railroad Securities—Brokers' Quotations.

Table with columns: SECURITIES, Bid, Ask. Lists city railroad securities.

ABSTRACT FROM REPORTS OF THE NATIONAL BANKS MADE TO THE COMPTROLLER JULY 12, 1899.

Main table with columns for 1899, No. of banks, Capital, Surplus, Deposits (Individual, Other), Loans & discounts, Gold and gold C. H. certificates, Gold Treasury certificates, Silver, Silver Treasury certificates, and Leg. tend'rs & U. S. cts. of deposit.

STATEMENT OF THE NATIONAL BANKS OF THE RESERVE CITIES, AND TOTALS.

Table with columns for various cities (Boston, N. York, Albany, Philadelphia, Pittsburg, Baltimore, Washington, New Orleans, Louisville, Cincinnati, Cleveland, Chicago, Detroit, Milwaukee, St. Louis, Kansas City, St. Joseph, Omaha, St. Paul, Minn., etc.) and rows for Resources (Loans, Bonds, Stocks, Real estate, etc.) and Liabilities (Capital stock, Surplus fund, etc.).

# Investment AND Railroad 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.

ROADS.	Latest Earnings Reported.		Jan. 1 to Latest Date.		
	Week or Mo	1889.	1888.	1889.	1888.
Addison & Penn	May			\$ 42,566	\$ 35,939
Allegheny Val.	May	178,183	163,311	852,781	798,165
Anniston & Atl.	July	7,011	7,271	55,638	51,919
Anniston & Cin.	July	5,591		63,622	
Ashv. & Spartan.	July	11,500	9,313	65,897	60,450
Atch. T. & S. Pe.	3d wk Aug.	386,445	392,820	11,789,332	
St. L. K. C. & Col.	3d wk Aug.	1,997	1,402	37,638	
Gulf. Col. & S. P.	3d wk Aug.	68,695	59,522	2,019,923	1,627,124
Califor'n Cent.	3d wk Aug.	18,224	16,745	653,520	
Califor'n Cent.	3d wk Aug.	11,433	17,900	488,551	1,088,917
Total system.	3d wk Aug.	511,224	513,430	15,916,208	14,996,960
Atlanta & Char.	June	102,533	82,646	709,770	624,933
Atlanta & W. Pt.	July	24,331	26,287	226,117	221,009
Atlantic & Pac.	4th wk Aug.	61,461	86,767	1,765,959	1,820,191
B. & O. East Lines	July	1,458,899	1,315,937	9,111,330	8,660,112
Western Lines	July	407,710	341,618	2,716,818	2,617,196
Total	July	1,866,609	1,657,555	11,828,148	11,217,308
Balt. & Potomac	July	125,232	127,153	912,655	872,584
Beech Creek	July	75,742	71,079	433,900	545,380
Buff. Roch. & Pitt.	4th wk Aug.	56,622	54,861	1,287,442	1,269,000
Bur. C. Rap. & N. Y.	May	217,716	194,301	1,067,334	1,026,533
Camr. V. & Chlo.	4th wk J'ne	13,124	12,195	325,145	328,805
Camden & Atl.	July	107,678	106,864	381,873	359,875
Canadian Pacific	4th wk Aug.	455,000	372,000	9,122,022	8,240,482
Ch. F. & Yad. Val.	July	28,415	24,887	217,582	176,266
Cent. Br. U. P.	June	53,121	60,572	5,979,955	418,502
Cent. R.R. & E. Co.	July	581,801	499,003	4,009,461	3,768,702
Central of N. J.	July	1,312,597	1,256,250	7,352,993	7,012,298
Central Pacific	June	1,326,023	1,331,781	7,117,897	7,260,129
Central of S. C.	June	5,954	6,931	50,172	51,208
Charleston & Sav.	July	39,537	37,419	363,204	337,804
Char. Col. & Ang.	July	71,550	67,595	485,096	492,429
Chat. Roch. & Col.	July	22,899	5,470	138,768	
Cheraw. & Darl.	July	4,389	3,769	38,297	37,607
Ches. & Ohio	June	586,306	442,326	3,184,081	2,892,166
Ches. O. & W. V.	June	181,050	178,412	1,121,861	1,091,312
Eliz. Lex. & B.S.	June	56,391	77,207	391,047	457,111
Cheshire	June	60,996	50,835	296,919	266,507
Ches. & Lenol.	June	4,649	4,742	34,567	38,499
Chic. & Atlantic	4th wk Aug.	72,003	61,540	1,389,743	1,479,514
Chic. Burl. & No.	June	141,861	174,004	932,295	795,362
Chic. Burl. & O.	July	2,088,150	1,863,501	14,050,927	13,039,466
Lines contr'd	July	583,596	461,724	3,967,346	3,820,992
Chic. & East. Ill.	4th wk Aug.	70,765	73,383	1,669,419	1,690,592
Chic. Mil. & St. P.	4th wk Aug.	801,000	708,610	15,299,316	14,557,332
Chic. & N. W. Ind.	July	2,267,573	2,149,637	13,378,363	13,627,093
Chic. & Ont. Riv.	July	4,910	3,355	40,109	25,755
Chic. Pe. & St. L.	May	28,016	25,117	135,939	117,460
Chic. St. P. & K. C.	2d wk Aug.	66,559	47,103	1,692,836	1,229,286
Chic. St. P. & M. & O.	July	507,594	550,630	3,246,685	3,344,896
Chic. & W. Mich.	3d wk Aug.	26,638	27,183	857,537	874,819
Cin. Ga. & Ports.	July	5,937	6,357	33,846	34,181
Cin. Jack. & Mac.	1th wk Aug.	23,411	22,391	389,332	335,158
Cin. N. O. & T. P.	3d wk Aug.	76,148	61,611	2,300,432	2,232,576
Ala. Gt. South.	3d wk Aug.	33,005	23,312	1,114,641	932,715
N. Ori. & N. E.	3d wk Aug.	14,711	9,184	599,641	508,436
Ala. & Vicksb.	3d wk Aug.	9,048	6,038	333,061	272,029
Vicksb. Sh. & P.	3d wk Aug.	9,536	9,760	324,810	299,800
Erlanger Syst.	3d wk Aug.	142,418	109,905	4,672,585	4,244,836
Cin. Rich. & Ft. W.	3d wk Aug.	9,454	8,545	276,922	252,387
Cin. Sel. & Mob.	July	5,473	8,335	54,290	55,177
Cin. Wash. & Mich.	July	49,200	40,817	287,779	263,408
Cin. Wash. & Balt.	1th wk Aug.	70,939	65,032	1,311,372	1,329,777
Clev. Akron & Col.	3d wk Aug.	16,671	12,693	452,460	392,274
Clev. & Canton.	August.	42,000	34,382	274,365	249,355
C. Cl. Ch. & S. L.	3d wk Aug.	247,846	239,819	5,370,153	5,033,827
Clev. & Marietta	July	21,410	24,448	189,287	154,533
Col. Midland.	3d wk Aug.	33,507	23,037	1,025,868	818,835
Col. & Greeny.	July	43,960	36,897	384,175	328,767
Col. & Cin. Mid.	4th wk Aug.	12,433	11,379	216,259	216,733
Col. Hoek. V. & T.	4th wk Aug.	61,830	76,318	1,551,636	1,817,933
Cov. & Munc'n.	July	7,935	3,965	52,923	23,309
Dny. Ft. W. & Chl.	July	38,642	32,374	265,655	223,277
Deny. & Rto Gr.	1th wk Aug.	247,500	235,500	4,959,281	4,932,391
Deny. S. P. & Pac.	June	86,099	104,606	387,222	511,358
Den. Tx. & P. W.	3d wk Aug.	68,338	38,282	1,376,621	1,012,378
Del. Bay C. & A. P.	1th wk J'ly	15,833	16,439	311,512	283,066
Del. Linn. & No.	3d wk Aug.	22,384	21,191	670,425	598,480
Duluth S. S. & Atl.	1th wk Aug.	68,715	68,447	1,168,533	890,228
E. Tenn. Va. & Ga.	3d wk Aug.	118,699	99,821	3,665,222	3,418,047
Evans. & Ind'pls	4th wk Aug.	11,620	10,153	187,030	156,258
Evansv. & T. H.	1th wk Aug.	29,163	34,854	571,855	564,151
Fitchburg.	July	522,624	469,770	3,168,669	2,910,017
Floret. & P. Marq.	3d wk Aug.	44,568	41,088	1,505,768	1,550,260
Floret. Cent. & P.	3d wk Aug.	16,261	11,551	797,997	673,203
Ft. W. (In. & L.)	June	24,534	21,774	139,914	125,760
Georgia Pacific	July	105,591	93,840	731,461	693,645
Geo. So. & Fla.	July	27,481	3,499	149,147	
Gr. Rap. & Ind.	3d wk Aug.	53,649	48,800	1,457,429	1,416,523
Other lines	3d wk Aug.	3,899	3,617	12,811	126,162
Grand Trunk	Wk Aug. 24	408,808	387,752	12,302,024	11,390,961
Chic. & Gr. Tr.	Wk Aug. 24	72,863	60,361	2,216,122	2,036,897

ROADS.	Week or Mo	Latest Earnings Reported.		Jan. 1 to Latest Date.	
		1889.	1888.	1889.	1888.
Grand Trunk—			\$	\$	\$
Det. Gr. H. & M.	Wk Aug. 24	25,303	24,831	638,205	685,151
Hous. & Tex. Cen.	June	97,719	96,415	517,798	484,449
Hous. & Tex. Cen.	June	180,048	167,955	1,183,394	997,439
Hous. & Tex. Cen.	July	9,919	7,300	80,193	80,193
Ill. Cen. (Hl. & So.)	July	1,061,049	888,366	7,407,819	6,339,960
Cedar F. & Min.	July	6,906	8,456	49,988	51,658
Dub. & Slo'x C.	July	120,336	142,997	831,566	911,056
Iowa lines	July	127,292	151,483	941,551	962,712
Total all	July	1,188,341	1,039,849	8,409,373	7,302,672
Ind. Dec. & West.	July	31,235	27,293	200,400	192,284
Int. & Gt. Nor.	July	253,740	210,149	1,777,716	1,565,806
Iowa Central	4th wk Aug.	34,011	31,049	915,456	863,152
Kan. & W. Mo.	2d wk Aug.	6,277	7,012	143,017	147,636
K. C. F. S. & Mem.	3d wk Aug.	90,245	72,506	2,892,539	2,586,147
Kan. C. Cl. & Sp.	3d wk Aug.	5,156	5,141	163,239	162,335
K. C. Mem. & Bir.	3d wk Aug.	20,621	12,077		
K. C. W. & N. W.	July	35,960	28,246	226,670	141,019
Kentucky Cen.	July	91,139	99,470	544,309	543,433
Keokuk & West.	2d wk Aug.	7,433	5,767	190,754	185,512
Kings P. & Pem.	3d wk Aug.	2,776	3,205	119,201	116,756
Knoxv. & Ohio.	May	44,893	38,132	238,588	198,566
L. Erie All. & So.	July	4,465	5,145	34,250	31,467
L. Erie & West.	4th wk Aug.	88,233	79,090	1,614,472	1,336,404
Lehigh & Hud.	1th wk	28,330	21,018	151,560	138,115
L. Rock. & Mem.	3d wk Aug.	12,736	13,781	346,322	421,391
Long Island	August.	475,728	451,773	2,353,002	2,300,065
La. & Mo. River.	June	36,949	33,281	192,297	205,619
Louis. Ev. & St. L.	4th wk J'ly	29,461	25,540	959,223	526,052
Louis. & Nashv.	4th wk Aug.	568,365	459,912	11,365,626	10,415,392
Louis. N. A. & Ch.	4th wk Aug.	84,107	75,779	1,542,942	1,417,999
Louis. N. O. & T.	4th wk Aug.	69,347	50,626	1,611,603	1,430,272
Lon. St. L. & Lex.	August.	31,815			
Louisv. South'n.	July	31,009	20,990		
Memphis & Chas.	3d wk Aug.	36,315	30,448	1,014,254	983,563
Mexican Cent.	1th wk Aug.	155,672	152,602	4,082,613	3,875,574
Mex. National	July	299,464	171,753	1,126,491	1,236,898
Mexican R'way	Wk July 27	75,886	70,508	2,467,248	2,288,413
Mil. L. Sh. & West	4th wk Aug.	127,492	106,013	2,217,825	1,795,830
Milwaukee & No.	4th wk Aug.	41,015	32,572	751,052	683,684
Mineral Range.	July	9,920	9,433	61,443	52,524
Minneapolis & St. L.	July	119,787	109,634	711,167	725,055
M. St. P. & S. S. M.	July	116,703	84,333	749,250	485,265
Mo. Kan. & Tex.	July	626,134	509,996	3,767,435	3,417,432
Mobile & Ohio	August.	223,865	192,779	1,295,816	1,572,919
Montana Union.	June	64,206	73,844	344,142	373,162
Nash. Ch. & St. L.	July	299,209	262,584	1,964,110	1,752,599
Natchez Jac. & C.	3d wk J'ne	2,410	2,247	82,856	69,845
New Brunswick.	June	87,504	80,969	432,659	402,036
N. Jersey & N. Y.	July	23,550	23,806	131,000	130,219
New Or. & Gulf	July	10,576	9,267	92,662	88,160
N. Y. C. & H. R.	July	2,951,919	2,850,191	19,732,064	19,472,824
N. Y. L. E. & W.	July	2,538,440	2,378,769	14,735,622	15,225,380
N. Y. Pa. & Ohio	June	549,128	538,717	2,915,192	2,962,976
N. Y. & N. Eng.	July	492,069	464,991	3,091,177	2,906,766
N. Y. & North'n.	August.	61,550	56,933	402,675	373,983
N. Y. Ont. & W.	4th wk Aug.	69,641	68,124	1,204,209	1,123,248
N. Y. Susq. & W.	July	140,301	123,287	741,232	742,324
Norfolk & West.	4th wk Aug.	116,537	101,519	3,474,152	3,187,755
N. East'n (S. C.)	June	32,274	43,041	328,115	341,801
North'n Central.	July	543,804	562,345	3,259,105	3,462,488
Northern Pacific	4th wk Aug.	719,919	554,567	13,056,785	10,708,038
Ohio Ind. & W.	3d wk Aug.	39,623	35,212	874,700	896,601
Ohio & Miss.	4th wk Aug.	97,914	96,711	2,533,422	2,395,294
Ohio & Northw.	July	19,130	16,600	116,125	102,605
Ohio River	4th wk Aug.	12,689	12,619	348,768	286,877
Ohio Southern.	August.	46,185	51,398	323,895	353,722
Ohio Val. of Ky.	4th wk J'ly	6,157	4,535	78,682	68,688
Omaha & St. L.	June	39,052	32,348	221,349	193,552
Oregon Imp. Co.	June	343,809	404,167	1,986,349	2,470,511
Oreg. R. & N					

ROADS.	Latest Earnings Reported.		Jan. 1 to Latest Date.		
	Week or Mo.	1889.	1888.	1889.	1888.
Union Pacific—		\$	\$	\$	\$
Total system— June	3,240,289	3,203,962	16,541,359	17,439,111	
Utah & North'n. June	174,172	180,406	913,017	924,356	
Valley of Ohio. July	56,758	56,613	354,637	326,743	
Vermont Valley July	19,832	16,574	102,543	98,435	
Virginia Mid'g. July	175,800	154,928	1,139,970	993,209	
Wabash Railw'y June	559,240	506,316	3,039,771	2,911,966	
aWabash— 4thwk Aug	441,382	460,670	8,144,404	7,749,843	
Wash. O. & West. July	11,650	10,813	62,026	60,483	
Western of Ala. July	29,011	29,430	277,581	256,238	
West. N. Y. & Pa. 4thwk Aug	121,600	114,500	2,185,472	2,029,307	
West. N. Car'la. July	68,200	48,910	507,978	351,616	
West Jersey— July	191,052	191,201	820,161	857,172	
W. V. Cen. & Pitts. July	72,837	43,218	418,155	338,120	
Wheeling & L. E. 4thwk Aug	27,170	23,742	577,609	570,479	
Wh. Col. & Ang. June	52,961	50,349	439,681	399,887	
Wisconsin Cent. 4thwk Aug	174,122	134,359	2,539,218	2,395,282	

† Including lines in which half ownership is held. † Mexican currency. a Wabash R'way now included. b Includes the Memphis division in 1889. c Earnings of entire system, including all road operated. d Richmond & Allegheny included in both years. f Includes Fort Worth & D. C. for first three months in both years.

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

The one feature in the returns is their continued favorable character, the increase for the fourth week of August on the 41 roads which have thus far reported reaching 12.91 per cent.

4th week of August.	1889.	1888.	Increase.	Decrease.
	\$	\$	\$	\$
Atlantic & Pacific.....	61,461	84,767	.....	23,306
Buffalo Roch. & Pittsburg.	56,622	54,361	2,261	.....
Canadian Pacific.....	455,030	372,000	83,000	.....
Chicago & Atlantic.....	72,903	61,540	10,463	.....
Chic. & East. Illinois.....	70,765	73,383	.....	2,618
Chicago Mil. & St. Paul ..	801,000	708,610	92,390	.....
Cincinnati Jack. & Mack.	23,414	22,394	1,020	.....
Cin. Wash. & Balt.....	70,939	65,032	5,907	.....
Col. & Cin. Midland.....	12,433	11,379	1,054	.....
Col. H. Val. & Toledo.....	61,830	76,318	.....	14,488
Denver & Rio Grande.....	217,500	245,500	.....	12,000
Duluth S. S. & Atlantic.....	68,715	68,447	268	.....
Evansville & Indianap.....	11,620	10,159	1,461	.....
Evansville & T. H.....	29,463	30,854	.....	1,391
Iowa Central.....	35,014	34,089	9,425	.....
Lake Erie & Western.....	88,233	79,090	9,143	.....
Louisville & Nashville.....	568,375	459,912	108,463	.....
Louisville N. Alb. & Chic.	81,107	75,779	5,328	.....
Louisville N. O. & Texas	69,317	50,826	18,491	.....
Mexican Central.....	155,678	152,602	3,076	.....
Milwaukee L. Sh. & West.	127,492	106,913	21,479	.....
Milwaukee & Northern..	41,045	32,571	8,474	.....
N. Y. Ont. & West.....	69,641	64,124	5,517	.....
Norfolk & Western.....	116,537	101,519	15,018	.....
Northern Pacific.....	719,919	551,566	163,352	.....
Ohio & Mississippi.....	97,914	98,711	.....	79
Ohio River.....	12,689	12,619	.....	70
Peoria Dec. & Evans.....	23,227	26,991	.....	3,764
Pitts. & West. tot. syst'm	71,657	65,324	6,333	.....
St. Joseph & Gr. Island..	33,085	25,844	7,241	.....
St. Louis Ark. & Texas..	107,848	88,661	19,187	.....
St. Louis & San Fran.....	212,233	175,267	36,966	.....
Texas & Pacific.....	180,757	177,275	3,482	.....
Toledo Ann A. & No. Mich	28,006	23,264	4,742	.....
Toledo Col. & Cin.....	7,093	5,904	1,189	.....
Toledo & Ohio Central ..	41,105	36,330	4,775	.....
Toledo St. L. & Kan. C.....	8,200	23,186	.....	15,014
Wabash (consol. system)..	441,382	460,670	.....	19,288
Western N. Y. & Penn.....	121,600	114,500	7,100	.....
Wheeling & Lake Erie....	27,170	23,742	3,428	.....
Wisconsin Central.....	174,122	134,359	39,763	.....
Total (41 roads).....	5,739,231	5,082,813	723,273	66,855
Net increase (12.91 p. c.)	.....	.....	656,418	.....

For the month of August we have returns from 52 companies, and the result is a gain of 9.39 per cent, as follows:

Month of August.	1889.	1888.	Increase.
Gross earnings (52 roads)...	\$18,143,093	\$16,514,437	\$1,633,651

The complete statement for the third week of August shows 11.66 per cent gain on 87 roads.

3rd week of August.	1889.	1888.	Increase.	Decrease.
	\$	\$	\$	\$
Prev'y report'd (66 roads)	5,231,946	4,668,113	608,935	45,102
Atch. T. & S. F. & Leed I's.	386,445	392,820	.....	6,375
St. Louis K. C. & Col.	1,997	1,602	395	.....
Gulf Col. & Santa Fe ..	68,695	59,522	9,173	.....
California Central ..	18,224	16,745	1,479	.....
California Southern.....	11,433	17,909	.....	6,476
Cleveland Akron & Col.	16,671	12,693	3,978	.....
Kansas C. Ft. S. & Mem.	90,245	72,506	17,739	.....
Kansas C. Chn. & Spr.	5,456	5,141	315	.....
Kansas C. Mem. & Br.	20,621	12,077	8,544	.....
Memphis & Charleston..	36,315	30,448	5,867	.....
Ohio Ind. & Western.....	39,623	35,212	4,411	.....
Rieb. & Danv. (8 roads)..	255,572	217,377	38,195	.....
San Antonio & Ar. Pass..	31,661	21,115	10,546	.....
Toledo Peoria & Western..	20,861	20,770	91	.....
Total (87 roads).....	6,232,705	5,537,033	709,573	57,953
Net increase (11.62 p. c.)	.....	.....	651,622	.....

**Net Earnings Monthly to Latest Dates.**—The tables following show the 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 months 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.

Roads.	July.		Jan. 1 to July 31.	
	1889.	1888.	1889.	1888.
	\$	\$	\$	\$
Ches. Oh. & So'west..Gross	181,030	178,412	1,121,861	1,091,312
Net.....	85,979	78,902	451,263	366,428
Chic. Burl. & Quincy.Gross	2,088,150	1,863,501	14,050,927	11,869,466
Net ..	903,455	353,307	4,725,709	1,646,737
Lines controlled...Gross	583,596	461,724	3,967,346	3,029,992
Net.....	154,717	82,164	1,095,567	409,551
Chic. Mil. & St. Paul.Gross	1,977,398	1,924,565	13,086,316	12,473,655
Net....	603,910	587,617	3,863,632	2,463,573
Cin. N. O. & Tex. Pac. Gross	328,076	323,407	2,076,723	2,040,665
Net....	127,000	115,438	613,000	582,399
N. O. & Northeast.Gross	71,443	66,192	556,521	472,331
Net....	10,060	4,900	73,000	47,000
Ala. & Vicksburg..Gross	40,454	32,266	306,720	251,556
Net....	7,600	2,000	71,000	16,000
Vicks. Sh. & Pac...Gross	39,718	37,635	237,725	271,822
Net....	4,000	6,000	54,000	36,000
Cleveland & Canton.Gross	36,882	30,523	232,363	214,973
Net....	12,025	0,065	72,299	65,386
Clov. Cin. Chic. & St. L. Gross	939,160	853,431	.....	.....
Net....	314,897	220,053	.....	.....
Kentucky Central...Gross	91,139	99,470	541,309	543,433
Net....	44,416	54,251	232,949	206,870
Louisv. & Nashville.Gross	1,448,495	1,333,432	9,740,633	9,069,375
Net....	559,346	479,599	3,617,950	3,061,487
Louisv. N. O. & Tex. Gross	168,236	154,161	1,421,902	1,275,119
Net....	29,359	27,507	3,384,494	2,945,988
Northern Pacific....Gross	1,925,394	1,603,584	11,011,921	9,042,747
Net....	782,930	666,133	4,269,330	3,355,329
Ohio River.....Gross	53,639	41,354	293,929	236,402
Net....	28,483	16,872	128,701	92,505
Oregon Impr'm't Co. Net...	113,179	105,549	388,598	617,945
Oreg'n R'y & Nav. Co Gross	567,932	528,094	3,234,884	3,320,972
Net....	181,172	172,897	766,371	1,123,155
Pittsburg & West'n..Gross	120,399	104,442	590,907	690,718
Net....	53,946	22,900	310,715	215,535
Pitts. Cleve. & Tol. Gross	43,698	42,234	287,983	258,735
Net....	12,029	11,020	62,964	64,570
Pitts. Palms. & F. Gross	26,981	34,366	169,146	136,172
Net....	11,583	19,350	59,924	54,494
Total System.....Gross	191,081	181,092	1,216,141	1,085,625
Net....	77,562	53,270	432,703	364,889
Rio Grande West'n..Gross	141,526	110,170	797,371	711,207
Net....	68,554	19,802	281,092	151,532
Rome Wat. & Ogden.Gross	343,443	300,398	1,892,766	1,799,665
Net....	156,738	128,901	716,037	706,789
Oct. 1 to July 31, } Gross.....	.....	.....	2,763,714	2,660,975
10 months..... } Net....	.....	.....	1,115,384	1,111,834
Scioto Valley.....Gross	55,204	52,789	355,590	364,974
Net....	19,127	5,194	93,055	56,830
West. N. Y. & Penn..Gross	326,470	289,757	1,830,672	1,688,119
Net....	133,264	93,496	331,629	491,542
Oct. 1 to July 31, } Gross.....	.....	.....	2,677,856	2,418,878
10 months..... } Net....	.....	.....	549,803	661,186

\* Expenditures increased by reason of floods.

ANNUAL REPORTS.

Vicksburg Shreveport & Pacific.

(For the year ending June 30, 1889.)

The annual report says that of the main track between Shreveport and the river at Delta 133 miles are laid with 60-lb. steel rails, 4 miles with 53-lb. steel rails and 32 miles with iron rails that were put into the track in 1853 and 1859. Periodical soundings during the fiscal year show that the river has made no changes at Delta; all the works constructed by the company have stood well. The transfer of cars has proceeded with regularity.

The following statement shows the earnings and expenses in comparison with the previous year:

GROSS EARNINGS.		
	1887-8.	1888-9.
From passengers.....	\$148,330	\$151,551
From freight.....	290,051	367,392
From mail service.....	11,071	10,442
From express service.....	9,521	8,163
From rents.....	17,171	28,142
From miscellaneous sources	23,110	26,911
Total.....	\$604,255	\$592,603
OPERATING EXPENSES.		
For conducting transportation .....	\$100,312	\$91,495
For motive power .....	97,875	98,412
For maintenance of cars.....	32,720	37,832
For maintenance of way.....	13,573	183,210
For general expenses.....	36,141	34,016
For taxes.....	20,400	16,500
Total .....	\$418,321	\$461,467
Net revenue.....	\$185,933	\$131,135

In comparison with the previous year the gross earnings show a decrease of \$11,652, or 1.93 per cent. The operating expenses, including taxes, show an increase of \$43,145, or 10.31 per cent. The net revenue shows a decrease of \$54,797, or 29.47 per cent.

During the year the expenditures for account of capital have been \$22,224. The result of the year's operations, showing a decrease of \$11,652 in gross earnings and an increase of \$43,145 in operating expenses, has been disappointing. The decrease in earnings, however, may be attributed entirely to the yellow fever scare during the months of September and October, 1888.

For about a fortnight in September the train service east of Monroe was stopped and business was seriously affected for several weeks after. The increase in operating expenses occurred principally in maintenance of way, the expenses in that department being more by \$52,637 than during the preceding year. There was a net decrease, however, of \$9,492 in other departments.

The net proceeds of land sales being sufficient to allow of a further payment on account of interest on the third mortgage and land grant bonds the Central Trust Company of New York, trustee, was instructed to make a second payment of five dollars per coupon on the coupon that matured July 1, 1888. As further sums become available additional payments will be made on account from time to time.

In conformity with clause 9 of the mortgage, holders of third mortgage and land grant bonds have availed themselves of the option provided in the mortgage to use bonds instead of cash in the purchase of lands to the extent of \$223,697. The bonds were in due course handed by them to the company in exchange for titles to lands, and have, in conformity with the mortgage, been surrendered to the trustee for cancellation, and the liability of the company for third mortgage and land grant bonds has been thus reduced to \$2,276,303.

## GENERAL INVESTMENT NEWS.

**Arkansas & Gulf.**—The Kentucky & Arkansas Land & Industrial Company, which owns a large property at Arkansas City, Ark., are building this road extending northwesterly from Arkansas City to Pendleton, on the Arkansas River, 35 miles. The road will there meet the Stuttgart & Arkansas River Railroad in course of construction. W. R. Bergholz, 15 Cortlandt Street, New York, is the President of the Arkansas & Gulf.

**Atchison Topeka & Santa Fe.**—At a meeting of the Directors in Boston, President Strong's resignation was accepted, and Mr. Manvel was elected in his place. A resolution was passed in commendation of Mr. Strong. The General Counsel reported that sufficient stockholders of the two California companies had consented in writing to consolidation to put it into effect. The by-laws were amended so as to relieve the President from the supervision of the financial affairs of the company, so that he can give his whole attention to the management of the road. Mr. F. H. Peabody, of Kidder, Peabody & Co. was elected a director. Nothing else of importance as done.

**Called Bonds.**—The following bonds have been called for payment:

**OHIO & MISSISSIPPI RAILWAY.**—Fifty-one equipment trust certificates of \$1,000 each, interest ceasing Oct. 1, 1889, numbered as follows:

No. 6, 12, 34, 82, 98, 104, 123, 125, 134, 139, 143, 144, 153, 166, 172, 184, 205, 224, 227, 232, 245, 250, 263, 264, 275, 281, 287, 294, 304, 309, 317, 355, 359, 371, 374, 379, 388, 396, 400, 401, 402, 411, 412, 439, 444, 454, 464, 485, 489, 496, 51.

**Cincinnati Jackson & Mackinaw.**—A circular issued to stockholders states that a special meeting of the stockholders of this company will be held at its office in the city of Van Wert, Ohio, on the 2d day of October, 1889, to consider and vote upon a proposition to borrow money, and thereon make and issue mortgage bonds of this company at the rate of \$5,000 per mile of road now or hereafter completed, including all branches, additions and extensions thereto, to the limit in the aggregate of \$3,000,000, such bonds to be for the sum of \$1,000 each, to bear interest at the rate of 5 per cent in gold, running till 1936, "for the purpose of completing and extending its road, constructing branches, additions and extensions of its road, paying its floating debt, funding its floating indebtedness, increasing its machinery and rolling stock, building depots, shops and terminal facilities, making improvements and providing betterments, and for the general purposes of the business of the company;" also to consider and vote upon the proposition to construct the extension of the company's road from Addison to Jackson, and the proposition to construct the branch and extension of the company's road from, at or near Battle Creek to Lowell, in the State of Michigan.

**Columbus Hocking Valley & Toledo.**—The resignations of President John W. Shaw, of this railroad, and of his associates in the recent management, were finally offered to the stockholders' committee. The new board has elected C. C. Waite, who was formerly Vice-President and General Manager of the Cincinnati Hamilton & Dayton, to the position of President, and Samuel D. Davis has been made Vice-President. It was announced that the September interest would be paid on Tuesday at the Atlantic Trust Company, which has been made the fiscal agent. Mr. Waite, the new President, has gone at once to Columbus, O., to assume formal charge of the property.

**Florida Central & Peninsular.**—An extension from Plant City to Tampa, on the Gulf, a distance of 23 miles, will be completed by December 1. The cost has been met by individual stockholders. The Georgia Southern & Florida, which has just finished its line from Valdosta to Lake City, on the Florida Central & Peninsular, it is expected, will prove advantageous to this company. The earnings for the first half of 1889 are reported as follows: Gross, \$579,376; net, \$97,990; as against for last year, gross, \$555,216; net, \$109,407.

**Indiana State Bonds.**—Sealed proposals for the purchase of bonds of the State of Indiana, authorized by an act of the General Assembly approved March 11, 1889, to the amount of

\$700,000, being the second one-half of the amount of loan therein authorized, will be received at the office of the Auditor of State of Indiana, in the City of Indianapolis, until the 14th day September, 1889.

The bonds herein designated will be payable at the fiscal agency of the State in the City of New York, in ten years after their date, and will be redeemable at the same place at the pleasure of the State after five years.

They will be issued in registered form in denominations to suit the purchaser, transferable at said fiscal agency without expense to the holders, and will bear interest at the rate of three per cent per annum, payable semi-annually at said fiscal agency without any deduction.

The bonds will be payable and deliverable at the office of Messrs. Winslow, Lanier & Co., in the City of New York, on and after Wednesday, September 25, 1889, accrued interest being charged the purchaser from the date of issue.

Full particulars are given in the advertisement in another column.

**International & Great Northern.**—A press dispatch from Austin, Texas, Sept. 5, said that Attorney General Hogg had just instituted important suits in the District Court in opposition to the two suits pending in the interest of the bondholders. One of these suits of the bondholders is in the interest of the firsts for interest overdue and in default, and the other is the Farmers' Loan & Trust Company suit to foreclose the second mortgage.

The State now, through Attorney-General Hogg, intervenes to defeat these actions on the ground that the bonds are fictitious, and were issued without due authority of law, being of larger amount, he claims, than they should be under Texas law. As to this, the parties who are familiar with the whole former reorganization of the International say that there is nothing in the claim, and that the outstanding mortgages of the International are less than the debts of the old company.

Whatever may be the real animus of Attorney-General Hogg of Texas, in his present and previous suits to delay the bondholders' proceedings in the International cases, his action appears to be in the Gould interest, and is not easily accounted for on any other theory.

**Little Miami—Columbus & Xenia.**—The following dispatch from Cincinnati Sept. 2 gives the main facts about a default that seems rather extraordinary:

"CINCINNATI, O., Sept. 2, 1889.—The Pittsburg Cincinnati & St. Louis (Pennsylvania line) to-day defaulted on the guaranteed interest of the stock of the Little Miami leased line. The amount due was \$146,422, or at the rate of 8 per cent on \$6,000,000 of stock of the Little Miami and interest on Columbus & Xenia bonds guaranteed by the latter. A dispute has arisen over betterments which can only be made under the terms of the lease by concurrent resolution of the Little Miami and Pittsburg Cincinnati & St. Louis boards.

"The Little Miami people assert that they are asked to issue stock to pay for more betterments than were ever thus authorized, and the default is made to force the Little Miami to terms. The Little Miami stock has been considered the safest security held here, ruling at over 170, and the default, although it can be but temporary, creates a sensation."

The Little Miami is well known as one of the Pennsylvania Company's leased lines, controlled through the Pittsburg Cincinnati & St. Louis as above stated, and the L. & M. maintains, like many other leased lines, only a nominal organization. The Little Miami is lost sight of, and the default appears as the default of the Pennsylvania Company on some of its lease obligations, affecting stock and bonds widely scattered among careful investors. So far as can be determined from facts yet at hand, it seems to be a very grave error on the part of a great corporation of such vast resources, unlimited credit, and immense lease obligations, to permit default on any of those obligations, even for a single day.

The papers report Mr. Cox, Secretary of the Little Miami, as saying: "Of late the Pennsylvania has been buying a good deal of real estate here and making extensive improvements, and it wishes to charge us with them. It wants the Little Miami to issue \$500,000 of stock for this property and this we refused to do. We did not have a hand in buying it, we were not, indeed, informed of it until three years after most of the purchases had been made. Our board disapproved of it, and of course we see no reason or justice in the claim. We have sent official notice to this effect to the Pennsylvania, and if the interest is not paid I presume suit will be brought, though, of course, I do not know about it."

The Pennsylvania statement of the case may bring out new facts, and if it does the CHRONICLE will certainly give them.

**Monterey & Mexican Gulf—Monterey & Northwestern.**—The construction of this Mexican road, projected to extend from Monterey, about 150 miles south of Laredo, Texas, southward to Tampico, on the Gulf of Mexico, 360 miles, is progressing rapidly, and the grading is completed for 90 miles from Monterey. The road is in operation to Montemorelos, 60 miles, and the track is laid five miles further. The contractors are McGavock, Price & Co., and the locating survey is completed for 100 miles beyond the present end of the track, which is projected to extend from Monterey, in the State of Nuevo Leon, northwestward, has been located for 65 miles northwest of Monterey. Work upon this portion of the road will be begun at once, and its completion is expected by January next. This section extends to Venadito, on the Mexican International, and will serve to connect the Monterey & Mexican

Gulf with the standard gauge railroad system of Mexico and the United States. The New York office of this company is identical with that of the Monterey & Mexican Gulf, which is at 42 Wall Street. A map showing the line may be found in our INVESTORS' SUPPLEMENT.

**New York State Railroads.**—The reports below for the quarter ending June 30 have been filed with the R.R. Commissioners.

	—V. F. L. E. & West—		—New York & N. Eng.—	
	1889.	1888.	1889.	1888.
Gross earnings.....	\$6,447,922	\$6,777,523	\$1,378,017	\$1,284,844
Operating expenses.....	4,112,921	4,225,964	995,725	915,110
Net earnings ..	\$2,335,001	\$2,551,764	\$382,292	\$369,731
Less % to oth. lines..	566,077	588,441	.....	.....
Other income .....	\$1,769,824	\$1,963,323	\$382,292	\$369,731
	230,985	238,497	36,952	5,791
Total income... ..	\$2,069,809	\$2,251,820	\$419,244	\$375,525
Deduct—				
Interest.....	\$1,173,282	\$1,189,019	\$255,236	\$251,878
Taxes.....	109,063	96,771	59,400	43,500
Rentals, &c.....	533,130	529,088	96,526	104,912
Total.....	\$1,815,475	\$1,814,908	\$411,212	\$400,290
Balance, surplus	\$254,334	\$436,912	\$8,032 def.	\$24,765

**Northern Pacific.**—There has been nothing official given out concerning the great blanket mortgage of this company, and there can not be anything positive till after the meeting. In the meantime the plan is outlined and the Philadelphia *Inquirer* says that the new Northern Pacific mortgage will have three classes. In the first class will be \$57,000,000 of 4 per cent bonds. These are intended for the present first lien upon all the property of the company. The present first mortgage does not cover some property owned by the company. The second class will comprise \$23,000,000 4½s, and present second mortgage bondholders will be asked to take these bonds. These two series make up \$80,000,000, or one-half the whole amount of the mortgage. The third series will be for \$80,000,000, and the first bonds to be issued will bear 5 per cent interest. It is reported further that the present general first mortgage bonds are to be exchanged at the rate of 117 per cent in new 4s; the second mortgage bonds will get 115 per cent in new 4½s; the third mortgage bonds will get 105 in new 5s, and the branch line bonds will get 107 in new 5s. The amount of new bonds to be issued is calculated to be about as follows:

	Amount.
First mortgage.....	\$57,000,000
Second mortgage.....	23,000,000
Third mortgage.....	13,000,000
Branch lines.....	27,000,000
Total.....	\$120,000,000

The present interest charges on the bonds for which the \$120,000,000 stated above are reserved amount to \$7,363,770. By this conversion the company's fixed charges will be reduced \$2,048,770. In order to provide new capital, however, it is necessary to issue at once \$20,000,000 of new 5 per cent bonds, the annual interest upon which will be \$1,000,000. Even after these bonds are put out, however, the fixed charges will be \$1,048,000 less than they are at present.

The first mortgage bonds of the Northern Pacific can be retired with the proceeds of land sales and drawn by lot at 110, and this provision is relied upon to induce the holders to exchange them on certain terms for new bonds carrying lower interest.

**Oregon Trans-Continental.**—The following circular has been issued from the office of this company: "A special meeting of the stockholders will be called to be held on Tuesday, Nov. 5, in Portland, Ore., to consider and take action upon the question to be submitted to the Board of Directors, whether the capital of the company shall be reduced, or whether the company shall be liquidated and go out of existence. Resolutions to that effect were adopted at the meeting of the board, held in the city named yesterday [Sept. 2]. The reasons for the time of submission and for the alternative nature of the proposition of the stockholders are obvious. It would hardly be right or practicable for the company to make a reduction of its capital or to resort to liquidation before all its creditors are satisfied in full. The floating debt is already amply provided for by the partial sale of the company's assets. But provision must also be made for the retirement of the 6 per cent bonds of the company, which, under the terms of the mortgage are redeemable at 105 upon 15 days' notice before any coupon term. There is reasonable assurance of arrangements with the Northern Pacific Railroad Company under which the means for the redemption of the bonds will be obtained. But there cannot be any certainty regarding them until the holders of Northern Pacific preferred stock have given their consent to the creation of the proposed consolidated mortgage. Owing to this uncertainty, the management cannot well decide as yet what line of action it will recommend to the special stockholders meeting. But in view of the vague apprehensions that seem to be felt by some stockholders as to the programme of those who hold control of the company, the management feels called upon to give the formal assurance that whatever decision may be reached at the meeting, all stockholders shall be treated as justice requires, that is, exactly alike. No special advantages of any sort have been given or will be given to any set of stockholders, but all shall share equally in the proceeds of the company's properties. If the management should conclude to advise the stockholders to vote for liquidation, the stockholders will be given the choice between taking their full share of the

company's assets in kind or cash and coming into the new corporation, the formation of which is under consideration, on precisely equal terms. If, as it is probable, the contemplated transformation of the company into a new one is carried out, it is intended to make the latter a strictly financing institution. A special field of operation, promising a very lucrative business, is open to it, and it is already assured of very valuable connections in this country as well as in Europe. "The Oregon & Transcontinental stockholders will be fully informed in due time by circular of the conclusions of the management in all the mentioned respects."

**Spokane Falls & Northern.**—The condition of construction is as follows: Grade and superstructure will be entirely completed to Colville, 88 miles from Spokane, by Sept. 15th. 52 miles of track laid to date, and track-laying progressing at the rate of a little over a mile per day. Length of road to be completed this season about 100 miles—to the Columbia River.

**St. Louis Arkansas & Texas.**—A special meeting of the Board of Directors of this company was held in St. Louis for the purpose of sanctioning and agreeing to a petition of the Receivers. The Directors adopted a resolution sanctioning a petition of the Receivers for leave to divide the gross earnings of the two systems, viz.: The lines in Arkansas and Missouri and the lines in Texas on the through freight business so as to make the proportion 60 per cent for the Texas lines and 40 per cent for the lines in Arkansas and Missouri. The main stem of the Missouri and Arkansas division consists of 430 miles and the Texas main stem 305 miles. The Sherman branch, however, represents 110 miles, the Fort Worth branch 97 miles, the Hillsboro branch 42 miles, the Lufkin branch 89 miles. The Shreveport (La.) branch represents 61 miles, the Little Rock (Ark.) branch 43 miles, and the Delta (Mo.) branch 52 miles.

This petition will be presented to Judge Brewer in a few days, and if it is not properly opposed by counsel for the first mortgage bondholders or their trustee, the Central Trust Company of New York, it may be granted. This is understood to be just what the Gould party desires, viz: to separate and disintegrate the system, and if they cannot control the whole property for a mere song and reduce the first mortgage interest, then to buy the portions in Texas and make those lines tributary to the Gould roads northward, leaving the Arkansas and Missouri portion of the St. L. A. & T. as a line without connections. Although the mortgages in Missouri and Arkansas and in the State of Texas are separate, and will probably have to be foreclosed separately if the property goes to foreclosure, these mortgages are both deposited as security for the first mortgage bonds. The INVESTORS' SUPPLEMENT refers to this as follows:

"The 1st mortgages of the companies in Missouri and Arkansas and in Texas are deposited with the Central Trust Co., and the 2d mortgages on both divisions with the Mercantile Trust Co., and each of these trust companies has issued against these mortgages so held its coupon trust certificates for \$1,000 each. (These are the certificates sold at the Stock Exchange.) See mortgage abstracts in CHRONICLE, V 45, p. 614. Supplementary mortgages extend lien to various branches."

The bondholders will probably have a hard struggle to preserve their rights, but the road should prove a valuable one, and if the bondholders would forego their interest for a while and allow the property to be put in prime condition, it might never be necessary to foreclose or to reduce the first mortgage interest.

The General Manager, as soon as the Receivers' certificates are authorized, will go ahead with the purchase of 113 miles of new steel rails. The road is now doing a handsome business, showing a large increase every week, and the operating expenses, salaries, etc., are met promptly every month.

**Wabash.**—The Central Trust Company has delivered the \$6,000,000 of new first mortgage bonds to the syndicate headed by Vermilye & Co.

In the abstract of the new second mortgage, which covers only lines east of the Mississippi River, the total mileage was given last week as 1,556 miles, instead of 1,040 which is approximately the number of miles actually covered by that mortgage.

—The card of Messrs. Spencer Trask & Co., bankers, 16 and 18 Broad Street, will be found in the CHRONICLE, under the head of "Banking and Financial," just preceding the Money Market. This old firm, well known as one of the most active in Stock Exchange business, offers every facility for customers in New York and other cities, and invites correspondence from good parties. They have branch offices in Albany, Saratoga and Providence.

—At a meeting of the stockholders of the National Loan & Trust Company of Kansas City, Missouri, held at the rooms of that company, corner of Fifth and Delaware streets, Saturday August 31st, the name of the company was changed, from the National Loan & Trust Company to the "International Loan & Trust Company."

—Messrs. Peter Geddes, E. J. Martin, H. O. Northcote and Gustav E. Kissel have formed a committee to protect the interests of the South Carolina Railway Company first mortgage six per cent bondholders. Further information can be obtained at the banking house of Messrs. Kissel & Co.

—Messrs. Coffin & Stanton publish in our columns to-day an extended list of September coupons of city, town and county bonds which are payable at their office.

—Messrs. Harriman & Co. present a selected list of securities in to-day's CHRONICLE.

## Reports and Documents.

### ATLANTIC & PACIFIC RAILROAD.

#### FIRST TRUST MORTGAGE OF THE ATLANTIC & PACIFIC RR. COMPANY SECURING \$20,000,000 GOLD BONDS DUE JANUARY 1, 1937.

Date.—October 5, 1886.

**Parties.**—The Atlantic & Pacific RR. Co., party of the first part, hereinafter called the Company, the Atchison Topeka & Santa Fe RR. Co. and the St. Louis & San Francisco Railway Co., parties of the second part, hereinafter called the Guarantors, and the Mercantile Trust Co., party of the third part, hereinafter called the Trustee.

**Property Covered.**—It being provided that the bonds secured by this mortgage shall be issued in exchange, par for par, for the mortgage bonds of the company issued on its Western Division under mortgage dated July 1, 1880, and on its Central Division under mortgage dated March 1, 1882, it is agreed that all of said divisional bonds so received in exchange shall be delivered to the Trustee, and held by it subject to the trusts of this indenture.

#### THE BOND.

##### Guaranteed Trust Gold Bond.

Date.—January 1, 1887.

Denomination.—\$1,000 each.

Amount Authorized.—Not exceeding \$20,000,000, but to be issued only in exchange, par for par, for the divisional bonds mentioned above.

Principal Payable.—January 1, 1937, in United States gold coin of the present standard, at the Company's agency in New York City.

Interest Payable.—At the rate of 4 per cent per annum on January 1 and July 1 in like gold at said agency.

Registration.—Bonds are coupon bonds, but may be registered as to principal and interest (all unpaid coupons being canceled and detached) at the Company's agencies in New York City and Boston.

Retirement before Maturity.—The Company itself, or either one of the Guarantors, has the right to purchase in any year, on January 1 or July 1, at 105 and accrued interest, any or all bonds of this issue. Said bonds, if so purchased, shall be drawn by lot, but only after proposals to buy at not exceeding the said rate, being publicly advertised for a reasonable length of time, shall not have been accepted.

**Guaranty on Bond.**—"The Atchison Topeka & Santa Fe Railroad Company and the St. Louis & San Francisco Railway Company severally, but not jointly, guarantee each the payment of one-half part of the principal and interest of the within bond as the same shall mature."

ATCHISON TOPEKA & SANTA FE RR. Co.,

By \_\_\_\_\_, Comptroller.

St. Louis & San Francisco Railway Co.,

By \_\_\_\_\_, Treasurer.

#### BONDS DEPOSITED.

ARTICLE III.—The Trustee shall hold the mortgage bonds to be deposited with it as aforesaid as security for the payment of the principal of the 4 per cent bonds to be issued hereunder, and the principal and interest of said 4 per cents being paid at maturity it shall deliver one-half of said mortgage bonds to the Atchison Co. and one-half thereof to the San Francisco Co.

#### DEFAULT.

ARTICLE IV.—In case of default in the punctual payment of the principal of the bonds hereby secured, the Trustee shall sell the mortgage bonds held by it as security, and apply the proceeds to the payment of said bonds issued hereunder.

ARTICLE V.—In case of default in the payment of interest when due, the Trustee shall, at the written request of a majority in interest of the bondholders, sell such part of the bonds held as security as may be necessary for the purpose, and apply the proceeds to the payment of the interest so in default.

ARTICLE VI.—Upon the joint and mutual request of the Guarantors, the Trustee shall use the bonds held as security either for the purpose of foreclosing the mortgage securing said bonds or of resisting such foreclosure, and shall take all necessary and legal measures to bring about or prevent such foreclosure. In case of such foreclosure, the proceeds, whether money or securities, shall be held by the Trustee, subject to the same trusts as the said mortgage bonds originally deposited with it.

ARTICLE VII.—"In case of default for one year in the payment of any interest due on the said 4 per cent bonds, the principal thereof shall become due, provided the owners of a majority in amount of the said bonds shall so elect and signify their election by a writing addressed to and served upon the Trustee.

"In case such default for one year shall be caused by the failure of either of the Guarantors to fulfil its contract of guaranty, the other Guarantor, not being in default, may elect to pay the interest then in arrears and to assume the future performance of the contract of guaranty of said defaulting Guarantor. And thereupon said defaulting Guarantor shall be held to have released to the other Guarantor not in default, and so electing, all its right to and interest in the mortgage bonds received in exchange for said 4 per cent bonds, and deposited as security with the Trustee. Such election shall be manifested by a writing addressed to and served upon the Trustee, and shall be accompanied by a deposit with the Trustee of money sufficient to pay all interest then in arrears. Thereupon said Trustee shall thereafter hold such mortgage bonds subject to the terms of the trust in favor of the holders of said 4 per cent bonds, and of said Atlantic Road, but otherwise for the sole account and benefit of the Guarantor electing as aforesaid, which said Guarantor shall thereafter have and enjoy all the rights and powers of this indenture, or the

\*indenture hereto annexed, belonging to or vested in both said Guarantors.

"Notwithstanding such election, and the consequent determination of its interest in said mortgage bonds, the Guarantor so in default on said contract of guaranty shall remain liable thereon to any party in interest, and shall also remain liable to the other parties hereto and each of them for all loss or injury arising from the failure to perform the said contract of guaranty, or to fulfil any of the provisions of this indenture or of the indenture\* hereto annexed." But the Guarantor so in default shall be restored to its former rights in the said mortgage bonds deposited with the Trustee upon the payment at any time within five years after such default, but not thereafter, to the other Guarantor as compensation, of a sum equal to the sums which such other Guarantor shall have paid in the performance by it of the contract of guaranty of the defaulting Guarantor, and an additional sum equal to 12 per cent per annum upon the sums thus paid.

#### TRUSTEES.

ARTICLE VIII.—The Trustee shall be answerable only for gross negligence or wilful default in the performance of said trust. In case of a vacancy in the office of Trustee a new Trustee shall be appointed by the Company and the Guarantors by an instrument in writing, reasonable notice of the appointment being given by advertisement. But if no appointment be so made within three months after the occurrence of the vacancy any court of New York State having competent jurisdiction may appoint a Trustee to fill such vacancy.

[The two following abstracts give the more important provisions of the mortgages which secure the bonds deposited in trust under the above deed.]

#### FIRST MORTGAGE OF THE WESTERN DIVISION OF THE ATLANTIC & PACIFIC RR. SECURING 6 PER CENT GOLD BONDS DUE JULY 1, 1910, ISSUED AT \$25,000 PER MILE.

Date.—July 1, 1880.

**Parties.**—The Atlantic & Pacific RR. Co., of the first part, and the U. S. Trust Co. of N. Y., Trustee, of the second part.

**Property Covered.**—The franchises, rights of way, railroad, telegraph, land, land grants, structures, rolling stock and all property of every description now and hereafter pertaining to the Western Division of the company's railroad, to run from Albuquerque, New Mexico, to the Pacific Ocean [actually constructed from Isleta, near Albuquerque, to Big Colorado River, 560 miles.] Also all additions and extensions which may be made thereto, and all income therefrom. [The company's land grant consists of 40 sections of one square mile each per mile of road in Territories and 20 sections per mile in States.]

ARTICLE 3—Application of Land Sales.—The lands pledged may be sold at reasonable prices, provided the land commissioner shall be chosen by the company with the approval of the Trustee (which approval shall be inferred if no objection is made within thirty days after notice of the intended appointment), and provided said commissioner may be removed by the company at any time, and shall be, upon request of the Trustee, for cause shown. And provided also that the net cash proceeds of said lands shall be deposited with the United States Trust Co., and used solely—

1st. To provide for any deficiency in the net earnings for the payment of interest on the 1st mortgage bonds.

2d. To provide the same for the 2d mortgage bonds.

3d. For the payment of the principal and interest of any advances made by the Atchison Topeka & Santa Fe RR. Co. and the St. Louis & San Francisco Railway Co. under the contract indorsed on this mortgage.

4th. For the purchase and cancellation of the 1st mortgage bonds whenever obtainable by public advertisement at not exceeding 110 and interest.

Bonds of this issue are receivable at par and accrued interest in payment for lands, and when so received shall be canceled.

ARTICLE 5—Default.—In case of default for six months in the payment of interest or in the performance of any covenant herein contained, or in case of default in the payment of principal, the Trustee may take possession of and operate the railroad and telegraph, and shall sell said lands, and after paying all liens superior to the lien of these presents, and all proper expenses of constructing, operating and maintaining the railroad and telegraph, and of selling the lands, including the compensation of the Trustee, shall apply the remainder as follows, namely:

1. To the payment of interest on said first mortgage bonds.

2. To the payment of the principal of the bonds if due, or if the holders of one-third in amount of the outstanding bonds shall elect it due; but in case the principal is due, or is elected to be due, the said remainder shall be applied to payment of principal and interest without preference.

3. If the principal is not due or elected to be due, the net proceeds of the land grant shall be applied as provided in Article 3, and the net proceeds of the railroad and telegraph after payment of interest on all bonds in the order of preference,

\* An indenture between the Atlantic Co., the Atchison Co. and the San Francisco Co.

† It is stated that to Dec. 31, 1888, the company had earned under the land grant 20,300,000 acres, of which 1,400,000 acres had been sold and 5,302,000 acres were held by a trustee to pay advances by the Atchison and San Francisco companies, leaving 13,500,000 acres undisposed of.

and of all other interest-bearing indebtedness pertaining to said Western Division, shall be applied to a sinking fund for the purchase and cancellation of the first mortgage bonds at not exceeding par and accrued interest, and for the ultimate payment of said last-named bonds. And if said earnings suffice to pay the interest as it falls due and all interest in arrears has been fully paid, the property shall be surrendered to the company; provided, however, that any default may be waived by the written assent thereto of a majority in interest of the bonds outstanding, but waiver of any previous default shall not affect the rights of the parties upon any default subsequently happening. And the provisions of both Articles 5 and 6 are subject to this proviso.

**ARTICLE 6—Default.**—In case of default, as described in Article 6, and the same is not waived, the Trustee may, and upon demand of the holders of one-fourth in amount of the outstanding bonds shall, sell all the property hereby conveyed, both railroad and land grant, at public auction. The Trustee may purchase at said sale, and the net proceeds shall be applied without preference to the payment of the principal and interest of the bonds hereby secured.

**ARTICLE 9—Trustees.**—The Trustee may be removed at any time by a vote of a majority in interest of the bondholders at a meeting, attested by a written statement, and may be removed by the company with the written assent of holders of one-fourth the outstanding bonds.

Any vacancy in the office of Trustee may be filled by appointment made by the company, with the approval of a majority in interest of the bondholders. If a vacancy be not so filled within thirty days, any Justice of the Supreme Court of the United States may upon the application of the company, or any holders of \$1,000,000 bonds at par, or less if so many are not outstanding, appoint one or more persons or corporations to fill said vacancy.

The company agrees to permit the Trustee at all reasonable times to inspect its books and vouchers.

**Indorsement.**—The St. Louis & San Francisco Railway Co. and the Atchison Topeka & Santa Fe RR. Co. having leased the road until October 1, 1910, "do severally covenant and agree \* \* \* that if at any time after twelve months following the completion of the Western Division of the said company in the within mortgage mentioned, or after twelve months after the Atlantic & Pacific RR. Co. shall, by a contract with any other road, have formed a through line to the Pacific Coast, its earnings should prove insufficient to pay all coupons on said bonds as they mature, they will contribute, ratably, to the earnings hereinafter described, for the purpose of paying and canceling the same, from their respective earnings upon all business received from and delivered to said Western Division, by and from their lines as above set forth, such sum as may be necessary to make up the deficiency of the earnings of the said Atlantic & Pacific RR. Co., and the amount required to pay such coupons, but not exceeding twenty-five per cent (25 p. c.) of the gross amount of their said described earnings respectively during the six months ending on the first days of October and April preceding the due date of such coupons."

"In witness whereof \* \* \* on this first day of July, A. D. 1880.

"St. LOUIS & SAN FRANCISCO RAILWAY CO.,  
"by EDWARD F. WINSLOW, President.

"Attest:  
"C. LITTLEFIELD, Secretary.

"ATCHISON TOPEKA & SANTA FE RAILROAD CO.,  
"by T. JEFFERSON COOLIDGE, President.

"Attest:  
"GEO. L. GOODWIN, Assistant Secretary."

**FIRST MORTGAGE OF THE CENTRAL DIVISION OF THE ATLANTIC & PACIFIC RR. SECURING 6 PER CENT GOLD BONDS DUE MARCH 1, 1922, ISSUED AT \$25,000 PER MILE.**

**Date.**—March 1, 1882.

**Parties.**—The Atlantic & Pacific RR. Co., of the first part, and the Central Trust Co. of N. Y., Trustee, of the second part.

**Property Covered.**—The franchises, rights of way, railroad, telegraph, structures, rolling stock, and all property of every description now and hereafter pertaining to the Central Division of the company's railroad, intended to run from the west line of the State of Missouri, near Seneca, to Albuquerque, New Mexico, and from Fort Smith, on the western boundary of Arkansas, westerly to a point on the Canadian River, where it will intersect the line from Seneca westward, and also all additions and extensions which may be made thereto, and all income from the property, subject, however, to the prior lien of \$1,189,905 railroad and land grant bonds secured by mortgage dated November 1, 1871. [This division is completed from Seneca, Mo., to Sapulpa in the Indian Territory, 112 miles, and is operated by the St. Louis & San Francisco RR. Co.] Its land grant is at the rate of 40 sections per mile of road in Territories and 20 sections per mile in States.

**ARTICLE 3—Application of Land Sales.**—The provisions of Article 3 are precisely the same as in the Western Division mortgage. [See abstract above.]

**ARTICLES 5 AND 6—Default.**—The provisions of Articles 5 and 6 are precisely the same as in the Western Division mortgage. [See abstract above.]

**ARTICLE 9—Trustees.**—The provisions of Article 9 are precisely the same as in the Western Division mortgage. [See abstract above.]

**Indorsement.**—"Whereas the agreement dated January 9, 1882, provides that the St. Louis & San Francisco Railway Co. shall guarantee the payment of the interest of the said first mortgage bonds to the extent of twenty-five per cent of its gross earnings from the business interchanged with the said Central Division, other than business going to or coming from the Western Division; and also that the Atchison Topeka & Santa Fe Railroad Company shall guarantee the payment of the interest of the said first mortgage bonds to the extent of twenty-five per cent of its gross earnings from all business interchanged by it with the said Central Division going to or coming from points on its own line or lines now existing or hereafter to be built east of the 105th principal meridian of longitude." \* \* \* \*

Now, therefore, in pursuance of said agreement, etc., the St. Louis & San Francisco Railway Co. and the Atchison Topeka & Santa Fe RR. Co. "do severally covenant and agree \* \* \* that if, at any time after the completion of the Central Division of the said company's road, in the within mortgage mentioned, to a point about 100 miles west from Venita, its earnings should prove insufficient to pay all coupons or interest on said bonds as they mature, they will contribute ratably for the purpose of paying and canceling the same, from their respective earnings, as above set forth, such sum as may be necessary to make up the deficiency of the earnings of the said Atlantic & Pacific Railroad Company, and the amount required to pay such coupons, but not exceeding twenty-five per cent of the gross amount of their said described earnings respectively during the six months ending on the first days of February and August preceding the due date of such coupons."

"In witness whereof, \* \* \* first day of March, 1882.

"St. LOUIS & SAN FRANCISCO RAILWAY CO.,  
"By E. F. WINSLOW, President.

"Attest:  
"C. LITTLEFIELD, Secretary.

"ATCHISON TOPEKA & SANTA FE RAILROAD CO.,  
"By WILLIAM B. STRONG, President.

"Attest:  
"GEO. L. GOODWIN, Assistant Secretary."

**SECOND MORTGAGE ON THE ATLANTIC & PACIFIC RR. WESTERN DIVISION SECURING GOLD BONDS DUE SEPTEMBER 1, 1907.**

**Date.**—September 1, 1887.

**Parties.**—The Atlantic & Pacific RR. Co. of the first part, hereinafter called the company, the Atchison Topeka & Santa Fe RR. Co. and the St. Louis & San Francisco Railway Co., of the second part, hereinafter called the guarantors, and the Mercantile Trust Company of New York, of the third part, hereinafter called the Trustee.

**Property Covered.**—"The franchises, rights of way, railroad, telegraph, lands, land grants, shops, depots, buildings, structures, bridges, viaducts, rolling-stock, tools, machinery, supplies, and all property of every description now and hereafter composing and pertaining to that part of the railroad and telegraph line of the party of the first part, known as its Western Division, beginning at Albuquerque, on the Rio Grande River, in the Territory of New Mexico, and thence running by way of the Agua Frio, or other suitable pass, to the headwaters of the Colorado Chiquito, and thence along the thirty-fifth parallel of latitude as near as may be found most suitable for a railway route to the Colorado River, at such point as may be selected by the party of the first part for crossing, and thence by the most practicable and eligible route to the Pacific Ocean, or however otherwise said Western Division may be located or described, or has been hitherto constructed; and also all additions and extensions which the party of the first part may make to said railroad and telegraph, and the other property and things aforesaid, together with all the rents, tolls, issues, profits, income, privileges and appurtenances thereunto belonging or in any wise appertaining, and also all the estate, right, title, interest, property, possession, claim and demand whatsoever, both in law and in equity, of the party of the first part, of, in, and to the same and any and every part thereof, with the appurtenances." [The length of completed road from Isleta Junction to the Needles is 560 miles, and of road to be completed between Isleta Junction and Albuquerque 10 miles]. Subject to a first mortgage made by the company to the United States Trust Co. of New York, as Trustee, dated July 1, 1880, securing bonds limited to \$25,000 per mile, and heretofore issued to the amount of \$16,000,000 and to the provisions contained in the first mortgage in regard to the disposition of the proceeds of the company's land grant.

**THE BOND.**

Second Mortgage 6 Per Cent Guaranteed Gold Bond.

**Date.**—September 1, 1887.  
**Denomination.**—\$1,000 each.  
**Amount Authorized.**—\$10,000 per mile of completed railroad.  
**Principal Payable.**—September 1, 1907, in gold coin of the U. S., of the present standard, or its equivalent, at company's agency in N. Y. City.  
**Interest Payable.**—At the rate of 6 per cent per annum on March 1 and September 1 in like gold coin at said agency.  
**Register.**—The bond, but not its coupons, may be registered, and when registered a transfer to bearer restores its negotiability, but the coupons are in all cases payable to bearer.  
**Redemption before Maturity.**—Any number of bonds may be drawn by lot for redemption and cancellation on any March 1 or September 1, commencing with March 1, 1890, at 105 and accrued interest. And every year commencing as aforesaid the company shall purchase a said lot for redemption and cancellation bonds to the amount of no less than \$100,000, and if bonds to said amount cannot be so purchased

then to the amount they cannot be so purchased the company shall draw the same by lot for redemption and cancellation on any March 1 and September 1, commencing with March 1, 1880. Public notice of the bonds so drawn shall be published in daily newspapers in New York and Boston twice a week for four successive weeks, the last publication to be forty days prior to the date when the bonds are to be redeemed, and the interest thereon is to cease.

**Guaranty on Bond.**—"The Atchison Topeka & Santa Fe Railroad Company and the St. Louis & San Francisco Railway Company severally, but not jointly, guarantee each the payment of one-half part of the principal and interest of the within bond as the same shall mature."

ATCHISON TOPEKA & SANTA FE RR. Co.,  
By \_\_\_\_\_, Comptroller,  
St. Louis & San Francisco Railway Co.,  
By \_\_\_\_\_, Treasurer.  
COVENANT.

**ARTICLE I.**—The company agrees to pay all taxes and assessments, and not to suffer any lien or attachment superior to the lien created by these presents, excepting the said first mortgage, to be enforced thereon, and not to commit or suffer any waste thereof.

#### LAND GRANT.

**ARTICLE III.**—The company shall at its discretion from time to time sell the land received under Act of Congress, approved July 27, 1866, and all Acts subsequent thereto, to aid in the construction of said railroad and telegraph, and included in this mortgage at just and reasonable prices either wholly for cash or partly upon credit secured by a lien upon the lands sold. And the Trustee shall thereupon release the lands sold to the company or to the purchaser as may be deemed most advisable, provided that the land commissioner shall be appointed by the company with the approval of the Trustee, which approval shall be inferred, if no objection is made within thirty days after notice of the intended appointment. The company may remove the commissioner at any time, and shall remove him upon request of the Trustee for cause shown. The commissioner shall certify upon request of the Trustee that the prices at which the lands are sold are just and reasonable.

And it is provided also that the net cash proceeds of said lands shall be deposited with, and all notes and securities taken therefor shall be held subject to the control of, the United States Trust Co., Trustee of the first mortgage, and used solely:

1st.—To provide for any deficiency in the net earnings for the payment of interest on the first mortgage bonds.

2d.—To provide for any deficiency in the net earnings for the payment of interest on the second mortgage bonds.

3d.—For the payment of the principal and interest of any advances made by the guarantor companies under their contract indorsed upon the first mortgage.

4th.—For the purchase and cancellation of first mortgage bonds whenever they can be obtained by public advertisement, at not exceeding 110 per cent and interest.

5th.—After all of the first mortgage bonds have been discharged, for the purchase and cancellation of the 2d mortgage bonds whenever they can be obtained by public advertisement, at not exceeding par and interest.

The Trustee may release upon demand, from time to time, to the company other property of any kind included in this mortgage which may be sold or exchanged without impairing the efficiency of said railroad and telegraph; provided that the net proceeds thereof shall be paid to the United States Trust Company to be applied as above, or used by the company to replace the property sold, and that said company shall upon demand execute such deeds as may be necessary to extend the lien of this indenture to new property thus acquired.

#### DEFAULT.

**ARTICLE V.**—In case of default for six months in the payment of interest or in the performance of any of the agreements herein, or in case of default in the payment of the principal of said bonds, then for the purposes of foreclosing this mortgage the Trustee or its agent may enter upon and operate the property, and shall sell the lands. And after paying all taxes, assessments and liens superior to the lien created by these presents, including the First Mortgage bonds and all proper expenses for the property, including the compensation of the Trustee, shall apply the remainder as follows:

1. To the payment of interest on said Second Mortgage bonds.  
2. "To the payment of the principal of said Second Mortgage bonds, if the same is then due, or if the holders of one-fourth in amount of said bonds outstanding shall elect that the same shall then be considered due; but in case said principal is due or elected to be considered due, the said remainder shall be applied to payment of interest and principal without preference."

3. "If said principal is not due or elected to be considered due as aforesaid, then the net proceeds of the land grant shall be applied as provided in article 3, and the net proceeds of the railroad and telegraph after payment of interest on all bonds in the order of preference, and of all other interests bearing in debtedness pertaining to said Western Division shall be applied to a sinking fund for the purchase and cancellation of the said Second Mortgage bonds at not exceeding par and accrued interest, and for the ultimate payment of said last named bonds," and if the earnings of the railroad and telegraph are sufficient to pay the interest on the bonds hereby secured as the same falls due, and all arrearages of interest on said bonds have been fully paid, the trustees shall restore the property, and retaining all funds which should be applied under article 3 shall deliver up all moneys, &c., pertaining thereto to the company. Provided, however, that any default may be waived by the written assent of holders of a majority in interest of the bonds outstanding, but a waiver of any previous default shall not affect the rights of the parties upon any default subsequently happening, and the provisions of both articles 5 and 6 are subject to this proviso.

**ARTICLE VI.**—If there shall be any such default as described in Article 5, and the same continues for six months, and is not waived as above, then the Trustee may, and upon demand of the holders of one-fourth in amount of the second mortgage bonds outstanding, shall sell, subject to the first mortgage, the property at public auction. The Trustee may purchase at such sale, and the net proceeds shall be applied without preference to the payment of the principal and interest of the second mortgage bonds hereby secured,

#### TRUSTEE.

**ARTICLE IX.**—The Trustee may be removed at any time by a vote of a majority in interest of the bondholders at a meeting, attested by a written statement of such vote signed by the persons so voting, or by the company with the written assent of holders of one-fourth in amount of the outstanding bonds. Any vacancy in the trusteeship may be filled by appointment made by the company with the approval of a majority in interest of the bondholders at a meeting held for that purpose, and such action may be had in anticipation of the actual happening of a vacancy. If the vacancy is not filled as aforesaid within thirty days after its occurrence, any Justice of the Supreme Court of the United States may, upon application of the company or of any holders of the Second Mortgage bonds to the amount at par of \$1,000,000, or a less amount, if so many are not outstanding, appoint one or more persons or corporations to fill said vacancy.

#### MEETINGS OF BONDHOLDERS.

**ARTICLE IX.**—Meetings of the bondholders may be called by either of the parties hereto, or by holders of said bonds amounting at par to \$1,000,000 or a less amount if so many are not outstanding, or by any committee chosen at a previous meeting, by publishing notice of the time and place of meeting in newspapers in Boston, New York, St. Louis and San Francisco twice each week for six successive weeks prior to the time of said meeting.

#### LIABILITY OF TRUSTEES.

**ARTICLE X.**—The Trustee shall not be liable for any error of judgment or mistake of fact made by it in good faith, nor for any act suffered or neglected by its agents selected in good faith. If at any time there shall be two or more Trustees, neither shall be in any manner answerable for the acts of the other.

#### INCOME MORTGAGE OF THE ATLANTIC & PACIFIC RR. WESTERN DIVISION SECURING BONDS DUE OCTOBER 1, 1910.

*Date.*—October 1, 1880.

*Parties.*—The railroad company of the first part, and the Boston Safe Deposit & Trust Company of Massachusetts, Trustee, of the second part.

*Property Covered.*—To secure the payment of the principal and interest of the bonds the company agrees with the Trustee that it will semi-annually, as soon as may be after the first day of January and the first day of July, and at least ten days before the first day of April and the first day of October, respectively, in each year during the continuance of this trust, make up and furnish to the Trustee for the time being a fair and just account of the payments, expenses and gross and net earnings of said Western Division for the six months ending on said first day of January or July, as the case may be, so as to exhibit the true sum applicable to the payment of interest on said income bonds; and will pay the said interest, or so much thereof as has been earned, on the first days of April and October, respectively, according to the true intent and meaning hereof." At all reasonable times the Trustee may, and upon the written request of holders of \$1,000,000 of said bonds shall, examine the company's books for the purpose of verifying said accounts.

#### THE BOND.

Six Per Cent Income Bond.

*Date.*—October 1, 1880.

*Denomination.*—Coupon bonds \$50, \$100, \$500 and \$1,000; registered bonds \$500, \$1,000, \$5,000 and \$10,000 each.

*Amount Authorized.*—\$18,750 per mile to be issued for the construction and equipment of said Western Division from Albuquerque, New Mexico, to the Pacific Ocean, the right being reserved to issue 2d mortgage bonds on said line at the rate of \$100.00 per mile, such 2d mortgage bonds to be subject only to the lien of the 1st mortgage 6 per cent gold bonds on said Western Division, dated July 1, 1880, and issued at the rate of \$25,000 per mile [which are deposited as security for the trust mortgage above].

*Principal Payable.*—October 1, 1910, in lawful money of the United States to the company's agency in Boston.

*Interest Payable.*—Sent annually on April 1 and October 1 from the net earnings of said Western Division during the six months ending on the first day of January and the first day of July, respectively, pro rata, whatever said net earnings may be, but not exceeding 3 per cent for each six months, and not cumulative; the net earnings applicable to such payments being the earnings of said Western Division for such six months properly applicable to dividends, after deducting therefrom all necessary payments and expenditures relative to said Western Division, including interest, and providing for the maintenance, renewals and necessary repairs and improvements of the same.

*Registration.*—Bonds are both coupon and registered, coupon bonds being registrable as to principal and interest on surrender of coupons.

*Trustees.*—The Trustee may be removed at any time by vote of a majority in interest of the income bondholders, the vote being attested in writing, or by the company with the written consent of holders of one-fourth in interest of said bonds. Any vacancy in the office of Trustee may be filled by appointment made by the company or by the majority in interest of said bondholders, or in case of their failure to make such appointment for sixty days, by any Justice of the United States Supreme Court upon the application of any of the parties in interest.

*Bondholders' Meetings.*—Meetings of bondholders may be called at any time by either of the parties hereto by holders of said bonds to the amount of \$1,000,000 or a less amount, if so many are not outstanding, or by a committee of said bondholders appointed at a previous meeting, by publishing notice thereof at least twice a week for six weeks in New York City and Boston,

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, Sept. 6, 1889.

Business for the week has been interrupted by a close holiday ("Labor Day" on Monday); but trade for the autumn season opens with a good degree of spirit. Differences between merchants and the Treasury Department regarding the interpretation of revenue laws give some uncertainty to values of some imported fabrics, but generally the markets for manufactures are in good position. Severe weather in the Northwest at one time excited some apprehension of damage to crops by early frost, but generally the temperature has been summer-like.

The following is a statement of stocks of leading articles:

	1889. Aug. 1.	1889. Sept. 1.	1888. Sept. 1.
Pork.....bbls.	5,900	4,953	12,332
Lard.....tes.	27,101	15,409	11,474
Tobacco, domestic.....bbls.	34,815	34,925	49,522
Tobacco, foreign.....bales.	48,290	47,435	44,267
Coffee, Rio.....bags.	285,159	226,329	96,378
Coffee, other.....bags.	116,333	102,740	61,701
Coffee, Java, &c.....mats.	77,550	78,100	55,667
Sugar.....bbls.	13,725	6,647	4,439
Sugar.....boxes.	None.	None.	None.
Sugar.....bags, &c.	294,711	345,100	1,156,951
Melado.....bbls.	None.	418	None.
Molasses, foreign.....bbls.	4,832	6,372	1,136
Molasses, domestic.....bbls.	4,230	4,360	4,000
Hides.....No.	58,000	602,400	364,600
Cotton.....bales.	97,897	25,909	141,635
Rosin.....bbls.	15,842	9,672	21,179
Spirits turpentine.....bbls.	2,392	936	1,696
Tar.....bbls.	521	271	453
Rice, E. I.....bags.	85,000	56,150	56,100
Rice, domestic.....pkgs.	2,500	1,600	1,760
Linseed.....bags.	None.	None.	None.
Saltpetre.....bags.	9,500	8,000	10,500
Jute butts.....bales.	153,000	122,000	83,000
Manila hemp.....bales.	2,426	1,000	None.
Sisal hemp.....bales.	5,341	4,833	1,200
Flour.....bbls. and sacks.	94,140	118,475	83,370

Lard on the spot has been dull and drooping, closing somewhat nominal at 6'05c. for prime city, 6'40 @ 6'45c. for prime Western and 6'40 @ 6'80c. for refined to the Continent. Lard for future delivery was depressed by the large receipts of swine at Western markets, slightly rallying this morning, but closing weak after sales at 6'32 @ 6'34c. for October and 6'18c. for November.

DAILY CLOSING PRICES OF LARD FUTURES.

	Saturday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.
Sept. delivery.....c. 6'48	6'50	6'45	6'39	6'40	6'40	6'40
Oct. delivery.....c. 6'47	6'44	6'35	6'31	6'32	6'32	6'32
Nov. delivery.....c. 6'35	6'28	6'20	6'17	6'16	6'16	6'16
Dec. delivery.....c. 6'29	6'20	6'14	6'13	6'10	6'10	6'10
Jan. delivery.....c. 6'27	6'23	6'12	6'13	6'12	6'12	6'12

The market for other hog products is quiet, but sales to-day embraced pickled bellies, 14 pounds average, at 6 1/4c., and pickled hams at 10 1/2c. Tallow has been active at 4 7/8 @ 5c. Butter steadier. Cheese firmer at 8 @ 8 1/4c. for prime to choice State factory, full cream.

Coffee on the spot has been only moderately active, but but there was an improving inquiry toward the close, and to-day prices were stronger, with sales of Rio No. 7 at 16 3/4c., No. 7 Santos at 16 1/4c. and Timor at 21c. The speculation in Rio options was at declining prices, selling on Wednesday at 15'35c. for Nov.; 15'40c. for Dec. and 15'50c. for March, the most active months; but values were stronger yesterday, and made a smart advance to-day on drought reports, closing with sellers as follows:

Sept. ....15'75c.	Dec. ....15'85c.	March.....15'95c.
Oct. ....15'80c.	Jan. ....15'9c.	April.....15'95c.
Nov. ....15'55c.	Feb. ....15'90c.	May.....15'95c.

Raw sugars were depressed, but to-day were more active and strong, the sales including Centrifugal, 96 deg. test, at 6 1/4c. and Muscovado, 87 deg. test, at 5 3/8c. Molasses continues weak and unsettled. The tea sale on Wednesday went off at steady prices, except for Formosas and Congous, which were weaker.

Kentucky tobacco is firm, and some recent advance is quoted, stocks being materially smaller than one year ago. Lugs quoted 3 @ 4 1/2c. and leaf 5 1/2 @ 12c. Seed leaf has continued active at somewhat better prices, crop prospects being poor in the Middle States; sales for the week 8,473 cases, an unusually large aggregate, as follows: 3,200 cases 1888 crop, State Havana, 11 @ 13c.; 150 cases 1887 crop, do., 10 @ 14c.; 1,200 cases 1888 crop, Wisconsin Havana, 11 @ 14c.; 500 cases 1887 crop, do., 10 @ 13c.; 1,273 cases 1888 crop, Pennsylvania Havana, 11 @ 13c.; 300 cases 1887 crop, Pennsylvania seed, 10 @ 12c.; 200 cases 1886 crop, do., 11 @ 13c.; 650 cases 1888 crop, Dutch, 9 @ 12c.; 300 cases 1888 crop, Ohio, 7 @ 10c.; 800 cases 1888 crop, New England Havana, 18 @ 23c., and 100 cases sundries, 5 @ 30c.; also, 1,500 bales Havana, 70c. @ \$1 10, and 500 bales Sumatra, \$1 40 @ \$2 25.

Spirits turpentine has been active, 2,000 bbls. changing hands yesterday and to-day, closing higher at 41 1/2 @ 45c. Rosins are in better demand at \$1 02 1/2 @ \$1 05 for common to good strained. Refined petroleum for export is quoted at 7'20c. in bbls. and 9'10c. in cases, and crude certificates close at 98 1/2c. bid. The wool market is much depressed.

On the Metal Exchange straits tin has made a smart advance, especially on the spot, closing at 2 1/4c. on the spot and 20'35c. for November. Lead is also dearer at 4'07 1/2c. Pig-copper was lower to-day, with Lake quoted at 10'80c. The

COTTON.

FRIDAY, P. M., September 6, 1889.

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 57,452 bales, against 27,709 bales last week and 6,532 bales the previous week; making the total receipts since the 1st of Sept., 1889, 51,624 bales, against 39,164 bales for the same period of 1888, showing an increase since Sept. 1, 1889, of 12,460 bales.

Receipts at—	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston.....	1,196	4,839	3,083	2,784	2,838	3,757	18,547
El Paso, &c.....	.....	.....	.....	.....	.....	40	40
New Orleans....	642	2,271	2,013	1,543	1,116	1,704	9,289
Mobile.....	1,085	286	1,613	241	507	223	3,955
Florida.....	.....	.....	.....	.....	.....	.....	.....
Savannah.....	2,556	4,112	3,168	2,346	4,441	4,086	20,709
Brunsw'k, &c.....	.....	.....	.....	.....	.....	150	150
Charleston.....	130	277	279	442	475	980	2,583
Port Royal, &c.....	.....	.....	.....	.....	.....	.....	.....
Wilmington....	.....	.....	5	3	5	6	24
Wash'gton, &c.....	.....	.....	.....	.....	.....	.....	.....
Norfolk.....	.....	.....	.....	.....	5	27	35
West Point....	217	243	.....	.....	1,354	227	2,041
N'wp't N's, &c.....	.....	.....	.....	.....	.....	.....	.....
New York.....	.....	.....	.....	.....	.....	.....	.....
Boston.....	.....	.....	.....	.....	.....	.....	.....
Baltimore.....	.....	.....	.....	.....	.....	.....	.....
Philadelph'ia, &c.....	.....	.....	.....	29	50	.....	79
Totals this week	5,828	12,083	10,159	7,395	10,813	11,174	57,452

For comparison we give the following table showing the week's total receipts, the total since September 1, 1889, and the stock to-night, compared with last year.

Receipts to Sept. 6.	1889.		1888.		Stock.	
	This Week.	Since Sep. 1, 1889.	This Week.	Since Sep. 1, 1888.	1889.	1888.
Galveston...	18,547	17,351	10,924	10,924	15,633	9,031
El Paso, &c.....	40	40	.....	.....	.....	.....
New Orleans....	9,289	8,647	2,573	2,573	10,722	14,164
Mobile.....	3,955	2,870	1,485	1,485	1,629	2,112
Florida.....	.....	.....	50	50	.....	.....
Savannah.....	20,709	18,153	17,736	17,736	18,047	13,486
Brunsw., &c.....	150	150	20	20	.....	.....
Charleston...	2,583	2,453	4,197	4,197	2,445	2,359
P. Royal, &c.....	.....	.....	3	3	.....	.....
Wilmington....	24	24	1,061	1,061	123	1,172
Wash'tn, &c.....	.....	.....	.....	.....	.....	.....
Norfolk.....	35	33	1,014	1,014	57	895
West Point....	2,041	1,324	21	21	.....	.....
N'wp't N., &c.....	.....	.....	3	3	.....	.....
New York.....	.....	.....	.....	.....	22,814	137,424
Boston.....	.....	.....	77	77	1,900	1,000
Baltimore.....	.....	.....	.....	.....	2,401	742
Phil'del'a, &c.....	79	79	.....	.....	2,664	2,363
Totals.....	57,452	51,624	39,164	39,164	78,035	184,748

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

Receipts at—	1889.	1888.	1887.	1886.	1885.	1884.
Galv'n, &c.....	18,587	10,924	19,965	20,265	14,590	10,744
New Orleans....	9,289	2,573	13,867	5,803	6,219	3,162
Mobile.....	3,955	1,485	2,227	294	1,409	1,310
Savannah.....	20,709	17,736	26,432	11,155	18,099	14,969
Charl'st'n, &c.....	2,583	4,200	14,545	3,270	8,385	8,310
Wilm'g't'n, &c.....	24	1,061	3,243	195	1,013	849
Norfolk.....	35	1,014	2,021	328	1,609	1,438
W't Point, &c.....	2,041	24	1,207	157	680	6
All others....	229	147	1,930	1,114	1,076	1,836
Tot. this week	57,452	39,164	85,437	42,581	53,080	42,624
Since Sept. 1.	51,624	39,164	100,956	54,344	75,849	57,725

The exports for the week ending this evening reach a total of 23,239 bales, of which 23,289 were to Great Britain, 1,305 to France and 1,645 to the rest of the Continent. Below are the exports for the week, and since September 1, 1889.

Exports from—	Week Ending Sept. 6.				From Sept. 1, 1889, to Sept. 6, 1889			
	Great Brit'n.	France	Continent.	Total Week.	Great Britain.	France	Continent.	Total
Galveston.....	3,320	.....	.....	3,320	.....	.....	.....	.....
New Orleans....	5,193	.....	.....	5,193	5,193	.....	.....	5,193
Mobile.....	.....	.....	.....	.....	.....	.....	.....	.....
Savannah.....	.....	.....	.....	.....	.....	.....	.....	.....
Brunswick.....	.....	.....	.....	.....	.....	.....	.....	.....
Charleston.....	.....	.....	.....	.....	.....	.....	.....	.....
Wilmington....	.....	.....	.....	.....	.....	.....	.....	.....
Norfolk.....	.....	.....	.....	.....	.....	.....	.....	.....
West Point....	.....	.....	.....	.....	.....	.....	.....	.....
N'wp't Nws, &c.....	.....	.....	.....	.....	.....	.....	.....	.....
New York.....	15,001	1,305	1,548	18,452	14,253	1,305	1,146	17,004
Boston.....	628	.....	90	723	123	.....	99	225
Baltimore.....	540	.....	.....	540	510	.....	.....	249
Philadelph'ia, &c.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	28,289	1,305	1,443	29,730	20,121	1,305	1,545	22,971

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

Sept. 6, at—	On Shipboard, not cleared—for					Leaving Stock.
	Great Britain.	France.	Other Foreign	Coast-wise.	Total.	
New Orleans...	2,773	1,835	None.	53	4,661	6,081
Moblie.....	None.	None.	None.	None.	None.	1,629
Charleston.....	None.	None.	None.	1,000	1,000	1,445
Savannah.....	None.	None.	None.	4,500	4,500	13,547
Galveston.....	3,616	793	None.	47	2,826	8,321
Norfolk.....	None.	None.	None.	None.	None.	57
New York.....	11,000	1,500	2,600	None.	15,400	7,414
Other ports.....	1,500	None.	400	None.	1,900	4,738
<b>Total 1889...</b>	<b>18,919</b>	<b>4,428</b>	<b>3,047</b>	<b>8,370</b>	<b>34,773</b>	<b>43,262</b>
Total 1888...	15,858	1,272	7,575	5,950	30,655	154,093
Total 1887...	22,359	424	3,214	10,691	36,691	92,358

The speculation in cotton for future delivery at this market was quite dull, with an uncertain tone, for the first half of the week under review. The increased movement of the crop, and the favorable reports of the prospects for a large yield, made the Bulls cautious, while the "corner" at Liverpool in early options, together with the general strength of that market, caused the Bears to act charily in putting out contracts for a decline. Under these circumstances it was not until yesterday (Thursday) that there was any material change in values for any month except September, and the fluctuations in this delivery were not great. But yesterday's steady improvement at Liverpool, and the large "spot" business reported from there in the face of "short time" agreements in Lancashire, caused an advance of 4@5 points in the early deliveries, with more activity generally to the speculation, and to-day, from the same cause, with more steadiness to the Southern markets, there was a further improvement at the opening; much irregularity followed. October options were bid up to 10.34c., an advance of 10 points, and November to 10.06c., an advance of 7 points, while the more distant options were 2@3 points better; but September sold down to 10.57c., a decline of 7 points from yesterday and 10 points below the best figure of the morning. The close was very unsettled, the Bulls realizing pretty freely when the large receipts at Alabama interior towns were made public. Cotton on the spot met with a very small demand from home spinners, and on Wednesday quotations were reduced 1/8c., with sales reported for early arrival at 1/2c. below the current figures. To-day the market was quiet and nearly nominal at 11 3/8c. for middling uplands.

The total sales for forward delivery for the week are 202,900 bales. For immediate delivery the total sales foot up this week 14,715 bales, including 11,892 for export, 2,823 for consumption, — for speculation, and — in transit. Of the above — bales were to arrive. The following are the official quotations for each day of the past week—Ang. 31 to Sept. 6.

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

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

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

MARKET AND SALES. The total sales and future deliveries each day during the week are indicated in the following statement. For the convenience of the reader we also add a column which shows at a glance how the market closed on same days.

SPOT MARKET CLOSED.	SALES OF SPOT AND TRANSIT.					FUTURES.	
	Ex- port.	Con- sump.	Spec- ul'n	Trans- st.	Total.	Sales	Deliv- eries.
Sat. Quiet.....	11,892	1,272			13,164	24,200	
Mon. ....			Holl- day.				
Tues. Nominal.....		341			341	31,500	
Wed. Quiet at 1/2 dec.		290			290	35,100	
Thur. Easy.....		507			507	52,000	
Fri. Steady.....		413			413	60,100	
<b>Total</b> .....	<b>11,892</b>	<b>2,823</b>			<b>14,715</b>	<b>202,900</b>	

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

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

Market Prices and Range and Total Sales of FUTURES.	Monday, Sept. 2—	Tuesday, Sept. 3—	Wednesday, Sept. 4—	Thursday, Sept. 5—	Friday, Sept. 6—	Total sales this week—Average price, week.
Saturday, Aug. 31—	Lower 2 1/2 @ 2 3/4	Esmer. 31,500	Esmer. 31,500	Esmer. 31,500	Esmer. 31,500	17,969,400
Sales, total.....	9-93 @ 10-58	9-90 @ 10-30	9-91 @ 10-39	9-93 @ 10-65	9-93 @ 10-67	2,997,300
Prices paid (range).....	Dull.	Weak.	Weak.	Steady.	Irregular.	684,600
Closing.....						568,000
Monday, Sept. 2—						271,300
Sales, total.....						443,400
Prices paid (range).....						530,300
Closing.....						101,100
Tuesday, Sept. 3—						105,200
Sales, total.....						23,700
Prices paid (range).....						2,500
Closing.....						23,400
Wednesday, Sept. 4—						8,300
Sales, total.....						
Prices paid (range).....						
Closing.....						
Thursday, Sept. 5—						
Sales, total.....						
Prices paid (range).....						
Closing.....						
Friday, Sept. 6—						
Sales, total.....						
Prices paid (range).....						
Closing.....						

\* Includes sales in September, 1888, for September, 165,300; Septem-ber-October, for October, 394,100; September-November, for November, 585,500; September-December, for December, 980,400; September-January, for January, 1,650,500; September-February, for February, 881,300; September-March, for March, 1,914,800; September-April, for April, 1,257,800; September-May, for May, 1,565,100; September-June, for June, 1,656,000; September-July, for July, 1,099,000.

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 of the week is also given at bottom of table. Transferable Orders—Saturday, 10.60c.; Monday, —; Tuesday, 10.60c.; Wednesday, 10.60c.; Thursday, 10.65c.; Friday, 10.60c.

The following exchanges have been made during the week:  
 24 pd. to exch. 900 Dec. for Oct. 31 pd. to exch. 1,000 Jan. for Oct.  
 36 pd. to exch. 500 Oct. for Sept. 34 pd. to exch. 500 Jan. for Oct.  
 02 pd. to exch. 500 Oct. for May. 05 pd. to exch. 800 Jan. for Nov.  
 04 pd. to exch. 100 Dec. for Jan. 07 pd. to exch. 300 Jan. for Nov.  
 33 pd. to exch. 600 Jan. for Oct. 21 pd. to exch. 500 Meh. for Oct.

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 atloat are this week's returns, and consequently all the European figures are brought down to Thursday evening. But to make the totals the complete figures for to-night (Sept. 6), we add the item of exports from the United States, including in it the exports of Friday only.

	1889.	1888.	1887.	1886.
Stock at Liverpool.....bales	459,000	316,000	487,000	432,000
Stock at London.....	22,000	15,000	38,000	25,000
<b>Total Great Britain stock.</b>	<b>481,000</b>	<b>331,000</b>	<b>525,000</b>	<b>457,000</b>
Stock at Hamburg.....	2,600	3,400	4,800	3,300
Stock at Bremen.....	19,800	27,800	62,500	33,400
Stock at Amsterdam.....	6,000	6,000	26,000	20,000
Stock at Rotterdam.....	300	300	200	300
Stock at Antwerp.....	15,000	700	1,000	1,500
Stock at Havre.....	71,000	91,000	179,000	107,000
Stock at Marseilles.....	3,000	3,000	2,000	6,000
Stock at Barcelona.....	41,000	45,000	26,000	43,000
Stock at Genoa.....	3,000	6,000	5,000	15,000
Stock at Trieste.....	3,000	10,000	6,000	12,000
<b>Total Continental stocks.....</b>	<b>163,700</b>	<b>193,200</b>	<b>312,500</b>	<b>241,500</b>
<b>Total European stocks....</b>	<b>644,700</b>	<b>524,200</b>	<b>837,500</b>	<b>698,500</b>
India cotton afloat for Europe.	55,000	50,000	100,000	114,000
Amer. cot'n afloat for Europe.	37,000	30,000	58,000	30,000
Egypt, Brazil, &c., afloat for Europe.	4,000	13,000	22,000	4,000
Stock in United States ports..	78,035	184,748	129,049	189,039
Stock in U. S. interior towns..	10,299	13,581	26,254	37,315
United States exports to-day..	3,345	2,670	3,964	2,428

Total visible supply..... 832,379 818,199 1,176,767 1,075,302  
Of the above, the totals of American and other descriptions are as follows:

American—				
Liverpool stock.....bales	246,000	176,000	237,000	269,000
Continental stocks.....	90,000	96,000	140,000	144,000
American afloat for Europe...	37,000	30,000	58,000	30,000
United States stock.....	78,035	184,748	129,049	189,039
United States interior stocks..	10,299	13,581	26,254	37,315
United States exports to-day..	3,345	2,670	3,964	2,428
<b>Total American.....</b>	<b>464,679</b>	<b>496,999</b>	<b>594,267</b>	<b>671,802</b>
East Indian, Brazil, &c.—				
Liverpool stock.....	213,000	146,000	250,000	163,000
London stock.....	22,000	15,000	38,000	25,000
Continental stocks.....	73,700	97,200	172,500	97,500
India afloat for Europe.....	55,000	50,000	100,000	114,000
Egypt, Brazil, &c., afloat.....	4,000	13,000	22,000	4,000
<b>Total East India, &amp;c.....</b>	<b>367,700</b>	<b>321,200</b>	<b>582,500</b>	<b>403,500</b>
<b>Total American.....</b>	<b>464,679</b>	<b>496,999</b>	<b>594,267</b>	<b>671,802</b>
Total visible supply.....	832,379	818,199	1,176,767	1,075,302
Price Mid. Upl., Liverpool....	6 3/4d.	5 1/2 d.	5 1/2 d.	5 1/2 d.
Price Mid. Upl., New York....	11 3/8c.	10 1/2 c.	10 1/2 c.	9 1/4 c.

The imports into Continental ports this week have been 8,000 bales.

The above figures indicate an increase in the cotton in sight to-night of 14,180 bales as compared with the same date of 1888, a decrease of 344,388 bales as compared with the corresponding date of 1887 and a decrease of 242,923 bales as compared with 1886.

AT THE INTERIOR TOWNS the movement—that is the receipts for the week, and since September 1, the shipments for the week, and the stocks to-night, and the same items for the corresponding period of 1888—is set out in detail in the following statement.

TOWNS.	Receipts			Shipments			Stocks		
	This week.	Since Sept. 1, 1889.	Since Sept. 1, 1888.	This week.	Since Sept. 1, 1889.	Since Sept. 1, 1888.	This week.	Since Sept. 1, 1889.	Since Sept. 1, 1888.
Total, all.....	39,950	28,919	20,493	17,767	17,388	17,388	15,882	17,828	17,828
Total, new towns.....	20,956	17,811	15,504	7,468	10,425	10,425	8,172	13,581	13,581
Total, old towns.....	13,993	11,108	10,989	10,299	6,913	6,913	7,710	4,247	4,247
Newberry, S. C.....	7	7	7	.....	.....	.....	.....	.....	.....
Raleigh, N. C.....	3	3	3	84	65	65	87	25	25
Petersburg, Va.....	3	3	3	9	28	13	28	11	11
Louisville, Ky.....	3	3	26	9	146	146	157	185	185
Little Rock, Ark.....	1,525	1,315	1,287	33	33	33	33	183	183
Brenham, Tex.....	18,480	16,480	11,177	445	1,200	1,200	700	691	691
Honston, Tex.....	2,056	1,915	1,287	6,814	9,000	9,000	3,000	3,204	3,204
Atlanta, Ga.....	25	25	.....	9	.....	.....	.....	.....	.....
Rome, Ga.....	9	9	.....	.....	.....	.....	.....	.....	.....
Charlottesville, N. C.....	12	12	.....	.....	.....	.....	.....	.....	.....
St. Louis, Mo.....	230	210	278	441	209	209	1,387	3,247	3,247
Cincinnati, Ohio.....	185	136	155	3,279	192	192	1,561	1,101	1,101
Dallas, Texas.....	30	30	.....	.....	.....	.....	.....	.....	.....
Falstaff, Texas.....	30	30	.....	.....	.....	.....	.....	.....	.....
Shreveport, La.....	314	243	157	.....	.....	.....	.....	.....	.....
Vicksburg, Miss.....	23	23	.....	.....	.....	.....	.....	.....	.....
Columbus, Miss.....	47	36	32	29	71	71	323	442	442
Enterprise, Ala.....	2,169	1,869	2,029	20	74	74	6	144	144
Griffin, Ga.....	6	6	.....	.....	.....	.....	.....	.....	.....
Atlanta, Ga.....	25	25	.....	.....	.....	.....	.....	.....	.....
Rome, Ga.....	9	9	.....	.....	.....	.....	.....	.....	.....
Charlottesville, N. C.....	12	12	.....	.....	.....	.....	.....	.....	.....
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Atlanta, Ga.....	25	25	.....	.....	.....	.....	.....	.....	.....
Rome, Ga.....	9	9	.....	.....	.....	.....	.....	.....	.....
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Cincinnati, Ohio.....	185	136	155	3,279	192	192	1,561	1,101	1,101
Dallas, Texas.....	30	30	.....	.....	.....	.....	.....	.....	.....
Falstaff, Texas.....	30	30	.....	.....	.....	.....	.....	.....	.....
Shreveport, La.....	314	243	157	.....	.....	.....	.....	.....	.....
Vicksburg, Miss.....	23	23	.....	.....	.....	.....	.....	.....	.....
Columbus, Miss.....	47	36	32	29	71	71	323	442	442
Enterprise, Ala.....	2,169	1,869	2,029	20	74	74	6	144	144
Griffin, Ga.....	6	6	.....	.....	.....	.....	.....	.....	.....
Atlanta, Ga.....	25	25	.....	.....	.....	.....	.....	.....	.....
Rome, Ga.....	9	9	.....	.....	.....	.....	.....	.....	.....
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Dallas, Texas.....	30	30	.....	.....	.....	.....	.....	.....	.....
Falstaff, Texas.....	30	30	.....	.....	.....	.....	.....	.....	.....
Shreveport, La.....	314	243	157	.....	.....	.....	.....	.....	.....
Vicksburg, Miss.....	23	23	.....	.....	.....	.....	.....	.....	.....
Columbus, Miss.....	47	36	32	29	71	71	323	442	442
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Griffin, Ga.....	6	6	.....	.....	.....	.....	.....	.....	.....
Atlanta, Ga.....	25	25	.....	.....	.....	.....	.....	.....	.....
Rome, Ga.....	9	9	.....	.....	.....	.....	.....	.....	.....
Charlottesville, N. C.....	12	12	.....	.....	.....	.....	.....	.....	.....
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Cincinnati, Ohio.....	185	136	155	3,279	192	192	1,561	1,101	1,101
Dallas, Texas.....	30	30	.....	.....	.....	.....	.....	.....	.....
Falstaff, Texas.....	30	30	.....	.....	.....	.....	.....	.....	.....
Shreveport, La.....	314	243	157	.....	.....	.....	.....	.....	.....
Vicksburg, Miss.....	23	23	.....	.....	.....	.....	.....	.....	.....
Columbus, Miss.....	47	36	32	29	71	71	323	442	442
Enterprise, Ala.....	2,169	1,869	2,029	20	74	74	6	144	144
Griffin, Ga.....	6	6	.....	.....	.....	.....	.....	.....	.....
Atlanta, Ga.....	25	25	.....	.....	.....	.....	.....	.....	.....
Rome, Ga.....	9	9	.....	.....	.....	.....	.....	.....	.....
Charlottesville, N. C.....	12	12	.....	.....	.....	.....	.....	.....	.....
St. Louis, Mo.....	230	210	278	441	209	209	1,387	3,247	3,247
Cincinnati, Ohio.....	185	136	155	3,279	192	192	1,561	1,101	1,101
Dallas, Texas.....	30	30	.....	.....	.....	.....	.....	.....	.....
Falstaff, Texas.....	30	30	.....	.....	.....	.....	.....	.....	.....
Shreveport, La.....	314	243	157	.....	.....	.....	.....	.....	.....
Vicksburg, Miss.....	23	23	.....	.....	.....	.....	.....	.....	.....
Columbus, Miss.....	47	36	32	29	71	71	323	442	442
Enterprise, Ala.....	2,169	1,869	2,029	20	74	74	6	144	144
Griffin, Ga.....	6	6	.....	.....	.....	.....	.....	.....	.....
Atlanta, Ga.....	25	25	.....	.....	.....	.....	.....	.....	.....
Rome, Ga.....	9	9	.....	.....	.....	.....	.....	.....	.....
Charlottesville, N. C.....	12	12	.....	.....	.....	.....	.....	.....	.....
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Cincinnati, Ohio.....	185	136	155	3,279	192	192	1,561	1,101	1,101
Dallas, Texas.....	30	30	.....	.....	.....	.....	.....	.....	.....
Falstaff, Texas.....	30	30	.....	.....	.....	.....	.....	.....	.....
Shreveport, La.....	314	243	157	.....	.....	.....	.....	.....	.....
Vicksburg, Miss.....	23	23	.....	.....	.....	.....	.....	.....	.....
Columbus, Miss.....	47	36	32	29	71	71	323	442	442
Enterprise, Ala.....	2,169	1,869	2,029	20	74	74	6	144	144
Griffin, Ga.....	6	6	.....	.....	.....	.....	.....	.....	.....
Atlanta, Ga.....	25	25	.....	.....	.....	.....	.....	.....	.....
Rome, Ga.....	9	9	.....	.....	.....	.....	.....	.....	.....
Charlottesville, N. C.....	12	12	.....	.....	.....	.....	.....	.....	.....
St. Louis, Mo.....	230	210	278	441	209	209	1,387	3,247	3,247
Cincinnati, Ohio.....	185	136	155	3,279	192	192	1,561	1,101	1,101
Dallas, Texas.....	30	30	.....	.....	.....	.....	.....	.....	.....
Falstaff, Texas.....	30	30	.....	.....	.....	.....	.....	.....	.....
Shreveport, La.....	314	243	157	.....	.....	.....	.....	.....	.....
Vicksburg, Miss.....	23	23	.....	.....	.....				

We have had fine showers on two days of the week, the rainfall reaching one inch and one hundredth. The thermometer has averaged 77, the highest being 94 and the lowest 60.

**New Orleans, Louisiana.**—It has rained on five days of the week. The thermometer has averaged 80.

**Shreveport, Louisiana.**—Rainfall for the week three inches and eighty hundredths. The thermometer has ranged from 69 to 90, averaging 77.

**Columbus, Mississippi.**—We have had rain on four days of the week, the rainfall reaching five inches and fifty-one hundredths. Crop prospects are less favorable. The heavy rain has interfered with picking. Average thermometer 74, highest 88, lowest 60. August rainfall three inches and ninety-eight hundredths.

**Leland, Mississippi.**—Telegram not received. Rainfall during month of August one inch and eighty-seven hundredths.

**Greenville, Mississippi.**—Rainfall for the week one inch and fifteen hundredths. Picking is general. Crop prospects are not so good as two weeks ago; it is claimed that boll worms are doing damage. The thermometer has averaged 78, ranging from 66 to 89.

**Meridian, Mississippi.**—It has rained heavily on one day of the week. Picking progresses and cotton is fine in grade.

**Clarksdale, Mississippi.**—There has been rain to the extent of three inches and fifty-two hundredths during the week—very unfavorable. During the month of August the rainfall reached two inches and twelve hundredths.

**Vicksburg, Mississippi.**—We have had showers on three days of the week, the rainfall reaching eighty hundredths of an inch. The cotton crop still continues very promising. Picking has commenced in earnest, and some marketing is being done. The corn crop is the finest that has been made for years. Seventy-five bushels to the acre is claimed by some, and it is thought the yield will average fifty bushels per acre. Average thermometer 81, highest 94 and lowest 70.

**Helena, Arkansas.**—The weather is clear and cool this morning, but on all of the other days of the week we have had showers and at some times heavy. The rainfall reached three inches and forty-two hundredths. Picking is going on slowly. The thermometer has averaged 75, ranging from 58 to 89.

**Little Rock, Arkansas.**—The past week has been wet, rain having fallen on five days to the extent of three inches and eighty-one hundredths. There are some complaints of rust, owing to excessive rains, but think them of slight importance. The thermometer has averaged 73, the highest being 88 and the lowest 64.

**Memphis, Tennessee.**—We had heavy rain (excessive in some sections) on six days of the week, but the weather is now clear and cool. The rainfall reached three inches and seventy-six hundredths. Average thermometer 76, highest 89, lowest 64. Rainfall during August five inches and sixty-two hundredths—on seven days. Average thermometer in August 77, highest 92, lowest 62.

**Nashville, Tennessee.**—Telegram not received.

**Mobile, Alabama.**—Crop prospects are fine. The damage by rust and worms is very slight. We have had rain on five days of the week, the rainfall reaching one inch and seventy hundredths. The thermometer has averaged 78, the highest being 87 and the lowest 68. During August the rainfall reached two inches and eighty hundredths.

**Selma, Alabama.**—The week's rainfall has been one inch and fifty hundredths. The thermometer has ranged from 70 to 84, averaging 77. August rainfall six inches and ninety hundredths.

**Auburn, Alabama.**—The week's precipitation has been ninety-five hundredths of an inch. Cotton is opening well. Growing crops need rain, but farmers are in good spirits. Average thermometer 77, highest 88 and lowest 69. During the month of August the rainfall reached three inches and seventy-three hundredths.

**Montgomery, Alabama.**—We have had rain on three days, and the balance of the week was warm and dry. The rainfall reached one inch and twenty-two hundredths. Picking progresses finely and the crop is good. The thermometer has averaged 76, ranging from 68 to 89. During August the rainfall reached six inches and thirty-one hundredths.

**Madison, Florida.**—It has rained on four days of the week, the rainfall reaching four inches and fifty hundredths. The thermometer has averaged 79, the highest being 92 and the lowest 69.

**Columbus, Georgia.**—We have had rain on one day of the week, the rainfall reaching sixty hundredths of an inch. The thermometer has averaged 80, ranging from 72 to 86. During August the rainfall reached three inches and seventy-nine hundredths.

**Augusta, Georgia.**—The weather has been favorable during the week with light rain on four days—to the extent of fifty-nine hundredths of an inch. Crop satisfactory and promising. Average thermometer 79, highest 89 and lowest 68. During the month of August the rainfall reached eight inches and sixty-eight hundredths.

**Savannah, Georgia.**—It has rained on three days of the week, the rainfall reaching two inches and twenty-one hundredths. The thermometer has ranged from 69 to 84, averaging 77.

**Charleston, South Carolina.**—There has been rain on one day of the week, to the extent of one hundredth of an inch. The thermometer has averaged 78, ranging from 70 to 85.

**Stateburg, South Carolina.**—Rain is needed. Picking has begun. The thermometer has ranged from 66 to 83, averaging 74.

**Wilson, North Carolina.**—No rain has fallen during the week. Average thermometer 77, highest 86 and lowest 67.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock September 5, 1889, and September 6, 1888.

	Sept. 5, '89.		Sept. 6, '88.	
	Feet.	Inch.	Feet.	Inch.
New Orleans.....	Above low-water mark.		5	3
Memphis.....	Above low-water mark.		18	8
Nashville.....	Above low-water mark.		13	7
Shreveport.....	Above low-water mark.		10	3
Vicksburg.....	Above low-water mark.		23	6

**INDIA COTTON MOVEMENT FROM ALL PORTS.**—The receipts and shipments of cotton at Bombay have been as follows for the week and year, bringing the figures down to Sept. 5.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

Year	Shipments this week.			Shipments since Jan. 1.			Receipts.	
	Great Britain	Continent.	Total.	Great Britain	Continent.	Total.	This week.	Since Jan. 1.
1889	1,000	6,000	7,000	361,000	836,000	1,197,000	4,900	1,702,000
1888	2,000	.....	2,000	211,000	605,000	816,000	3,000	1,284,000
1887	.....	4,000	4,000	361,000	661,000	1,022,000	5,000	1,452,000
1886	.....	3,000	3,000	315,000	657,000	972,000	4,000	1,388,000

According to the foregoing, Bombay appears to show an increase compared with last year in the week's receipts of 1,000 bales and an increase in shipments of 5,000 bales, and the shipments since Jan. 1 show an increase of 381,000 bales. The movement at Calcutta, Madras, and other India ports for the last reported week and since the 1st of January, for two years, has been as follows. "Other ports" cover Ceylon, Tuticorin, Kurrachee and Coconada.

	Shipments for the week.			Shipments since January 1.		
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total.
Calcutta—						
1889.....	.....	.....	.....	33,000	44,000	77,000
1888.....	.....	.....	.....	24,000	60,000	84,000
Madras—						
1889.....	2,000	1,000	3,000	43,000	6,000	49,000
1888.....	1,000	.....	1,000	22,000	7,000	29,000
All others—						
1889.....	6,000	4,000	10,000	55,000	33,000	88,000
1888.....	3,000	.....	3,000	47,000	23,000	73,000
Total all—						
1889.....	8,000	5,000	13,000	131,000	83,000	214,000
1888.....	4,000	.....	4,000	93,000	93,000	186,000

The above totals for the week show that the movement from the ports other than Bombay is 9,000 bales more than the same week last year. For the whole of India, therefore, the total shipments since January 1, 1889, and for the corresponding periods of the two previous years, are as follows:

EXPORTS TO EUROPE FROM ALL INDIA.

Shipments to all Europe from—	1889.		1888.		1887.	
	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
Bombay.....	7,000	1,197,000	2,000	816,000	4,000	1,022,000
All other ports.	13,000	214,000	4,000	186,000	10,000	345,000
Total.....	20,000	1,411,000	6,000	1,002,000	14,000	1,370,000

**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, September 4.	1889.		1888.		1887.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
Receipts (cantars)....						
This week.....	5,000		7,000		5,000	
Since Sept. 1.....	5,000		7,000		5,000	
Exports (bales)—						
To Liverpool.....	.....	.....	1,000	1,000	.....	.....
To Continent.....	1,000	1,000	.....	.....	1,000	1,000
Total Europe.....	1,000	1,000	1,000	1,000	1,000	1,000

\* A cantar is 95 pounds.

This statement shows that the receipts for the week ending Sept. 4 were 5,000 cantars and the shipments to all Europe 1,000 bales.

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

	1889.						1888.					
	32s Cop. Twist.	34s lbs. Shirtings.	36s lbs. Shirtings.	38s lbs. Shirtings.	40s lbs. Shirtings.	42s lbs. Shirtings.	32s Cop. Twist.	34s lbs. Shirtings.	36s lbs. Shirtings.	38s lbs. Shirtings.	40s lbs. Shirtings.	42s lbs. Shirtings.
Aug. 2	7 7/8	28 3/4	5 11	27 0	6 1/4	7 3/4	28 1/4	5 7	27 0	6 1/4	7 3/4	
" 9	7 1/2	28 1/4	5 11	27 0	6 1/4	7 3/4	28 1/4	5 7	27 0	6 1/4	7 3/4	
" 16	8	28 1/2	6 0	27 1	6 3/4	7 3/4	28 1/4	5 6 1/2	26 11	6 1/4	7 3/4	
" 23	8 1/4	28 5/8	6 0	27 2	6 3/4	7 3/4	28 1/4	5 6 1/2	26 11	6 1/4	7 3/4	
" 30	8 1/2	28 3/4	6 0	27 2	6 3/4	7 3/4	28 1/4	5 6 1/2	26 11	6 1/4	7 3/4	
" 37	8 3/4	28 7/8	6 0	27 2	6 3/4	7 3/4	28 1/4	5 6 1/2	26 11	6 1/4	7 3/4	

**COTTON CROP CIRCULAR.**—Our annual Cotton Crop Review will be ready in circular form on Wednesday, the 11th of September. Parties desiring the circular in quantities, with their business card printed thereon, should send in their orders as soon as possible, to ensure early delivery.

**JUTE BUTTS, BAGGING, &C.**—The demand for bagging has been fair since our last and the market is firm. Orders are coming in quite freely and sellers are quoting 8¼@10¼c., as to quality. There is not much inquiry for jute butts, and very few orders are reported. Prices are nominal, and paper grades are held at 170@1¼c., and bagging qualities at 2@2½c.

**DOMESTIC EXPORTS OF COTTON MANUFACTURES.**—Through the courtesy of Mr. W. F. Switzler, Chief of the Bureau of Statistics, we have received this week a statement showing the exports of domestic cotton manufactures for July, and for seven months ended July 31, 1889, with like figures for the corresponding periods of the previous year, and give them below:

Quantities of Manufactures of Cotton (colored and uncolored) exported to—	Month ending July 31, 1889.		7 mos. ending July 31, 1889.	
	1889.	1888.	1889.	1888.
Great Britain and Ireland.....yards	\$81,037,076	\$55,735	\$5,355,961	\$4,204,715
Other countries in Europe.....	90,580	128,158	1,504,415	1,409,835
British North America.....	32,372	87,219	588,011	641,919
Mexico.....	919,496	800,175	5,323,878	8,092,497
Central American States and British Honduras.....	659,482	710,009	4,062,733	3,475,395
West Indies.....	815,721	651,399	7,402,873	7,898,154
Argentine Republic.....	488,585	155,473	2,763,739	1,020,336
Brazil.....	1,153,412	555,256	4,777,070	4,499,498
United States of Colombia.....	128,198	334,914	1,073,747	2,154,663
Other countries in S. America.....	1,849,445	1,845,494	11,132,065	10,071,579
China.....	2,836,962	1,513,858	20,524,707	25,997,979
Other countries in Asia and Oceania.....	888,511	406,603	3,456,650	6,327,084
Africa.....	14,243	280,065	2,584,137	3,047,941
Other countries.....	289,581	75,305	2,287,749	4,297,272
Total yards of above.....	10,769,563	8,051,698	72,894,763	84,808,956
Total value of above.....	\$818,177	\$598,249	\$5,214,141	15,781,890
Value per yard.....	\$0758	\$0705	\$0715	\$0687
Values of other Manufactures of Cotton exported to—	\$	\$	\$	\$
Great Britain and Ireland.....	33,072	62,595	224,942	285,056
Germany.....	1,101	3,171	8,733	10,250
France.....	2,368	507	12,177	6,339
Other countries in Europe.....	5,599	2,012	53,018	21,718
British North America.....	27,517	23,654	213,231	216,022
Mexico.....	25,524	15,680	41,021	52,125
Central American States & British Honduras.....	3,442	4,553	26,319	22,443
West Indies.....	5,146	8,407	51,799	52,753
United States of Colombia.....	1,547	7,195	14,632	51,223
Other countries in S. America.....	15,297	7,178	68,175	51,250
Asia and Oceania.....	20,377	28,899	203,399	168,136
Africa.....	936	729	6,616	8,106
Other countries.....	2,533	190	19,577	37,345
Total value of other manufactures of.....	147,348	164,456	1,012,526	1,040,834
Aggregate value of all cotton goods	965,525	734,705	6,227,097	9,822,720

**THE EXPORTS OF COTTON** from New York this week show an increase compared with last week, the total reaching 18,452 bales, against 15,850 bales last week. Below we give our usual table, showing the exports of cotton from New York, and the direction, for each of the last four weeks; also the total exports and direction since Sept. 1, 1889, and in the last column the total for the same period of the previous year.

EXPORTS OF COTTON (BALES) FROM NEW YORK SINCE SEPT 1, 1889.

Exported to—	Week Ending—				Total since Sept. 1.	Same period previous year.
	Aug. 15.	Aug. 22.	Aug. 29.	Sept. 5.		
Liverpool.....	4,404	13,206	14,194	15,601	14,253	10,674
Other British ports.....	.....	.....	.....	.....	.....	.....
TOT. TO GT. BRIT'N.	4,404	13,206	14,194	15,601	14,253	10,674
Havre.....	722	517	876	1,305	1,305	498
Other French ports.....	.....	.....	.....	.....	.....	.....
TOTAL FRENCH....	722	517	876	1,305	1,305	498
Bremen.....	314	.....	105	100	.....	260
Hamburg.....	355	109	69	804	804	.....
Other ports.....	.....	191	406	642	642	521
TOT. TO NO. EUROPE	669	303	590	1,546	1,446	724
Sp'n, Op'to, Gibr., &c.	200	57	.....	.....	.....	364
All other.....	100	50	.....	.....	.....	1,096
TOTAL SPAIN, &C..	300	107	.....	.....	.....	1,460
GRAND TOTAL.....	6,095	14,133	15,650	18,452	17,004	13,356

**SHIPPING NEWS.**—The exports of cotton from the United States the past week, as per latest mail returns, have reached 20,856 bales.

**Total bales.**

NEW YORK—To Liverpool, per steamers Britannic, 3,000.....	3,000
City of Paris, 1,560.....Delaware, 1,585.....Egypt, 3,345.....Gal ego, 1,482.....Italy, 1,318.....Umbria, 214.....Wyoming, 2,667.....	15,601
To Havre, per steamer La Gascogne, 1,305.....	1,305
To Bremen per steamer Fulda, 100.....	100
To Hamburg, per steamers Moravia, 478.....Wieland, 326.....	804
To Antwerp, per steamer Rhynland, 642.....	642
NEW ORLEANS—To Liverpool, per steamers Andean, 236.....California, 591.....Mariner, 157.....Venezuelan, 692.....	1,696
BOSTON—To Liverpool, per steamers Catalonia, 2.....Palestine, 507.....	509
To St. John, per steamer Cumberland, 50.....	50
PHILADELPHIA—To Liverpool, per steamer British Prince, 49.....	49
Total.....	20,756

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

	Liverpool.	Havre.	Bremen.	Hamburg.	Antwerp.	St. John.	Total.
New York.....	15,601	1,305	100	804	612	.....	18,152
N. Orleans.....	1,690	.....	.....	.....	.....	.....	1,696
Boston.....	509	.....	.....	.....	.....	50	559
Phil'delphia.....	49	.....	.....	.....	.....	.....	49
Total.....	17,855	1,305	100	804	612	50	20,756

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

GALVESTON—To Liverpool—August 30—Steamer Amethyst, 3,320.  
 NEW ORLEANS—To Liverpool—Sept. 3—Steamer Bernard Hall, ..  
 BOSTON—To Liverpool—August 30—Steamer Cephalaria, ..Sept. 3—Steamers Iowa, ..; Venetian, ..  
 To St. John—August 31—Steamer Cumberland, 99.  
 BALTIMORE—To Liverpool—Sept. 3—Steamer Mentmore, ..  
 To Hamburg—Sept. 3—Steamer Gothia, ..  
 To Rotterdam—Sept. 3—Steamer Urbino, ..  
 To Antwerp—Sept. 2—Steamer Russian Prince, ..  
 PHILADELPHIA—To Liverpool—Sept. 3—Steamer British King, ..  
 Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d.	932@38	.....	932@38	932@38	518@718	518@718
Do via G'p'g'w. d.	.....	.....	.....	.....	.....	.....
Havre, steam.....	34	.....	34	34	34	34
Do sail.....	.....	.....	.....	.....	.....	.....
Bremen, steam c.	916	.....	916	916	918@53	918@53
Do via Leith. d.	.....	.....	.....	.....	.....	.....
Hamburg, steam c.	12	.....	12	12	12	12
Do via London. d.	.....	.....	.....	.....	.....	.....
Amst'd'm, steam c.	40*	.....	40*	40*	75*	75*
Do via London. d.	.....	.....	.....	.....	.....	.....
Royal, steam.....	932@518	.....	932@518	932@518	518	518
Do sail.....	.....	.....	.....	.....	.....	.....
Barcelona, steam d.	518	.....	518	518	518	518
Genoa, steam.....	518	.....	518	518	518	518
Trieste, steam.....	932@518	.....	932@518	932@518	518	518
Antwerp, steam d.	14	.....	14	14	932@518	932@518

\* Per 100 lbs.  
**LIVERPOOL.**—By cable from Liverpool we have the following statement of the week's sales, stocks, &c. at that port.

	Aug. 16.	Aug. 23.	Aug. 30.	Sept. 6.
Sales of the week.....bales	61,000	64,000	40,000	44,000
Of which exporters took.....	5,000	7,000	4,000	3,000
Of which speculators took.....	3,000	4,000	2,000	3,000
Sales American.....	46,000	43,000	26,000	31,000
Actual export.....	10,000	4,000	5,000	7,000
Forwarded.....	61,000	59,000	45,000	46,000
Total stock—Estimated.....	569,000	520,000	482,000	459,000
Of which American—Estimated.....	323,000	292,000	266,000	246,000
Total import of the week.....	16,000	15,000	13,000	30,000
Of which American.....	10,000	8,000	10,000	19,000
Amount afloat.....	34,000	58,000	45,000	54,000
Of which American.....	12,000	15,000	19,000	34,000

The tone of the Liverpool market for spots and futures each day of the week ending Sept. 6, and the daily closing prices of spot cotton, have been as follows:

Spot.	Saturday	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.
Market, } 12:30 P. M. }	Fully maintained	Very firm.	Steady.	Quiet.	Harden'g.	Quiet.
Mid. Up'l'ds.	6½	6½	6½	6½	61'18	6½
Sales.....	5,000	7,000	6,000	7,000	10,000	7,000
Spec. & exp.	500	500	500	1,000	1,500	500
Futures. Market, } 2:30 P. M. }	Steady at an advance.	Steady at an advance.	Quiet at 1-64 decline.	Quiet at partially 1-64 dec.	Steady.	Firm at an advance.
Market, } 4 P. M. }	Quiet.	Quiet but steady.	Steady.	Firm.	Dull but steady.	Quiet but 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.

	Sat., Aug. 31.				Mon., Sept. 2.				Tues., Sept. 3.			
	Open	High	Low	Clos.	Open	High	Low	Clos.	Open	High	Low	Clos.
September.	640	640	635	635	637	638	637	633	640	640	639	640
Sept.-Oct....	557	557	556	556	556	557	556	557	558	550	558	559
Oct.-Nov....	545	545	543	544	541	541	541	541	545	545	544	544
Nov.-Dec....	539	539	538	538	539	539	539	539	539	539	538	538
Dec.-Jan....	537	537	536	537	537	537	537	537	537	537	537	538
Jan.-Feb....	537	537	536	536	537	537	537	537	537	537	537	537
Feb.-March	539	538	536	536	537	537	537	537	537	537	537	537
March-April.	537	538	537	538	538	538	538	538	537	537	537	537
April-May....	539	539	538	538	539	539	539	539	538	539	538	539

	Wednes., Sept. 4.				Thurs., Sept. 5.				Fri., Sept. 6.			
	Open	High	Low	Clos.	Open	High	Low	Clos.	Open	High	Low	Clos.
September.	640	643	640	643	645	648	641	645	647	647	640	647
Sept.-Oct....	559	560	559	560	562	563	562	563	600	600	600	600
Oct.-Nov....	544	545	544	545	546	547	544	547	547	548	547	548
Nov.-Dec....	550	540	539	540	541	542	541	541	542	542	541	542
Dec.-Jan....	537	538	537	538	539	539	538	538	539	540	539	540
Jan.-Feb....	537	538	537	538	539	539	539	539	539	539	539	539
Feb.-March	537	538	537	538	539	539	539	539	539	539	539	539
March-April.	537	538	537	538	539	539	539	539	539	540	539	540
April-May....	538	539	538	539	540	540	540	540	541	541	541	541

BREADSTUFFS.

FRIDAY, P. M., Sept. 6, 1889.

There was scarcely a feature or any change of values in the markets for flour and meal. Still, with pretty full receipts, the warm weather discouraging local dealers, and an easier wheat market, receivers of wheat flour have been somewhat inclined to press sales, making, in some instances, slight concessions. This is especially true of high grades, which are offered for early arrival. To-day the market was dull and weak.

The wheat market showed at the opening considerable firmness in speculative values, owing to buying for delivery on early contracts, but dulness and depression followed, owing to weak foreign advices and the general absence of speculative spirit, the dealings being unusually small. Wheat on the spot sold only in a small way for export, but was taken to a fair extent for local milling, the transactions being mainly in ungraded red winter at 82½¢@86½¢, as to quality, the higher figure for choice; No. 3 red winter sold in car lots at 81½¢@81¾¢, and No. 4 do. at 74¢. To-day the market was decidedly lower, under dull foreign advices.

DAILY CLOSING PRICES OF NO. 2 RED WINTER WHEAT.

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
September delivery.....c.	84¼	84¼	84¼	84¼	84	83¼
October delivery.....c.	84¾	84¾	84¾	84¾	84¾	84¾
November delivery.....c.	85¾	85¾	85¾	85¾	85¾	85¾
December delivery.....c.	87¼	87¼	87¼	87¼	87¼	87¼
January delivery.....c.	88¼	88¼	88¼	88¼	88¼	88¼
May, 1890, delivery.....c.	92	92	92	92	91¾	90¾

Indian corn futures were quite depressed early in the week, under the dull movement and the absence of any active interest operating in the support of values. But on Wednesday, advices of very cold weather in the extreme Northwest excited apprehensions that the maturing crop might be injured by frost, and there was a quick advance, attended by an active speculation, which was continued throughout Thursday. Business on the spot and for early arrival also became more active, shippers and local dealers alike taking hold more freely, the dealings being mainly in Canal No. 2 at 43¼¢@43¾¢ afloat. To-day, with the return of better weather at the West, most of the recent advance was lost.

DAILY CLOSING PRICES OF NO. 2 MIXED CORN.

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
September delivery.....c.	42	41¾	42¼	42¼	42¼	42
October delivery.....c.	42¾	42¾	42¾	42¾	42¾	42¼
November delivery.....c.	42¾	42¾	43¼	43¼	43¼	42¾
December delivery.....c.	42¾	42¾	43¼	43¼	43¼	42¾
May, 1890, delivery.....c.	44	44	44¾	44¾	44¾	43¾

Oats have sympathized with corn, advancing and declining with that staple, closing this afternoon at some decline from the better prices of yesterday. The yield, fully secured, is a very large one.

DAILY CLOSING PRICES OF NO. 2 MIXED OATS.

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
September delivery.....c.	25¾	25¾	26	26	26	25¾
October delivery.....c.	26¾	26¾	26¾	26¾	26¾	26¾
November delivery.....c.	26¾	26¾	26¾	26¾	26¾	26¾
December delivery.....c.	26¾	26¾	27¼	27¼	27¼	27
May, 1890, delivery.....c.	28¾	28¾	29	29	29	28¾

Rye is quiet and nearly nominal. Barley is nominal. Barley malt more active.

The following are the closing quotations:

	Price		Price
Fine.....	\$2 00@2 60	Southern com. extras.	\$3 00@3 50
Superfine.....	2 40@2 80	Southern bakers' and	4 00@5 00
Spring wheat extras.	2 60@3 00	family brands	2 75@3 00
Min. clear and stra't.	3 50@5 00	Rye flour, superfine..	2 25@2 50
Winteralpp'g' extras.	3 00@3 50	Fine.....	2 60@2 70
Winter XX and XXX.	3 60@4 40	Corn meal—	2 75@—
Patents.....	4 25@5 60	Western, &c.....	2 60@2 70
Southern supers.....	2 40@2 80	Brandywine.....	2 75@—

GRAIN.

	Price		Price
Wheat—		Corn—	
Spring, per bush....	75 @ 90	Western white.....	42 @ 43¼
Spring No. 2.....	75 @ 88	Rye—	
Red winter No. 2....	83¾ @ 85	Western.....	49 @ 51
Red winter.....	73 @ 88	State and Jersey..	50 @ 52
White.....	80 @ 90	Oats—Mixed.....	26 @ 28
Corn—West'n mixed.	42 @ 43¼	White.....	27 @ 38
West'n mixed No.2.	42¼ @ 43¼	No. 2 mixed.....	25¾ @ 27
Western yellow....	42 @ 43¼	No. 2 white.....	27¼ @ 28¾

The movement of breadstuffs to market is indicated in the statement below, prepared by us from the figures of the New York Produce Exchange. We first give the receipts at Western lake and river ports, arranged so as to present the comparative movement for the week ending Aug. 31, 1889, and since August 1, for each of the last three years:

Receipts at—	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	Bbls. 19½ lbs.	Bush. 60 lbs.	Bush. 56 lbs.	Bush. 82 lbs.	Bush. 48 lbs.	Bu. 56 lbs.
Chicago.....	84,520	780,996	3,220,998	1,814,114	40,920	112,788
Milwaukee.....	10,650	111,685	23,410	45,000	33,425	5,420
Duluth.....	63,573	133,624	63,470	.....	.....	.....
Minneapolis.....	.....	573,080	.....	.....	.....	.....
Toledo.....	4,587	415,650	60,050	29,602	1,441	23,309
Detroit.....	2,972	252,385	31,293	115,080	.....	.....
Cleveland.....	5,892	20,410	16,450	72,863	780	9,100
St. Louis.....	28,122	612,589	503,550	217,790	25,318	600
Peoria.....	1,550	44,000	220,200	280,000	3,600	8,800
Tot. wk. '89	202,069	2,954,249	4,147,430	2,604,229	111,503	160,017
Same wk. '88	210,206	3,720,222	2,126,124	2,927,954	145,028	183,185
Same wk. '87	225,024	2,613,855	2,429,159	2,181,263	583,061	65,911
Since Aug. 1,						
1888.....	1,915,041	14,750,050	15,953,880	12,013,714	248,012	463,566
1889.....	1,145,397	16,813,249	9,310,897	8,944,171	238,820	542,957
1890.....	1,177,603	11,240,145	8,050,225	11,325,982	1,518,769	253,305

The exports from the several seaboard ports for the week ending Aug. 31, 1889, are shown in the annexed statement.

Exports from—	Wheat.	Corn.	Flour.	Oats.	Rye.	Peas.
	Bush.	Bush.	Bbls.	Bush.	Bush.	Bush.
New York	515,334	388,440	103,395	86,549	36,498	4,718
Boston	143,253	112,954	41,883	.....	.....	.....
Portland	.....	.....	.....	.....	.....	.....
Montr. al.	50,512	223,217	23,538	.....	.....	23,287
Philadel.	191,599	420	10,016	.....	.....	.....
Baltim're	374,667	107,999	35,503	.....	.....	.....
N. Or'l'ns.	160,400	155,000	980	.....	.....	.....
N. News.	.....	.....	.....	.....	.....	.....
Riehm'd.	.....	.....	.....	.....	.....	.....
Tot. week	1,436,265	986,930	215,315	86,549	36,498	28,005
8 mo time	.....	.....	.....	.....	.....	.....
1888.....	1,392,225	501,383	193,609	25,278	.....	1,487

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, Aug. 31, 1889:

In store at—	Wheat.	Corn.	Oats.	Rye.	Barley.
	bush.	bush.	bush.	bush.	bush.
New York.....	1,250,561	192,514	397,031	28,640	3,253
Do afloat.....	287,600	121,500	.....	.....	.....
Albany.....	600	27,000	51,600	29,500	.....
Buffalo.....	1,186,459	260,572	178,439	15,765	5,271
Chicago.....	1,948,905	3,922,069	2,917,287	479,796	10,881
Milwaukee.....	247,498	86	13,003	79,344	16,514
Duluth.....	182,364	543,560	1,050	.....	.....
Toledo.....	1,066,852	112,285	99,623	43,527	544
Detroit.....	146,698	40,677	72,519	6,260	1,232
Oswego.....	40,000	120,000	.....	.....	40,000
St. Louis.....	968,566	699,189	245,787	31,133	1,841
Afloat.....	90,214	18,941	.....	.....	.....
Cinch. natl.....	60,000	.....	11,000	44,000	21,000
Boston.....	3,101	143,980	70,155	1,030	22,504
London.....	69,624	.....	16,987	.....	113,790
Montreal.....	334,273	27,728	42,763	.....	27,258
Philadelphia.....	252,257	212,946	303,003	.....	.....
Peoria.....	274,93	37,678	193,744	77,616	27,688
Indianapolis.....	186,682	10,248	14,709	.....	.....
Kansas City.....	200,719	27,250	60,618	6,111	.....
Baltimore.....	815,098	542,896	102,676	13,342	.....
Minneapolis.....	1,945,066	.....	118,000	.....	.....
St. Paul.....	135,000	.....	.....	.....	.....
On Mississippi.....	243,923	176,071	21,815	.....	.....
On lakes.....	1,046,063	3,206,094	1,139,329	28,000	.....
On canal & river.	1,600,000	1,311,400	34,500	40,700	.....

Tot. Aug. 31, '89.	14,385,716	11,755,584	6,139,658	924,824	291,776
Tot. Aug. 24, '89.	14,291,270	9,476,150	5,613,809	870,656	327,758
Tot. Sept. 1, '88.	29,269,673	8,496,447	3,572,972	247,573	84,450
Tot. Sept. 3, '87.	30,687,129	6,936,850	4,734,085	309,665	291,942
Tot. Sept. 4, '86.	42,965,359	13,192,649	4,949,210	564,317	807,943

\* Oswego—Last week's stocks. This week's not received.

THE DRY GOODS TRADE.

NEW YORK, Friday P. M., September 6, 1889.

There was a very large and satisfactory movement in dry goods from the hands of jobbers during the week under review, staple and department goods having been distributed in liberal quantities by all the leading houses. The large force of out-of-town retailers in the market have "stocked up" freely, because of the favorable trade outlook, but not the least tendency towards speculation has been thus far developed. The demand for "spot" goods at first hands was only moderate, but very fair re-orders were received by the commission houses through salesmen traveling in the West and South, and a slightly improved business in some descriptions of foreign goods was reported by importers. The most interesting event of the week was a peremptory auction sale of about 3,000 packages blankets, flannels, &c., the production of the Winthrop Mills Company, the Norwich Plains Company and the C. H. & F. H. Stott Woolen Mills, for which W. L. Strong & Co. are selling agents. The sale was well attended by local and out-of-town buyers, and the goods were all sold at fair average prices.

DOMESTIC WOOLEN GOODS.—As in previous weeks, the demand for men's-wear woollens was characterized by a good deal of irregularity, and only a moderate amount of new business was transacted by the commission houses. Prices, however, remain steady, and without quotable change. Light weight worsted suitings and trouserings were in fair request, but most of the principal clothiers have completed their early purchases of fancy cassimeres and chevots, and dealings in this connection were restricted in volume. Cloakings were in moderate request, and for the most part steady in price. Satinets were in fair demand, and there was a moderate business in fine doeskin jeans; but low grade Kentucky jeans continued quiet and in buyers' favor. Sackings, suitings, tricots and fancy soft wool dress goods were fairly active in movement and demand, as were staple and fancy worsted dress fabrics. Flannels, blankets, carpets, shawls and skirts were severally in brisk demand by retailers, and a fair re-assorting call for these goods was experienced by the commission houses.

The jobbing trade in domestics was unusually active, even for this busy stage of the season, and jobbers' stocks have been so heavily drawn upon the past few weeks that a

fair re-order demand was reported by the commission houses, though transactions averaged light. Prices of plain and colored cottons were steady all along the line, and low grade bleached shirtings have developed an upward tendency, some makes having been advanced 1/4c. Print cloths were quiet in demand and prices were easier on the basis of 3 3/4c. less 1/2 per cent for 64x64s and 3 1/4c. for 56x60s—some sales having been made below these figures by outside parties.

**DOMESTIC COTTON GOODS.**—The exports of cotton goods from this port for the week ending September 3 were 1,840 packages, valued at \$133,388, their destination being to the points specified in the table below:

NEW YORK TO SEPT. 3.	1889.		1888.	
	Week.	Since Jan. 1.	Week.	Since Jan. 1.
Great Britain.....	158	6,931	108	3,063
Other European.....	29	1,330	24	1,798
China.....	165	32,111	913	36,855
India.....	80	4,191	150	6,058
Arabia.....	.....	3,889	383	9,933
Africa.....	1	3,686	64	2,697
West Indies.....	186	10,126	1*3	9,729
Mexico.....	274	2,779	129	3,691
Central America.....	76	4,070	117	3,443
South America.....	760	26,280	562	23,747
Other countries.....	113	2,006	12	1,820
Total.....	1,840	97,399	2,845	102,629
* China, via Vancouver.....	.....	39,740	5,850	31,279
Total.....	1,840	137,139	8,495	133,908

\* From New England mill points direct.

The value of the New York exports since January 1 have been \$5,812,239 in 1889, against \$6,203,848 in 1888.

	1889.	1888.	1887.	1888.
Stock of Print Cloths—	Aug. 31.	Sept. 1.	Sept. 3.	Sept. 4.
Held by Providence manuf'ers.	177,000	17,000	161,000	97,000
Full River manufacturers.....	14,000	5,000	87,000	38,000
Providence speculators.....	None.	None.	62,000	84,000
Outside speculators (est).....	5,000	None.	85,000	25,000
Total stock (pieces).....	196,000	22,000	395,000	248,000

Prints and Gingshams were freely distributed by jobbers, and there was a fair re-order demand for these goods at first hands, while a pretty good business was done in white goods (for next season), quilts, fancy table damasks and skirts.

**FOREIGN DRY GOODS.**—The situation in the market for foreign goods is practically unchanged. The jobbing trade continued active and a slightly improved demand for a few descriptions was reported by importers. Prices are generally steady.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending Sept. 5, 1889, and since Jan. 1, and the same facts for the corresponding periods of last year are as follows:

Imports at this port.....	Week ending Sept. 5, 1889.		Since Jan. 1, 1889.		Week ending Sept. 5, 1888.		Since Jan. 1, 1888.	
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Manufactures of—								
Wool.....	1,475	345,671	55,873	19,340,101	2,035	704,674	60,116	21,034,746
Cotton.....	7,861	1,474,684	56,675	12,976,537	1,415	315,865	55,410	12,926,943
Silk.....	1,384	678,666	51,135	23,883,942	1,594	708,838	66,052	25,861,991
Flax.....	1,276	200,343	66,196	9,538,078	2,209	354,940	91,242	11,579,091
Miscellaneous.....	1,210	205,400	181,873	7,110,126	1,711	217,216	143,208	6,916,683
Total.....	6,435	1,514,764	411,752	73,147,844	8,993	2,301,233	406,058	78,319,434
WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET								
Manufactures of—								
Wool.....	1,141	418,009	22,788	8,179,376	919	348,730	22,917	8,695,821
Cotton.....	355	72,088	11,754	2,835,107	1,981	39,066	10,302	2,459,318
Silk.....	586	177,222	11,612	3,972,948	400	130,931	10,807	3,617,368
Flax.....	437	78,364	10,514	1,796,174	433	75,105	11,190	1,890,304
Miscellaneous.....	347	32,490	101,272	1,800,914	525	28,168	98,871	1,880,023
Total.....	2,866	777,780	157,950	18,584,509	2,476	622,000	154,177	17,973,034
Entered for consumption	6,435	1,514,764	411,752	73,147,844	8,993	2,301,233	406,058	78,319,434
Total on market.....	9,271	2,592,544	569,702	91,732,353	11,469	2,923,233	560,235	96,292,468
ENTERED FOR WAREHOUSE DURING SAME PERIOD.								
Manufactures of—								
Wool.....	899	335,044	24,487	8,568,961	1,055	405,548	23,698	8,541,398
Cotton.....	284	78,222	11,237	2,651,344	277	66,594	9,504	2,330,516
Silk.....	357	147,440	14,594	4,685,699	426	152,385	11,142	4,059,952
Flax.....	324	67,099	10,638	1,954,185	387	79,680	11,423	2,050,718
Miscellaneous.....	892	75,901	108,540	1,879,914	1,711	50,510	103,527	1,257,557
Total.....	2,756	693,606	169,471	16,947,114	3,896	754,717	149,315	18,239,184
Entered for consumption	6,435	1,514,764	411,752	73,147,844	8,993	2,301,233	406,058	78,319,434
Total at the port.....	9,191	2,508,370	581,223	92,887,947	12,889	3,055,950	555,373	96,572,628

Financial.

American Association OF PUBLIC ACCOUNTANTS

Incorporated August 20, 1887, Under the Laws and Statutes of the State of New York.

The business and objects of this Society are to associate into a Society or Guild, the best and most capable PUBLIC ACCOUNTANTS practicing in the United States, and through such Association to elevate the profession of Public Accountants, as a whole, and demonstrate their usefulness by compelling an examination as to fitness, and the observance of strict rules of conduct as a condition of membership.

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Books and accounts audited and adjusted. Settlement of insolvent estates on behalf of creditors carefully arranged.

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CAPITAL, \$3,500,000

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S. BLEICHOEDER, Berlin.

SCHWEIZERISCHE UNION BANK, St. Gall.

F. BLANKENHORN, Cashier.

THE

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Capital (first issue) \$500,000

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78 Broadway, cor. Rector St., N.Y. CAPITAL, - - - - \$1,000,000 SURPLUS, - - - - 3,241,000

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For the convenience of depositors this company also opens current accounts subject, in accordance with its rules, to check at sight, and allows interest upon the resulting daily balances. Such checks pass through the Clearing House. TRUSTEES: James M. McLean, Ambrose C. Kingsland, James H. Ogilvia, James R. Woodward, L. H. Frithingham, George A. Jarvis, C. Vanderblit, A. A. Low, G. G. Williams, R. G. Remsen, K. E. Wesley, Edward School, Amasa J. Parker, Samuel F. Rarger, Geo. C. Magoun, H. Van Hensselt Kennedy, W. Emien Roosevelt, EXECUTIVE COMMITTEE: G. G. Williams, E. B. Wesley, C. D. Wood, A. C. Kingsland, EDWARD KING, President. JAMES M. McLEAN, First Vice-Pres't. JAMES H. OGILVIE, Second Vice-Pres't. A. O. RONALDSON, Secretary. A. W. KELLEY Assistant Secretary.

United States Trust Co. OF NEW YORK, 45 and 47 Wall Street. CAPITAL AND SURPLUS, - \$8,000,000

This company is a legal depository for moneys paid into court, and is authorized to act as guardian or trustee. INTEREST ALLOWED ON DEPOSITS, which may be made at any time and withdrawn after five days' notice, and will be entitled to interest for the whole time they may remain with the company. Executors, administrators, or trustees of estates, and WOMEN unaccustomed to the transaction of business, as well as religious and benevolent institutions, will find this company a convenient depository for money. JOHN A. STEWART, President. GEORGE CLARK, Vice-President. JAMES S. CLARK, Second Vice-Pres't.

TRUSTEES: Wilson G. Hunt, Erastus Corning, Chas. S. Smith, Clinton Gilbert, John H. Rhoades, Wm. Rockefeller, Daniel D. Lord, Anson P. Stokes, Alex. E. Orr, Samuel Bloss, Robt. B. Minturn, Wm. H. Macy, Jr., James Low, Geo. H. Warren, Wm. D. Siegan, Geo. W. Phelps, George Bliss, G. H. Schwab, D. Willis James, Wm. Libbey, Frank Lyman, John J. Astor, John C. Brown, Geo. F. Vletor, John A. Stewart, Edward Cooper, H. E. Lawrence, W. B. YrdCutting HENRY L. THORNELL, Secretary. LOUIS G. HAMPTON, Assistant Secretary.

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CORRESPONDENTS: Twentsche Bank, Amsterdam, Holland. R. W. Hydenstein & Co., London, England. Allows interest on deposits, and interest on balances of active accounts of merchants and others. Transacts a general banking business. Lends money on promissory note, with New York or Brooklyn appraised real estate first mortgage, with title guarantee policy, as collateral security. Foreign bills of Exchange bought and sold. Foreign bills bought and sold and orders for same executed on commission through its correspondents in London and Amsterdam and on all Continental Bourses of Europe. Acts as Executor, Trustee and Guardian, under will, for the fixed statutory charges; also as Registrar, Trustee, Transfer and Financial Agent for States, Cities, Boroughs, Towns, and other corporations, and for Real Estate Mortgages with Coupon Bonds in New York, Brooklyn, and elsewhere. Collects Rents, Coupons and Dividends. Negotiates State, City, City and Corporation loans. TRUSTEES—Garrett A. Van Allen, John D. Vermelle, Warner Van Norden, John Van Voorhis, Hooper C. Van Vorst, W. Van Voorhis, James B. Van Woert, Geo. W. Van Siclen, G. Van Nostrand, James Roosevelt, John R. Plantet, Augustus Van Wyck, Henry W. Bookstaver, J. W. Vanderhorst, Kurt, Robert B. Roosevelt, Henry W. O. Edye, Geo. M. Van Hensen, Jotham Goodnow, William Dowd, George F. Rodman, William Remsen, Peter Wyckoff, W. D. Van Vleck, Daniel A. Heald. ROBERT B. ROOSEVELT, President. JOHN D. VERMEULE, Vice-President. GEO. W. VAN SICLEN, Secretary.

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135 and 137 South 4th St., Philadelphia. CHARTER PERPETUAL.

CAPITAL - - - - - \$5,000,000

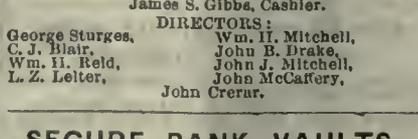
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OF THE CITY OF NEW YORK.

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