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The Chronicle.

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CLEARING HOUSE RETURNS.

The following table, made up by telegraph, etc., indicates that the total bank clearings of all the clearing houses of the United States for the week ending to-day, August 16, have been \$1,102,832,862, against \$1,097,848,069 last week and \$956,322,773 the corresponding week last year.

CLEARINGS. Returns by Telegraph.	Week Ending Aug. 16.					
	1890.	1889.	Per Cent.			
New York	\$571,402,448	\$487,980,246	+14-8			
Boston	70,159,889	61,344,109	+14%			
Philadelphia	51,760,907	48,831,876	+6.0			
Baltimore	. 11,081,200	10,249,769	481			
Chicago	83,837,000	53,439,000	+19.4			
8t. Louis	17,731,047	16,131,727	+8.8			
New Orleans	4,803,133	4,003,197	+20.0			
Seven cities, 5 days	\$790,778,733	£691,999,924	.+14%			
Other cities, 5 days	. 124,111,716	102,218,749	+21.4			
Total all cilies, 5 days	. \$914,890,449	\$794,218,673	+15-2			
All cities, 1 day	. 167,912,413	162,104,190	+15.6			
Total all cities for week	\$1,102,832,862	\$958,322,773	+15:3			

The full details of clearings for the week covered by the above statement will be given next Saturday. We cannot, of course, furnish them to-day, bank clearings being made up by the various clearing houses at noon on Saturday, and hence in the above the last twenty-four hours of the week have to be in all cases estimated, as we go to press Friday night. Below are our usual detailed figures for the previous week, that is covering the returns for the period ending with Saturday noon August 9, with the comparative totals in 1889.

The results in the various cities, as will be noticed by the subjoined statement, are as a rule very favorable. Each section, except the Middle and Pacific, exhibits some gain over the preceding week, and the total at New York is very satisfactory considering the rather small volume of speculative transactions on the Stock Exchange. The dealings in grain on the

actions on the Stock Exchange. The dealings in grain on the Produce Exchange were very heavy during the week.

Contrasted with the week of 1839 the current returns record an increase of 16.3 per cent in the total, the excess at New York being 13.7 per cent, and the gain in the aggregate for all other cities 21.8 per cent. The heaviest losses recorded this week are at Galveston, 12.6 per cent and Portland 11 per cent. As usual, there are some clearing houses which exhibit heavy percentages of gain over a year ago, and in this particular Buffalo leads with 118.6 per cent, and is followed by Duluth, 109.4; Tacoma, 109.3; Chattanooga, 96.5; Sioux City, 84.1; Minneapolis, 81.8; Washington, 67.1; Fort Worth, 55.1, and Milwaukee, 54.7 per cent.

}						
,		Week E	Ending Augus	st 9.	Week End'9	Aug. 2.
		1890.	1889.	P. Cent.	1890.	P. Cent.
	New York	866,100,105	585,599,090	+13.7	842,564,072	+15.5
	Sales of (Stocksshares.)	(910,949)	1,202(,217)	(-24·3) (-33·8)	(809,310)	(-1·2)
	(Stocksshares.) (Cottonbales.) (Grainbushels.) (Pstroleumbbls.)	(122,300) (53,999,025) (1,744,000)	1,202(,217) (184,700) (11,588,525) (6,956,000)	(-74.9)	(160,500) (49,647,200) (2,256,000)	(+17·2) (+110·6) (-73·2)
	Boston	09 919 940	77.054.851	+21.1		490-A
	l'rovidence	4,239,300 2,056,726	4,341,200 1,663,861	-2·3 +23·6	86,837,292 4,638,700 1,858,323	+10·8 +12·0 +1·4 +12·8 +9·1
	New Haven	1,286,185 1,253,138 1,073,656	1,140,974 1,105,778 906,398	+13.4	1,190,555 1,251,990 1,926,818	+1.4
	Springfield Worcester	1,073,656	906,298	+18.1	1,926,818	+9.1
	PortlandLowell	1,152,534 689,893 405,845	1,080,473 603,749 340,977	+14.3	1,212,810 636,961 850,541	+25·3 +23·5
1	New Bedford	405;845			850,541	-10.0
	Total New England	105,470,126	88,238,861	+19.8	102,489,958	+19·5 -5·8
	Philadelphia Pittsburg	68,197,348 14,820,594 13,224,850	59,691,468 11,449,027 10,997,197 3,415,597 1,015,488	+5.9 +25.1 +20.3	63,263,457 15,516,276	+29·2 +18·3
	Baltimore Buffalo	13,224,850	3 415 592	+116.6	13,776,337	+119-0
	Washington	7,465,686 1,686,789 796,198	1,015,488	+67.1	1,560,799	+49.9
	Syracuse Wilmington, Del	796,198 744 838	714,850 731,193	+12.2	963,834	-3·9 +24·1
	Rochester*	744,838 1,549,859			63,263,457 15,516,276 18,776,387 6,743,920 1,560,799 665,924 963,805 1,603,665	
	Total Middle	101,437,298	88,012,820	+15-2	102,489,938	+6.3
1	Chicago	82,583,887	9,644,050	+29 8 +23 8	77,795,409 10,984,350 7,005,786 6,558,995 4,871,771 2,837,900 1,865,765 1,674,815	+94.1
	Milwankee	7,233,503	4,677,419	+54".	7,005,266	+25.3
	Detroit	7,141,831	5,145,678	+3H·8	6,558,995	+25.3 +21.0 +48.4
	Cleveland	82,363,887 11,945,050 7,235,503 7,141,831 4,518,030 2,831,600 1,972,980 1,674,661 790,802	4,677,419 5,145,672 9,531,279 2,255,100	+27.8 +25.0	2,857,900	+19.2
	Indianapolis	1,972,980	1,666,283 1,475,175	+18.4	1,865,765	-11.4
	Peoria Grand Rapids	790,802 1,848,365	040,090	+22.3	1,675,815 711,419 1,941,441	+21·1 +20·7
1	Toledo	1,848,365		******	1,941,441	
	Total Middle Western	120,691,346	92,690,314	+30.5	114,261,090	+81.1
ı	San Francisco Portland	17,250,928 1,*19,695 577,149 921,628 1,180,032 1,406,686	14,794,994 1,818,875 584,943 440,713	+15.6 -11.0 -1.2	18,682,498 1,595,453 506,000	+7°7 +3°6 +4°0
	Los Angeles	677,149	584,943	-1.2	506,000	+113-8
	Tacoma	1.180.032	440,713	+1093	900,116 1,068,196 1,497,782	41130
١	Salt Lake City*	1,408,686	٠,١,,,,,,	•••••	1,497,782	******
	Total Pacific	20,369,385	17,639,525	+15.5	21,534,067	+8-9
ı	Kansas City Minneapolia	10,037,198 0,293,834	8,780,689 3,462,687	+14·3 +81·8	10,143,765 4,561,142	+41°0 +9°1 +43°1
		5,219,023	3,600,607 4,495,605	+15.8	5,299,245	+43.1
1	Omsha Denver	5,431,596	4,502,597	4-90%	4,785,039	+2·1 +3·4
	Deluga	5,219,923 5,207,140 5,481,596 2,136,015 1,702,506	4,502,597 1,020,443 1,312,178 748,491 460,871	-100-4	10,145,760 4,561,142 5,293,245 4,529,638 4,785,039 2,207,942 1,831,400 890,993 743,189	114·S
ı	St. Joseph Wichita.		748,491	+29.7 +15.6	890,993	+19.0
1	Sioux City	547,649 585,729 578,041	460,871 600,138	+84°1 -3°4	743,189 430,094	+0·1 +10·0 +74·8 -29·1
1	Lincoln	578,041	530,936)	+9.1	472,514 . 885,175	+11.9
Į	Topeka Total Other Western	39,262,040	23,916,715	+81.5	85,739,136	+23.1
	St. Lonis			+21.8	20,991,079	+29.5
ı		5,639,051	13,147,213 5,030,569	+12-1	5 498 8231	+13.3
1	Memphia	1,667,360	7,095,419 1,579,5 6	_L6*8	7,699,049 1,241,680 1,968,828	-24.8
	Kichmond	22,104,120 5,639,051 7,497,425 1,667,360 2,259,114 751,724 1,130,048 508,3-5	1,579,5 6 1,803,270	+195	1,968,828	+31.4
1	Galveston Dallas	1,130,048	860,000 845,222	1.00-01	606,222 937,176 822,793 602,017	-10.2
1	Dallas Fort Worth	808,9 6	521.62	+55·1 +47·7 +1·4	822,793	+117.5
1	1.exington.	715,912 431,790 904,000	484,168 419,870	+1.4	300,041	+25°1 +19°5 +49°1
1	Unattagooga.	904,000	460,000 541,836	+32 0	664,200	+491
	Birmingham Nashville*	2,458,041		in a party	2,248,557	
-	Total Southern	44,023,294	37,870,121	+17.8	41,993,058	+31.8
1		1,097,962,591	939,967,477		1,067,570,971	+15.7
1	Outside New York	431,853 489	351,368,337	+51.4	485,066,799	+16.4
	* Not in cluded in tot	als.	0 1	1 1	1	5

Not in cluded in totals.

THE FINANCIAL SITUATION.

The call money market was very active early in the week, but has been more quiet towards the close. This activity followed very naturally the disclosures last Saturday of the low condition of the bank reserves, and of the fact which our figures of the interior movement showed, that the demand from the West for currency for crop purposes had set in with much force. According to the bank return of last week five of the larger institutions held \$4,630,400 surplus, while the banks as a whole had only \$1,286,000, indicating that the great majority were below the limit of twenty-five per eent, and therefore in no condition to loan freely. Such being the situation, it is no surprise to learn that there was a very urgent inquiry for call money at the Stock Exchange by borrowers who had a line of unaeceptable collateral to offer on loans, and that the operations of the Treasury have been watched with some solicitude. When it was seen that the bond purchases on Tuesday and Wednesday were comparatively large, and that the quota of silver had been obtained on Wednesday, more confidence was felt, and this was in some degree increased by rumors that a round lot of five million of bonds had been, or was about to be, offered the Government. The rumor had apparently no foundation, but money appeared to be in better supply and the rates less excessive.

So far as represented by bankers' balances the extremes for call money during the week have been 25 and 3 per cent, averaging about 10 per cent; renewals have ruled at from 8 to 6 per cent. The minimum for call money with banks and trust companies has been 6 per cent. Rates for time money have ruled steady all the week; on first-elass collateral 6 cent is asked for all dates, but demand is not urgent for long time, whereas the supply of funds for short time is very limited; on other than first class collateral there is little doing. Quotations for commercial paper are of course only nominal. scarcely anything being done during the week; the quoted rates are 51 @ 51 per cent for sixty to ninety day endersed bills receivable, 53 @ 6 per cent for four month acceptances, and 6 @ 7 per cent for good single names having from four to six months to run.

The Secretary of the Treasury has this week begun operations under the new silver bill, made two purchases of bullion, one on Wednesday and the other yesterday, and consequently two issues of the new silver certificates given in payment for the purchases. What were the amounts tendered or the prices paid by the Government have not been disclosed officially, but the amount accepted was small, reaching only 727,000 ounces for both days. Some disappointment has been shown because more bullion was not taken, and some criticism of Mr. Windom has been expressed because he did not publish the offers made and the prices paid. If we assume that the Secretary's purpose is not to disturb the market by his operations and to get his bullion at a fair market price (both of which purposes are in the line of his duty) we do not see but he attains those ends more completely now than he would if he followed the suggestions of his crities. Everyone except the mere speenlator is interested in having the rise in silver (if it is to rise) steady and without severe set-backs. The advance stimulates the export trade of

settle and otherwise harm business. would be the tendency of the act if Mr. Windom were to accept 4½ million ounces on any single occasion; for the delivery might in that ease make such a call on the visible supply as to give an idea of greater scarcity than really existed. If, on the other hand, he distributes his purchase in about equal amounts through the month the effect in the end is just the same on the supply, but the influence on the market is uniform.

Similar reasons may be given for not making public the offers the Government receives and the prices it pays. Of course these details are matters of record, and the people can have them if any question arises ealling for their publication. In the meantime their disclosure week by week would only serve to help speculators, to impart unsteadiness to prices, and to embarrass Government action. Moreover, as the Director of the Mint says, it has never been the policy of the Department under any administration during the twelve and a-half years it has been purchasing silver to publish the prices, &c., and what we have suggested shows that motives exist stronger than ever before why this practice of past years should be continued. The public must remember, too, that the Secretary and every one else cannot help being interested in having silver advance just as rapidly as it will advance under legitimate influences. In that way all the facts and opinions which have been used for and against the present policy will be tested, and the world will be able to judge clearly what is needed to reinstate silver. On the other hand, if the white metal should be forced up to some high figure by unnatural means and after that should suffer a serious deeline, the result would be disastrous to the world's industries and to our enrrency. To make haste slowly was never more desirable than in the present case, since by pursuing that method we are all the time sure of our ground.

The London money market appears to have recovered from the flurry caused by the crisis in the Argentine Republic, but this week there have been preparations for the semi-monthly settlement, which is unusually heavy, and consequently the market has been subject to more or less strain. Still the Bank of England is gaining bullion largely. This week it is reported to have gained £1,465,201, and a private cable to us states that this was the result of imports of £1,680,000, of an export of £100,000 (to Portugal) and shipments to the interior of Great Britain of £114,000. It is no surprise under these eirenmstances that discounts of sixty to ninety day bank bills in London are reported now down to 34 per cent, against 5 per cent the official mini-. mum. The open market rate at Paris is 23 per cent and at Berlin and Frankfort it is 31 per cent.

Under the influence of dearer money our foreign exchange market has grown easier. On Tuesday Brown Bros. & Co. reduced their rate to 4 841 for long and 4882 for short, while the Bank of Montreal posted 4 84½ and 4 88, Kidder, Peabody & Co. 4 84 and 4 882, and the Bank of British North America 4 84 for sixty days and 488 for sight. Wednesday the rates grew firmer because of easier money, and yesterday all the bankers were quoting 4841 for long and $488\frac{1}{2}$ for short. The market is for the moment wholly under the influence of the rates for money. Se far as our foreign trade is concerned, the situation is unfavorable, the adverse balall gold currency nations. Consequently wide fluctu- ance being large. Merchandise experts appear, howations in the market quotation of the white metal un- ever, to keep up well. The Bureau of Statistics has

this week published the preliminary figures of exports of breadstuffs, cotton, &c., and we have prepared them in our usual way, and give the statement below.

EXPORTS OF BREADSTUFFS, PROVISIONS, COTTON AND PETROLEUM.

Exports	18	00,	186	30.	1888,	
from U.S.	July.	7 Months.	July.	7 Months.	July.	7 Months.
Quantities						
Whest, bush.	4,366,554	80,112,105	3,241,395	20,974,811	8,372,623	23,889,214
Flourbbls.	725,426	0,679,432	838,798	6,021,804	819,419	0,414,953
Wheatbn.	7,620,971	60,159,637	7,915,986	43,575,364	7,019,509	
Cornbush.	0,662,044	74,401,037	0,420,429	53,859,105	2,229,071	13,760,626
Tot. bush	14,283,015	134,639,674	13,445,415	97,425,400	9,248,580	66,507,129
Values.	8	8		8	8	8
Wh't & flour	7,209,741	56,006,694	0,691,055	41,941,161	0,510,860	49,536,324
Coru & meal	3,075,547	31,177,043	2,911,494	24,409,194	1,322,534	8,474,195
Rye	69,255	890,964	97,054	200,275	800	39,136
Oals & meal.	272,066	4,417,451	83,117	365,496	24,611	134,488
Barley	17,057	281,260	23,325	120,528	16,141	212,195
Br'dstnffa	19,733,639	92,773,953	9,806,945	67,036,654	7,901,452	56,391,398
Provisions *.	14,737,287	93,388,468	14,813,685	78,454,230	9,771,937	57,588,297
Cotton	2,730,870	93,588,886	2,946,319	109,879,570	5,447,916	99,771,672
Petrol'm,&c.	4,825,268	20,473,892	4,600,906	28,187,483	4,143,042	25,872,554
Tot. value.	33,027,100	306,224,598	32,107,946	283,057,913	27,266,447	241,628,921

* including cattle and hogs.

In another column we publish results showing the foreign trade of New York for July, and according to those returns the imports of merchandise at this port were in July, 1890, 7½ million dollars in excess of July, 1889, and the exports over half a million less.

The report on the condition of the country's crops, issued by the Department of Agriculture at Washington last Saturday afternoon, confirms the previous unofficial statements of the damage done by the hot, dry weather which prevailed during July. It is to be remembered however, that the report comes down only to the 1st of Angust, and that since then many of the drouth-stricken districts have been relieved by copious rains. This last week particularly there has been quite general rain, which it is believed will save at least the lateplanted corn. Judging from the figures furnished by the Agricultural Department, there has seldom been a period when within the short space of a month such a complete change was worked in the outlook as occurred between the 1st of July and the 1st of August the present year. Between the former and the latter day the condition of corn was reduced, according to the Washington report, about 20 points, or from 93.1 to 73.3, while spring wheat dropped from an average of 94.4 to 83.2, oats from 81.6 to 70.1, and potatoes from 91.7 to 77.4. If we compare with the 1st of August a year ago, we find that the condition for corn then was 94.8, against 73.3 now. The present figure is lower than for the corresponding date of any recent year -lower even than in 1881, when the condition the 1st of August was reported at 77. On oats the average of 70.1 now, compares with 92.3 last year, and on potatoes the present figure of 77.4 compares with 94.3. On spring wheat, however, the average at 83.2 is slightly higher than last year, when it was \$1.2. But total production of wheat, including spring and winter, will be less than a year ago, and of course corn and oats will both show a greatly diminished production. The extent of the shortage will depend very much upon future developments. At present, current estimates place the probable corn yield at about 1,600 million bushels, against 2,100 million bushels in 1889. On the other hand all the current indications point to an exceptionally large yield of cotton, and cotton is as important a crop as any raised in this country and in some senses very much more important than any other.

It is desirable to see which sections of the country are likely to suffer most through the reduction of the corn yield, and we have obtained from the Agricultural Department the condition figures for each of the lead-

ing corn-producing States. It appears that the condition is placed lowest in Kansas, being reported there only 43, against 102 last year. For Nebraska the condition is given 69, against 101, and for Missouri 72, against 96. Iowa seems to have fared very much better than neighboring States, being credited with an average of 85, against 100 in 1889. In the Central Western section Ohio stands at 66, against 87; Indiana 70, against 87, and Illinois 71, against 90. The following is a comparison extending back a series of years.

CONDITION OF CORN

	18	190.		89.	1888.		18	87.	18	S 6.
States.	Aug. 1.	July 1.								
Illinois	71	97	90	82	96	93	63	98	77	97
Iowa	85	93	100	95	98	89	90	99	73	99-
Missouri .	72	93	96	92	97	91	80	99	75	101
Kansas	43	93	102	97	91	99	60	100	72	102
Indiana	70	94	87	81	99	95	61	798	90	95
Nebraska	69	91	101	98	96	01.	75	100	. 76	95
Ohlo	66	85	87	81	98	98	82	96	88	93
Michigan	76	89	76	70	95	96	63	99	80	96
Tennessee.	72	90	98	92	99	98	89	98	83	. 88
Kentucky.	67	87	97	90	98	97	78	95	87	91
Pennsylva	84	91	90	88	98	94	93	99	91	88
New York.	83	87	80	80	92	94	100	96	92	92
Aver. U. 8.	73.3	93.1	91.8	90.3	95.5	93	80 5	97.7	80.7	95.2

While one should be careful not to underestimate the effects of this shortage, on the other hand it is not well to ignore the favoring features in the situation to. which we alluded on a previous occasion. Crops lastseason were excellent, and the benefits resulting from the same manifold. But there was one great drawback, namely the low prices. This has now been remedied, and if farmers do not raise so large a product the present year, at least they will get a very much better price for what they do raise. Furthermore, there is reason to believe that there is a considerable supply of the old crop in reserve, especially in the case of corn, and to the extent that this is so the loss now on account of a diminished production would beoffset. Of course in those sections where the crop is a total failure, neither the stock of reserves nor the higher prices can offer full compensation for the loss incurred, but it is easy to see that in many localities. farmers the present year may fare better from a pecuniary standpoint than last year, even on smaller

As far as the railroads are concerned, assuming that the volume of the grain traffic should fall off, rates on many classes of freight will be nearer a paying basisthan they have been in recent periods. The advance in rates on traffic west bound from Chicago is now in full effect, and the date for the advance in live stock tariffs, &c., from the Missouri River east bound to Chicago was this week fixed for August 25th. To some extent the henefits in these cases will be offset by the reduction in grain rates ordered by the Inter-State Commerce Commission, but it has not yet been definately decided by the managers whether the reduction shall be agreed to or opposed. While on this question of railroad rates, we may say that the efforts of the trunk lines to restore tariffs between Chicago and the seaboard have not yet been crowned with success:

In the anthracite coal trade things are still dragging along in an unsatisfactory fashion. Meetings of the representatives of the companies are frequent, but with all the agreements and resolutions to restrict production to the wants of consumers, the outcome somehow is always disappointing. Still, Mr. John H. Jones has this week issued the usual statistics for the month of July, and they show a closer observance of agreement

That is to say, to restrict than in any recent month. while allotment for July was 31 million tons, the actual production has exceeded the same only slightly, standing at 3,310,078 tons. At this figure the output is over 317,000 tons less than in the corresponding period last year. Yet, in the face of this reduction, stocks at tidewater points increased slightly during the month. The following is our usual table showing stocks, production, &c ..

		July.		Janu	ary 1 to Ju	ly 31.
Anthracite Coal.	1890.	1889.	1888.	1890.	1889.	1888.
Stocks beginning of period	Tons. 720,506 3,310,078			18,676,031	18,774,724	19,521,728
Total supply St'k end of period	4,030,584 751,231	4,461,296 788,069	586,469		788,069	586,469
Disposed of	3,279,353	53,673,217	3,521,761	18,950,907	18,638,811	19,066,236

According to the above the companies were able to dispose of only 3,279,353 tons in July, 1890, against 3,673,217 tons in July, 1889, or nearly 400,000 tons less. For the seven months of the year, however, the amount disposed of is 312,000 tons in excess of 1889, and with stocks at tidewater points slightly reduced as compared with Aug. 1, 1889, the situation would not be discouraging, except that it is known that some of the companies hold increased stocks at interior points, and retailers are also believed to hold quite large amounts.

The stock market, after quite severe depression early in the week (as the result of the bad bank statement, the poor crop report and the New York Central strike) has latterly shown quite a strong tone, increased activity and steadily advancing prices. There have been no special developments affecting the value of railroad properties, but with a decline in foreign exchange rates, the cessation of gold exports and easier rates for money in London, and the strike resulting unfavorably to the men, the disposition has been to look for an improvement in values. The low prices of Saturday and Monday also tempted purchases by persons who had previously been holding aloof. Railroad earnings still show gains over last year, and trade and business remain active.

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

	Received by N.Y. Banks.	N.Y. Banks.		
Currency			Loss. \$373,0 Loss. 600,0	
Total gold and legal tenders	\$2,167,000	\$3,140,000	Loss. \$973,0	000

With the Sub-Treasury operations the result is:

Week Ending August 15, 1890.	Into; Banks.	Out of Banks.	Net Change in Bank Holdings.
Banks interior movement, as above	\$2,187,000		
Sub-Treasury operations	15,200,000	16,200,000	Loss. 1,000,000
Total gold and legal tenders	\$17,367,000	\$19,340,000	Loss. \$1,973,000

Bullion holdings of European banks.

	' Au	gust 14, 18	390.	August 15, 1889.		
Banks of	Gold.	Silver.	Total.	Gold.	Silver.	Total.
	3	£	. 3	£	£	£
England	22,067,460		22,087,460	20,945,495		20,945,495
France	52,606,000	50,679,000	103,285,000		50,257,000	
Germany	27,952,667	13,976,333	41,929,000	29,495,333	14,717,667	44,213,000
Aust Hung'y.	4,849,000	16,533,000	21,382,000	5,439,000	15,929,000	21,368,000
Netherlands	4,897,000	5,337,000	10,254,000	5,539,000	6,516,000	12,055,000
Nat. Belginm'	2,879,000	1,440,000	4,319,000	2,643,000	1,322,000	8,965,000
Tot. this week						
J'of prev. w'k.	114,062,777	87,976,333	202,039,110	115,510,015	88,862,333	204,372,348

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

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

The Assay Office paid \$275,689 through the Sub-Treasury for domestic bullion during the week, and the Assistant Treasurer received the following from the Custom House.

		Consisting of—					
Date. Duties.		Gold.	U. S. Notes.	Gold Oertific's.	Silver Ocr- tificates.		
Aug. 8. " 9. " 11. " 12. " 13. " 14.	\$548,418 29 377,826 65 661,572 14 839,475 21 415,806 05 513,043 99	1,025 1,025 1,520 435	\$15,650 7,750 16,950 23,550 6,450 11,700	\$29,700 23,910 88,610 69,730 31,610 71,600	9,150 13,000 6,000		
Total.	\$3,356,142 33	\$4,620	\$82,050	\$315,160	\$51,450		

Included in the above payments were \$1,441 in silver coin, chiefly standard dollars, and \$2,901,437 in checks drawn against gold deposited in the Sub-Treasury.

SHALL LABOR ORGANIZATIONS MANAGE THE RAILROADS?

It is a misnomer to call the affair of this week between the New York Central Railroad and the Knights of Labor a contest between capital and labor, as so many have done and are still doing. We lay special stress on this point because so much is often involved in a name. When so called, it suggests, in a case like the present strength and oppression on the one side with weakness and distress on the other, and as a consequence our whole sympathy spontaneously, as it should, goes out towards the weaker. And yet the contest referred to was conspicuous at its inception for the absence of every essential element which marks such a struggle. There was no question of wages raised; there was no claim of overwork made; there was no act of extortion charged; indeed nothing which in any measure involved a dispute with respect to money was at issue.

The truth of the matter is, the affair of last Friday night introduced a contest purely and simply between labor on the one side and the public on the other, the connection of the railroad as a party being only incidental. We say the railroad's connection was incidental, because the officials were merely the instruments of the railroad for regulating the carriage of traffic and directing the running of trains on behalf of its patrons. For the convenience, for the safety, and for the protection of the public they were put in charge. Suddenly and without notice the men employed by and subject to this direction, accepted outside dictation and quit their places. Every car stopped where it was. Women, children and strangers were left where they happened to be, and in many cases without protection; while freight of all kinds was abandoned and permitted to In brief, the entire suffer, if of a kind to suffer. machine was for the time being tied up without the least regard to the suffering, discomfort and loss occasioned thereby to the public.

The act which led up to this situation was the discharge of about fifty men by the New York Central Railroad. They were discharged under the rules of the road made and adopted for the conduct of the road's business. Vice-President Webb explained more than once to committees sent in behalf of the men who had lost their places, that the men had been discharged for good reasons, that they could not be taken back, and that they were not discharged because they were Knights of Labor. Thereupon an officer of the Knights of Labor called upon Mr. Webb as a mediator between the company and its employes, seeking to know the reasons for its action and to get the men reinstated.

Mr. Webb refused to discuss the matter with this outsider or with any other outsider, and the strike was the consequence of this refusal. We are careful to state these facts, although often repeated during the week by the daily press, as they bring out so clearly the nature of this dispute. They show that the stoppage of work was directed and carried out simply at the fiat of a council or leader of a labor organization because of a refusal on the part of the officer in charge of the running of the road to submit his action to the supervision and review of this labor leader.

The public consequently have presented to them in the boldest relief a case involving the abstract question, -who shall operate our roads? Fortunately for its proper settlement the point to be solved, as previously said, is not mixed with or embarrassed by any issue regarding wages or regarding grievances of any kind whatever. The demand made by the labor organization was and is in substance-submit your acts and your reasons when you discharge men to our judgment; if we approve what you have done, we will confirm it; if we do not approve, you will have to reverse your action; unless you accept these terms we will tie up your road. We had a taste Friday night of the rash and reckless spirit which thus seeks control. The method then used was in strict harmony with the purpose sought; for it is a mere issue of who shall rule, with differences in ways and results between the men and the officer as wide as the poles. Shall labor organizations have authority to dictate the causes for which employes may be discharged? Shall the measure of incompetence and the test of requirements be left to their judgment? shall the officers in charge formulate rules for handling traffic, for running trains and for the guidance and government of employes? There appears to us not a doubt as to the answer which must be made. If those put in charge of the administration of the road are not to control their men unquestioned by labor organizations, there can be no discipline, no efficiency, no safety. The issue is between order and disorder, between method and chaos. Mr. Webb and those who are situated like him have but one choice—either to resign or to enforce authority. We repeat, therefore, that in such a dispute and its proper settlement the public (whose lives and property are at stake) and not the road or the stockholder is the party in interest.

What we have said is not to be construed as meaning that even railroad employes can never strike and leave their work. We should be the last to deprive them of this or any other method for protecting or bettering themselves. They ought to have the widest liberty which is consistent with the safe and efficient operation of the road. But in taking a position with a public carrier it should be understood that such service has attached to it limitations which do not attach to service in most other capacities. The crew of a steamship in mid-ocean cannot be allowed to strike and stop work. Of much the same character and equally inadmissible is an abandonment by railroad employes of their positions in the middle of a journey. Then there is the other limitation, of even greater importance, which concerns the discipline of the army of workers employed, the rules made to govern their acts, and the unfettered judgment needed by those in control; all these are essential requirements circumscribing the service, and must unqualifiedly be conceded to the officer in charge. It is no holiday affair to run a railroad.

ERIE'S CHICAGO OUTLET.

It was of course a foregone conclusion that the Chicago & Atlantic at the foreclosure sale this week would be purchased in the interest of the Erie. The actual result of the sale, therefore, occasions no surprise. But the matter is important for various reasons. It is important because it marks the close of a long period of litigation and financial embarrassment, the successful carrying out of the reorganization plan, and the final undisputed possession of the property by the Erie. It is further important because it vitalizes assets in the Erie treasury represented by claims against the Chicago & Atlantic, and which are provided for under the reorganization, thus putting it within the power of the Erie management to improve very materially the Erie company's financial condition.

It is not necessary to go into a detailed history of the Chicago & Atlantic's career and of the difficulties and embarrassments through which it has passed. Suffice it to say that the road was built to provide a Chicago outlet for the Erie; that, opened in 1883, it became involved the very next year in the Grant & Ward disaster through the Erie's connection with the same; that default in interest then occurred; that efforts to reorganize the property have been prosecuted ever since, but always encountered obstacles; and that a final agreement between opposing interests was only reached a short time since, the sale now being the result of that agreement. Things had dragged along so slowly and tediously as almost to give an air of plausibility to the rumors that the Erie was in danger of losing its hold on the property. reality there was never any ground for such a fear. Of course, retention of the road was quite essential to the preservation of the Erie system in its entirety. The Chicago & Atlantic proper is a little less than 250 miles in length, extending from Marion, Ohio, on the New York Pennsylvania & Ohio (which latter the Erie controls by lease) to Hammond, Ind., about 20 miles this side of Chicago. To reach Chicago the tracks of the Chicago & Western Indiana are used, the Chicago & Atlantic having a traffic contract with that road. Deprived of the Atlantic, therefore, the Erie would be without a Chicago connection, and that at this stage of railroad operations would be a serious disadvantage. Hence, while there was no ground for fear as to the outcome, it is pleasing to know, nevertheless, that the matter has now been finally and definitely settled, leaving no further room for doubts as to the ownership.

The basis of the reorganization is the issue of \$12,000,000 new first mortgage-bonds bearing 4 per cent interest till May 1, 1892, and five per cent thereafter, and the issue of \$10,000,000 non-cumulative income fives. . Of the latter, one-half the whole amount, or \$5,000,000, will go to the Erie, which will also hold the \$100,000 stock (all the stock there is to be), and get besides \$2,000,000 of the new firsts. Two million of firsts, too, have been allowed for making improvements and additions to the property. Interest on these new firsts is to be guaranteed by the Erie, and the question arises what burden will the guarantee entail? The Chicago & Atlantic has not as yet developed a very large amount of local traffic, and the through traffic necessarily is carried at very low rates, with the result that the road is operated at a high ratio of expenses to earnings. Supposing that the whole of the \$12,000,000 new firsts were issued,

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the annual call would be \$480,000. On the basis of the net earnings of the year ending June 30, 1889, that would leave quite a heavy deficit for the Erie to make good. But in the late year (we mean the twelve months ending June 30, 1890), results were very much better. We have succeeded in obtaining a statement of the gross and net earnings for that year, in comparison with those of the year preceding, and herewith give the figures.

CHICAGO & ATLANTIC.
—Year Ending June 30.—
1890. 1889. Increase.

Gross earnings. \$2,679,508 \$2,180,623 \$498,885
Operating exponses. 1,991,531 1,797,546 193,985
Net earnings. \$687,977 \$383,077 \$304,900

Thus net earnings for the fiscal year 1890 were \$304,900 larger than for the fiscal year preceding, and amounted to \$687,977, or more than \$200,000 above the \$480,000 required on the whole of the \$12,000,000 firsts. Allowance, however, must be made for the rental to the Chicago & Western Indiana, which for 1889 was \$171,408, making the total requirements for interest and rentals \$651,408, against the \$687,977 net earnings.

In the above we have sought to show what the Chicago & Atlantic could do on its own operations. under the reorganization the Erie will operate the road, will pay taxes and rentals, and turn over 271 per cent of the gross earnings to the Atlantie; this amount to be increased to 29 per cent when gross earnings reach 31 million dollars. On the \$2,679,508 gross earnings for 1890, the 27½ per cent would yield \$736,864. Taking out of this \$736,864, \$480,000 interest on the 1st mortgage bonds, there would be left \$256,864 for interest on the incomes or for other purposes. It is expected, however, that only \$11,000,000 of the 1sts will be issued just at present, making the call for interest \$40,000 less, and increasing the balance for incomes, &c., to \$296,864. The result to the Erie on the basis of last year's operations would be that, with \$687,977 net earnings, it would be obliged to pay over \$736,864, besides, say, \$171,000 rentals to the Chicago & Western Indiana, making \$908,000 together. But the difference would be diminished by the amount of any interest the Erie might receive on the incomes held by it.

We have stated that under the reorganization the Eric gets \$2,000,000 of 1sts, \$5,000,000 of incomes and \$100,000 stock. The effect on the Erie's finances ought to be very beneficial. The company has been obliged to earry a very heavy floating debt. The balance sheet filed with the Railroad Commissioners at Albany this week shows that the gross total of this floating debt on June 30 was as much as \$7,366,456; cash and cash assets at the same date were \$3,352,-546, reducing the net amount of the debt to about four million dollars. Further offsets were \$2,214,-683 of advances to Chicago & Atlantic, \$2,084,544 of advances to the N. Y. L. E. & W. Coal & RR. Co., \$1,281,212 of advances to other companies, and \$1,191,148 due from Erie coal companies. The first of these, the Eric will now be in a position to realize on. The Chicago & Atlantic \$5,000,000 of incomes may not have any very high value just yet, but at least the \$2,000,000 of 1sts ought to command a good price. It is perhaps also well to point out that the Eric company's current statements of earnings are proving very satisfactory, gross for the nine months ending June 30 showing an increase of \$2,035,412, and net (after deducting amounts due leased roads operated on a percentage basis like the New York Pennsylvania & Ohio) an increase of \$413,206.

RAILROAD GROSS EARNINGS IN JULY.

The July exhibit of earnings is much like that for the month preceding—June. That is to say, the improvement shown is less striking, both in amount and ratio, than in most of the other months since last autumn, and yet there is steady progress toward higher totals, and the actual extent of the gain, all things considered, must be regarded as very satisfactory indeed. For June the gain at \$2,629,291, or 8.44 per cent (151 roads), was the smallest in about a year. For July now the increase amounts to \$3,166,350, or 8.96 per cent, the statement covering 158 roads. For April and May, which were exceptionally good months, the ratio of gain was respectively 13.73 per cent and 13.79 per cent.

It is to be remembered that we have now reached the period of year when the comparison is with excellent earnings last year. This remark applies to the July results with greater force than to the June results. In June last year the gain on the roads reporting was only \$1,353,500, or 4.47 per cent; for July it was \$2,459,707, or 8.34 per cent. Hence, the increase in the latter month the present year comes after a much heavier gain in 1889 than was the case in June. In other words, the improvement of \$3,166,350, or 8.96 per cent, in July, 1890, is additional to an improvement of about 2½ million dollars, or 8½ per cent, in July, 1889. July was a fairly satisfactory month, too, in most of the years preceding. The following is a record of the July results back to 1880.

	Mile	eage.	Earn	Increase or		
Period.	Fear	Year	Year	Year	Decrease.	
	Given.	Preceding.	Given.	Preceding.		
•	Miles.	Miles.	8	\$	8	
July, 1880 (47 roads).			16,749,530	12,491,254	Inc. 4,258,282	
July, 1881 (47 roads).	35,111	31,434	17,051,311	15,354,850	lnc. 2,599,461	
July, 1882 (61 roads).	48,012	42,581	23,649,112	21,657,927	Inc. 1,991,185	
July, 1883 (66 roads).	54,041	40,393	24,307,368	23,234,881	Inc. 1,142,487	
July, 1881 (40 roads)	31,613	29,108	13,054,577	13,052,727	Inc. 1,850	
July, 1885 (66 roads).	47,697	47,296	17,703,618	17,859,371	Dec. 65,753	
July, 1886 (68 roads).	49,651	48,128	22,825,356	19,578,034	Inc. 3,247,322	
July, 1887 (107 roads)	61,751	58,750	26,182,244	24,240,706	Inc. 2,241,538	
July, 1888 (102 roads)	61,519	57,915	25,365,481	21,519,476	Inc. 846,008	
July, 1889 (129 roads)	80,014	76,673	31,010,212	29,480,505	Inc. 2,450,707	
July, 1890(158 roads)	87.107	85,172	38,516,474	35,350,124	Inc. 3,166,350	

Another point of difference has been gradually devel oping in recent months. There are not so many excep tionally heavy amounts of gain by separate roads or systems, and quite a number of companies formerly distinguished in that way contribute only very moderate increases now-which makes the continued heavy additions in the aggregate all the more noteworthy. The Atchison system still leads all others in magnitude of increase, its total gain for the month (including the San Francisco and the lines half owned) being no less than \$520,945. But aside from the Atchison there are only six companies which have as much as \$100,000 increase and none which have as much as \$200,000 increase. The Northern Pacific for a long while furnished gains ranging from \$200,000 to \$400,000 a month. Latterly the increase has fallen to much smaller figures, the amount for July being \$61,967. For a year or so the Chesapeake & Ohio, with the opening of its Cincinnati extension, also furnished surprising returns—say from \$125,000 to \$175,000 increase a month; now that comparison is being made with the heavy totals of last year, the addition for July is only \$27,447. The Missouri Kansas & Texas likewise for a time reported quite notable increases; for July it has but \$14,601 gain. The Wabash, the Mexican National and the Grand Trunk are some others which at one time or another held prominent places among

the roads having heavy improvement; for July the whole three have suffered a decrease. And so instances might be multiplied.

But the point of most importance is, that as these roads have retreated from the front position, others have come forward and taken their place. Some Southern roads which were prominent before have become still more so, while from the same section there have been accessions to the ranks from those whose progress at first had been at a slower pace—the Mobile & Ohio being a type of this class. From the Middle Western States also there are many instances of steadily improving results. Then we have increasing gains by some of the roads lying west of Chicago—the Milwankee & St. Paul and the Denver & Rio Grande for example, The St. Paul in recent periods has had some heavy amounts of increase, but the improvement has not been uninterrupted, and in June there was a loss of \$57,328; for July now there is a gain of \$171,602, which is larger in amount than that reported by any other company except the Atchison. The Denver & Rio Grande reports \$120,040 increase, which is the heaviest addition for that road of any month for years. For the purpose of indicating which companies are now most prominent in swelling the aggregate extent of gain, we have prepared the following list of 23 systems (and representing in detail 37 roads in our which for July record an addition of \$40,000 or more.

Atchison and San. Fran. \$520	,945 Gr. Raj	p. & Ind. (3 roads).	\$68,836
Chicago Mll. & St. Paul 171	,602 Chleng	o & East Illinols	64,060
Mamfoba (3 roads) 142	492 Northe	rn Paelfie	61,967
East Tennessee 121	,556 Chie. 8	t. Paul & K. City	54,222
	,000 New Yo	ork Central	52,908
		aland	52,848
		& Ohlo	50,193
	,546 Col. He	ock. Val. & Toledo.	49,890
	,981 Mlnn, 8	st. P. & S. S. M	45,177
	,933 Duluth	S. S. & Atlantie	43,924
Richmond & Dan. system	Louisv	llie N. O. & Texas.	43,828
(8 roads) 75	,196 Nash. 0	Chatt. & St. Louis	41,958

These 23 systems, or 37 roads, have \$2,289,390 gain. The whole 158 roads in our table show \$3,166,350 gain, and thus the 37 roads in question have supplied the bulk of the total. It is important, however, that the amount of increase in each case should be considered in connection with the road making it. For in that way we can see better the degree of improvement taking place. The \$52,908 addition on the New York Central, for instance, while not unsatisfactory in itself, especially if we bear in mind that it follows uninterrupted gains for several years preceding, represents less than 2 per cent increase. But the \$50,193 addition on the Mobile & Ohio is equivalent to nearly 25 per cent increase, and in that case, too, the improvement follows uninterrupted gains for several years preceding. So with the St. Paul's increase of \$171,602; that equals not quite 9 per cent. The \$121,556 increase on the East Tennessee is over 25 per cent, and the \$111,288 increase on the Norfolk & Western is also over 25 per cent.

It will be observed that Southern roads are unusually prominent for extent and degree of improvement. This is no new feature, and yet it possesses this time especial significance. For the improvement is made at a period when the cotton movement is of unusually small proportions—July and August being the end of the old crop year—and hence it cannot be claimed that the increase has come from that source. In other words, we have convincing evidence that the growth is due to general industrial and manufacturing development—to the opening of iron and coal mines and the extension of business activity in all branches of trade. And this being the case, the fact that three such prominent sys-

tems as the East Tennessee, the Mobile & Ohio and the Norfolk & Western each show about 25 per cent gain gives an idea of the expansion taking place. What adds to the significance of these gains is that the addition to the mileage operated is small, the Mobile & Ohio in fact operating the same mileage. Nor do the roads mentioned stand alone in their heavy gains in earnings. Most others show just as conspicuous growth, and some of the minor roads proportionately even more so, though in a few instances on a much larger extent of road. The earnings of the Georgia Southern & Florida stand at \$67,223, against \$27,481 (showing nearly 150 per cent gain), mileage being up to 285 from 152 miles. The Cape Fear & Yadkin Valley has an increase from \$27,243 to \$42,581, or over 50 per cent, mileage being up only from 245 to 335 miles. The Atlanta & Florida has over 100 per cent gain, the Tennessee Midland over 50 per cent gain, and the Chattanooga Rome & Columbus over 331 per cent gain, all with no change in mileage. And various other instances of the same kind might be mentioned. For the Chesapeake & Ohio and the Erlanger system the gains are quite moderate. On the Louisville & Nashville the increase is \$93,981, or about 6½ per cent. Only three Southern roads (out of 48 reporting) have losses, and these minor ones-namely, Gulf & Chicago, New Orleans & Gulf and Kentucky Central. The following is a six year comparison for the more prominent Southern roads.

July.	1890.	1880.	1888.	1887.	1888,	1895.
	8	-	8	8	8	8
Chesapeake & Ohio	612,884	585,437	442,326	414,709	†460,509	335,833
Ches. Ohio & So.W.	188,803	181,050	178,412	174,852	117,418	131,678
Cin. N.O.& Tex. P.*	651,473	623,051	580,402	496,001	441,222	381,332
E. Tenn. Va. & Ga	593,052	471,496	456,591	421,215	331,016	298,824
Louisville & Nash.	1,542,475	1,448,494	1,333,432	1,326,664	1,257,207	1,057,332
Louisy. N.O.& Tex	202,337	158,509	151,161	115,285	110,664	68,372
Memphis & Char	141,615	125,514	115,136	127,897	95,463	83,816
Mobile & Ohio	257,193	207,000	179,283	175,068	174,305	130,226
Norfolk & West	532,551	421,203	407,286	334,761	256,280	210,470
Rich. & Danv. syst	978,350	903,151	738,042	609,562	601,830	564,689
Shen. Valley	114,000	87,791	71,512	71,690	66,129	62,133
South Carolina	105,000	96,661	83,211	75,300	74.777	61,138
Total	5,919,733	5,309,423	4,739,790	4,466,60,	4,019,850	3,385,819

* Entire system

† Exact receipts of the Richmond & Alleghany for this year not known to us; we have, however, made an arbitrary allowance for the same.

We have referred above to the small extent of the cotton movement. The subjoined table shows that, all told, the receipts at the Southern outports during the month were only 8,359 bales.

RECEIPTS OF COTTON AT SOUTHERN PORTS IN JULY, AND FROM JANUARY 1 TO JULY 31, 1890, 1889 AND 1888.

The state		July.	•	Since January 1.			
Ports.	1890.	1889.	1889. 1888.		1889.	1888.	
Galvestonbales.	287	276	981	156,142	174,430	104,611	
El Paso, &c		73		16,977	19,244		
New Orleans	3,109	3,019	8,066	543,772	554,537	570,545	
Mobile	106	114	663	50,008	69,744	46,982	
Florida	· 12	*******	28	13,601	10,569	3,977	
Savannah	2,217	1,889	3,745		179,813	152,105	
Brunswick, &c			354	52,158	69,500	30,080	
Charleston	387	111	3,180	43,151	91,602	86,081	
Port Royal, &c		583	80	435	6,461	5,875	
Wilmington	64	34	373	19,513	23,680	19,995	
Washington, &c			1	1,028	1,556	837	
Norfolk	632	172	2,142	160,993	125,332	127,703	
West Point, &c	1,515	207	2,158	115,219	225,819	150,733	
Total	8,350	6,478	21.774	1,298,245	1,552,389	1,299,577	

As regards Southwestern roads we have already alluded to the excellent exhibits of the Atchison and the Denver & Rio Grande. The St. Louis Arkansas & Texas, the Rio Grande Western and the St. Joseph & Grand Island also show quite large gains. The Rock Island on the other hand reports a loss of \$79,144, the Kansas City Fort Scott & Memphis \$23,953 loss for the first three weeks of the month and the Little Rock & Memphis \$198 decrease for the full month,

July.	1890.	1889.	1888.	1887.	1886.	1885.
	8	8	8	8	\$	8
Denver & Rio Gr	806,500	689,460	671,977	878,170	610,082	
St. L. Ark. & Texas	300,177		219,042	190,135 527,372	149,502 405,267	
St. L. & San Fran	548,722		454,680 472,927	400,956	426,120	
Texas & Pacific	491,992					
Total	2,152,391	1,961,473	1,818,826	1,796,633	1,590,811	

From the Northwest the returns are very good indeed. Besides the heavy gain which the St. Paul has, the Manitoba, the Wisconsin Central, the "Soo" Road, the St. Paul & Kansas City, the Daluth South Shore & Atlantic, and various others, are distinguished in the same way. Only the Minneapolis & St. Louis and three minor roads report losses—the Burlington & Western, the Keokuk & Western and the Des Moines & Northwestern.

July.	1890.	1889.	1888.	1887.	1886.	1895.
	8	8	8	8		8
Chic. Mil. & St. Paul	2.149,000	1,977,398	1,924,565	1.816.456	2,036,726	1,893,976
Iowa Central	125,530	109,755	101,429	99,974	93,956	85,079
Mil. L. S. & West	358,054	351,518	297,792	326,214	218,144	116,272
Milwaukee & Nor.	127,245	103,867	90,632	80,821	52,822	46,809
Minn. & St. Louis.	119,890	120,474	109,634	196,683	118,394	131,331
St. Pani & Duluth.	139,625	122,154	181,595	161,272	139,127	148,234
St. P. Minn, & Man.	716,328		825,268	821,345	571,526	550,387
St. P. Minn. & Man.					0 000 005	2,970,088
Total	3,765,582	3,423,835	3,533,915	3,242,768	3,266,995	2,9,0,088

In the case of the Northern Pacific and Canadian Pacific, the improvement was very decided in several previous years, and hence it is less conspicuous now.

To what are the improved results in the Northwest due? The advance in freight rates west bound from Chicago did not go into effect till the 1st of Augnst, but on the other hand passenger rates were maintained on the basis agreed upon through the month under review, and, in addition, it is known that general business was active, affording a large volume of miscellaneous freight. In the case of the grain movement, the gain over last year has been on a much smaller scale than heretofore. This may be seen from the following, giving the comparative receipts for a series of years at Chicago.

RECEIPTS AT CHICAGO DURING JULY AND SINCE JANUARY 1.

		July.		January 1 to July 31.			
	1890,	1889.	1888.	1890.	1889.	1888.	
Wheat.bnsh.	1,017,389	1,268,572	786,826	4,514,152	4,206,507	4,694,788	
Cornbush.	8,103,811	7,669,048	3,355,639	51,280,803	39,835,513	31,880,157	
Oatsbnsh.	4,638,807	3,523,882	2,861,532	35,442,686	23,726,254	25,765,143	
Ryebush.	149,405	112,578	58,753	1,533,448	882,992	540,877	
Barley.bush.	68,120	34,895	38,668	5,449,766	4,698,987	3,821,254	
Total grain	13,977,532	12,608,973	7,100,918	101,220,855	73,180,253	66,702,619	
Flour., bbls.	243,948	324,773	366,022	2,289,793	1,876,773	3,877,831	
Porkbbls.	8,941	1,060	2,407	51,363	20,918	24,711	
Cut m'ts.lbs.	28,843,678	30,640,768	11,239,322	191,299,991	153,653,206	63,990,343	
Lardlbs.	14,795,599	11,252,153	4,078,990	87,118,498	60,724,190	41,371,602	
Live bogs No	812,355	414,696	331,379	4.124,727	3,257,517	3,076,200	

Thus the increase at Chicago in the grain arrivals of all kinds during July was only about 1½ million bushels. For June the increase had been over 7 million bushels. In wheat there is a falling off, though this is due to diminished shipments from the winter wheat districts rather than from the spring wheat districts of the Northwest. Still the spring wheat movement as a whole seems to have been smaller than a year ago. For instance, at Minneapolis the receipts for the five weeks ending August 2 this year foot up only 1,170,290 bushels, against 2,421,595 bushels in the corresponding period last year. There was a decided increase during the same period in the arrivals at Duluth, but not enough to offset this loss.

If, however, there was but little gain in the Northwest on the grain movement, the advantages from increased shipments of provisions and live stock have been very important. Especially is this true of the live stock movement. From the above table it will be seen that 612,355 head of live hogs were delivered at Chicago in July, 1890, against only 414,696 in July, 1889, being

an increase of nearly 200,000 head. Taking the live stock movement as a whole, we find that the receipts comprised 27,728 car loads this year, against only 21,518 car loads in July, 1889. Not a single one of the larger roads fails to show an increase, and in some cases the expansion has been very heavy, the Atchison reporting 2,735 against 1,066 car loads, the Burlington & Quincy 8,108 against 5,909, the Alton 3,199 against 2,212, the Northwestern 2,927 against 2,707, the Rock Island 2,638 against 2,568, the Wabash 2,199 against 2,036 and the Illinois Central 1,844 against 1,705 car loads.

At most other Western points the grain movement was moderately heavier than in the same month last year. St. Lonis, Toledo, Detroit and Cleveland all record larger wheat receipts, but the heaviest gain has been in corn and oats. Below is our usual detailed statement. It will be observed that taking all the Western ports together, including Chicago, Duluth and Minneapolis, the flour and wheat receipts indicate a falling off, but corn and oats a gain of about $2\frac{1}{2}$ million bushels each. In the previous month, or rather in the four weeks ending June 28, the gain in corn had been nearly $8\frac{1}{2}$ million bushels and in oats about $3\frac{1}{3}$ million.

RECEIPTS OF FLOUR AND GRAIN FOR FIVE WEEKS ENDED AUGUST 2,

AND SINCE JANUARY 1.

		Y 777	Com	vals.	Barley,	Rye.
	Flour, (bbls.)	(bush.)	Corn, (bush.)	(bush.)	(bush.)	(bush.)
CO /						
Chicago - 5 wks. July, 1890.	280,306	1,173,608	8,685,816	5,120,803	71,881	158,265
5 wks. July, 1889.	362,817	1,757.998	8,453,962	3,957,957	35,454	124,281
Since Jan. 1, 1890	2,366,049	4,718,605 4,724,019	55,342,022 41,175,083	36,088,600 24,269,545	5,538,390 4,749,161	708,948
Since Jan. 1, 1889	2,019,700	4,124,010	41,110,000	22,200,010	1,120,202	, 00,020
Milwaukee- 5 wks. July, 1890.	132,507	385,757	57,900	574,280	. 169,230	71,356
5 wks. July, 1889.	138,933	518.972	59,900	206,000	113,900	22,600
5 wks. July, 1889. Since Jan. 1, 1800	1,453,317	3,241,398	430,570	2,122,780	3,175,578 2,207,800	661,121 178,169
Since Jan. 1, 1889	1,197,999	2,963,165	636,145	1,410,000	2,201,000	210,200
5t. Louis- 5 wks. July, 1890.	107,631	2,768,817	2,375,960	1,073,195	8,500	11,878
5 wks. July, 1889.	89,681	2,712,265	1,270,095	935,510	000	6,158
Since Jan. 1, 1890	744,100	5,743,987	88,516,573	6,625,665	900,662	372,506 72,215
Since Jan. 1, 1889	. 553,575	4,257,524	17,092,619	5,941,015	581,085	72,213
Toledo-	8,819	1,432,663	1,127,884	18,477		25,873
5 wks. July, 1890. 5 wks. July, 1889.	14,069	913,702		11,208	570	7,265
Since Jan. 1, 1890	65,557	2,400,404	12,475,768	107,663	22,702	66,344
Since Jan. 1, 1889	78,345	1,510,357	2,158,162	148,174	58,632	32,837
Detroit-			01 405	101 000	600	
5 wks. July, 1890.	12,813 13,636	473,629 280,559	81,435 34,075		1.886	
5 wks. July, 1889. Since Jan. 1, 1890	100,357	2,026,559	935,914	968,186	566,965	
Since Jan. 1, 1889	79,210	1,186,323	1,510,550	871,521	206,498	*******
Cleveland-			, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	000000	00.440	105
5 wks. July, 1890.	34,207	252,486		267,950 245,873	20,449 24,723	125 87
5 wks. July, 1889. Since Jan. 1, 1890	36,894 198,975	135,538 1,310,693			330,643	24,728
Since Jan. 1, 1889	197,738	1,104,700			251,460	13,366
Peoria-						0.5.05.0
5 wks. July, 1890.	12,356	110,500	646,000		16,700 21,600	35,350 28,875
5 wks. July, 1889. Since Jan. 1, 1890	8,600 67,258	135,800 523,080			680,450	172,850
Since Jan. 1, 1889	59,241	583,028			417,600	241,625
Duluty-						
5 wks. July, 1890.	225,602	754,155	172,138		******	
5 wks. July, 1889. Since Jan. 1, 1890	321,195 956,363	137,326 4,135,885	117,620 1,478,222			
Since Jan. 1, 1889	913,188	2,074,203	605,957			,
Minneapolis-						
5 wks. July, 1890.		1,170,290			,	,,,,,,,
5 wks. July, 1889.		2,421,595				*****
Since Jan. 1, 1890 Since Jan. 1, 1889	15,793	18,483,723 14,243,209	•••			
Cimer Date 1, 1000	20,,00					
Total of all-	014 001	0 501 025	19 000 257	0 720 109	285,300	. 302,817
5 wks. July, 1890. 5 wks. July, 1889.	814,361 985,828	8,521,935 9,013,755	13,228,757		198,733	189,266
Since Jan. 1, 1890	5,951,976	40,581,331	118,132,121	57,526,587	11,221,390	2,864,519
Since Jan. 1, 1889		32,646,548		39,861,167	8,582,298	1,247,190
					1	-les ber

Aided by the heavier grain movement and also by the active state of general business, the roads in the Middle Western States present as a whole very flattering exhibits. The Grand Trunk of Canada and some of its connections have heavy losses, by reason probably of the dressed beef difficulty, and the Wabash loss is doubtless to some extent attributable to the same circumstance. But, including these, there are only nine reads which fall behind, while there are no less than forty-four which report improvement-in very respectable proportions, too, as a rule. The Chicage & Eastern Illinois and the Columbus Hocking Valley & Toledo have gained heavily on the coal business. The Cleveland Cincinnati Chicago & St. Louis has enlarged its earnings \$86,933, or about 9 per cent. On the Louisville New Albany & Chicago the gain is \$36,105, or 18 per cent. The improvement

in this case is said to be largely due to closer arrangements established with the Pennsylvania and the Louisville & Nashville, to the mutual advantage of the three systems. The Grand Rapids & Indiana also has done quite well. Among the smaller roads the Toledo & Ohio Central, the Wheeling & Lake Erie, the Indianapolis Decatur & Western, the Toledo St. Louis & Kansas City, the Louisville Evansville & St. Louis, the Toledo Ann Arbor & North Michigan and the St. Louis Alton & Terre Haute all deserve mention for the excellent character of their returns. The Alton & Terre Haute, for instance, with no increase in mileage, has enlarged its gross receipts \$30,257, or nearly 40 per cent.

July.	1890.	1889.	1888.	1887.	1886.	1885.
		8	8	*	8	\$
Balt. & O. Southw.	185,981	164,824	162,708	172,112	150,820	120,104
Chicago & Atlan	211,344	182,315	175,905	187,390	130,019	89,911
Chicago & East, Ill.	273,903	200,813	206,707	203,065	150,442	†114,055
Chic.& West, Mich.	125,406	111,504	12.1,818	118,564	122,704	113,853
Col. Hock. V.& Tol.	269,471	210,581	248,155	101,668	108,110	187,518
Det. Lausing & No.	102,591	91,962	83,033	89,312	107,899	93,592
Evansv.& Terre 11.	98,583	83,755	73,188	70,262	85,101	66,643
Flint & P. Marg	221,786	193,864	195,659	223,163	179,730	151,702
Grand Rap. & Ind."	316,630	277,798;	259,388	279,103	238,799	207,239
Gr. Trunk of Can.l	2,001,076	2,021,758	1,831,711	1,838,225	1,680,970	1,408,177
N. Y. Cent. & H. R	3,004,827	2,951,919	2,850,191	2,779,198	2,077,620	\$1,665,554
Ohio & Mississippl.	311,860	311,078	275,501	322,692	335,431	281,799
Tel. & Ohle Cent	143,772	110,348	90,828	80,261	67,759	57,674
Total	7 297 233	6.030.574	6.580.905	6,567,018	6,131,485	4 557,821

*All lines. † Chicago & Indiana Coal not included here. 2 West Shore not included here. 1 Five weeks in each year.

GROSS EARNINGS AND MILEAGE IN JULY.							
	Gr	oss Earnin	gs.	Mile	eage		
Name of Road.	1890.	1889.	Increase or Decrease.	1890.	1889.		
	\$	\$	\$				
Anniston & Cincinn'ti Atch Top. & S. Fe	12,576	8,930 1,878,400	$+3,646$ $\pm 459,427$	6,528	6,529		
R'da i'ntly own'd lo	2,330,877 $128,393$	109 452	+452,477 +18,941	582 1,329 526	582 1,329		
St. L. & San Fran	128,393 548,722	517,856	+30,866	1,329 526	$1,329 \\ 526$		
St. L. & San Fran R'ds j'tly own'n, l2 Atlanta & Florida Atlanta & West Point.	125,924 13,270 31,794 185,984	517,856 107,263 6,276 23,334	$+30,866 \\ +18,661 \\ +6,994$	105	105		
Atlanta & West Point.	31,794	23,334	+8,460	86 281	86 281		
Balt. & Ohlo Southw. Buff. Roch. & Pitts *Burl.Ced. Rap.& No.	199,406	23,334 164,824 172,832 147,226 5,297 5,204 1,308,000 27,243 321,839 55,415	$+8,460 \\ +21,160 \\ +26,574$	294	294		
*Burl & Northwestern	159,248 5,306 4,700 1,429,000 42,581 332,574	147,226	+12,022 $+9$	1,046	1,046		
Burl. & Northwestern Burl. & Western Canadian Pacific C. Fear & Yad. Val Central Vermont	4,700	5,204	-504	52 105	52 105		
Canadian Paelife	1,429,000	1,308,000	$+121,000 \\ +15,338 \\ +10,735$	5,148 335	4,957 245		
tCentral Vermont	332,574	321,839	+10,735	504	504		
CACA PORGOR POLITI	90,000	55,415 75,940	-5,406	100	100		
tOgdens. & L. Cham. Chatt. Rome & Col	81,999 31,000		$+6,059 \\ +8,101$	118 140	118 140		
Chattaneoga Union	11,925	10,263	1.1 660	43	43		
Chattanooga Union Chesapeake & Ohlo Ches. O. & So. West'n.	81,999 31,000 11,925 612,884 188,803 211,344 273,903	10,263 585,437 181,050 182,345 209,843	$^{+1,002}_{+27,447}$ $^{+7,753}_{+28,999}$	915 398	915 398		
Chie, & Atlantic	211,344	182,345	+28,999	269	269		
Chic. & East. Illinois. Chic. Milw. & St. P	273,903	209,843	±171.602	436 5,678	$\frac{436}{5.678}$		
Chie. R. Isl. & Pac		1,977,398 1,354,253	-79,144 $+54,222$ $+13,902$	3,354 790	3,257 790		
Chic. St. P. & Kan. C.	1,275,109 324,623	270.401	+54,222	790 408	790 408		
Chie, K. Isl, & Pac Chie, St. P. & Kan. C. Chie, St. P. & Kan. C. Chie, & West Mich Chlp, Va!, (Man, Div.) Cln.Georg, & Ports Cln. Jack, & Mack Cln. N. Orl, & Tex. P Ala Of Southern	125,406 18,318 6,252 60,110 340,194	111,504 17,902 6,028	410	47	47		
Cla.Georg. & Ports	6,252	6,028	$^{+224}_{+9,772}$	42	42		
Cla. N. Orl. & Tex. P	60,110 340,194	50,338 328,076	$^{+9,772}_{+12,118}$	344 336	344 336		
Ala. Ot. Southern	* エハ・エエリ	143,360	+12,118 +2,086	295	295		
N.Orl. & Northeast.	83,307	71 444	$^{+11,863}_{+1,015}$	196 143	196 143 170		
N.Orl. & Northeast. Ala. & Vicksburg Vicks.Shrev.&Pac	41,463 41,058	40,453 39,718 1,905 48,431	+1,340	143 170	170		
Cin. Northwestern Cia. Wab. & Michigan	1,856 53,628	1,965	$-49 \\ +5,197$	165	8 165		
CREV. ARTOH & COL	70,894	60,251	±10 642	194	194		
Clov. Clo. Ch. & St. L. Peorla & East, Div.		60,251 943,222 101,790	+86,933	1,564 353	$\frac{1,564}{353}$		
Cleveland & Marietta	112,995 26,317 155,194 269,471 2,279 11,722 39,229 808,500	21,411	+86,933 +11,205 +4,906	104 267	104 267		
Cleveland & Marietta Colorado Midiaud Col. Hock, Val. & Tol. Colusa & Lake	155,194	21,411 140,363 219,581		267. 325	267		
Colusa & Lake.	2.279	2,915	+49,890 -636	22	325 22		
Covington & Macon	11,722	2,915 7,935	+3,787	107	107		
Day. Ft. Wayne & Chic Denv. & Rio Grande.	808,500	38,591 638,460	$+638 \\ +120,040$	259 1,499	$\frac{259}{1,481}$		
Des M. & N'western	15,500	16,543	-1,043	115	115		
Des M. & N'western. Det. Bay City & Alp. Det. Lausing & Nor.	102.591	44,654 91,962	$+4,946 \\ +10.629$	115 232 323	226 323		
Dul. So. Shore & Atl E. Tenn. Va. & Ga Evans. & Indlanap	15,506 49,600 102,591 262,706 593,052	91,962 218,782	$^{+10,629}_{+43,924}$	522	522 1,140		
Evans, & Indianan			+121,556 -748	1,209 150	1,140		
Evansv. & T. Haute Flint & Pere Marq	98.583	83,755	114 898	156	156 379		
Flint & Pere Marg	98,583 221,786 80,370 67,223 282,561 45,481	193,864 78,643	+27,922 +1,727 +39,742 +61,153	625 574	379 574		
Flor. Ceat. & Penia Ga. South. & Florida.	67,223	27,491 221,408	+39,742	285	574 152 409		
Gr.Rapids & Indlana. Cin. Rich. & Ft. W	282,561	221,408 38,815	+61,153	409	409 86		
Other lines	TO:0034	17,570	$^{+6,666}_{+1,017}$	86 72	72 3,479		
tGr. Tr. of Canada tChie. & Gr. Trunk .	2,001,076	17,570 2,021,758	-20,682	3,487 335	3,479 335		
Det.Gr. Hav. & Mil	330,673 104,399	355,194 104,083	$-24,521 \\ +316$	189	189		
Gulf & Chicago. Humeston & Shen	104,399 2,734 11,700 41,220 125,530	2,886 11,155 30,213 109,755	-152	62 95 152	62 95		
Ind. Dee. & West.	41,220	30.213	+11.007	152	152		
	125,530	109,755	+11,007 +15,775 447	509	152 509		
tron Railway Kanawha & Mich *Kan.C. Ft. S. & Mem Kan. C. Mem. & Bir Kentucky Central Keotuk & Western	2,620 $32,547$ 208.076		+9.857	$\begin{array}{c} 20 \\ 129 \end{array}$	20 129		
Kan.C. Ft. S.& Mem.	208.076	22,690 232,029	$^{+9,857}_{-23,953}$ $^{+9,507}_{-5,753}$	671	671		
Kentucky Central	75,559 85,386 26,386	66,052 91,139	+9.507 -5.753	275 254	275 254		
Kankuk & Wootone	96 966	91,139	_150	1/19	149		

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D¢.

ood

Kookuk & Western... Kingst. & Pembroke.

_	COTTEODE					
1		Gr	oss Earnin	gs.	Mileo	ige.
	Name of Road.	1890.	1889.	Increuse or D creuse.	1890.	1889.
ı		8	8	8		0.1
1	Lake Erie All. & 80 Lake Erie & West'n a.	5,801 248,326	4,556 232,898	+1,245 +15,428	$\frac{61}{722}$	722
	Lahigh & Hud, Hlver,	29,471 40,184	29,383 40,382	+88 -198	63 135	63 135
	Little Rock & Mem Long Island	496,965	444,117	+52,848	361	361
	Louisy, Evans, & 81.L	109,780 $1.542,475$	83,887 1.448,494	$+25.893 \\ +93,981$	2,208	2,175
	Louisy, & Nashville Louis, N. Alb. & Chic	1,542,475 237,300	1,448,494 201,195	$+36,105 \\ +43.828$	537 657	537 570
I	Lou. N. Orl. & Texas. Louisv. St. L. & Tex. Louisville Southern	202,337 32,356	158,509 26,558	+5,798	121	121
	Lynchb. & Durham	43,151	32,678 1,970	$^{+10,473}_{+7,230}$	83 83	83 20
		9,200 141,615	125,514	+16,101	330	330
1	Mexican Central Mexican National IMexican Rallway Miw. L. Shore & W	150,513 $281,428$	472,598 $299,464$	-22,085 $-18,036$	1.218	1,527
	Mexican Rallway	417,169 358,054 127,245	384,099 351,518	+33.070	293	293 651
•	Milw. & Northern Mineral Bange	127,215	103,867	+23.378	303	303
	Mineral Range Minn. & St. Louis	11,614	120.474	$^{+1,362}_{-671}$	363	363
	Mlnn. St.P.&S.Ste M.	162,788	117,611	+45,177	777 1,806	1,681
	Mo, Kans, & Texas Mobile & Ohio	162,788 640,735 257,193 341,167	620,134 207,000	$^{+14,601}_{+50,193}$	687	687
	Meblle & Ohio Nash. Chutt. & 8t. L. Nate. Red Riv. & Tex	341,167	207,000 299,209 1,446	$+41,958 \\ +694$	652 25	652 25
	New Orleans & Guil.	2,140 8,752 3,004.827	10,576	-1.824	68	68
5	N.Y. Cent. & Hud. Riv N. Y. & Northern	3,004,827	2,951,919 55,153	-10.748	1,420	1,420
3	N.Y. Ont. & Westb	44,405 233,113 532,551 1,987,361	210,059 421,263 1,925,394	$+23,054 \\ +111,288$	425 638	371 594
2	Norfolk & Western Northern Pacific	1,987,361	1,925,394	+01,967	1.3.613	3,452
3	Ohlo & Mississippl	311,800	311,070	+782		
2	Colum. & Maysville	21,245 924	1 1120	637	19	19
7	Ohio River Ohio Southern	61,685 39,754 21,126 65,538	53,639 32,716	+8,046 +7,038	215 128	
E	Ohlo Valley of Ken	21,126	17,875	+3,251	108	108
9	Peo. Dec. & Evansv Pitts. Marion & Ch	2,833	2,109	+7,038 +3,251 +9,802 +724 -3,560	254 25	25
	Pittsh. & Western	183,662 13,957		-3,560 $+4.808$	367 73	367
	Preseott & Ariz. Cent. Quin. Omaha & K. C	1 - 20.237		T 2,100	134	134
	Richmond & Danville Vlrglnla Mld. Dlv	427,000 206,100	401.900	+25,100 +13,300	355	
-	Char. Col. & A.Div.	77,075	75,174	+1,901 +5,646	393	393
	Col. & Greenv. Dlv. West. No. Car. Dlv.	48,950 67,275	43,304 62,288	4-4.987	1 287	287
	Ocorgia Pac. Div Wash. Ohlo & W.Div	67,275 129,700 11,775	105,925	+23,775	518	
-	Ashe. & Spar. Div	10,475	10,117	+358	66	66
5	Rlo Grande Western.	165,100 10,895	131,550	+33,550 -630	67	67
2	Sag. Tuscola & Huron St. Jos. & Gr. Island. 8t. L. Alt. & T. H. Brs. St. L. Ark. & Texas. 8t. L. Des M. & Nor. 8t. Paul & Duluth. St. P. Wing. & Man	116,663 108,900	82,799	+33,864	$\frac{447}{242}$	
)	St. L. Ark. & Texas	360,177	1 - 264.732	+35,445	1,227	1,227
5	St. L. Des M. & Nor	12,571 139,625	5,937 122,154	+6,634 +17,471	43 247	247
3	St. P. Minn. & Man Eastern of Minn	139,625 746,328 60,768 103,421	638,699	+107,629	3,030	3,030
1	Montana Central	103,421	44,938 84,388	+19.033	178	177
5	8an Ant. & Arans.P	108,495 53,951 33,827	91,867 55,303	+16,628 $-1,352$	510	
2	*San Fran. & No. Pac. Sav. Amer. & Mont	33,827	10,965	+22,862	173	133
5	Seloto Val.& New E Seattle L. Sh. & East.	58,684 42,005	93,911	+5,173 +16,059	131	74
1	Shenandoah Valley	114,000 105,000	25,946 87,794	+16,059 $+26,206$ $+8,339$	255 247	
3	Staten Isl'd Rap. Tr	140.000	125,905	+14,095	23 23	23 23
3	Talladega & Coosa V Tennessee Midland	6,455 18,713 494,992	5,069 12,109	+1,386 +6,604	135	135
5	Texas & Pacific	494,992	490,425	+4.567	1,497	1.497
3	Tol. A. Arb, & N. Mich Tol. Col. & Cinn	1 98.478	1 76.989	$+21,489 \\ +3,828$	200	286 43
3	Tol. & Ohio Contral	25,138 143,772 9,130	110,348	$+33,424 \\ +160$	235	235 51
7	Tel. & Ohlo Cent. Ext	67,947	71,410	-3,469	247	247
3	Tol. 8t. L. & K. City. Tol. & 80. Haven	130,011 2,300	91,562	+38,449 +314	37	31
7	Wabash (consol. sys.)	1,116,179	1,128,302	-12.123	1.921	1.936
Ž.	Western of Alabama. West. N.Y.& Penn	36,322 317,600	$ \begin{array}{c c} & 29,011 \\ & 326,470 \end{array} $	-8,870	138 678	658
	W. Va. Cent. & Pitts. Wheel. & Lake Erie	88.937	72,837	+16,100	128	100
3	Wisconsin Central	99,255 466,207	371,661	+94,546	828	828
1					,	05 450

Total (158 roads). 38,516,474 35,356,124 +3,166,350 87,107 85,172

*Three weeks only of July in each year. † for evecks ending August 2. a Pt. Wayne Cinn. & Louisville included for both years. b New coal extension operated July 21 in 1890, and Utlea Clinton & Blng. included for both years.

GROSS EARNINGS FROM JANUARY 1 TO JULY 31.

	Name of Road.	1890.	1889.	Increase.	Decrease.
		\$	8	\$	\$
1	Anniston & Cincinnati.	87.911	64,192	23,719	
1	Atch. Top. & San. Fe	16,799,436	13,563,145	3,236,291	
ı	Roads jointly own'd, 12	931,281	853,511	77,770	
	St. Louis & San Fran.	3,444,601	3,061,338	383,263	********
1	Atlanta & Florida	63,108	45,607	17,501	*******
H	Atlanta & West Point	245,768	226,050	19,718	
ч	Balt. & Ohio Southwest.	1,271,907	1,137,087	134,820	******
	Buff. Roch. & Pittsb	1,166,042	1,117,605	48,437	********
1	*Burl, Ced. Rap. & Nor.	1,566,609	1,424,826	141,783	10
	Burl. & Northwestern	32,556	32,568		12
	Burlington & Western	32,623	30,252	2,371	*******
	Canadian Pacific	8,340,819	7,677,494	663,325	
1	Cape Foar & Yad. Val	291,127	217,553		
	Chattanoga Rome & Col.	203,185	138,768		
	Chattanooga Unlon	66,473	62,015	4,458	******
1	Chesapeake & Ohio	4,182,362	3,186,656	995,706	1,383
	Chesap. Ohio & Southw.	1,120,481	1,121,864	050 000	1,000
	Chicago & Atlantie	1,565,971	1,213,062	352,009 273,031	******
1	Chicago & East. Ill	1,711,233	1,438,202	677,091	
1	Chic. Milw. & St. Paul.	13,763,407	13,086,316	593,729	
1	Chic. Rock Isl. & Pac	9,262,449	8,668,720	791.549	
4	Chio. 8t. P. & Kan, City.	2,397,543	1,605,994		
1	Chic. & West Michigan.	873,815	780,690 34,452	107	
	Cin. Georg. & Ports	34,559	321,785	45,582	
	Cln. Jackson & Mack	367,367	2,076,703	383,606	
1	Cin. N.O. & Texas Pae	2,460,309	1.018.424	57,562	
1	Ala. Great Southern N.O. & Northeastern	1,075,986 730,502	556,520	173,982	
	Tio. & Holthesstern	, ,30,000			

Name of Road.	1890.	1889.	Increase.	Decrease
C. N. O. & T. P.—Cont.—	4 .	\$	\$	\$
Alabama & Vicksburg.	\$. 371,502 311,945 11,310 322,087 472,587	306,068	65,434	
Vicksb. Shrev. & Pac Clnn. Northwestern	11,310	297,727 10,158	14,218 1,152	
Cin. Wabash & Michigan Cleve. Akron & Col	322,087 472,587	283,852 406,375 6,936,678	38,235 66,212 424,197 18,939 141,300	
Clev. Cin. Chie. & St. L	472,887 7,360,875 164,773 1,071,861 1,560,265 11,854 77,197 276,609 4,668,214 112,530 329,554	6,936,678	424,197	
Cleveland & Marietta Colorado Midland	1.071,861	146,674 930,561 1,322,245 11,510	141,300	
Col. Hock. Val. & Toledo	1,560,265	1,322,245	238,020 344	
Covington & Macou	77,197	52,923	24,274	
Day. Ft. Wayne & Chlc. Denv. & Rio Grando	276,609 4 669 214	52,923 268,531 4,262,781 90,538	8,078 405,463	
Des Moines& Northwest	112,530	90,538	405,463 21,992	
Det. Bay City & Alpena. Det. Lausing & North'n. Duluth 80. Sh. & Atl	329,554 664.423	311,513 607,750	18,041 56,673	
Dulnth 80. Sh. & Atl	112,530 329,554 664,423 1,229,750 4,051,601 152,057 563,041 1,743,642 676,208 388,266 1,505,009 267,027 116,770 11,396,636	90,538 311,513 607,750 1,035,212 3,334,671 157,107 492,997 1,381,233 658,019 149,247 1,291,131 254,566 116,870 11,076,789 1,994,711 570 426 23,519	56,673 194,538 696,930	
East Tenn. Va. & Ga Evansv. & Indianapolis.	152,057	157,107		5,050
Evansy. & Terre Haute. Flint & Pere Marquette.	563,041 1 743 642	492,997 1.381.233	70,044 362,469	
Florida Cent. & Penin	676,208	658,019	362,469 18,189	
Ga. Southern & Fla Gr. Rapids & Indiana Cin.Rich.& Ft.Wayne.	1,505,009	149,247 $1.291.131$	$\begin{array}{c} 239,019 \\ 213,878 \end{array}$	
Cin.Rich.& Ft. Wayne.	267,027	254,566	12,461 9,969	
Other lines fGr. Trunk of Canada	11,396,636	11,076,789	319,847	
tChie. & Gr. Trunk	2,181,641 613,120 21,464 82,200 246,310 871,024	1,994,711	186,930 42,694	
Gulf & Chicago Humeston & Shenand'h.	21,464	23,519	945	
Ind. Decatur & West	82,200 246,310	73,811 $207,884$	8,389 38,426	
Iowa Central	871,024	731,970	89,054	2.554
Iron Railway. Kanawha & Mich	22,012	147,594	31,472	2,094
*Kansas C. Ft. S.& Mem. Kan. City Mem. & Bir	2,558,863 657 985	2,464,604 522,564	94,259 134,721	
Kentucky Central Keokuk & Western	561,691	23,519 $73,811$ $207,884$ $781,970$ $24,566$ $147,594$ $2,464,604$ $522,564$ $544,307$ $179,490$	20,384	
Kiugston & Pembroke	189,933 96,744	179,490 110.677	10,443	13,933
L. Erie Alliance & So	179,666 2,558,863 657,285 561,691 189,933 96,744 36,760 1,683,345 191,580 289,944 2,107,451 660,375 10,683,831	34.296 $1,524,748$	2,464	
Lake Erio & Westerna Lehigh & Hudson River	191,580	150 458	158,597 41,122	
Little Rock & Memphis. Long Island	289,944	321,291 1,877,274 630,300	230,157	32,347
Louisv. Evansv. & 8t. L.	660,375	630,300	30,075	
Louisv. Evansv, & St. L. Louisvillo & Nashvillo Louisv, N. Alb. & Chic Louisv, N. Orl. & Texas.	1,403,404	9,740,635	943.196	
Louisv. N. Orl. & Texas.	1,469,152	1,412,175 936,215 3,589,502	87,357 56,977	
Memphis & Charleston. Mexican Central	1,008,642 3,661,359	3,589,502	72,427 71,857 4,141	
Mexican National	2,141,567 2,356,114	2,137,426 2,511,374	4,141	155,260
Mexican Railway Milw. Lake Sh. & West.	2,119,487	1,864,869	254,618	100,200
Milwaukee & Northern. Mineral Range	2,119,487 867,344 66,201	1,864,869 645,208 61,830	$222,136 \\ 4,371$	
Mineral Range. Minneapolls & St. Louis Minn St. P. & Sto. M	770,365 1,106,472	711,804	58,511 354,787	
Minn. Dt. I. te D. Ste. M.	4,254,492	751.685 3,×98,497	300,990	
Nashy, Chat, & St. Louis	1,848,703	1,683,048 1,964,110	165,655 86,693	
Missouri Kan. & Tex Mobile & Ohio Nashv. Chat. & St. Lonis Natchez Red R & Tex New Orleans & Gulf N. Y. Cent. & Hud. Riv. New York & Northern N.Y. Ontario & West'nb. Norfolk & Western.	1,100,472 4,254,492 1,848,703 2,050,803 13,965 82,907 20,736,777	14,852 92,739		887
N. Y. Cent. & Hud. Riv.	20,736,777	19,732,064	1,004,713	.9,832
New York & Northern N.Y. Ontario & West'nh	1 157 479	329,127 $1,018,809$	138,670	22,033
Norfolk & Western Northern Pacific Ohio & Mississlppi	3,589,840 11,851,712 2,272,320 112,918	2.948.9571	610,883 839,791	
Ohio & Mississippi	11,851,712 $2.272,320$	11,011,921 $2,137,780$	839,791 $134,540$	******
Ohio & Northwestern Columbus & Maysville	119,918 5,205	113,695 6,276	4,223	7.057
Oulo River	- 355,082	295,929	59,153	1,071
Ohio Val. of Kentucky	292,385 122,646	$277,710 \\ 79,180$	14,675 43,466	
Peoria Dec. & Evansy Pitts. Marion & Ch	422,813	401,157	21,656	*******
Pittsburg. & Western Prescott & Ariz. Cent	20.867 $1,253,812$	11,457 $1,252,282$	9,410 $1,530$	
Quiney Omaha & K. C	73,874 135,143	75,046		1,172
Quincy Omaha & K. C Richmond & Danville	3.253.191	140,031 3,000,738	252,453	4,888
Virginia Midland Div. Char. Col. & Aug. Div.	1,277,465 $515,045$	1,149,411 488,720	128,054 26,325	
West, No. Caro, Div	457,892 533,183	383,579	26,325 74,313	*******
Georgia Pacific Div	978,192	502,066 731,792	31,117 $246,400$	*******
Ashev. & Spar. Div	71,773 73,238	62,022	9,751 8,324	
Col. & Greeny. Div. Col. & Greeny. Div. West. No. Caro. Div. Georgia Pacific Div. Wash. Ohio & W. Div. Ashey. & Spar. Div. Rio Grande Western. Sag. Tuscola & Hyron.		64,914 787,395	164,150	*******
Sag. Tuscola & Huron St. Jos. & Gr. Island St. L. Alt. & T.H. Br'chs	5.4.787	61.204 629,531	224.595	6,417
St. L. Arkar sas & Toron	854,126 684,209 2,024,582	561,863	122,346	*******
St. L. Des M. & North.	2,024,582 59,621	1,707,346 32,995	122,346 317,236 26,626 127,434	******
St. L. Arkar sas & Texas St. L. Des M. & North. St. Paul & Duluth. St. Paul Minn. & Man.	761,467 4,636,366	631,033 3,936,601	127,434 699,765	
Eastern of Minn	313,921	163,952	149,969	*******
	589,448 844,409	453,709 631,187	135,649 213,222	******
*San Fran. & No. Pacific Savan. Amer. & Mont Scioto Val. & New Eng	385,942	388,892	107,912	2,950
Scioto Val. & New Eng.	174,842 380,853	66,930 353,899	26,954	********
Shoppendanh Mail	$\frac{225,429}{708,193}$	353,899 132,315 480,665	26,954 87,114 227,528	******
Slaten Island Pan Tran	798,313	723,434	74,879	
7 27 27 27 27 27 27 27 27 27 27 27 27 27	562.831 45,805	534.246	74,879 28,585 7,756 16,744 287,279	
Tennessee Midland Texas & Pacific	3;687,363	38,049 97,745 3 400 084	16,744	******
Toledo Columb to Ch.	664.913	3,400,084 532,815 136,360	13 ,098	*******
Texas & Pacific. Tol. A. A. & No. Mich. Toledo Columb. & Cin. Toledo & Ohio Central. Tol. & Ohio Cent. Ex	176,292 802.717,	634.192	13 ,098, 39,932 168,525,	
Toledo Paprio & Wasten	59,623	54,200	5,423	*******
Tol. St. L. & Kan. City Toledo & Sonth Haven	513,162 852,677	54,200 498,754 482,542	14,408 370,135	*******
	7.182.985	11.544	$2,581 \ 342,400$	*******
Western of Alabama	288,136	6,840,585 277,581	10,555	********
Western of Aiabama. Western N. Y. & Penn. West Vn. Cent. & Pitts.	2,019,444 512,516	1,830.671 417,411	$ \begin{array}{c} 10,555 \\ 188,773 \\ 95,105 \end{array} $	*******
Wheeling & Lake Erie. Wisconsin Central	650,387 2,815,595	494,430	155,957	*******
Total /140 roads	040 405 515	2,154,126	661,469	*******
Not increase		**********	20.029.091	259,789
Three weeks only of .	July in ea h	Tear + To A	2100 0 0 7	4 337

Three woeks only of July in ea h year, 't To Aug. 2. a Ft. Wayne Chi. & Louis, included in both years, b From July 1 includes Utica Clinton & Bing. in both years.

DEBT STATEMENT JULY 31, 1890.

The following is the official statement of the public debt at the close of business July 31, 1890.

INTEREST-BEARING DEBT.

MARKET A T	Int'r't Pay'le	Amount Issued.	Amo	unt Outsta	nding.
4½s, Funded Loan1801 4s, Funded Loan1907 4s, Refunding Certific's.	QJ.	739,450,800	511,486,650	82,101,400	\$107,047,550 593,648,050 103,760
Aggregate excluding Bonds to Pac. RR		1,020,493,550	596,#59,000	104,336,600	700,799,360

DERT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

Aggregate of debt on which interest has ceased since maturity is \$1.803.135. This debt consists of a number of Itema of which the principal amounts are

DEBT BEARING NO INTEREST. Legal-tender notes......\$345,031,016 Old demand notes 56.032 National Bank notes:

Redemption account.... 51,207,976 Fract onal currency. \$15,287,445
Less amount estimated as lost or destroyed. 8,875,934 6,911,511

Aggregate of debt bearing no Interest.....\$407,856,585

CERTIFICATES ISSUED ON DEPOSITS OF GOLD AND SILVER COIN AND LEGAL-TENDER NOTES.

Classification of Certificates.	In the Treasury.	In Circulation	Amount Issued.
Gold certificates	\$27,517,120	\$132,444,749	\$160,621,569
Silver certificates	3,442,258	298,748,913	302,191,171
Currency certificates	40.000	11,820,000	11,860,000
Aggregate of certificates	\$31,054,978	\$443 013,692	\$174,078,040

COMPARISON OF DEBT WITH THE PRECEDING MONTH.

Classification of Debt.	July 31, 1890.	June 30, 1890.	Increase or Decrease.
	\$.8	8
Interest-bearing debt	700,799,560		-10,513,750
Debt on which Interest has ceased	1,803,135	1,815,603	-12,070
•			-10,526,420
Debt hearing no interest	407,956,585	353,648,559	+54.207,976
Aggregate of Interest and non-inter-			
est hearing de t	1110,459,030	1066,777,474	+43,681,530
Certificates offset by an equal a nount of			
cash in the Treasury	474,073,040	471,862,730	+2,710,910
Aggregate of debt, including certificates.	1584,532,070	1538,140,204	+46,891.866
Cash in the Treasury.			
Reserved for the following purposes:			
Redemption of U. S. netes	100,000,000	100,000,000	
Redemption of gold certificates issued.	160,021,869	157,542,979	
Redemption of silver certfs. issued	302,191,171	301,539,751	
Redemption of currency certis. Issued.	11,860,000	12,280,000	
Matured debt, accrued interest, and	6.855,788	11.581.087	
Interest due and unpaid	0,855,718		
Total cash res'ved for above purposes	580,928,838	182,913,817	
Available for other purposes:			
Fractional allver, fractional currency			
and minor coin not full legal-tender	22,511,719	23.002,268	
Net cash balance, including \$54,207, 975 75 national bank fund	104,672,400	55,400,749	
			10000 100
Total	708,142,957	661,355.834	+46,787,123
_ Debt, less cash in the Treasury	876,389,113	876,784,970	-895.257

BONDS ISSUED IN AID OF PACIFIC RAILROADS.

	Principal	Interest		Int. repaid b	y Companies.	251000010010
Name of Railway.	Out- standing.	accrued and not yet paid.	Interest paid by the U.S.	By Trans- partation Service.	By cash pay- m'ts: 5 p. c. net earnings.	of Inter'st paid by the U. S.
	8	*	8	8	8	8
Cen. Pacific.	25,885,120	. 129,426	34,324,306	6,063,069	658,298	27,597,053
Kan. Pacific.	6,303,000	31,515	8,776,593	8,799,402		4,977,191
Uni'n Pacific	27,236,512	136,182	30,997,155	12,357,732	438,410	23,601,044
Cen. Br. U.P.	1,600,000	8,000	2,221,808	426,821	6,927	1,783,060
West. Pacific	1,970,560	9,853	2,493,894	9,307		2,485,517
Bloux C. & P.	1,628,320	5,141	2,148,192	165,059		1,983,133
Totals	64.623.512	323.117	86 863 968	22 828 450	1 103 619	62.433.89

The sinking funds held (\$12,457,400 honds and \$30,784 cash) \$12,488,181, of which \$3,655,388 was on account of Central Pacific and \$8,832,716 on account of Union Pacac.

NOTE.—The following items heretofore reported under the head of "Interest-hearing Debt" will no longer appear in the debt statement Bonds issued to Pacific railroads, \$64,623,512; Navy under that head. pension fund, \$14,000,000; total, \$78,623,512; and for purposes of comparison they are also omitted from the totals reported in this statement for the month of June, 1890. Under the head of "Debt bearing no Interest" there is included the sum of \$51,207,975 75, the balance of the fund on deposit with the Treasurer of the United States for the redemption of notes of national banks "failed," "in liquidation," and "reducing circulation," covered into the Treasury under the provisions of the act of Congress of Jaly 14, 1390, and the available each in the Treasury July 31, 1800, is increased by a corresponding amount.

Monetary Commercial English News

[From our own correspondent.]

LONDON, Saturday, August 2, 1890.

The directors of the Bank of England took the city by sur prise on Thursday by raising their rate of discount from 4 per cent, at which it had stood for five weeks, to 5 per cent. A fortnight ago every one was prepared for an advance, but as it did not take place then it was assumed that it would not be made for some weeks yet. Therefore, when the change occurred on Thursday the inference naturally was drawn that some danger of which the rest of the world was ignorant had come to the knowledge of the Bank directors.

Whether that be so or not there seems to be enough known by every one to justify the advance in the rate. For a week Buenos Ayres has been the scene of severe fighting, and though it seems for a moment that the revolt has failed, nobody knows what may happen next, or how soon disturbances may break out again. The entire republic is passing through a severe financial crisis, and the political troubles are sure to aggravate the economic difficulties. Considering the immense sums of British money that have been invested there during the past few years, and how many of our leading financial houses are deeply interested in Argentine affairs, it would seem to be only common sense to take proper precautions against too heavy withdrawals of gold for Argentine account. It had been generally assumed here that the outbreak in Buenos Ayres would prevent gold being sent to that city, but apparently the European banks doing business in the Argentine Republic find it necessary to strengthen their reserves, for preparations had been made on Thursday morning to withdraw £300,000 from the Bank of England; and it also came to the knowledge of the directors that a portion of the gold which was coming from New York to London had been diverted to the River Plate. Moreover, £100,000 in gold was withdrawn on Thursday from the Bank of England for South Africa.

These facts seem to have determined the directors to act promptly. Besides raising their rate to 5 per cent they decided to charge 51/2 per cent for short loans and 51/4 per cent to all but their regular customers for the discount of short bills. The joint-stock and private banks immediately raised the rate they allow on deposits from 21/2 per cent to 31/2 per cent, and the bill brokers and discount houses raised their rates to 4 per cent for money at call and 41/4 per cent for money at notice. Apparently the discount houses hope to attract to themselves from the banks a portion of the country bankers' money which is usually employed in London, and by so doing to escape the necessity of constantly borrowing from the Bank of England at 1/2 per cent, or sometimes even 1 per cent over the Bank rate. There is some uncertainty as to whether the discount rate will rise quite to the Bank level. On Thursday it was little better than 434 per cent, but the Bank has been borrowing on consols, and if it continues doing so it should soon have control again of the market. There are hopes that the higher rate will attract large amounts of gold from New York, and a considerable amount from Paris.

The price of silver, which at the close of last week was as low as 493/4d. per ounce, gradually rose, till on Thursday the price was 50 9-10d. per ounce, and on Friday there was a further sudden rise to 511/4d. per ounce. There has been some buying for India, but the general belief is that the advance is chiefly due to speculation in anticipation of the early commencement of purchases by the American Government. There has also been a good deal doing this week in silver securities, chiefly in Indian rupee paper. There is a scheme for introducing rupee paper upon the German Bourses. For some years past, as soon as Germany began to deal in any foreign, government bonds there was a very considerable rise, and it is hoped that the same will happen now if rupce paper can be introduced; but it is to be recollected that there has been a very long period of speculation in Germany, that there has been a break. down on the Bourses there in industrial securities, that the iron and coal industries are not so flourishing as they were, and that the banks are believed to have committed themselves very deeply to all sorts of speculations. Whether, therefore, Germany can invest very largely in Indian rupee paper remains to be seen. It is also questionable wnether German investors will highly value a security which has fluctuated so widely as rupee paper during the past fifteen or sixteen years.

The rise in the Bank rate not only stopped the advance in it, but caused a decline of about 1/2d.

The attempted revolution in Buenos Ayres has had less effect upon markets here than might have been expected beforehand. The chief reason no doubt is that since the middle of June the accounts open for the rise have been immensely reduced. The readers of THE CHRONICLE will recollect that the banks then began calling in loans, and that the monetary pressure compelled operators to continue selling for nearly a month. Brokers generally became alarmed at this, and advised their clients to close their accounts. At the fortnightly settlement, which began here on Tuesday morning, it was found that the accounts hnd in fact been further reduced within the preceding fortnight. The banks with difficulty were able to get five per cent for the loans they made, and in the afternoon of Tuesday even that could not be obtained. Within the Stock Exchange, too, rates were decidedly easier than they had been at the preceding settlement. Besides, as has more than once been pointed out in this correspondence. there is very little floating Argentine stock in the market. The ssues made three or four years ago were eagerly taken up by the investing public. They came out at a time when money here was exceedingly abundant and cheap, and the terms offered were favorable to investors. The more recent issues. however, were not taken by investors, partly because the amounts raised by the republic had then become excessive, partly because the terms offered were not acceptable, and partly because the schemes themselves were in many cases bad. The later issues, therefore, are in the hands of the issuing houses, underwriting syndicates and trust companies. Investors as yet have not become so frightened as to sell their stocks at a loss, and the trust companies, syndicates and great houses of course desire to support the market. Therefore, dealers are afraid to buy except when they have reasonable grounds for thinking they can sell again, and it is practically impossible to bear the stock on a considerable scale.

There having been no panic in Argentine securities, the other markets were only moderately affected; but all the same there has throughout the week been large selling of securities entirely unconnected with the Argentine Republic such as Guinness Brewery stock, Mexican Central bonds, American railway securities, and copper shares. The selling has been largely by those interested in Argentine matters. In fact it is obvious that those who are deeply committed in Argentines must realize on securities that are readily salable to be able to protect themselves in case of accidents. The failures of the revolutionary movement and the belief that President Celman will resign, and will be succeeded by a President agreeable to the great financial houses, strengthened markets on Tuesday afternoon and Wednesday. There was, as already said, a good deal of activity in Indian Rupee paper. There was some rise in British railway stocks, and generally there was a disposition to take a more favorable view of the markets. But the raising of the Bank rate on Thursday caused a general fall, and inspired a very uneasy feeling. Rightly or wrongly, the Stock Exchange insists that at this particular moment the directors would not have put up their rate if they did not know of something unpleasant about

The railway dividends continue fairly satisfactory. During the past half-year the gross receipts increased very largely, but the working expenses also increased heavily. Still most of the companies have been able to pay higher rates of dividend than at this time last year. Up to the present fourteen companies have announced their dividends. Seven are at higher rates than twelve months ago, four are at the same rate, and three are at lower rates. One or two companies which pay the same rate could have distributed somewhat more, but they preferred, as a precautionary measure, to carry forward larger balances to the new half-year. During July the gross earnings have continued to increase very satisfactorily. Twelve months ago trade was exceedingly good, and the receipts larger than they had been for a long time previously. But this year they are still larger. From all this it is evident that general trade as yet has received no check, but continues steadily to improve. This inference is confirmed by the Clearing House returns as well as by the Board of Trade returns. In Scotland, indeed, there are complaints that the orders for new ships continue exceedingly scarce, but in the North of England new orders have been placed during the last week or two more freely than for a considerable time

We are threatened, however, with a great railway and dock strike in South Wales.

The weather continues favorable, and there is little change in the wheat market.

The rates for money have been as follows:

	Rate.	Open market rates.							est all eposit	
London		E	ank Bii	la.	T	rade Bil	la.	Joint	Disc'	t H's
Detroon	Bank	Three	Four Months	Six Months	Three Months	Four Months	Six Months	Stock	Call.	-
June 27	4		356@ -		- 74 4-	- 7 - 4 - 40	8%4@4	21/4		3¼-3¼ 3¼-3¼
July 4	1 -		3163 -		3563 - 4169 -	3%@ 4%@	434@5	216	3	314-314
A *	4	4 3	4160 -	4163 -	4 @436	414@494	416@5	21/6		314-314
	4 5	3%@ -					4%@4% 5 @5%			414-414

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:

Train of	Augi	ust 1.	July 25.		July 18.		July 11.	
Rates of Interest at	Bank Rate.	Open Market	Bank Rate.	Open Market	Bank Rate.	Open Market	Bank Rate.	Open Market
Paris	3	234	3	216	3	234	3	21/2
Berlin	4	31/4	4	3	4	314	4	3
Frankfort	4	914	4	31/4	4	334	4	914
Hamburg	4	81/6	4	31/6	4	31/6	4	3
Amsterdam	214	214	216	216	214	236	216	21/6
Brussels	3	234	3	234	3	234	3	284
Madrid	4	4	4	4	4	4	4	4
Vienna	4	3%	4	356	4	3%	4	914
St. Petersburg.	536	5	516	5	51/6	5	51/6	51/6
Copenbagen		1 3	314	816	316	S16	316_	314

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:

	July 30,	July 31,	Aug. 1,	Aug. 3,
	1890.	1889.	1888.	1887.
	£	£	£	£
Circulation	25,327,115	25,495,990	25,210,910	25,593,345
Public deposits	3,371,378	5,387,607	8,567,483	3,160,041
Other deposits	27,617,983	27,939,637	25,285,906	25,782,895
Government securities	14,403,257	19,214,928	16,717,838	16,507,472
Other securities	22,715,369	19,958,968	18,683,429	19,294,791
Reserve	12,035,144	12,251,638	11,562,085	11,121,189
Coin and bullion	20,912,259	21,517,628	20,603,025	20,964,534
Prop. assets to liabilities.per ct.	38 9-16	861/4	39%€	3818
Bank rateper ct.	5	216	236	3
Consols	95 15-16	9814	991/6	
Clearing-House returns	128,815,000	157,123,000	154,595,000	117,254,000

Messrs. Pixley & Abell write as follows:

. Messrs. Pixley & Abell write as follows:
Gold—The demand for gold has for the moment ceased, and recent arrivals have been purchased by the Bank. During the week the Bank has bought £334,000, while £225,000 has been withdrawn for export—£100,000 going to the Cape and £125,000 to Buenos Ayres. Arrivals: Natal, £24,000, New Zealand, £21,000. Shipments: To Bombay, 31st, £19,500.
Silver—Silver fell to 493d. at the end of last week, but the market has since much improved, and the price closes firm at 5073d. Arrivals: From New York, £27,000. Shipments: To Calcutta, July 25, £5,160; to Bombay, July 31, £159,500.

Mexican Dollars—These coin have not commanded attention. The nearest price to-day is 4953d.

The quotations for bullion are reported as follows:

GOLD. London Standard.	Jul	July 31. J		July 21. London Standard.		July 31.	July 21.
	s.	d.	8.	d.		d.	d.
Bar gold, fine oz.	77	9	77	9	Barsilveroz.	50%	49%
Bar gold, contain'g					Sar silver, contain.		, ,
20 dwts.silver.oz.	77	10	77	10	ing 5 gra. gold.oz.	511/4	5014
Span.doublooms.os.	,		****		Cake silver oz.	51%	53 13-16
8 Am.doubloons.oz.			!	1	Mexican dolsoz.		

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

	IM	PORTS.		
	1889-90.	1888-89.	1887-88.	1886-87.
Wheatcwt		54,029,931	44,658,511	47,665,887
Baricy	13,868,915	17,723,502	17,937,967	15,202,688
Oats		15,057,120	16,275,568	12,436,494
Peas		2,135,416	2,814,068	2,362,282
BeausIndian corn		2,840,271 $28.594.256$	2,526,560 21,948,703	2,324,008
Flour		13.038.550	16,830,536	27,459,501 15,460,190

Supplies available for consumption (exclusive of stocks on

1889-90. 1888-89. 1887-88. 1886-87.

Imports of flour15,230,175 Sales of home-grown.43,307,000	54,029,931 13,058,550 33,485,445	44,658,511 16,830,536 36,251,222	47,665,887 15,460,190 30,187,724
Total110,167,509	101,573,926	97,740,269	93,313,801
Aver, price wheat week.35s. 0d. Av. price wheat season.30s. 7d. The following shows the maize afloat to the United K	30s. 0d. 30s 8d. quantities	1887-88. 323. 0d. 30s. 7d. of wheat,	1886-87. 31s. 3d. 33s. 1d. flour and

 $\substack{1889, \\ 1,549,000 \\ 200,000 \\ 524,000}$ 1888. 1,793,000 184,000 395,500

English Financial Markets-Per Cable.

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

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Silver, per ozd	5138	5134	5112	5112	5158	52
Consols, new, 234 per cts.		9618	96518	96518	96718	9612
de for account	9638	96916	96914	96918	9658	9634
Fr'ch rents (in Paris) fr.	94.00	93.92_{2}	93.9712		94.55	94.55
U. S. 4128 of 1891	10512	105_{-2}	10512	105^{1}_{2}	x10438	10438
U. S. 4s of 1907	126	126	126		126	126
Canadian Pacific	814	8012	8012	8134	8378	8458
Chic. Mil. & St. Paul	7338	7138	7134	7234	7238	7338
Illinois Central	1184	118 -	118	118	x115	11512
Lake Shore	11119	10938	10938	11034	1104	11034
Louisville & Nashville	874	8612	8658	8838	88	89
Mexican Central 48	7312	7334	744	7534	7512	7534
N. Y. Central & Hudson.	110	1084	10912	1097s	10912	110
N. Y. Lake Erie & West'n	26	2512	2618 .	2612	2612	2658
do 2d cons	1054	10434	105	1054	10514	10512
Norfolk & Western, fref.	6158	607g	6178	634	6314	64
Northern Pacific, pref	8338	82	824	8312	8312	8314
Pennsylvania	5412	5418	5434	5458	5412	547g
Philadelphia & Reading.	2218	2158	214	2178	2134	2238
Union Pacific	6112	60	60	6134	6078	6112
Wabash, pref	304	304	3018	3058	3014	31

Commercial and Miscellaneous News

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

recently been organized:

4,388—The Citizens' National Bank of Gatesville, Texas. Capital, \$50,000. F. M. Gardner, President; ——, Cashier.

4,389—The First National Bank of Grand View, Texas. Capital, 50,000. W. G. Davis, President; T. E. Pittman, Cashiec.

4,390—The Hogulam National Bank, Hogulam, Washington. Capital, \$50,000. C. M. Parkhurst, President; Geo. W. Hertges, Cashier.

4,391—The First National Bank of Graham, Texas. Capital, \$50,000. R. E. Mabry, President; Wm. R. Houston, Cashier.

R. E. Mabry, President; Wm. R. Houston, Cashier.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show an increase in dry goods and a decrease in general merchandise. The total imports were \$12,292,889, against \$12,160,605 the preceding week and \$10,449,932 two weeks previous. The exports for the week ended Aug. 12 amounted to \$5,371,389, against \$5,843,745 last week and \$6,646,256 two weeks previous. The following are the imports at New York for the week ending (for dry goods) Aug. 7 and for the week ending (for general merchandise) Aug. 8; also totals since the beginning of the first week in January. of the first week in January.

FOREIGN IMPORTS AT NEW YORK.

For Week.	1887.	1888.	1889.	1890.
Dry Goods Gen'l mer'dise	\$3,185,997 7,006,186		\$2,999,232 6,462,631	\$4,202,540 8,090,349
Total	\$10,192,183	\$7,249,773	\$9,461,863	\$12,292,889
Since Jan. 1. Dry Goods Gen'l mer'dise	\$76,558,998 215,296,503	\$81,601,370 210,326,962		\$99,346,918 238,509,075
Total 32 weeks.				

In our report of the dry goods trade will be found the

imports of dry goods for one week later.
The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending Aug. 12 and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1887.	1888.	1889.	1890
For the week Prev. reported.	\$6,769,434 181,342,538			
Total 32 weeks.	\$188,111,972	\$177,982,325	\$208,641,814	\$204,016,853

The following table shows the exports and imports of specie at the port of New York for the week ending Aug. 9 and since January 1, 1890, and for the corresponding periods in 1889 and 1888:

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

Gold.	Exp	orts.	Imports.		
Goid.	Week.	Since Jan. 1.	Weck.	Since Jan. 1.	
Great Britain France	\$1,765,168	\$11,044,669 710,200	\$	\$161.846 2,505,298	
Germany West Indies Mexico	1,300	2,772,835 2,363,088 3,600	42,000	18,392	
South America All other countries	4,868	1,271,431 128,191	6,435 8,185		
Total 1890 Total 1889 Total 1888	104,000	\$18,294,014 46,239,054 18,645,230	\$56,620 23,878 7,997	4,507,501	
Silver.	Exp	orts.	Imp	orts.	
swer,	Week.	Since Jan. 1.	Week.	Since Jun.1.	
Great Britain France	\$3,100		\$	\$1,467,906 1,351	

37,538 22,612 168,818

\$3,109 \$12,053,481 08,550 12,347,521 29,300 7,335,958

508,550 429,300

24.259

\$102,281 3,157 1,302

\$3,499,542

Germany...
West Indies.....
Mexico...
South America
All other countries...

Total 1890.... Total 1889.... Total 1888....

Of the above imports for the week in 1890 \$2,000 were American gold. Of the exports during the same time \$4,86 8 were American gold coin.

Consumers (ias—Chicago Gas,—The first mortgage 5 per cent bonds for \$3,832,000 of the Consumers' Gas Company of Chicago were listed this week on the New York Stock Exchange. The bonds are guaranteed principal and interest by the Chicago Gas Company. Almost the entire capital stock of this company is placed with the Fidelity Insurance Trust & Safe Deposit Company of Philadelphia under a certain deed of trust for the benefit of the shareholders of the Chicago Gas Company. This company owns the entire capital stock (\$300,000) of the Hyde Park Gas Company; also \$784,200 entire capital \$800,000) of the stock of the Lake Gas Company.

New York Stock Exchange-New Securities Listed .- The

New York Stock Exchange—New Securities Listed.—The following have been added to the list:

UNION PACIFIC DENVER & GULF RAILWAY COMPANY.—
\$1,364 000 cons. 1st mortgage 5 per cent gold bonds.

CONSUMERS' GAS COMPANY OF CHICAGO.—\$3,832,000 first

mortgage 5 per cent bonds, guaranteed by Chicago Gas Co.

-The city of Austin, Tex., invites bids until Oct. 15 for \$400,000 5 per cent bonds, being part of an issue of \$1,400,000 authorized for the purpose of constructing a complete system of water works and electric lighting. Any bidder taking the whole 400 bonds now offered for sale shall have the option of taking the remainder of the issue at the same price, the bonds to be delivered during the next two years, as may be agreed upon.

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

				Balances.	
Date.	Receipts.	Payments.	Coin.	Coin Cert's.	Ourrency.
	\$	\$		\$	8
Aug. 9	2,017,701	2,318,053	162,000,361	18,815,603	7,366,109
" 11	3,386,789	2,149,451	162,031,280	19,942,491	7,445,639
" 12	3,002,980.		162,064,862	19,849,693	7,622,512
" 13	2,703,880	2,550,083	161,834,039	20,215,620	7,641,186
11 14	2,509,093		161,749,069	20,116,539	7,567,755
" 15	2,632,305	2,712,416	161,759,652	19,863,884	7.729.715
Total	16,252,728	15,381,901			

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

	Shares.
	40 Broadway Ins. Co140
	6 Corn Exchange Bank251
1	44 Citizens' Nat. Bank170
	50 Continental Nat. Bank143
	28 Renss. & Sar. RR. (guar.) . 183
	39 United N. J. RR.&C. Cos. 22912
	20 Rutgers Fire Ins. Co 12712
	10 American Exch. Nat. Bk. 16012
	56 Central Nat. Bank139
	11 National Park Bank 320
	4 Pennsylvania Coal Co299
	1 Memb. N. Y. Produce Ex.
	(all dues paid) \$750
	50 National Riway Rt 206-2081

35 German-American Bank. 125

\$2,000 Metropolitan G. L. Co.	
of N.Y. 6s, 1901, F. & A1	1110
\$4,300 State of Tennes-ce Set-	
tlement 3s, 1913, J. & J	79.8
\$3,000 Del. Lack. & West.RR.	,
1st eon.78,1907,M.& 8.1304&	dnt
\$5,000 Warren RR.Co. of N.J.	. 1 11 00
2d 7s, 1900, A. & O. 15th 1	0050
\$8,000 Consol. Gas Co.of N Y.	m 9
5s, reg., 1908, M. & N10	20
\$2,000 Saratoga Gas & Elec.	00
Light 1st 6s, 1907	25
\$3,000 Ohlo Valley gen. con.	טט
& 1st 5s, 1938	75
	10

FOREIGN TRADE OF NEW YORK—MONTHLY STATEMENT.returns, we give the following figures for the full months, also issued by our New York Custom House. The first state ment covers the total imports of merchandise.

IMPORTS INTO NEW YORK.

	1890.			1889.			
Month.	Dry Goods.	General Merchan- dise.	Total.	Dry Goods.	General Merchan- dies.	Total.	
	8	8	8	8	8		
January	18,566,805	29,747,151	48,313,036	15,954,160	31,842,557	47,628,717	
February	15,795,270	27,922,027	43.718,107	13,798,968	30,339,290	44,158,258	
March	15,570,193	28,815,919	44,185,812	12,766,553	29,514,392	42,310,945	
April	9,248,010	40,732,140	49,979,050	12,288,581	29,812,049	41,900,829	
May	8,283,995	39,934,111	47,198,106	6,871,012		43,811,978	
June	15,486,497	37,114,290	52,600,787	7,961,555		40,040,178	
July	14,214,708	41,452,582	55,667,890	12,052,320	36,082,098	48,134,418	
Total	05 144 97	044 510 000	339,663,298		226,269,972		

EXPORTS FROM NEW YORK.			CUSTOMS RECEIPTS,			
	Total Men	rchandus.		At New York.		
Month.	1890.	1889.	Month.	1890,	1880.	
	3	8		2		
January	25,506,491	30,156,144	January	15,223,823	14,031,75	
February	27,940,531	26,242,020	February	13,888,615		
March	28,485,254	29,859,635	March	12,589,417		
April	28,141,068	29,108,075	April	13,518,024	11,968,778	
May	29.187.972	26,449,935	Мау	10,674,826	11,007,65	
June	29,057,001	24,281,774	June	14.102.287	10,897,75	
July	27,311,440		July	17,178,323	13,787,830	
Total	196,130,657	193,491,010	Total	97,540,315	87.958.266	

New York City Bank Statement for the week ending Aug 9, 1890, is as follows. We omit two ciphers (00) in all cases,

	ikh,	Capital.	Surplus.	Loans.	Spicle.	Legals.	Depositi
		8	. 8				8
Bank of Ne	w York	2,000,0 2,050,0 2,000,0 2,000,0	1,050,8	12,060,0 9,342,0 6,716,4 9,171,0	1,610,0	790,0	11,070 8,887
Manhatian Merchanta Mechanica'. America	Cp	2,050,0	1,419,4	9,342,0	1,864,0	284.0	8,887
Merchanta'		2,000,0	844,9	6,718,4	1,052,6	391,6 422,0	6,304
Mechanica'.	********	2,000,0	1,809,9	9,171,0	1,395,0	422,0	
America		1 0,000,0	2,010,0	14,004,1	1,620,0 1,058,0	530,0 67,0	10,545
I Della		1 1,000,0	533,2	4.014.0	1,058,0	67.0	4.579
CHY		1,000,0	2,331,8	9,767,0 1,908,8	2,981,4	972,0	10.844
City Tradeamen	a	750,0	86.0	1,908,8	289,1	163,5	
Chemical Merchants'		300,0 800,0	0,289,4	22,973,5	7,097,9	1,042,2	40.308
Merchants'	Exchange	800.0		3,273,0	830,2 594,7	389.3	3.813
Butchers' &	donal		1,502,8 287,5 237,8 117,0 582,6 74,8 448,2	5.126.0	594.7	386,8	0.50 A
Butchers' &	Drovers'	800.0	287.5	2.016.0	336,0	79.9	1 902
Tochanies'	& Traders	200.0	237.8	2.817.0	127.0	404.0 112,2 213.0 40,2 186.3	9 081
		200 0	117.0	1 226.0	142.7	112.2	1175
untage Mi	mufactiva	800'0	582 6	3 104 2	905'2	912 8	2 550
Seventh Na State of Ne	linnal	800,0	74.8	1 248 4	341 0	10.0	1,000
seventii Na	UOIIMI	1 900.0	410 9	A,030,3	1007	1002	0.007
state of Ne	W IOIK	#,200,0	1 000 0	17 944 0	0 907 0	1 000.0	14,007
American 1	axenange	0,000,0	1,000,0	10,000,0	4,041,0	1,290,0	14,900
commerce.		0,000,0	1,808,8 8,227,4 1,589,7	10,010,8	1,213,0	1,994,1	14,968 12,634
iroadway.		1,000,0 200,0 200,0 800,0 800,0 1,200,0 5,000,0 1,000,0	1,589,7	0,729,4	336,0 127,0 142,7 395,2 341,9 166,7 2,827,0 1,273,5 798,0	915,8 778,3	4,541 8,282
commerce. Iroadway. dercantile				7,610,7	1,588,0	778,3	8,282
'aciflo	********	422,7	384,8	2,758,9	544,0	205,5	2,081
tepublic		1,500,0	384,8 921,7 074,0	22,973,5 3,273,0 5,120,0 2,016,0 2,817,0 1,226,0 3,104,2 1,346,4 3,704,2 17,346,0 18,073,8 5,729,4 7,610,7 2,753,3 11,170,9	2,011,2	818.2	12,126
hatham		450.0	874,0	0,000,0	0.141.0	588,3	5,797
'eoples'	rica	450,0 200,0	288,1 544,1	2,483,6	217.1	218,7	0,071
Jorth Ame	rica	700,0 1,000,0	544.1	4.802.9	440.0	305.0	4,723
IRDOVER		1.000.0	1,459,5 273,2 307,5	18,448,4 2,986,0	4.010.7	729.6 167,5 188,7	14.920
rving		500,0	273.2	2.986.0	616.7	187.5	3.032
Itlanas		800,0	807.5			1887	2.815
Zacann		500.0	208,5	2,912,4 4,270,8 1,885,3	2368	391 4	3 381
Inches A. T	On time	750,0	697,1	4 270 9	236,8 1,013,7	1802	4 594
4 Milebele		500,0	121,1	1 885 3	150,8	100.7	4,524 1,798
t. Nichola	ther	500,0	250,1	0'601'0	489.0	331,4 189,2 109,7 282,0	3.060
suou & rea	ther	1 000,0	1 150 5	2,601,0	900.0	202,0	5.000
orn Excha	nge	1,000,0	·1,152,5	6,838,8	867,6	200.0	0,00%
ontinental oriental mperters'	L	1,000,0	307,0	4,331,2 2,160,0	370.5	719,0	4,823
riental		300,0	386,1	2,160,0 20,977,0 19,778,1 2,134,3 1,216,4 18,298,0 7,005,0 4,257,0 5,226,4 22,241,3	142,0	333,0	2,080
mperters'	& Traders'	1,500,6	4,880,5	20,877,0	4,712.0	1,410,0	21,987
ark		2,000,0	2,416,6	19,778,7	2,893,1	2,587,3	22,898 2,390 1,055 18,031 7,391
North Rive	Γ	2,000,0 240,0 250,0 3,200,0 2,000,0	122,2	2,134,3	124,5 173,9 2,831,4 910,0	1,415,0 2,597,3 150,2	2,390
North River		250,0	133,9	1,216,4	173,9	72.1	1,055
ourth Nat	ional	3,200,0	1,512,0	18,298,0	2,831,4	1,507,1	18,031
central Na	ional tionsl tional nnal	2,000,0	510,6	7,005,0	910,0	1,507,4 831,0	7,391
second Na	donal	300,0	301,3	4,257,0	1,129,0		8,052
Vinth Natl	nnallaga	750.0	292,9	5,228,4	984,5	. 332,6	5,498
drat Natio	nal	750,0 500,0	8,314,9	22,241,3	4,133,4	910.3	21,191
mira Nama	mai	1,000,0	1,580,5 2,416,6 122,2 133,9 1,512,0 510,6 301,3 292,9 8,314,9 248,6	2,24,3,6 1,442,9 2,453,0 2,817,0 2,854,6	879,6 231,1 582,0	332,6 910,3 703,0 96,2 140,0	4,545 1,342
			149,1 489,7	1,442.9	231 1	98.2	1.342
Bowery	- Louising C	250,0	439.7	2,453.0	582 0	140.0	2,580
lew Ynrk	Connty	200,6	447.8	2.817.0	701,0	105,2	
erman.Ar	County	750,0	258.4	2.854 6	410.0	99,9	
hasa Nati	nnal	500,0	836,5	10.1481	2.087 7	1,003.0	11.851
Hith Aren	110	100,0	776,9	10,148,1 4,692,3	2,087,7 1,175,6	95.4	5 087
armen E-	nnal ue chauge,,	200.0	445 9	4,692,3 2,815,2 4,553,9 3,501,9 3,278,1 1,773,2 4,246,2 2,075,0	91,5	840.0	11.851 5.087 3.315 3.211
Cimmin Ex	CHange	200,0	445,8 418,8	2,815.9	1831	540,6 358,3	3211
Inited St.		800,0	409 0	4 653 0	185,1		5,484
incoln		300,0	493,8	9,000,8	1,255,4	91,1	0,909
angold	**********	300,0	276,8 324,3	9 978 1	871.4 748.1 472.4 1,600.3 276.0	310,6	3,833 3,832
arnold	nal Metrop	200,0 150,0 300,0	324,3	3,270,1	140.1	238,5 259,2 217,0 280,0	2,099
Table Natio	Mal	190,0	294,4	1,110,2	7 000 0	200,2	4 9.18
ank of the	Metrop	300,0	038,7	4,290,2	1,600,3	217,0	4,845 2,128
vest Side		200.0	253,8	2,075,0	276.0	280,0	2,128
enboard		500,0	294,4 538,7 233,8 154,7			000,0	4,850
axin Natio	nalational	200,0		1,424,4 9,949,2	228,8 1,551,3	56,1	1,203 8,250
Vestern N	ational	3,500,0	179,6	9,949,2	1,551,3	351.0	8,250
First Nation	nal, B'klyn	300,0	732,9	3,910,0	960,0	168,0	4,021
l'otal				106,139,5			407.905
	Capital &	40,014,1	1	1 1			
BANKS.	Surplus.	Loans.	Specie.	Legals.	Deposits.	Circum.	Clearings
# 27 A	\$			8	\$		
. YOUR,							
1. York.*	121,339,2	402,982,0	79,255,4	31,011.0	415,933,3	3,781,6	832 917.

26 Ang. 2 Boston.* July 26 Ang. 2 $\begin{array}{c} 121,339,2402,336,476,900,034,369,01414,278,43,702,27801,872,52121,339,2400,030,3473,549,932,720,11408,831,613,606,3567,784,3120,799,8401,550,9180,347,6132,570,9415,915,813,623,4612,504,1120,799,8406,139,6173,496,029,766,3407,303,23,844<math>\pm$ 066,109,1 84,085,4 64,685,4 64,685,4 156,036,9 155,597,0 0.748,2 4,883,4 129,567,7 3,223 6 9,081,1 4,444,1 129,678,2 3,210.0 9,013,0 4,223,5 129,792,6 3,217.0 95,793,7 35,793,7 35,793,7 99,012,0 97,047,0 2,130.0 98,223,0 2,128.0 98,064,0 2,133.0 9... 63,283,5 63,197,3

We until two ciphers in all these figures. dephia, the item "due to other banks." +Including, for Boston and

Messrs. S. A. Kean & Co. are offering in our columns \$70,000 Lucas County and \$30,000 Logan County, Ohio, bonds, the advertisement giving investors information about the fiscal condition of each. Parties desiring county bonds should give this notice their attention.

-The trustees of the village of Tarrytown, N. Y., will sell at public sale on Sept. 3 \$25,000 4 per cent sewerage bonds. See advertisement.

Banking and Financial.

SPENCER TRASK & Co.,

BANKERS,

Nos. 16 and 18 Broad Street, New York City. ALBANY, N. Y.: 8ARATOGA, N. Y: PROVIDENCE, R. 1.: TRANSACT A GENERAL BANKING BUSINESS.

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SPECIAL NOTICES.

OF WESTERN AND COUNTY HONDS Municipalities are dealt in largely by Messrs. S. A. Kean & Co., of New York and Chicago. The attention of Savings' Bank officers is called to these securities. The New York office is at 115 Breadway.

FIVE PER CENT 50-YEAR GOLD BONDS OF THE "Kanona & Prattsburgh" RR. Co., 6 per cent 40-year bonds of the "Valley of Ohio" RR. Co. and choice municipal and corporation bonds paying from 312 to 6 per cent net, are offered and recommended as desir ableincome investments by Messrs. Jones & Faile, Investment Bankers, 80 Broadway, N. Y.

The Bankers' Gazette.

DIVIDENDS:

The following dividends have recently been announced:

Name of Company.	Per Cent.	When Payable.	Books Closed. (Days inclusive)		
Railroads. Boston & Maine, pref North Pennsylvania Miscellaneous. Adams Express (quar.) American Coal of Maryland Calumet & Hecla Standard Gas Light, prof. (quar.)	2 3 \$5	Aug. 25 8ept. 1 Sept. 10 Sept. 15	Aug. 16 to		

WALL STREET, FRIDAY, AUGUST 15, 1890-5 P. M.

The Money Market and Financial Situation.—There is a much better feeling than last week and stocks are decidedly stronger. Money is easier here and the situation in London has improved, the Bank of England making a remarkably good statement on Thursday. The Treasury purchases of silver bullion under the new law began this week, but they have been small as yet, and it looks very much as if the owners would hold back for higher prices; in fact, there seems to be every prospect of a lively skirmish between the Secretary of the Treasury and those who control the available supply of silver.

The Agricultural Bureau report for August was issued on the 9th, and showed so large a decline for July, particularly in the condition of corn, as to cause many persons to think that the damage by drought was exaggerated. The railroad officials on some of the far Western and Southwestern lines are not depressed by the report, as they say more corn and other grain will be moved at the present prices than were moved last year, when it did not pay farmers to send their crops to market at all. The cotton crop is generally fine, and without serious damage this month the yield will be very large.

Notwithstanding the small summer business seats at the The Money Market and Financial Situation.-There is

large.
Notwithstanding the small summer business, seats at the Exchanges are held much the same as last month. As a matter of fact, the value of the low-priced memberships is regulated to a great extent by the worth of the life insurance.

Seats at the various Exchanges are reported as follows:

EXCHANGE MEMBERSHIPS.

Exchange.	Aug., 1889.	Aug., 1890.
New York Stock Exchange New York Consolidated Stock & Petroleum Exch. New York Froduce Exchange. New York Cotion Exchange New York Coffee Exchange. New York Real Estate Exch. & Auction Room. Boston Stock Exchange. Philadelphila Stock Exchange. Chicago Board of Trade.	700 1,100 695 650 1,200 bid 11,000 bid 2,600	350 750 600 515 1,350 bid 19,500 bid 2,500 bid

The open market rates for call loans during the week on stock and bond collaterals have ranged from 3 to 25 per cent, with 10 per cent as a fair average. Prime commercial paper

stock and bond collaterals have ranged from 3 to 25 per cent, with 10 per cent as a fair average. Prime commercial paper is quoted at 5@5½ p. c.

The Bank of England weekly statement on Thursday showed an increase in specie of £1,465,201, and the percentage of reserve to liabilities was 41°93, against 36°60 last week; the discount rate remains unchanged at 5 per cent. The Bank of France lost 2,250,000 francs in gold and 248,000 francs in silver.

The New York Clearing House banks in their statement of Aug. 9 showed a decrease in the surplus reserve of \$7,673.550, the total surplus being \$1,286,000, against \$8,959,550 the previous week.

	1890. August 9.	Differen'sfrom Prev. week.	1889. August 10	1888. August 11.
Capital	\$ 60,812,700	\$	\$ 60,762,700	\$ 60,762,700
Surplus Loans and disc'ts	59,987,100		54 630 100	49,666,600
Net deposits	3,644,900 407,905,200	Inc. 16,500 Dec.8,010,600	3,915,200 432,503,100	7,672,300
Specie Legal tenders	73,496,000 29,766,300	Dec.6,871,600 Dec.2,804,600	72.588.300	88.852.700
Reserve held Legal reserve	103,262,300 101,976,300	Dec.9,676,200 Dec.2,002,650	114,918,900 108,125,775	100 000 000
Surplus reserve.		Dec.7,673,550		

Foreign Exchange.—The sterling exchange market which opened dull and weak, became on Tucsday still weaker and moderately active. The tone has since been steadier, however, with less doing, rates for money having declined. The posted rates for sterling, which fell to 4 84@4 84½ and 4 88@4 88½, close at 4 84½ and 4 88½. Posted rates to-day for sterling are 4 84½ and 4 88½, and actual rates are: Bankers' 60 days'sterling, 4 83½@4 83¾ demand, 4 87½@4 87½; cables, 4 88½@4 88½ The posted rates of leading bankers for foreign exchange are as follows:

August 15.	Sixty Days.	Demand.
Prime bankers' stering bills on London Prime commercial Documentary commercial	4 84 ¹ 9 4 82 ¹ 2 4 82 ³ 4	4 8812
Paris (france)	4 82 04 824	5 183 25 1818
Amsterdam (guilders). Frankfort or Bremen (reichmarks).	945879134	40147140516 953879512

The following were the rates of domestic exchange on New York at the under-mentioned cities to-day: Savannah, buying ½ discount, selling par@½ premium; New Orleans, commercial, 25@50c. premium; bank, \$1 premium; Charleston, buying par, selling ½ discount; St. Louis, 75c. per \$1,000 discount; Chicago, 60@70c. per \$1,000 discount.

United States Bonds.—Government bonds have not been dealt in at the Stock Exchange, but purchases by the Secretary of the Treasury have been at 10334 for the 4½ per cents and 124 for the 4 per cents. In the aggregate the purchases amount to \$2,499,150, of which all but \$15,000 were 4 per

The statement for this week is as follows:

	436 E	Per Cents d	ue 1891.	4 Per Cents dus 1907.			
	Offerings.	Purch'es.	Prices paid.	Offerings.	Purch'es.	Prices raid	
Saturday	\$8,500	\$8,500	10334	\$31,300	\$31,900	124	
Monday	3,500	S,500	10334	75,600	75,600	124	
Tuesday				896,000	898,600	124	
Wedn'sday.	2,906	2,900	103%	1.075,850	1,075,057	124	
Thursday			103%	119,450	119,450	124	
Friday	100	100		285,550	285,550	124	
Total	\$15,0 00	\$15,000	10334	\$2,484,150	\$2,484,150	124	

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

	Interest Periods	Aug.	Aug.	Aug. 12.	Aug. 13.	Aug. 14.	Aug. 15.
41 ₂₈ , 1891reg. 41 ₂₈ , 1891coup. 48, 1907coup. 68, cur'cy,'95reg. 68, cur'cy,'96reg. 68, cur'cy,'97reg.	QMch. QJan. QJan. J. & J. J. & J.	*10334 *12378 *12378 *11232 *115	*103% *12378 *12378 *11212 [*115	*10334 *124 *124 *124 *1121 ₂ *115	*103% *123% *123% *112% *115	*103% *123% *123% *112½ *115	*10334 *12334 *12334 *1121 ₂ *115
6s, cur'oy,'98reg. 6s, cur'oy,'99reg.	J. 5 J.	*11912	*11912	*11912	*11912	11912	*11912

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

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

State and Railroad Bonds.—Quotations for State bonds are lower than they have been of late, Alabama class A being yesterday at 105 asked and Louisiana 7s 99 bid. The sales comprise the following: Tennessee settlement 3s, \$1,000 at 73½, and District of Columbia 3-65s registered, \$1,000 at 119½.

Railroad bonds have been irregular, prices having suffered somewhat early in the week through sympathy with the stock market. Most issues, however, have regained what they lost, though quite a number close lower than last week. Among the more interesting changes was the advance on Wednesday in Shenandoah Valley general 6s from 55 to 57¼, the closing price to-day being 57 bid and 60 asked; Philadelphia & Reading 3d preference incomes, which closed a week since at 43½, went to 40¾, and to-day sold at 43¼. Prices for some prominent issues have this week been lower than at any time before this year, the following being instances: Ches. & O. consol. 5s selling at 99½; Kings Co. 5s at 100; Nickel Plate 4s at 92; Richmond & West Point Terminal 5s at 76½, but closing at 78.

Railroad and Miscellaneous Stocks.—The strike on the

Ralfroad and Miscellaneous Stocks.—The strike on the New York Central, and still more the unfavorable bank statement on the 9th, with the flurries in the money market, produced an unfavorable condition of affairs for stocks in the early part of the week. A fall of one or more points was common, and in a number of cases our record shows the lowest price of the year was made. New York Central on Saturday touched 105, the lowest price previously for the year being 106 in February; to-day it is quoted at 107½. Union Pacific went from 593% last week to 57½, but has risen since to 601%. A general recovery has followed the tumble, the market being strong to-day, and most stocks are near the prices ruling before the decline. before the decline.

Denver & Rio Grande preferred has advanced sharply upon purchases, it is said, by parties who are bulls on this stock. It closed on August 8, at 5334, declined later to 5134, and to day sold at 56%. Delaware & Hudson had been rather weak for some days, and on the announcement of the strike at Albany on Tuesday the price fell off to 160, closing to-day at 16414, the strike having proved a small affair. Louisville & Nashville has been rather active, and to-day the price advanced to 88, an improvement of 234 points on last week's closing. Long Island, too, sold this morning at 94, an advance of 114 points. Sugar Trust certificates made a sudden spurt on Thursday, and rose from 81 to 8334, on a rumor that a decision favorable to the Trust was shortly to be rendered. Lead Trust, too, advanced to 2116. Pipe Line certificates have ranged from 90 to 9334, the last price being 9134.

The Secretary of the Treasury on Wednesday made his first purchase of silver under the new law—310,000 ounces (out of 1,000,000 ounces reported offered)—at a price not made public.

1,000,000 ounces reported offered)—at a price not made public. To-day he has purchased a further amount of 417,000 ounces. The sales of silver certificates at the Stock Exchange have aggregated for the week 2,211,000 ounces, at prices ranging from 112½(@114%). The sales were especially heavy and the

aggregated for the week 2,211,000 ounces, at prices ranging from 112¼@114¾. The sales were especially heavy and the price was highest to-day.

The price closes at 114¾, against 112¾ a week ago. The sales were as follows: Saturday 219,000 ounces at 112¾@113, Monday 349,000 at 113¼@113½, Tuesday 143,000 at 112½@112¼, Wednesday 135,000 at 112¼@112¾, Thursday 320,000 at 112½@113¾, Friday 1,046,000 at 114¼@114¾. Total, 2,211,000 ounces at 112¼@114¾.

STOCKS-PRICES AT N. Y. STOCK EXCHANGE FOR WEEK ENDING AUG. 15, AND SINCE JAN. 1, 1890.

STOCKS-PRICES	AT N. Y. S					AUG. 15,	AND S	SINCE JAN.	1, 1590.
omocities.	Onto June		HEST AND I			1 Waldon	Sales of the	Rauge Since	Jan. 1, 1800.
STOCKS.	Saturday, Aug. 9.	Monday, Aug. 11.	Tuesday, Aug. 12.	Wednesday, Aug. 13.	Thursday, Aug. 14.	Friday, Aug. 15.	Week, Shares.	Lowest.	Highest.
Active RR. Stocks, Atchison Top. & Santa Fe	4034 414	4018 403	403 4112	41 4178	4118 4214	4258 4318	134,770	30% Jan. 15	50% May 15
Atchison Top. & Sunta Fc Atlantic & Pacific Canadian Pacific	7908 /11	783, 79	7031 80	79% 814		*614 714 821 ₂ 823 ₄	8,100	4% Feb. 27 71% Mar. 19	9½ May 15 83¾ May 26
Canada Southern	$\begin{bmatrix} 53^{3}8 & 54^{4}6 \\ 122 & 122 \\ *31^{4}2 & 32 \end{bmatrix}$	*121 ½ 122 *30	53½ 54 122 124 *32¼	$^{54}_{122}$ $^{54}_{125}$ $^{12}_{314}$ 32	123 1235	5458 5512 12312 12319 *3238 3512	7,035	1151a Feb. 4	61 le June 10 128 le May 14
Chesapeake &O.—Vot.Tr.ceri.	22 224	20 21	20% 21% 59% 60	21 2 21 4 *59 4 62		22 22 4 61 61	1,007 6,058 2,515	20 Aug. 11	
Do do 1st pref Do do 2d pref	*1112 *x123 133	393 ₈ 40	*128 134	*411 ₂ 42 *128 134	4034 4034 *128 134	411 ₂ 42 *128 134	2,900	3712 Feb. 21	46 ¹ 8 July 18 135 Jan. 24
Chiengo & Alton	*131 ₂ 14 1021 ₂ 103	*12 ½ 14 101 % 102 ½	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	*1312 14 110134 10319			200 17,689	658 Feb. 28 101 Aug. 15	154 June 16 1112 May 10
Chicago & Eastern Illinois Do pref	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$		92 92	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccc} 45 & 45 \\ 92 & 92 \\ 704 & 714 \end{array}$	45 45 ¹ 2 93 93 71 ⁹ 8 72 ¹ 8	2,070 810	70 Feb. 3	46 ¹ 2 July 15 95 July 14.
Chicago Milwaukee & St. Paul. Do pref. Chicago & Northwestera	1161-1179	110 1164	11612 11684	117 117	11778 118	118 118		1124 Apr. 9	79 ⁵ 8 May 26 123 ¹ 8 May 26 117 May 26
Do pref. Chleage Rock Island & Pacific.	884 894	144 144 871 ₂ 881 ₄	*143 144 \$81 ₂ 891 ₈	*143 144 883 892	*143 144	*143 144 881 ₂ 897 ₈	120 53,449		148 May 6 9858 Jan. 4
Ohiengo St. Louis & Pittsburg. Do pref.	*15% 17	*15 16	*15 17	*15 17 * 44	15 15 *37 43	15 15 4034 4034	200 62	15 July 22 403 Aug. 15	18 ¹ 4 Feb. 26 53 Feb. 26
Chicago St. Paul Min. & Om., pref.	6912 705	31 31 *92 6838 6934	*81 *90 691 ₂ 705 ₈	704 71	$\begin{bmatrix} *31 & 32 \\ *92 & \\ 70^{1_8} & 71^{1_2} \end{bmatrix}$	31 31 ¹ 4 *90 99 71 ¹ 2 72	400	31 Mar. 6	3678 May 10
Cleve. Ciacin. Chic. & St. L Do pref. Columbus Hocking Val. & Tol.		98. 98 2838 2834	9819 9814 2834 29	294 2912	29% 2912	99 99 304	28,833 216 5,300	96 Feb. 17	80 ¹ 4 June 10 101 May 12 32 ¹ 4 July 21
Delaware & Hudson	1644 1644 1437 1454	$160^{1_{2}}161 \\ 142^{1_{2}}143^{1_{2}}$	160 161 1430 ₈ 1443 ₁	1661 162 1434 1441 ₂	$162\frac{1}{2}163$ $143\frac{7}{8}144\frac{7}{8}$	164½ 164½ 144% 146½	2,591	147 Jan. 2 x13438 Apr. 2	175 May 14 14912 July 21
Denver & Rio Grande	524 534		*17 ¹ 2 19 ¹ 2 52 ³ 4 53 ⁷ 8	18 ¹ 8 18 ¹ 8 54 ¹ 4 54 ⁷ 8	55 56%	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	10,877	14 12 Apr. 1 45 Mar. 26	20 ¹ 4 May 15 56 ⁷ 8 Aug. 15
East Tennessee Va. & Ga. 100 1st pref.	*75 77 22 22	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	834 834 *74 77 *211 ₂ 23	*834 914 *74 7712 *22 2312	878 876 *73 77 *22 23	*8 ⁷ 8 9 ¹ 4 *74 77 *22 ¹ 2 23	310	838 Apr. 14 67 Jan. 6	81 May 21
Do 2d pref. Evausville & Terre Haule Great Northern, pref	*80 81	79% 79%	120 120	120 120 *80 \q 82	*121 126 801 ₂ 82	*120 126 *82 83	350 400 750		127 June 27
Ilinois Central	*115 117 *9 10	x113 113 *9 10	*111 112 ¹ 9 *9 10	*111 113 *81 ₂ 91 ₂	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	*111 114 8 814		x113 Aug. 11 6 Feb. 19	120 Jan. 31 124 May 12
Lake Eric & Westernpref.	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	*23 28 17 ¹ 2 17 ¹ 2	25½ 26¼ *17 18	*23 28 18 18	*24 27 1784 1778	*24 28 *17 ¹ 2 18	300 800	2234 Mar. 4 17 Feb. 28	33½ May 12 19% May 15
Lake Shore & Mich. Southern.	*63 631 ₂ 107 108 *93 941 ₂	1053 10658	1074 10778 93 93	$\begin{array}{cccc} 63 & 63 \frac{1}{4} \\ 107 & 108 \frac{1}{8} \\ *93 & 94 \frac{1}{2} \end{array}$	107 10812	*63 ¹ 4 63 ³ 4 108 108 ¹ 2 91 94		10418 Jan. 15	11448 June 5
Long Island. Louisville & Nashville. Louis. New Alb. & Chicago	841 ₉ 851 ₄ *42 43			85 1 ₂ 86 *42 43	93 ¹ 2 93 ¹ 2 85 ³ 4 86 ¹ 2 *41 ¹ 2 43	867 ₈ 88 43 43	1,100 31,290 910	8214 Feb. 24	95 July 25 92½ May 5 54½ Mar. 10
Manhatian Elevated, consol. Mexican Central.	107 107 ¹ ₂ 22 ¹ ₂ 22 ¹ ₂	$^*105\frac{1}{2}$ $^106\frac{1}{2}$ $^22\frac{1}{4}$ $^22\frac{3}{4}$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} 106\frac{1}{2}107 \\ 23\frac{3}{4} & 24\frac{1}{4} \end{array}$	$\begin{bmatrix} 107 & 107 \\ 235_8 & 241_2 \end{bmatrix}$	10734 10819 *2414 2434	4,311 4,195	100 Jan. 14	117 May 16 31½ June 4
Milwaukee Lake Sh. & West.	95 95 *91 93	94 9434	96 97½ *91 93	*951 ₂ 961 ₄ *91 93	*91 93	*95 97 *91 93	1,040	92 Mar. 4 9178 Mar. 3	104 June 6-
Minneapolis & St. Louis	$^*110^{7_8}111^{1_2}$ *6 *7 *13 *18	110 ¹ 2 110 ¹ 2 *5 7 *12 ¹ 2 17	110 ¹ 2 110 ¹ 2 *5 7 *12 ¹ 2 17	$^{110}_{*5_{12}}$ $^{110}_{7}$ $^{*12_{12}}$ 17	*169 111 *5½ 7 *12½ 17	*109 111 *5½ 7 *12½ 17	600	512 Mar. 7	117 Jan. 23 8 May 3
Mo. K. & Tex., all ass'nt paid. Missouri l'actic	*194 194 6978 694	184 194	*1812 1912	1934 20 6938 7056	1934 1934	197 ₈ 20 705 ₈ 713 ₄	1,418 41,835	12 Jan. 3 93 Apr. 23 684 Aug. 11	2058 July 16
Nashv.Chattanooga&St.Louis	$21^{14} 21^{14} 100^{1} 102$		211 ₂ 211 ₂ *101 102	211 ₂ 211 ₂ *100 102	217 ₈ 22 100 105	2212 2318 *100 105	2,523	13 Jan. 7	23 k Aug. 15, 105 Apr. 22
New York Chie. & St. Louis	16 16	105 ¹ 4 106 16 16 ¹ 8	$\begin{array}{c} 106^{1_{0}} 106^{0_{0}} \\ 16^{1_{2}} 16^{1_{2}} \end{array}$	1063 1074 *164 17	*164 1678	107 ¹ 4 107 ¹ 4 *16 ¹ 2 17	4,109 695	105 Aug. 9 16 Feb. 21	111 June 3 18 ¹ 4 Jan. 27
Do 1st pref. Do 2d pref. New York Lake Erie & West'n	$^*70^{1}_{2}$ 71^{1}_{4} $^*38^{1}_{4}$ 39^{1}_{4} 25 25^{1}_{6}	38 38	*70 71 *3712 3812 2518 2558	70 70 38 38 253 2576	7034 7034 '38 39 2534 2616	$^{*7012}_{38}$ $^{7114}_{38}$ $^{*38}_{2618}$ $^{39}_{2614}$	190 150	36 Feb. 21	75 May 5 421 ₂ May 5
New York & New England	4778 4878	61 64	4712 4938	4712 4812	4738 4858	4812 4914	12,820 260 $26,605$	2334 Apr. 12 59 Mar. 31 4314 Jan. 7	29½ May 10 69½ May 28 52¼ May 16
New York New Hav. & Hart.	*260 263	*260 1734 1849	*260 270 184 184	$^{*255}_{19}$ $^{265}_{19^{1}8}$	*255 265 19 19 ¹ 4	*255 265 193 193	4,260	244 lg Jan. 10	270 June 16 223 May 20
New York Susquehan. & West.	$7^{1_{2}}$ $7^{1_{2}}$ $3^{2_{1_{2}}}$ $3^{2_{1_{2}}}$	*30 32 * 20	*7 7 ¹ ₂	32 32 32	*7 ¹ 4 7 ³ 4 *31 33	7 ³ 8 7 ³ 8 *31 32	500 100	638 Mur. 25 27 Feb. 27	9 May 10 3458 May 12
Norfolk & Western. Do pref. Northern Pacific.	*59½ 60½ 33½ 34	595 ₈ 60 321 ₂ 331 ₈	60 ⁵ 8 60 ³ 4 33 33 ¹ 2	* 20 *61 ¹ 4 34 34	62 62 3358 3418	*19 20 *617 ₈ 623 ₄ 341 ₄ 341 ₄	690 8,699	19 ¹ 8 Mar. 28 59 ³ 4 Apr. 14 30 Jan. 13 71 ³ 4 Mar. 19	2478 May 6 6038 May 20 3912 June 10
Ohle & Mississippi	8012 81	7938 8018	80 807 ₈ 231 ₄ 24	81 814 *234 244	814 814	82 8212	21,027	7134 Mar. 19 194 Apr. 11	S6 May 19 2534 June 6
Oregon R.y & Navigation Co. Oregon Sh. L. & Utah North.	*99 101	99 100	20 20 *99 100 ¹ 2	*20 23 100 100	*20 22 99 99	*201 ₂ 221 ₂ 99 39	300 574	19 ¹ 4 Apr. 11 13 ² 1 Apr. 17 97 ¹ 8 Apr. 11	24 June 6- 10818 Apr. 24
Oregon & Trans-Continental.	43 43 45 ³ 8 46 19 ¹ 2 19 ¹ 2	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccc} 43 & 43 \\ 463 & 471 \\ *19 & 21 \end{array}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	43 43 *19 ¹ 2 21	1,135 36,767	42 Aug. 14 33½ Jan. 8	56 Jan. 2 52 June 10 24 May 3
Oregon & Trans-Continental. Peoria Decatur & Evansville. Phila. & Read. Vot. Trust. Cert. Richmond&West P't Terminal	42 ¹ 2 43 ³ 8 20 20 ¹ 2	4012 4236 1950 2014	401 ₂ 425 ₆ 20 203 ₄	$\frac{42}{2058} \frac{427}{21}$	$\begin{array}{cccc} 13^{2} & 21 \\ 42^{1} & 43^{3} & 8 \\ 20^{5} & 21^{3} & 8 \end{array}$	43 ¹ 4 44 ¹ 4 21 ¹ 8 21 ³ 8	320 $67,240$ $23,292$	16 ¹ 2 Jan. 17 35 ¹ 2 Jan. 13 19 ⁵ 8 Ang. 11	48½ May 19 28¼ May 21
Rio Grande Westernpref.	*20 22	7712 78	*7712 79	77½ 80 20 20	*771 ₂ 80 *20 22	1784 80 204 204	400	76 Jan. 18 15 ¹ ₂ Feb. 27 40 Mar. 3	8712 May 21
Rome Watertown & Ogdenshie	48 49 117 125	* 117 *125	*125	*49 50 * 117	* 117	*50 52		104 Feb. 17	53½ May 14 120 July 24 130¼ May 13
St. Louis Alton & T. H., pref. St. L. Ark. & Tex., trust rec. St. Louis & San Francisco	$^{125}_{*12^{1}4}$ $^{12^{1}2}_{2}$		*11 ¹ 2 12 ¹ 2 *30 35	*125 12 12	*125 *11% 12½	*125 *12 13 *31½ 33½	500	12 Aug. 11 16 Jan. 11	147 ₈ May 9 36 ¹ 2 May 15
Do pref.	*71 75	* 56 *72 · 75	*55½ 58 74¼ 74¼	75 75		60½ 60½ *76½ 90	50 200	36 ¹ 2 Jan. 27 70 July 31	67 May 15 1054 May 24
Do pref.	*36 38 *93 97	*100 1113	*******		93 93		50	31½ Jan. 18 82½ Jan. 18	3834 June 16- 99 July 18
	$egin{array}{cccc} ^1109 & 111 & & & \\ 29 & 291_4 & & & \\ 19 & 191_4 & & & \\ & & & & \end{array}$	$^*109 111^{1_2} \\ 2834 29 \\ 185_8 19$	*109 $^{111}_{2}$ 29 $^{29}_{8}$ 19	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	109 109 29 ¹ ₂ 30	*109 111 293 4 301 4 201 8 201	4,360	2834 Aug. 11	37 ¹ 4 Apr. 22 24 ¹ 2 May 20
Texas & Pacific	391 ₂ 395 ₀ *90 100	391 ₂ 393 ₄ *90 110	39 39¼ *90 100	39 ¹ 4 39 ¹ 2 *93 160	1938 2014 3918 3934 *94 100	39% 39% 193 100	10,366	18 ⁵ 8 Aug. 11 60 ¹ 2 Jan. 4 68 ¹ 4 Feb. 5	42½ June 13: 91 July 30-
Union Pacific Denver & Culé	58 ⁷ 8 60 *32 33	574 584 31 324	53 59 ¹ ₂ 30 ⁵ ₈ 32 ¹ ₄	584 594 324	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	60 60 ⁵ g	30,260 2,805	574 Aug. 11 305 Aug. 12	687 ₆ Jan. 28- 385 ₈ May 8
Wabash	$\begin{array}{cccc} 12 & 12 \\ 243_4 & 253_8 \\ 373_4 & 38 \end{array}$	$\begin{array}{cccc} 11^{1_{2}} & 12 \\ 23^{7_{8}} & 24^{1_{2}} \end{array}$	$\begin{array}{ccc} 12 & 12 \\ 25 & 25 \\ 12 & 25 \end{array}$	$\begin{array}{cccc} 12 & 124 \\ 254 & 251_2 \\ 374 & 38 \end{array}$	*12 12 12 4 25 7 8	$\begin{array}{ccc} 12 \frac{1}{4} & 12 \frac{1}{2} \\ 26 \frac{3}{8} & 26 \frac{5}{8} \end{array}$	1,130	11 ¹ ₂ Aug. 11 23 ⁷ ₈ Aug. 11	15 May 12 31 12 May 14
Wiseonsh Central Co	3734 38 7534 7658 2434 25	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccc} 36^{5_8} & 37^{7_8} \\ 75^{1_4} & 76^{1_8} \\ 24^{1_4} & 24^{1_2} \end{array}$	7538 7038 2512 2638	3731 38 7512 7578 2638 2712	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	6,200 4,320 4,360	304 Jan. 11 67 Feb. 24 24 Aug. 11	42% May 19- 79½ May 19- 36% Jau. 10
Amer Cot Oil Trust massing	29 2912	294 294	2914 2914	2814 2958	29 29%	2834 2912	6,730	24 Feb. 21	344 May 19
Chleago Gas Co Citizeus' Gas Co., of Brooklyn Colorado Coal & Iron	53 53 ¹ 6 88 ¹ 2	52 531 ₄ *88 881 ₂	53 5458	531g 5414 8358 89	53% 55% 88 88	55 55 ¹ 4 88 ³ 4 89	11,280	41 ¹ 2 Mar. 13 68 Feb. 20	65 May 15 914 July 28
Consolidated Con Co	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	481 ₂ 491 ₄ 283 ₄ 291 ₂	50 ¹ 4 51 28 ³ 4 30 ¹ 4	5018 5078 2912 30	$\begin{array}{ccc} 50 & 507_8 \\ 291_8 & 293_4 \end{array}$	507 ₈ 507 ₈ 294 294	5,058 7,350 2,830 1,700	394 Jan. 2 15 Jan. 10	54½ June 6- 33 July 16-
Distilling & Cattle F. Co. Edison General Electric. Laclede Gas (St. Louis) National Lead Trust	$\begin{array}{ccc} 99 & 99 1_2 \\ *45 & 46 1_2 \\ 103 & 107 \end{array}$	98 984 45 45 105 105	98 98 45 45 105 107	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	98 ¹ 4 99 45 45 1067 ₂ 1067 ₂	1,700 000	92 Jan. 2 364 Mar. 4	1074 May 16 4334 May 24 119 May 21
Laclede Gas (St. Louis)		$\begin{array}{cccc} 18 & 191_2 \\ 193_8 & 193_4 \end{array}$	19 19 19 19 ⁷ 8	$\begin{array}{cccc} 103 & 107 \\ 191_2 & 191_2 \\ 20 & 201_4 \end{array}$	$\begin{array}{cccc} 107 & 107 \\ 191_4 & 193_4 \\ 20 & 207_8 \end{array}$	1934 1934	1,405	13 Apr. 14 16 ¹ ₂ Feb. 21	2838 May 14 2412 May 15
Pacific Mall	*45 47	*44 46 43 431 ₂	45 ¹ 2 45 ¹ 2 43 ¹ 4 44	46 46 431 ₂ 441 ₂	*45 47 4358 44	45 45 434 4478	300 5,805	4358 Mar. 12 3618 Feb. 27	54 May 12 4738 July 18
Pullman Palace Car Co.	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccc} 91^{1}4 & 925_{8} \\ 212 & 212 \\ 113 & 113^{1}2 \end{array}$	90 92 ¹ 9 213 214	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	91 933 2144 2144	$9134 9334 1$ $2161_2 217$	940	7919 Apr. 8 1 187 Feb. 28	1084 Jan. 21 222 July 24
Tounessee Coal & Iron.	8034 8134 44 454	803 ₈ 821 ₈ 421 ₄ 44	112 ¹ 2 112 ⁷ 8 80 ⁷ 8 82 43 ³ 4 45 ³ 4	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	112 ¹ 3 113 ³ 4 80 ³ 4 83 ³ 4 45 46	8238 8378 46 461	92,197 4,750	97 Jan. 31 1 50 Jan. 10 42 Aug. 7	434 May 24 119 May 21 2838 May 14 2442 May 12 4738 July 18 (084 Jan. 21 222 July 24 1144 Aug. 15 95 May 21 89 Jan. 7
Texas & Pacific Land Truck	*19 21	96 96 *19 21	*19 21	*19 20	*19 20	*19 21	100	1819 Apr. 21	234 May 20
Western Union Telegraph	83 8318	824 83	8219 83	8234 8278	8212 8318	8338 8378	5.874	81 le Mar. 20	87 May 14

^{*} These are the prices bld and asked; no sale male at the Board. § Prices from both Exchanges. x Ex dividend.

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INACTIVE	STOCKS—Quotations continued. (‡ Indicates actual sales.)	
Bid. (Ask. []	Bid. Ask.	Bid. Ask
Alb'ny & 8nsq. Am. T. & Cable. Bell & 80. III. pf Bes. Air Line, pf Bes. Air Line, pf Buff. R. & Pitts, do. pref. Burf. C. R. & No. Ced. F. & Minn. Cl. & Pitts, su. Col. & Gre'n. pf. Des M. & Ft. D do, pref. Des M. & Ft. D do, pref. Col. & Des M. & Ft. D do, pref. Bell & 8nsq. 171 State St	112 15 Renns. & Sara. 180 Consol. Coal Co. 27½ U.S. Expr. 87 95 St. L. Alt. & T. H. 45 Homes. Min'g. 10¼ 11½ Wells F. & Coal Co. 127½ Wells F. & Coal Co. 127½ 11½ Wells F. & Coal Co. 127½ 122 122 123 123 124 124 125	Coal. 13 15 8512 88 12 11 11 12 12 12 12 12 12 12 12 12 12
BONDS - LATEST PRICES OF ACT	IVE BONDS AT N. Y. STOCK EXCHANGE, AND RANGE SINCE	
RAILEOAD AND MISCEL. BONDS. Inter'st Clos Pr.	Const. Highest. RAILROAD AND MISCEL. BONDS. Microst Price Lowest. Highest. RAILROAD AND MISCEL. BONDS. Microst Price Lowest. Highest. RAILROAD AND MISCEL. BONDS. Period. Lowest. Lowest. Highest. Lowest. Lowest. Highest. Lowest. Lo	May 1045 ₈ Apr Aug. 132 May

BONDS - LATEST PRICES OF A	ACTIVE BOND	S AT N. Y.	STOCK EXCHANGE, ANI	RANG	E SI	NCE JAN	. 1, 1890.
Down House Interest	Clos'ng Range si	nce Jan. 1.	RAILROAD AND MISCEL. BONDS.		Otos'ng		Highest.
10000	Aug. 15 Lowest. 841 ₂ 831 ₈ Mar.	Highest.	Nash. Ch. & 8t. L.—1st, 7s.1913	J&J	128 b.	128 July 1063 Jan.	133 Jan.
At.Top.&S.F.—100-yr. 4 g. 1989 J & J 100-year income 5 g1989 Sept. Atl. & Pac.—W. D. inc., 68.1910	6538 5418 Feb	7014 May	Consu. 5 g	A & O	102 h	100 3o May	111 May 10458 Apr
Guaranteed, 4g 1037 J & J Can. South.—1st guar., 5s.1908 J & J	81½a. 70½ Feb. 106½ 106 July	8212 May 110 Feb.	1st, coupen., 7s	M & S	127-80. 109 b.	127 Aug. 110 Mar. 12434 May	132 May 113 ¹ 2 May 128 Apr
Atl. & Pac.—W. D. Inc., 08.1810 Guaranteed, 4 g	*994b. 97 Mar. 11842a. 117 Ang.	10034 July 122 Jan. 128 Feb.	N. Y. Chic. & St. L.—4 g1937 N. Y. Elevated—781906	A & U	112 b.	92 Ang. 1121 ₂ July	97 Jan. 11712June
Consel., 7s	110%b. 1104 Jan.	113 ¹ 2 Apr. 116 Jan.				131 Inte	13434 Apr. 112 May
de mortgage, 5s 1912 M & N Am. Dock & Imp., 5s 1921 J & J Central Pacific—Gold 6s 1898 J & J			Construction, 5s	M & 8 1	136 b. 107 ¹ 2b.	134 ¹ 2 Apr. 107 June	139½ Jan, 110¼ Mar. 122½ Jan.
Central Pacific—Gold 6s1898 J & J Land grant 6 g1890 A & O Ches, & Ohlo.—Mort. 6 g1911 A & O	1134b. 112 Jan. 102 b. 1004 Apr.	11634 Mar. 10278 Mar. 118 Feb.	2d consol., 6 g1969	J& D	10278	9838 Mar.	107 May 1133 Feb.
1st consol. 5 g	99 ⁷ ₈ 99 ¹ ₂ Aug. 70 b. 69 ¹ ₂ Mar.	731 June	N. Y. Ont. & W.—1st. 6 g1914 Consol. 1st, 5 g1939 N. Y. Sus. & W.—1stref., 5 g.1937 Midland of N. J.—6 g1910 Norf. & W.—100-year, 5 g.1990 North. Pac.—1st, coup., 6 g.1921 General, 2d, coup., 6 g1933 General, 2d, coup., 6 g1937 North Pac. & Mon.—6 g1937	J & D J & J	971 ₄ 98 b.	96 Mar. 96½ Apr.	101 May 10138 June
do 1st een e 4 . 1989 . 1 & . 11	SUMBLE OF JULY	82 July	Midland of N. J.—6 g1910 Norf. & W.—100-year, 5 g.1990	A & O]	115 b. 96 ¹ 4b.	113 Apr. 95 Mar.	99 ¹ 4 June
2d con., 3-4 g	107 ¹ ₂ 107 ¹ ₂ Aug. 123 b. 124 July	113 ¹ 2 Jan. 129 June 105 ⁷ 8 Apr.	General, 2d, coup., 6 g1933 General, 3d, coup., 6 g1933	A & O	1144b.	110% Jan. 110% Apr. 1094 Jan.	119 June 116 Aug. 1131 ₂ May
Denver Division, 48 1922 F & A Nabraska Extension 48 1927 M & N	92½b. 92% Feb. 91¼ July	96 July 944 Apr.	North Pac. & Mon.—6 g1938 No. Pacific Ter. Co.—6 g1933 Ohio & Miss.—Consol., 781898	M & 8 1 J & J* 1	l 10 l 09½b.	104 ¹ 4 Mar. 106 Jan.	
Chic. Burl. & Q.—Con. 7	115 b. 116 June 121 b. 116 Apr.	11812 June 12112 Jan.	Unio Southern—1 at. 6 g 1921)	A 45 D 4	U / 28.	TUD 40 allille	117 June 1113 May
General consol. 1st, 5s1937 M & N l Chic. Gas. L. & C.—1st, 5 g.1937 J & J Chic. Mil. & St. P.—Con. 7s. 1905 J & J l	100 a. 95 Feb. 92 ¹ 2a. 90 ³ 4 Jan.	100 Jan. 98½ May 129¼ May	General mort., 4 g 1921 Omaha & St. Louis—4 g 193; Oregon Imp. Co.—1st, 6 g 1910 Ore, R. & Nav. Co.—1st, 6 g. 1909	M & N J & J I & D	75 1031 ₈	73 ¹ 2 Jan.	68 May 80 June 106 May
		11634 June 11838 Apr.					113 Jan. 1044 Mar.
1st, 8o. Min. Div.—6s1910 J & J I 1st, Ch, & Pac. W. Div.—5s. 1921 J & J I Chie, & Me, Riv. Div.—5s 1926 J & J I	106 ¹ 2b. 105 ¹ 2 Jan. 101 b. 101 ¹ 2 Juiy		Penn. Co.—412 g., coupon 1921	M & N I	106-20.	103 4 Jan. 107 July	107% Apr. 110% Mar.
18t, Ch. & Pac. W. Div.—98.1921 J & J J Chie, & Mo. Riv. Div.—58.1921 J & J J Wis, & Minn. Div.—5 g 1921 J & J J Terminal, 5 g	104 b. 103 Jan 104 b. 103 Mar.	106 June 106 June	Peo. Dec. & Evansv.—6 g1920 Evansville Div.—6 g1920	J & J . M & 8 1	01 ½b. 68 b.	101 Jau. 106 Mar. 66 Mar.	109 Apr. 106½ Mar. 74 May
Chie, & N. W.—Consol. 78. 1915 Q—F J	135 b. 141 May 1245 h. 1243 June	9634 Apr. 144 Jan. 129 May	2d mort., 5 g 1926 Peorla & East. consol. 4s . 1940 Income, 4s 1990	A & O	81 ¹ 4a.	81 ¹ 4 Aug. 29 Aug.	85 June 3412 June
Compon, gott, 78. 1302 5 & 0 1 Sinking fund 6s. 1929 A & 0 1 Sinking fund 5s. 1929 A & 0 1 Sinking fund deben. 5s. 1929 A & N 1 25-year debenture 5s. 1909 M & N 1 Extension 4s. 1926 F & A	11758b. 114 Apr. 107 b. 1064 Apr.	117 Feb. 11012 Feb.	Phile & Road - Con A G 1059	T A. T	82 711 ₂	80½ Mar. 62 Mar.	87 Jan. 801 ₂ Jan.
Sinking fund deben. 5s1933 M & N J 25-year debenture 5s1909 M & N J	110 b. 109 Jan. 1043 ₄ 1041 ₂ May	112 Apr. 1081 ₂ Feb.	1st pref. income, 5 g 1958 2d pref. income 5 g 1958 3d pref. income 5 g 1958 Pittsburg & Western-4 g 1917 Rich. & Dany.—Con., 6 g 1915 Consol. 5 g.	Feb.	53 43 ¹ 4 79 ¹ 2b.	43 ¹ 2 Mar. 36 Mar. 79 ¹ 2 Aug.	58 ¹ 2 May 49 Jan. 83 May
Extension 48 1926 F & A Chie. Peo. & St. Leuis—5 g.1928 M & 8 Chie. R. 1. & Pac.—6s, conp. 1917 J & J J Extension & col. 5s 1934 J & J J	99 b. 91½ Jan. 128 b. 128 July	10112 June 9912 June 132 May	Rich. & Danv.—Con., 6 g 1915 Consol., 5 g 1936	J&JI	116 ¹ 2 90 b.		1184 June 94 June
Extension & col. 5s 1934 J & J I Chie.St. L.& Pitt.—Con., 5g. 1932 A & O I	1033 ₈ 103 Ang. 1031 ₉ a. 100 Jan.	10619 June	Rich.& W.P.Ter.—Trust 6 g.1897 Con. 1st & col. trust, 5g.1914	F & A M & S	98 b. 78	98 ¹ 2 Mar. 76 ¹ 2 Aug.	103 Jan. 83 May
Chie.St. L.& Pitt.—Con., 5 g. 1932 A & O I Chie. St. P. M. & O.—6s1930 J & D I Cleveiand & Canton—5 g. 1917 J & J C. C. C. & 1.—Consol. 7 g1914 J & D I	119 June 95 a. 91 May	123 ¹ 2 May 97 Jan.	Rie G. Western—1st, 4 g1939 R. W. & Ogd.—Con., 5s1922	J & J A & O 1	74 b.	697 ₈ Mar. 10734 Apr.	78 May 11214 Mar.
C. C. & I.—Consol. 7 g 1914 J & D I General consol. 6 g 1934 J & J I Col. Coal & Iron—6 g 1900 F & A I Col. H.Val. & Tel.—Con. 5 g. 1931 M & S	130 ¹ 2b. 130 ¹ 4 July 120 ¹ 2b. 117 ¹ 4 Feb.	135 Feb. 12512 May	Rich. & Dany.—Con., 6 g., 1915 Consol., 5 g.,	J&J	10740. 110 b. 1064b.	104% Jan. 110½ Jan.	10734 Apr. 113 June 111 Jan.
Col. H.Val. & Tol.—Con. 5 g. 1931 M & S General, 6 g	85 b. 73 Mar. 87 a. 73 Mar.	88 ¹ 8 July 89 ¹ 2 July	8t.L.Ark.&Tex.—1st, 6s, t'st. rec. 2d, 6s, 1936, tr. rec., all ass.pd.	- t. A	89½ 27 b.	86½ Mar. 27 Aug.	
Denver & Rio Gr.—1st. 7 g. 1900 M & N 1	1164h. 1174 May	119 Feb. 84½ June	8t.L.Ark,&Tex.—1st, 6s, t'st. rec. 2d, 6s, 1936, tr. rec., all ass.pd. 8t.L.& Iron Mt.—1st, 7s 1892 2d, 7g	F&AIM &NI	102 12b. 108 12b.	103 Ang. 106 May	108 Jan. 1094 Feb.
1st consol., 4 g	99 a. 99 Mar. 34 ¹ 2b. 35 Mar. 102 b. 99 July	100 Jan. 39½ May 10258 Mar.	Cairo & Fulton—1st, 7 g.1891 Cairo Ark. & Texas—7 g.1897 Can Pry & land gr. 5 g. 1931	J & D	100 '8 105 b.	100 July 10258 Jan.	10334 June 107 May 9512 July
Dul. & Iron Range—5s1937 A & O I Dul. 8e. 8b. & Ati.—5 g1937 J & J E. Tenn. V. & G.—Cou., 5 g.1956 M & N I	*97½b. 92 Jan. 105¼b. 103½ Jan.	101 May 108 Apr.	St. L. & San Fr.—6 g., Cl. A.1906 6 g., Class B	M & N I	110 b.	1124 Feb.	115 June 115 Apr.
Knoxville & Ohio-6 g 1925 J & J J Eliz. Lex. & Big San6 g 1902 M & 8 Ft. W. & Denv. City-6 g 1921 J & D J Gal. H. & San An W. Div. 181, 5 g. M & N Han. & St. JosCons. 6s 1911 M & 8 J J J J J J J J J J J J J J J J J J	110 ¹ 4b. 108 ¹ 2 Jan. 92 ³ 4a. 90 ¹ 2 Apr.	113 June 104 Jan.	6 g., Class C1906 General mort., 6 g1931	M&NI J&JI	111 b. 109 b.	112 May 1094 Feb.	114 ¹ 2 Apr. 115 June
Gal. H. & San An. — W. Div. 181, 5 g. M & N Han, & St. Jos. — Cons. 68 1911 M & 21	94 ¹ 2b. 93 May	9534 Apr.	8. P. M. & M.—Dak. Ext., 6g. 1910 1st consol., 6g	M & N J & J	118 D. 119 ¹ 48.	11778 Feb. 11534 Jan.	120 Mar. 120 Jan. 1021 June
Int. & Gt. No.—1st, 6 g1919 M & N	113 b. 1094 Jan.	10214 Mar. 11619 May	Moutana Extension 4 g., 1937	J & D	90 a.	86½ Jan.	92 June 8812 June
Iowa Central—1st, 5 g1938 J & D	80 b. 73 ¹ 4 Jan. 85 b. 85 Jan.	91 May	1st, 6 g	J&J	70 b. 23 ¹ 2b.	70 July 11334 Jan.	90 June 12558 June
according ochical x g1001 J & J	09 11 02 91114	85% June 105 Jan.	80. Car.—1st, 6 g., ex coup. 1920	1	101 ½b.	48 Jan. 96 Jan.	604 June 1002 May 124 June
Lake Erie & West.—5 g1937 J & J I Lake Shore.—Con.ep.,1st,7s.1900 J & J I	1104 109 Apr. 120 b. 1224 July	11234 June 128 May	Income, 6s	J & J 1	05 ¹ 26.	7 ¹ 2 Jan. 105 July 112 Apr.	108 June 115 Jan.
Kings Co. El.—1st, 5 g 1925 J & J Laclede Gas—1st, 5 g 1919 Q—F Lake Erie & West.—5 g 1937 J & J I Lake Shore.—Con.ep.,1st,7s.1900 J & J J Consol. conp 2d, 7s 1903 J & J D Long Island—1st, con., 5 g. 1931 Q—J 1 Genoral morigage, 4 g 1938 J & D Louisv. & Nashv.—Con., 7s. 1898 A & O N. O. & Mob.—1st, 6 g 1930 J & J I	123 ¹ 4b. 122 ³ 4 July 112 b. 114 June	128 May 118 July	8o. Pacific, Cal.—6 g1905-12 1st, cousol., gold, 5 g1938 8o. Pacific, N. M.—6 g1911	J & J 1	101 ¹ 4b. 105 b.	10018 Apr. 10514 July	10338 Mar. 109 June
Louisv. & Nashv.—Con., 78.1898 A & O I N. O. & Mob.—18. 6g 1930 J & JI	944a. 94 June 1153 115 Jan.	99 Jan. 119 ¹ 8 Mar. 121 ³ 4 June	Tenn. C. 1. & Rv.—Ten. D., 1st, 6g Birm. Div 6 g	A & O J & J	96 ¹ 2b.	9512 Aug.	10434 Jan. 10312 Jan. 9634 May
E. H. & N.—1st. 6 g 1930 J & J 1	110 b. 106 Jan.	110 ¹ ₂ Feb. 116 ¹ ₂ May	Tex. & Pac.—1st, 5 g2000 2d, income, 5 g2000 Tel. A. A. & N. M.—6 g1924	March.	$ \begin{array}{c} 91^{7} \\ 40 \\ 104 \end{array} $	905 ₈ Jan. 37½ Apr. 102 May	45½ May 107½ Jan.
50-year 5 g 1097 M 6 N 1	ilos Jan.	11612 May	Tol. A. A. & Gr. Tr.—6 g1921 Tol. & Ohio Cent.—5 g1935	J & J 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	08 ¹ 2b.	107 Jan.	111 June 108 ¹ 4 July
Lonis, N. A & Ch -let Se 101. T	100 a. 10412 June	119 Feb.	Tol. Peo. & West.—4 g1917 Tol. St. L. & Kan. C.—6 g. 1916	J & D	77%b.	76 Jan. 97 ¹ 2 June	8034 May 101 Jan. 1181 ₂ Mar.
Consol., 6 g	100% 974 Feb.	105 Jan. 104 July 117 May	Union Pacific—6 g	M & SI	14 b.	11248 Mar.	116 ¹ 2 Feb. 112 ¹ 4 July
Mich, Cent.—1st cen 79 1900 vr t Ni	105 % Feb.	110 Apr.	1st, 6 g1896 Denver Div.—6 g1899	J&DI M&NI	1138b.	110 Jan. 113 Jan.	113 ¹ 9 Mar. 117 ³ 4 Mar.
Mill Lobo Sh & W.	109 b. 108 July	11112 Mar. 125 Apr.	1st consol., 6 g 1919 Oregou Short Line—6 g 1922	M & N I F & A I	$14 \text{ b.} \\ 121_2$	1134 June 112 Aug.	118 Mar. 116 ¹ 4 Jan.
Exten. & Imp., 5 g 1920 F & A. Mlw. & North.—M. L., 6s., 1910 J & D I lat, con., 6s	TAY NO INCOME LON'	105 ¹ 4 Jan. 113 ¹ 2 May 113 ¹ 4 May	Or.S.L.&Ut'hN.—Con.5 g.1919 Umon Elevated—6 g1937 Virginia Mid.—Gen. m., 5s, 1936	M&NI	09 b.	1064 May	95 ¹ 4 Jan. 110 Aug. 88 ¹ 9 Apr.
M.K.&T.—New 4 g., when issued J & D New 2d 5s, when issued J & D Consel., 6g., trust rec. 1920 J & D	79 ¹ 4 75 ¹ 2 Mar. 49 b. 43 ¹ 2 Apr.	82 June 5578 May	do stamped guar. Wabash—1st, 5 g 1939 2d mortgage, 5 g 1939 Debent, M., series B 1939	M & N M & N I	87 ¹ 2a. 01 ¹ 8	86½ June 100½ Aug.	90 Apr. 1054 Apr.
New 2d 5s, when issued J & D New 2d 5s, when issued J & D Consol., 6 g., trust rec 1920 J & D Mo. Pacific—1st, con., 6 g.1920 M & N I 3d, 7s 1906 M & N I	70 b. 61½ Jan.	76 ¹ 2 June	2d mortgage, 5 g 1939. Debent. M., series B 1939.	F & A J & J	78 ¹ 8b.	77 Aug. 45 Aug.	86 ¹ 6 Jan. 57 May 106 ⁵ 8 June
Pac. of Mo1st, ext., 4g.1938 F & A	96 95 Aug.	113 Apr. 120 Apr. 101 ¹ 2 Jan.	West Shore—Gual 482.001	T & J	08loh	024 Jan	1024 June 40 May
2d mort, 7s	100 b. 100 July 113 2b. 113 July	103 Mar. 117 Apr.	2d mort., 3g., 5se	J & J A & O 1	99½b. 07½b.	99 Mar. 10212 Apr.	102 ¹ 2 Jan. 107 June
Mutual Union Tel.—6 g1911 M & N 1	103 b. 100 May	67 July 104 Aug.					104 ¹ 4 Apr. 69 Jan.
Note-"b" indicates price bid, and	"a" price asked;	the Range is	made up from actual sales only.	* Lates	t price	this week.	

ROTE—"b" indicates price bid, and "a" price asked; the Range is made up from actual sales only. * Latest price this week.

GENERAL QUOTATIONS OF STOCKS AND BONDS.

Quotations in New York represent the per cent value, whatever the par may be; other quotations are frequently made per snare. The following abbreviatious are often used, viz.: "M." for mortgage; "g." for gold; "g'd," for guaranteed; "and.," for endorsed; "cons.," for consolidated; "coov." for converlible; "s. f.," for sluking sund; "l. g.," for land grant.

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

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

Subscribera will	confe		vor by giving notice of any	1				
UNITED STATES BONDS.	Bid.	Ask.	CITY SECURITIES.	Bid.	Ask.	CITY SECURITIES.	Bld.	Ark.
UNITED STATES RONDS.	102%		Birmingham, Ala5 g., 1920 A&C Boston, MussWater 6s, 1906, Van	6128	129	New Orleans, La.—Premium 5s Cons. 6s, 1923, ext. Crossman. J&J	1513 1047 ₆	
4 s. 1891	1033	1244	Boalon, Muss.—Water 6s, 1906 . Vat Water 5s, gold, 1906 . Vat Water 4s, 1917	\$11849 \$1074	120	5a, 1934J&D N.Y. City—7a, 1900M&N	196	
4s, 1907 coup. Q-J	1233	1244	Water 3 26, 1917	\$100	102	0a, 1900	§126 128	
458, 1891. reg Q-M 458, 1891. coup Q-M 45, 1907. reg Q-J 45, 1907. coup Q-J 68, Currency, 1895. reg J&J 68, Currency, 1890. reg J&J 68, Currency, 1897. reg J&J 68, Currency, 1897. reg J&J 68, Currency, 1897. reg J&J 68, Currency, 1898. reg J&J	115		3a	\$		Cons. 6a, 1923, ext. Croseman J&J 5a, 1934 N.Y. City—7s, 1900. M&N 0a, 1900. M&N 6s, gold, 1901. J&J 5a, 1908. M&N 5a, gold, 1806. M&N 3-js, 1908. M&N 3-js, 1904. M&N 3-js, 1904. M&N Norfolk, Va.—6s, 1914. Var 8a, Water, 1901. M&N 5s, 1916. A&O Ss, 1916. A&O	6128	
			Bridge 5a, 1919J&J	3		48, 1906M&N	\$1134	
6e, Currency, 1899regJ&J	123		Park és, 1924. J&J Bridge 5a, 1919. J&J Bridge 4s, 1026. J&J Water 3s, 1905. J&J Water 5s, 1893-9. A&C Water 4s, 1904. M&S Water 3 s, 1916. F&A Cambridge, Mass. Water8s, '96. J&J City 6s, 1904. J&J Water 3 los, 1911. Var Cam²en, N. J.—7a, 1903. J&J Charleston, S.C.—Conv.7s, '97. A&C Couv. 4s, 1909. J&J			3198, 1904	\$101	
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Class 'B," 5s, 1906			Water 46, 1904	§		8a, Water, 1901	1284	1129
Currency funding 48, 1920		10519	Water 3s, 1916F&A	\$1111h	1124	5s, 1916	\$109 \$109	111
Arkan.—6s, fund., '99. Holford. J&J. 6s, fund., non-Holford			City 6s, 1904J&J	\$1254	127	Orange, N. J.—7a, long	\$116	125
7s, L. R. & Ft. 8.1ssue, 1900. A & O 7s, Memphis & L. R., 1899. A & O			Cameen, N. J.—7a, 1903 J. J.	9100	101	6s, 1901	119	120
7a, L. R. P. B. & N. O., 1900. A & O 7a, Miss. O. & R. Riv., 1900. A & O	******	*****	Conv. 4s, 1909J&J Chleago, [il.—7s, 1899	8219	103	4s, 1908	110	112
7s, Miss. O. & R. Riv., 1900. A & O 7s, Ark. Central RR., 1900. A & O 7s, Levee of 1871, 1900 J & J Councetle't-New, rg., 3 \(\) 2s, 1903. J&J		10	Chleago, Ill.—7s, 1899.	\$1154 \$113		Philadelphia, Pa.—6s,1895J&J 6s, 1904-5-6J&J		******
Councelle't-New, rg., 3 48, 1903. J&J	*\$100		4 lgs, 1900	\$106% \$100%	1014	68, 1904-5-6J&J Pittsburg, Pa.—58, 1913J&J 78, 1912Var	120	122
New, reg. or coup., 3e, 1910 Dist.Col.—Cons.3-65s, 1924, cp. F&A	119		Chicago, III.—78, 1879. 8s, 1895. 4 lgs, 1900. 3-65a, 1902. Cook Co. 4 lgs, 1900. West Chicago 5s, 1999. Lincoln Park 7s, 1895. South Park 6s, 1899. Cincinnati, O.—7.30s, 1902. J&J 7a, 1904. V.v.	\$106%	102	4s, 1915		
Funding 5s, 1899	101		Lincoln Park 7s, 1895	\$102	10419	Portland, Me 68, RR. Ald, 1907M&8 48, funded, 1912J&J	\$124 \$1024	125
Wash.—Fund.loan(Coug.)6s,g., 92	:02		Cincinnati, O7:30s, 1902 J&J	\$1321g	13278	Portland, Ore.—Gold 5a.1920.M&N	CTTS.A	113
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Georgia -7s, gold bonds, 1890.0-1	\$111 100%		5s, 30-50s, sluk. fund, 1931. 168 5s, 30-50s, sluk. fund, 1930. 168 Hamilton County 4s. Cleveland, 0.—7s, 1894. A&C 6s, 1900. M&S 5s, 1907. J&L Funded debt 4s, April, 1902. J&J	\$116 kg	10634	4 98, 1899J&D 3 98, gold, 1916M&S	0100	107
4 198, 1915. J&J 3 198, 1917 to 1936. J&J	117	119	Cleveland, O.—7s, 1894A&C	\$1091 ₉	1101	3 288, gold, 1916	35	
Louisiana-Consol. 7s. 1914 J&J	99		5s, 1907J&D	\$1114	1124	New adjustment, 4s. R-ading, Pa.—4s. 1920A&O Klobmond, Va.—6s, 1914J&J	7219	105
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3-65s, 1899. J&J Massachusetts-5s,gold, 1891A&O 5s, gold, 1894. J&J	\$106 \$106	101	Covington. Ky.—4s, 1927, new. 1&. 5s, 1920	\$110	iii	4s, 1920 Rochester, N.Y.—7s, Water, 1903	§140	101
58, gold, 1897	\$111 \$100	112	Daliae, Texas— 5s, Street Improvement, 1928	1	105	48, 1912	§101 §112	******
Missouri— Asylum or University, 1892. J & J			Diyton, C58. Denver Col.—Pub. im. 48,1904.M&6			Comp [*] mise 4s, 1901F&A	5 984 51144	99 116
Fund. 6s, 1894-95J&J Funding 3 2, 5-20s, 1906-8J&J			Duluth, Mion48, 1920. J&. Detroit, Mich7s, 1894. F&A 6s, W. L., 1906. J&I	\$ 110	100 112	68, gold, 1894	\$106 \$108	10712
New Henringhiro_5e 1900 T.J. 1	5102	103	6s, W. L., 1906	128	129	48, 1905	6102	104
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Warloan, 6s, 1894	35		Elizabeth, N. J.—New 4a,1922. J&J Evansville, 1nd., comprom. 4s,1912 Fitebburg, Mass.—6s. 91, W.L. J&J	85	90	4 lgs, 1916	\$106	101 108
68 N. C. RR., 1883-5 J& J 68 do 7 coupona off A&O 68, funding act of 1866, 1900.J&J	35		Galveston, Tex88,1893-1909, M&S	3 *100	101 ¹ 2	Rochester, N.Y.—7s, Water, 1903 4s, 1912 F&A \$t. Joseph, Mo.—6s, 1903 F&A St. Joseph, Mo.—6s, 1903 F&A St. Louis, Mo.—6s, 1899 Var 6s, 1904 4s, 1905 4s, 1905 4s, 1905 3*65s, 1907 4s, 1905 A&O St. Paul, Minn.—4s, 1912 4*2s, 1916 5s, 1915 6s, 1904 7s, 1898 8s an Antonio, Tex.—6s, 1909-19J&J Savannab.—Fd 5s, cone, 1909-19J&J	\$114	116
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06, new nonds, 1806	91	54	Lawrence, Mass6a, 1900 Awd	10117	119	RAILROAD BONDS.		
6a, consol., 2d aerlesJ&J	60 50		Long Island City, N.Y—Water.78	104		(Bonds of companies consolited are generally under the consolid name.)		
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Washington - 34s, 5-15 years	§101	27 ¹ 2 102	5s, 1905	115	117	Vicksb.&Mer18t,6a, 1921.A&O 2d, consol. 5s	70	80
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Compare College Coll	RAILROAD BONDS.	Bid.	Ask.	RAILROAD BONDS.	Bid.	Ask.	RAILROAD BONDS.		Ask.
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Book in Province in Company 1, 200, 100 at 1	4198, 1903 N.S.N.S.N.S.N.S.N.S.N.S.N.S.N.S.N.S.N.S	\$105 \$106 %	10d 107	Ch. & I. Coal R'y, 1st 5s, 1930 J&J			Col. Springf. & C.—1st. 7s, 1940 J&J	\$	
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E. R. & E. Div., 1st, 6s, 1921.A&J 51048 105 2d mort., 2-6s, g., 1936. Nashna & Lowell -6s, g., 93, 7&A 5106 1H. T. C. & C. 1se 6s, g., 1927.A&O Consol. 5s, 1939. Loulev. & Nushv., -Cons. 1st, 7s, 795 Coedlinn Br., 7s, 1907. M&S 106 N. O. & Mobile, 1st 6s, 1930. J&J do 2d, 6s, 1930. J&J E. H. & N., 1st 6s, 1910. J&D 113 E. H. & N., 1st 6s, 1910. J&D 114 E. H. & N., 1st 6s, 1910. J&D 114 Loulev. & Loulev. & Loulev. & Col., -1st, 6s, 1912 Loulev. & Nushv., -Cons. 1st, 7s, 795 Coedlinn Br., 7s, 1907. M&S 106 N. O. & Mobile, 1st 6s, 1930. J&D 115 Coedlinn Br., 7s, 1900. J&D 116 Coedlinn Br., 7s, 1900. J&D 116 Coedlinn Br., 7s, 1900. J&D 117 Coedlinn Br., 7s, 1900. J&D 116 Coedlinn Br., 7s, 1900. J&D 117 Coedlinn Br., 7s, 1900. J&D 117 Coedlinn Br., 7s, 1900. J&D 117 Coedlinn Br., 7s, 1900. J&D 116 Coedlinn Br., 7s, 1900. J&D 116 Coedlinn Br., 7s,	L. I. City & Flu. 1st 6s,1911. M&N	*****		2d mort, 7s, 1891		1204€	Ind. Bl. & W.—1st, pf., 7s, 1900	114	123
H. T. C. & C. 1 set Ss. g. , 1927. A&O 100 101 101 101 102 103 103 104 104 105 105 108	E. R. & E. Dlv., 1st, 6s, 1921, 1&.I.			Consol. mort., 78, 1901	134	1373	Cons. mort., 7s, 1898J&J		11449
Carried Br., 78, 1907 McS 104 114 Comeolidated gold 5s, 1928 A&O 110 Nather Jack & Follows 115 Comeolidated gold 5s, 1928 A&O 110 Nather Jack & Follows 114 Comeolidated gold 5s, 1928 A&O 110 Nather Jack & Follows 114 Comeolidated gold 5s, 1928 A&O 110 Nather Jack & Follows 114 Comeolidated gold 5s, 1928 A&O 110 Nather Jack & Follows 115 Comeolidated gold 5s, 1928 A&O 110 Nather Jack & Follows 114 Comeolidated gold 5s, 1928 A&O 110 Nather Jack & Follows 114 Comeolidated gold 5s, 1928 A&O 110 Nather Jack & Follows 114 Comeolidated gold 5s, 1928 A&O 110 Nather Jack & Follows 114 Comeolidated gold 5s, 1928 A&O 110 Nather Jack & Follows 114 Comeolidated gold 5s, 1928 A&O 110 Nather Jack & Follows 114 Comeolidated gold 5s, 1928 A&O 110 Nather Jack & Follows 114 Comeolidated gold 5s, 1928 A&O 110 Nather Jack & Follows 114 Comeolidated gold 5s, 1928 A&O 110 Nather Jack & Follows 114 Comeolidated gold 5s, 1928 A&O 110 Nather Jack & Follows 114 Comeolidated gold 5s, 1928 A&O 110 Nather Jack & Follows 114 Comeolidated gold 5s, 1928 A&O 110 Ohlo Nather Jack & Follows 112 Comeolidated gold 5s, 1928 A&O 110 Ohlo Nather Jack & Follows 114 Comeolidated gold 5s, 1928 A&O 110 Ohlo Nather Jack & Follows 115 Comeolidated gold 5s, 1928 A&O 110 Ohlo Nather Jack & Follows 115 Comeolidated gold 5s, 1928 A&O 110 Ohlo Nather Jack & Follows 115 Comeolidated gold 5s, 1928 A&O 110 Ohlo Nather Jack & Follows 115 Comeolidated gold 5s, 1928 A&O 110 Ohlo Nather Jack & Follows 115 Comeolidated gold 5s, 1928 A&O 116 Ohlo Nather Jack & Follows 115 Comeolidated gold 5s, 1928 A&O 116 Ohlo Nather Jack & Follows 115 Ohlo Nather Jack & Follows 110 Ohlo Na	H. T. C. & C. 1st 6s.g., 1927, A&O		101	58, 1900F&A	\$10019	108	1st, Springf. Div., 7s, 1905 M&N	11312	115
No.	LOUISV. & Nashv.—Cons. 1st 7s '98	******	1104	2d mort., 68, 1901J&J	TTO-8	1124	Ohlo River RR.—1st. 5s, 1936.J&D	100	92
Sept mort, Sept 1930 Jet 114 115 114 115 124 125 125 126 136 137 147 148 155 136 137 138	do 2d, 6s, 1930J&J			Natchez Jack. & Col.—1st, 6s, 1912]	Ohio Southern—1st 6s, 1921J&D		1074
2d mort., 78, 1907. A&O \\ \frac{1}{2} \text{2} \\ \text{110} \\ \text{Mcm.} & O., stl., M., 78, g., 1901\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	Gen'l mort, 64 1930 140		1144	New Haven & N., 1st 7s, 1899 J&J	1214	12231	Gan M 48. 1921	75	
M. J. Bouthern—1st, 6s, 1990. J&J 110 100	2d mort 78 1907	8112	113	N. J. Junction, 1st, 4s, 1986 F&A	10019		Old Colony—68, 1897	\$112 \$108%	109
Nash & Deo. 18t 7s, 1900 16t 115	Mem.& O., stl., M., 78, g., 1901J&D M.&Clarksv., st'g. 68, g., 1902 F. A	e118	122	N. J. Southern-1st, 6s. 1899J&J	e 80		78. 1894	\$1044	106
Nash & Deo. 18t 7s, 1900 16t 115	Pensacola Div., 1st, 6s, 1920. M&S Bt. Louis Div., 1st, 6s, 1921. M&S	115		N. O. & Northeast.—Prior 1.68.1915	*****		4 ¹ 28, 1897	01032	105
103 104 105 105 107	Nash, & Dao., 1st 7s, 1990	115		N.Y.C.& Hud.Riv.—Ext'd 5s. M&N 1st coup. 7s. 1903J&J	10238	102 ¹ 2 128	B. C. F. & N. B., 58, 1910 . J&J N. Bedford RR., 78, 1894 . J&J		110
Construction Cons	Ten-forty 6s. 1924	el12 104	******	Debenture 5s, 1884 1904M&S do 5s, 1889 1901M&S			Olynthe Delle-Ternit, 9e' Tant " ocal		80 .,
N.Y.Chiol.desp. 1931 Man N.Y.Chiol.desp. 1937 Ado 92%	Pensa & Att _1st 6s on '21 F6 A	******	10612	do 48, 1890-1905 J&D Sterlingmort., 68, g., 1903 J&J	\$1014 e118	120	Oreg. & Cal.—1st 5s, 1927J&J Oreg. R'y & Nav.—1st 6s, 1909.J&J	10912	110 2
Nash, F. & S. 187 d. g. 5s, 1937 F&A 100 101 1129 N. Y. & Harlem—7s, conp., 1990. M&N 124 131 130 Ox. & Clark.—1st, p. d. gn. 6s. M&N 102 Ind. 5s, p. 1916 N. Y. Laok. & W.—1st, 6s, 1921. J&J 130 Ox. & Clark.—1st, p. d. gn. 6s. M&N 102 Ind. 5s, p. 1916 N. Y. Laok. & W.—1st, 6s, 1921. J&J 130 Ox. & Clark.—1st, p. d. gn. 6s. M&N 102 Ind. 5s, p. 1916 N. Y. Laok. & W.—1st, 6s, 1921. J&J 130 Ox. & Clark.—1st, p. d. gn. 6s. M&N 102 Ind. 5s, p. 1916 N. Y. Laok. & W.—1st, 6s, 1921. J&J 130 Ox. & Clark.—1st, p. d. gn. 6s. M&N 102 Ind. 5s, p. 1916 N. Y. Laok. & W.—1st, 6s, 1921. J&J 130 Ox. & Clark.—1st, p. d. gn. 6s. M&N 102 Ind. 5s, p. 1916 N. Y. Laok. & W.—1st, 6s, 1927. M. M. S. 115 Ox. & Clark.—1st, p. d. gn. 6s. M&N 102 Ind. 5s, p. 1916 N. Y. Laok. & W.—1st, 6s, 1927. M. & Subsidy bonds, 6s, 1910. J&J 120 Ind. St. L&T.—1st 6s, g. 1917. M. & S. 80 Sp. 1919. M&S Sp. 1917. M. & S. 80 Sp. 1919. M&S Sp. 1917. M. & S. 80 Sp. 1919. M&S Sp. 1917. M. & S. 80 Sp. 1919. M&S Sp. 1917. M. & S. 80 Sp. 1919. M&S Sp. 1919. M&S Sp. 1917. M. & S. 80 Sp. 1919. M&S Sp	8. & N. Al. s. f. 6s. 1910A&O			N. Y. Chlo. & St. L.—1st, 48, 1937. A & O N. Y. & Greenw'd L.—1st M. inc. 6s	923 ₈	927e	Consol. mort. 5s, 1925J&D Collateral trust : s, 1919M&s	\$ 95	9619
1124 N.Y. Laok. & W.—lst, 68, 1921 J&J 130 131s	Nash. F. &S. 1stgd. g. 5s. 1937. F&A	100	101	2d mortgage income, 6s	10	15	Osw.&Rome—1st M., 7s, 1915.M&N	125	
Loisy.N.O.&Tex.—lat.4s,1934M&8 99	Con. mort. 6s, 1916	10234	10312	N.Y. Lack & W.—1st, 68, 1921. J&J 2nd, 58, guar., 1923 F&A			Ox.&Ciark.—1st, p.& 1.gn. 6s.M&N 1st interest guar., 6s 1937M&N	102	109
Lonis.St. L.&T.—1st 6s,g. 1917.F&A 100 1004 3d M. extended, 4 4s, 1923.M&S 111 Cons. M., 6s, cp., '05.J. 15 & D. 15 1204 1120	Lo'isv.N.O.&Tex.—1st.48.1934M&8	99		1st M., ext. 7s, 1897M&N			Subsidia nonne de Tara	129	104 9
Maubat. El. consol. 48, 1990. A&O 87 90 5th M., extended, 48, 1923. J&D 103 103 103 104 105	Louis.St. L.&T.—1st 6s.g.1917.F&A	100		3d M. extended, 4 28, 1923 M&8	1101	111	Cons M 6s cn. '05.J. 15 & D. 15	1204	
	do Extension, 6aJ.v.Il	94	85	5th M., extended, 4s, 1928. J&D	103		Consol 58. Ch., 1919	5, 5 °%	
	Bond, scrip, 4sA&O	87		1 1st cons. fund coup7s.1920 MAS		135			

Prices nominal; no late transactions. § Purchaser also pays accrued interest. eIn London. [Coupon off. † In Amsterdam. †In Frankfort Ger.

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

Fo	r Ex	plana	tions See Notes at Head of	First	Page	of Quotations.	1	
RAILROAD BONDS.	Bld.	Ask.	RAILROAD BONDS	Bld.	Ask.	RAILROAD AND MISCEL. BONDS.	Bid.	Ask.
Penn. RR (Continued)-			St P.Minn.& Man.—1st 78,1909 J&J	111		Wabash-(Continued)-		
Penn. Co. 1st M., 4128, 1921, r.J&J	106%	107	2d 6s, 1909	118		8t.L.K.C.&N. (r.est.&R.),7s.M&8 do St. Cha's Bridge 6s, 1908	109	110
Penn.& N.Y.Can.—1st. 7s, '96. J&D 1st mort., 7s, 1906J&D	129		1 at consol 6s. 1933J&J	117	1194	do No. Mo., 1st, 1895J&J	112 10378	113
& RR. consol. 4s. 1939A&O Penn. & N. W.—5s, 1930J&J	104		1st consol., reduced to 4 hs . J&J Montana Ext., 1st, 4s, 1937. J&D		90	West Chester—Con. 7s, 1891A&O W. Jersey & At. 1st M.,681910M&8	108	
Pa. P. & Bost.—1st, 6s, 1939. J&J Pens.& Atlantio—1st. 6s, 1921. F&A	******	85	Montana Ext., 1st, 4s, 1937. J&D Minn's U'n, 1st, 6s, 1922J&J Montana Cent.—1st, 6s, 1937.J&J	119	11819	West Jersey -1st, 6s, 1896J&J 1st M.,7s, 1899A&O West Shore—Guar. 4s, 2361J&J West Va. C.&Pitts.—1st,6s,1911J&J	100	126
Peo. Dec. & Ev.—1st, 6s, 1920 J&I 2d mortgage, 5s, 1926M&N	69		East'n, Minn., 1st, g., 5s, 1908. A&O St.P.&No. Pac.—Gen. 6s. 1923. F&A	1004	1224	West Shore—Guar. 4s, 2361J&J West Va. C. & Pitts.—1st, 6s, 1911J&J	10378 1081 ₂	109
Evansville Div1st 6s.1920.M&S	1014	105 82	san Ant.& A. Pass., 1st, 6s, 1916. J&J 1st, 6s, 1926	70 7018	71 71	West, Va.&Pitts.—1st5s,1990.A&O West'n Aia.—2d, 8s, guar.'90.A&O West.Maryl'd.—3d en.,6s, 1900.J&J	e105 100	106
Peorla & Eastern - Cons. 4s. 1940. Income 4s, 1990.		2919	San F. & N.P 18t. 58.g., 1919J&J		100	West.Maryl'd-3d en.,6s, 1900.J&J	983	12 0 9914
Peo.& Pekin Ur1st, 6s, 1921.Q-F 2d mort. 44s, 1921M&N	1104		Bandusky Mansf. & N.—1st, 7s,1909 Bay. Am. & Mov.con., 6, g., 1919. J&J Say. Fl. & W.—1st, 6s, 1934 A&O		l '	West.N.Y.&Penn—1st.5s,1937J&J 2d m., 3s g.—5s so. 1927A&O Warren & Frank., 1st,7s,'96F&A	35 107	354
Perkiomen—1st ser. 5s, 1918.Q-J	102	103 102	At. & Gulf. con. 78, 1897 J&J	§110 110	112	Warren & Frank., 18t,78,796 F&A W'n No.Car'lina-Con.68,1914.J&J West'nPenn.—1st M., 68. '93A&O	97	100
2d series 5s, 1918QJ Petersburg -Class A, 5s, 1926.J&J	104	110	At. & Gulf, con. 7s, 1897 J&J 80. Ga. & Fla.—1st, 7s, 1899. M&N 2d. 7s, 1899 M&N	112½ 109⅓		Pitta, Rr. 18t M., 68, 796	105 1071 ₂	108
Class B, 6s, 1926	e125	127	Belot V. & N. E = 187, 2., 48, 1989, M & N		79	Gold 4s, 1928J&D Wheeling & L. Erie—1st.5s,1926	e1(0 1071 ₂	102
General 5s, 1920		191	Seaboard & Roan.—6s, 1916. F&A 5s, coup., 1926	51041.	1051	Wheel, Div., 1st, 5s, 1928 . J&T	1004	100
Sunb. & Erie—1st, 7s, 1897 A&O Phila. & Read'g—1st, 6s, 1910.J&J	120		8eat.L.8.& E.—1st,gold,6s,'31.F&A 5ham. Sun.& Lew.—1st, 5s,'12 M&N	3104-6	1051	Extens. and Imp. 5s, 1930 F&A Wilm. Col. & Aug., 6s, 1910 J&D Wilm. & No.—1st, 5s, 1907-27.J&D	118	
2d, 75,1893	1114		Sham. V.& Potts.—7s, cou. 1901J&J Shenan. Val.—1st, 7s, Tr. rcc.J&J	1221	12519	Wilm. & No.—1st, 5s, 1907-27.J&D Wilm. & Weldon—7s, g., 1896J&J	110	11719
Oonsel mort., 6e, 1911J&L Improvement mort., 6s, '97.A&O	2124	126 107	General M., 68,1921 Tr. rec.A&O Incomes, 68, 1923	20	58	5s, 1935J&J Winona&8.W.—1st,6s.g.,1928.A&O	109½ 53⅓	
Cons. 58, 181 semss, 1922 M&N	99	14	Shreve. & Hous1st, 68, gu., 1914		60 110	Wiscon. Cent.Co.—1st,5s1937.J&J	997 ₈ 53	
New gen. mort., 4s, 1958J&J	81	82	Sodus Bay& So.—1st,58,g.,1924J&J So. Cen. (N.Y.)—Consol. mort., 58	35	45	Nore. Nash. & R.—5s, '93-'95. Var.	\$1023	104
1st pref. inc., 5s, gold, 1958F 2d pref. inc., 5s, gold, 1958F	704 524	70 ⁷ 8 53	80. Carolina—1st M.,6s,1920A&O 2d mort., 6s, 1931J&J	*1014		Nash. & Roch., guar., 5s. '94.A&O MISCELLANEOUS BONDS.	,	104
3d pref. inc., 5s, gold, 1958F.	414	43	Income 6s, 1931	111 ₉ 105 ₁₉	1219	Amer. Bell Teleph's—7s, 1898. F&A Am. WaterW'sCo.—1st 6s, 1907. J&J	105	1124
Phila. Wil. & Balt.—68, 1892A&O	\$1004 \$1104	101	So Pao.Cal1st,6s,g.,1905-12 A&O 1st con. g, 5s, 1938			1st con. gold 5s, 1907J&J	108	100%
58, 1910J&D	3100	I OUT	80. Pac. Branch-6s, 1937 Ad:O	113		Boston & Montana—7s, 1898J&J	\$105 921g	1054 923
Pied. & Cumb.—1st. 5s, 1911. F&A	101	100.08	So. Pac. Coast—1st gu., g., 4s, 1937 So. Pac., N. M.—1st, 6s, 1911 . J&J	95		2d 5s, 1939J&J	5 81	814
Pittsb.C.& St.L.—1st, 7s. 1900.F&A Pittsb.Cl.& Tol.—1st, 6s, 1922.A&O	e113	115	Spok.Falis &N.—1st 6s,g.,1939.J&J State L. & Sul.—1st 6s, 1899J&J	§100 §107	101	Ches. & Del. Can.—1st 58,1916. J&J	10642	80
Pittah &Con'llay -1atM 7a 100 Lt 1	1154	129	Stat. Isl. R. Tr.—1st 6s.g., 1913. A&O	§113 100	114 102	Ches. & Ohlo Cansl-6sJ&J		924
Sterling cons. M. 6s, g., guar. J&J Pittsb.Ft.W. & C.—1st, 7s, 1912 Var 2d mort., 7s, 1912 Var	*****		2d mort. gnar. 5s, g., 1926 J&J Steuben. & Ind., 1st 5s, 1914 J&J	10319		Chio. Gas L. & Cg. 5s, 1937. J&J Colorado Coal & I-6s, 1900. F&A	103 100	
3d mort., 78, 1912			8anb.Haz.&W-B.—1st,5s,1928M&N 2d mort., 6s, 1938, regM&N	98		Col & Hook. C'l& I'n-g. 68, 1917. J&J Comst'k Tun1stin. 48, 1919. M&N	21	25
PIUUSD. & LAKS E20,58, 1928 A&O	118		Sanb. & Lewistown, 78, 1896J&J Susp. B. & Eris Juno.—1st 78, 1900 Syr.Bing.&N.Y.—consol.78, 06A&O	113 5110		Consol. Gas, Balt.—6s, 1910J&J Consol. 5s, 1939J&J	*****	
Pittsb. McK.& Y.—1st,6s,1932.J&J Pitts.Pain.&F.—1st,g.,5s,1916J&J	120	97	8yr.Bing.&N.Y.—consol.7s.'06A&O 8yracuseSt.R'y.—1st.5s.1920.J&J	δ	134	Consolid. Coal—Conv. 68.1897.J&J Edison Elec. Ill. Co.—1818,581910	983	
Pittsb. & West.—1st, 4s, 1917. J&J Pitts. Y. & Ash.—1st, 5s, 1927. M&N	7919	79%	Syracuse St. R'y.—1st, 5s, 1920. J&J Terre H & Ind.—1st, 7s, 1893 A&O Consol. mort. 5s, 1925	107 ¹ 2	1094 106	Eq.G'r&F.,Chic—1stg,68,1905.J&J Hackens'aWat.—1stg,58,1926.J&J Henderson Bridge—68, 1931M&S	105	93
Ashtabula & Pitts.—1st 6s. 1908.	§115	1154	Consol. mort., 5s, 1925J&J Terre H. & Log'pt.—1st,gu., 6s,J&J 1st and 2d, 6s, 1913J&J	100	*****	Henderson Bridge—68, 1931. M&S	1101 ₂	81
Port Royal & Aug.—1st, 6s, '99.J&J Income mort., 6s, 1899J&J		108	Tex. Cent.—1st,sk.fd.,7s,1909M&N 1st mort., 7s, 1911		51	Iron Steamboat Co.—6s. 1901. J&J Lacicde Gas. 8t. L.—5s, 1919. Q—F		80 1084
Ports. Gt. F. & Con4128, 19:17. J&D		1054	I LAXAR AT NEW (Pringing 1 of 70 Pring	*****	51	Lehigh C.&Nav.—M.4½8,1914.Q—J RR. 68, 1897Q—F	11049	
Pres. & Ariz. C.—1st g.6s,1916.J&J 2d ino. 6s, 1916J&J		95	Babine Div., 1st, 6s, 1912 M&S Tex. & P.—East.D.1st 6s,1905. M&S 1st gold, 5s, 2000J&D	108 1085 ₈		Convert. 68, 1894	168 1131 ₈	
Prov. & Worces.—1st 68,1897.A&O Raleigh & Gaston—86, 1898J&J	\$1104 117	112	1st gold, 5s, 2000	59	394	Mort. 6s, 189715 J&J Consol. mort. 7s, 1911J.&D Greenwood Tr. 7s, 1892F.&A	1284	107
Ren.&S'toga—1st 7s,1921 cou.M&N Rich.& Dan.—Gen.m., 6s, 1915J&J	11618		2d gold inc., 5s, 2000 Mch Third Avenus 1st 5s, 1937 J&J	1094		Gen. mort. 4½s, 1924Q-F Man. Beach Imp.—Ld.7s,1909 M&8		103
Debenture, 68, 1927A&O Con. mort. guld, 58, 1936A&O	1044	92	Tol. A. A.& Cad.—1st,68,1917. M&S Tol. A. A.& Gr. T.—1st,68,1921. J&J Tol. A. A.&M.P.—1st,68,1916. M&S Tol. A. A.&M.P.—1st,68,1914. M&S Tol. A. Cad. Tol. Cad. Tol. Cad. Tol. Cad. Cad. Cad. Cad. Cad. Cad. Cad. Cad	1084	110	Mut. Un. Tel.—Skg.fd.68,1911. M&N	103	1013
Equip. M. s. f. 5s, 1909 M&S	85 §100		Tol.A.Ar.&N.M.—18t,68,1924.M&N		104	Nat.St'rchMf.Co1st,g.cs,'20.M&N New Eng. Telophons, 6s,1899. A&O	1044	
Rich, & Petersb., 6s. 1915M&N	107	110	Tel. & O. C. Ext.—1st, 5s, gu.1935		107 ¹ 4 96 103 ¹ 9	New Eng. Terminal, 5s, 1909. F&A New Orleans Pac.—Land grants	23.	26
Rich. York R. & Ches., 1st 8s, 1894 2d mort., 6s, 1900		105	Tol. Peoris & W1st. 4s. 1917 J.&. J	773	784	Northw'n Telegraph—78,1904 J&J Ocean SSCo.—1st 68, 1892, guar		
Rich. & West Pt. Ter., 6s, 1897. F&A Con. col. trust, 1st, 5s, 1914. M&8	774	7719	Tol. St.L.&K.C.,1st,68,1916J&D Troy & Bosion 1st 7s, 1924J&J	99	994	Oregon Imp. Co.—1st 6s, 1910. J&D Conscl. 5s. 1939		103%
Rio Grande West., 1st 4s, 1939. J&J Rome & Carrollt.—1st, 6s, g., 1916	743 ₆		Ulster & Del. con., 5, 1928J&D United Co's N.J-Gen.68,1998.M&8			Penn. Cansi—6s, 1910 J&J Penn. Steel—1st 5s, 1917 M&N	60	
2d mort., 7s. 1892	10319		do gen. 4s, 1923 F&A do gen. 4s, 1929 MAS	6102		reopie's G.&C.Ch -18t, 6, g. '04.M&N	94	9814
Rutland—1st M., 6s, 1902M.EN	110	1101 ₀ 1121 ₄	sterning do 68, 1894M&S	STOR	108	Phila. Co1st skg.fd.6s,1898.J&D		
St. Jo. & Gr. Jal'd-lat guar & 1005	\$1001g 1071g	101	do 68, 1901M&S Union Pacifio—1st, 68, g, 1896.J&J	11018	124	Po'k'psic Bridge—1st 6s, 1936. F&A 8t.L.B'dge&Tun.—1st7s, 1928. A&O	801s e135	140
au mort, incomes 5s 1925		45	1st, 6s, 1897	1134		Tenn. Coal Iron & R.— Tenn. div. 1st 6s, 1917A&O	9619	98
Kan. C. & Om. 1st 5s, 1927. J&J St. L.Alt.&T.H.—1st M., 7s, '94. Var	84 1091 ₂	871/2	1st, 6s, 1898	11458	11412	Bir. div. 1st con. 6s, 1917 J&J W'n Un.—Deb. 7s, 1875-1900.M&N	971g	99
2d income, 7s, 1894Var	10619	10719	Sink. F., 8s, 1893	1074	118	Deben, 7s, 1884-1900	112 991 ₂	
Div. bonds, 1894 Bellev.&S.Ill.,1st,8.F.8s,'96.A&()	52 ¹ 2	60	Collateral trust, 5s, 1907J&D Collateral trust 4 2s, 1918M&N	98 84	000	Collat. trust cur. 5, 1938J&J STOCKS-RAILROAD, Par.		104
Bellev & Cor let & 1000 Ten	106		Equipment Trust 5a A&O	1 993	85	Ala. Gt. South.—A., 6s, pref., £10 B, common £10	e 4	410
Ch.St. 1. & Pad., 18t. g., 58, 1917. 8t. L. South., 1st. 48, 1931. M&S do 2d, income 5s, 1931. M&S Carb. & Shaw., 1st. 48, 1932. M&S	84 40	86	Kans. Pac., 1st, 6s, 1895 F&A do 1st M., 6s, 1896 J&D do Den. Ext., 6s, 1899.M&N	109 111 ¹ 4		Ala. N. O. & Pac., &c., A, pref. £10 do do B, def. £10	e 2	2 lg Sg
Carb. & Shaw., lst g.4s, 1931 M&S	80	99	GO LECCODE, M. Se 1979 M&N	114	115	Albany & Susqueh Guar 7100	171	
2d m., 6s, 1936, all ass'ts u'd Far A	883 ₈		Cen. Br. U.P-A.&P.P.68, 95 M&N Fund. coupon 78, 1895 M&N	108		Atchison Toneks & Santa Fe 100	4114	41 ¹ 4 191
2d 48. do do	73 ¹ 4 39 ² 4	733a 4012	Atch.Col. & P.,1st,6s,1905Q.—F At.J.Co.& W.,1st,6s,1903.Q.—F	941 ₉ 921 ₉		Atlanta & Charlotte Air Line 100 Atlanta & West Point 100 Atlantic & Pacific 100 Augusta & Savannah, leased 109 Religious 400	108	110 ¹ 2
St.L.IronMt. & So.—1st.7s, '92. F&A 2d mort., 7s, g., 1897		10312	U.P. Lift, & C. Let v 5019 A & A		100	Augusta & Savannah, leased100	120	122
2d mort., 7s, 8, 1897 M&N Ark. Br. l. gr., M., 7s, g., '95.J&D Cairo & Ful., 1st, 1g., 7s, g., '91.J&D Cairo Ark. & T., 1st, 7s, g., '97.J&D Gen. con. r'y & l. g., 5s, 1931A&O S.L. & B. Fr. ~2d & g. d. 1 100 g. M.>.	1007 ₈	108	Oregon Short-L. & U. N. Consol Collat. Trust 5s, 1919 M&S	93 95%	9419	do 1st pref6100	125	105
Cairo Ark. & T., 1st, 7s, g., '97. J&D		106	Utah So., gen., 78, 1909J&J	1124	1123 1123	do 2d, pref100 Belleville & So. Ill., pref100	120	1174
8:1. & B.Fr2d 6s, cl. A, 1906. M&N	941	95	Utah & Nor -lat W 7, 1909 J&J	111		Boston & Albany	229	230 176 ¹ 2
2d M., 6s, class B, 1906M&N 2d M., 6s, class C, 1906M&N	111	*****	Gold 58, 1926	1 984	00	Boston & Maius100	206%	207
Col. Trust. 6. c. 1920		118	Utioa & Bl'k R.—Mort., 78, '91.J&J' Consol. 48, g. 1922	3100		Boston & N. Y. Air-Line, pref. 100 Boston & Providence100 Boston Revers Beach & Lynn. 100	106 255	258
General mort & 1093	101	111	Consol. 4s, g, 1922. Utica Clin.&Bing.1st 5, 1939. J&J Valley of Objection for the Consolidation of the Consolidat		1163	Brooklyn Elevated100	37	181
	99 ⁷ 8 91	93	Ver. & Mass - Gran Se 1000 Pres		10434	do pref100	351g 771g	36 80
1st trust, g., 5s, 1987		98	Va. Midl'd.—lateer se 1000 W.s.	e107 116	109	Burlington C. Rapids & North100 California Pacific	25 124	35 14
	1084	*****		1161 ₉ 110		California Southern100		
Kansas Mid.—1st. 4s, 1937.J&D St. Louis Salem & Arkansas—5s.	14 9619		3d series, 6s, 1918 M&s 4th series, 3-4-5s, 1921 M&s 5th series, 5s, 1926 M&s General Sc 1926 M&s		87	Canden & Atlantic	8 31	
St.L. Vand AT. H _ 1atM 77 107 74	1108 1123 ₈		do guaranteed stamped	1031g	96	Canada Sonthern	8112	8219
2d mort., 7s, 1898. M&N 2d, 7s, guar., 1898. M&N 8t P. & Duluth—1st, 5s, 1931. F&A 2d mort., 5s, 1931. F&A	105	11019	2d gold 58, 1939 . ,M&N		871 ₉ 1011 ₉	Cayuga & Susquebanna30 Catawiesa	180 I	187 12
2d mort., 5s. 1917		107	2d gold 5s, 1939. F&A Deb. mort., series A, 1939. J&J Deb. mort.	78		do 2d pref50	8 564	
* Price nominal. § Purchaserial	SO DAY	Boorn		484	50	Cedar Falls & Minnesota100 per share, † In Amsterdam. ‡ In F		
				UII. 5	r-1108 [er share, i in Amsterdam. I to F.	I WILKIOI	

GENERAL QUOTATIONS OF STOCKS AND BONDS-CONTINUED.

GENEE POT	AL QUOTATION Explanations See N		rooks And Bo				
RAILROAD STOCKS. Bid. Ask	RAILROAD STOCKS.	Bid. Ask.	MISCEL. STOCKS.	Bid. Ask.	MISCEL. STOCKS.	Bid.	Ask.
Cent. of Georgia 100 s121 123 Central Mass 100 2012 201	L. Ev. & St. L. Pref. 100 Lonisv. & Nashv 100	60 65 85 8 85 78	St. P. & Dul. Pref. 100 St. P. Miun. & Man. 100	93 97 109 110	Equitable100 Mutual100	127 123	130
do pref. 100 43 43 Cent. of N.J 100 1221 123	Louisv.N.A.&Chic.100 Louis. St L.& Tex.100	4119 43	Shore Line100 South Carolina100	1704 1734 8 3 4	Newton & Wat'n100	x168	90 175
Central Ohio50 53 do Pref50 56 Central Pacific100 31 ¹ 2 33	Louisville South'n 100 Mahoning Coal RR.50 do Pref50	******	Southern Pac. Co 100 S'west., Ga., g'd, 7.100 Summit Branch. Pa. 50		Phila. Co. Nat. Gas. 50 Pittsburg Gas Co 50 Portland, Me., G. L. 50	75 75	80 80
Central of So. Car. 50 8 57 Char. Col. & Aug. 100 20 25	Maine Central100	155 157	Sunb'ry & Lewist'n.50 Ferre H. & Ind'nap.50	86 92	St. Louis, Laciede. 100 do pref. 100	19 524	20 71
Ches. &O. V. Tr. cer. 100 21 8 62	Manhattan, con100 Marq. H. & Ont100 do Pref100	1064 108 15 87 95	For as & Pacific 100 Fol. Ann Arbor & N.M Fol. & Ohin Cont'l. 100	19 ¹ 4 19 ¹ 9 39 ¹ 4 39 ¹ 9 70 80	Saiem, Mass100 San Fraucisco Gas Wash'ton City G. L.20	58	118 561 ₉
do 2d pref. 100 40 116 117 Chicago & Alton. 100 128 134	Magagarinni 100	115 117	Toj. Peor. & West. 100	94 100 17 19	N.Y. & BIPKLYN HORSE RHS,	2021	*****
do pref.100 103 1312 14	Memph.& Charl25 Mexican Central100 Mexican Nat., T.R.100	231 ₉ 24 4 6 96	To'.9t.1.& K.City100 do pref100 U. N.J. RR &C. Co.100	18 20 30 32 2294 2294	(See Local Securities in CHRONICLE each w'k, except third of month)		
Chie, Bur. & Quin. 100 101 4 102 Chie, & East, III 100 4444 45	Michigan Cent100 Wil. Lake S. & W100 do pref.100	TIT GOY	Union Pacific100 Un. Pac. Den. & G.100	587 ₆ 591 ₈ 323 ₄	TELEGRAPH, American District. 100		83
Chic. Mil. & 8t. P.100 701 703	Milwaukee & Nor. 100 Mine Hill & S. H50	60 69 ¹ 9 5 ¹ 9 7	Utica & Black Riv.100 Vt. & Mass., l'sed, C.100 Virginia Midland100	140 14019	Amer. Tel.& Cabie.100 Cent. & 80. Am. Cable Commer'l Cable Co 100		87 160
do pref. 100 117 118 109 do pref. 7.100 143 144	Mo.Kan.&T.,aliass.pd	12 kg 17 19 kg 20	Wabash RR100 do pref100	12 12 ¹ 4 25 ¹ 4 25 ³ 8	Franklin	25 98	33
Chic. St. L. & Pac. 100 874 88 Chic. St. L. & P 100 15 17	Pfd. certs. W. 1 100 Missour! Pacific 100 Mobile & Ohio 100	2619 2719 6919 6934 21 2219	Warr'n(N.J.), I's'd, 7.50 West Ent (Bost.)50 do. pref. (Bos.) 50	8 91 92 8 86 86 ¹ 4	Mexican100 Northwest, gwar50 Pscific & Atlantic	200	210
C.8t.P.M.&O.,com100 31 32	Morgan's La.&Tex.100 Morris & E'x, gu.,7.50		West Jersey & Atl50	8 61 61 ¹ 2 8 42	Postal Tei. Cable South'n & Atlantic.25	80	05 43
Chie. & West Mich. 100 X42 42 Cin. Ham. & Day. 100 107 110	Nashv. Chat. & St. L.25 Nash. & Decatur 25	200 205	Western Maryland.50 West. N.Y.& Penn.100 Wheel. & L. E100	8 10 10%	TELEPHONE. American Bell100		8234
Cine.N.O.& T.Pac.100 79 8 80 Cin. 8and. & Clev. 50 27 60 pref. 50 58 2 60	Naugatuck 100 Visquehoning Vall'y50	248 250 554 554	do pref.100 Wil, Columbia & A.100	75 75%	Erie100 Hudson River100	52 ⁵ 8 35	5278 42
Cin. & Springfield. 50 Clevel, At. & Col. 100 3738 373			Wilmington & Nor50 Wilm. & Weldon, 7.100 Divid'nd obligations	114 116	Mexican 10 N.Y.& New Jersey.100 New England 100		900 102 5219
do pref. 100 25% 26 Cley, C, C, & St. L.100 70	New London Nor 100 V.Y.Cent.& H.Riv. 100	145	Wisconsin Cent. Co100 do Pref. 100	253 ₁ 283 ₈ 59 61	Tropical10	x1.30	1.400
do pref.100 97 95 Cl. & Pitt., guar., 7. 50 154 156	4.Y.Ch.&St.L.new100 do 1st pref.100 do 2d pref.100	16 ¹ 4 16 ⁷ 8 70 71 ¹ 4 38 39	Wor. Nash. & Roch. 100 CANALS. (See Miscet. and RRs.)	125% 126	Am. Loan & Trust.100 Atlantic100 Brooklyn Trust100	400	115
Col. & Green., pret. 100 28 4 29 Col. Spring. & Cin. 50 18 20	V.Y.Lack.&West100	270 1131 ₂	COAL & MINING STOCKS, N.Y.		Central100	1300	
Col. & Montreal	do Pref.100 (.Y. & N. England, 100	25% 2578 64 47% 48	Colorado Coal & I.100	00 51	Farmers' Loan & Tr.25 Franklin	212	212
Class IV. (Cone.) 100 154 155 Con. & Ports., gn., 7 100 140 150	do Pref.100	119 ¹ 255 265	Col. & Hock.C. & J. 100 Consol. Coal of Md. 100 Homestake Min'g. 100	10-2 11	Kings County100 Knickerbocker100	160	1874
Connection River 100 2241 225		187 _e 191 _e	Lehigh & Wilkesb.Coal Marehall Con.Coal.100 Maryland Coal100	12 28 12 15	Long Island 100 Manhattan	130	280
Current River100	N. Y. Phil. & Norf. 100 N. Y. Prov. & Bost. 100		Minnesota Iron100 New Central Coal . 100	85 ¹ 9 88 12	Metropolitan 100 Nassau 100 N. Y. Life & Trust 100	255	160
Day. & Mich., gu 50 76% 79 175 177 Del. & Bound Br'k100	do Pref.100 N. News & Miss. Vai. Co	714 734 31 33 15 17	N.Y.& Perry C. & I.100 Ontario Sil. Min'g.100 Pennsylvania Coal.50	41 454	N. Y. Life & Trust. 100 N.Y. Security & Tr. 100 Peoples', Brookly 1100	185	
Delaware & Hud. 106 161 163 Del. Lack, & West, 50 1433 144	do pref.100	6138 6178	Quicksilver Mln'g.100 do pref.100	40 42	State100 Union100	180 670	190
Del. & New Eng100 11 12 Denv. & Rio Gr100 18	vorthern Central50 Northeastern50	8 6814 6919	do pref Tenn.Coal&IronCo100	5 15 25 50 43 45	United States100 Washington100 MISC'LLANEOUS	800	825
Des M. & Ft. D'ge 100 6 7 do pref.100 30	North'n N. Hamp. 100 North'n Pac., com. 100	139 335 ₈ 333	do pref.100		TRUSTS,		
Det. Bay City & A.100	Norw.& Worcester.100 Ozd. & L. Champ.100	179 180	Brush, Balt100 Brush Elec. Light50		Adams Express103 Am. Bank Note Co50 American Cattle	41	154 43 151 ₈
do pref.100 35 49 Duluth 8. 8 & Atl. 100 63	Ohio & Miss100 do Pref.100	2334 2419	Brush Illuminat's 100 Consolidated 100	58 60	Am. Cutton Oil103 do pref.100	23 62	241g. 64
do pref. 100 22 5 23 E. Tenn. Va. & Ga. 100 83 9 77 77 77	4 Old Colony 100	1724 1723	Edison Gen. Elec. 100		do Tr. rec. 100 American Expres. 100 Am. Pig Iron war. 100	114	291g
do 2d pref. 100 22 23 East Pennsylvanis.50	Om.& St. L	99 101	Edison Illuminat100 Ft. Wayno Elec. Up., 25		Aspinwall Land10 Boston Land10	8 638	1
Eastern (Mass.) . 100 169 2 170 do Pref. 100 147 2 148 Eastern in N. H 100 109 3 110	Or. S. L. & Utah N.100 Dregon Trans-Cont100 do trust rects.		Julien Electric Co Do Traction Co Spanish-Amer. L. & P.	419 8	Brookline (Mass.)L'd5 Brunswick Co100	8 518	538
Elmira & W'msp't 50 8	Pennsylvania RR50 Penn. & Northwest.50	8 531 ₈ 53%	ThomH. Elec.Co23 do pref25	25 . 26	Cambria Iran50 Cauton Co. (Balt.).100	52	5314
do Pref50 3 Evansville & T. 1150 121 126 Fitchburg, Pref100 894 89	Peoria Dec. & Ev. 100 Peo. & Eastern	0.00	do T.8 to Ser.C.10 do do Ser.D ThomH. Internat.103	6	do 1st pref.100 do 2d pref.100 Con. Kan. C.S. & R.,25	104	109 104 ¹ 9 104 ¹ 9
Flint & Perc Marq.100 25 28 do pref100 9112 95	Petersburg100 Phila. & Erie50	8 34 354	do pref100		Contractor on the contracting		9
fla.Con.& Pen.V.T.Cer do 1st pref.cum.100 * 65% do 2dpf.uan-cam.100 29	Phila. & Read. cert.50 Phila. & Trenton 100	1218 423	U.S. Electric Co 100 U.S. Hluminat.Co.100		do pref. 100 Dist. & C. Feed. Cy. 100	190	
Georgia Pacific100 8 111 Ga. RR. & B'kg Co.100 200 205	Polla. Wilm.& Balt.50	31	Westinghouse El. L.50 EXPHESS. (See Miscellaneous.)	33 39	East Boston Laud Frenchman's Bay Ld. Hackensack Water, 25	8 37e	4
Gt. North. Ry. pref. 80 82 Gr. B. W. & St. P 100 7 9	Pitts. & Connell'e50 Pitts. Ft. W. & C., guar. 7 Pitts. Junot 50	154 25 29	Balt, Copsol, Gas	51 52	do pref., 25 Henderson Bridge. 100	1021	106
do Pref. 100 Har.Por.Mt.J. & L. 50 \$ 80 82 Hartl'd& Ct. West.100	Pitts. Va. & Charles. 50 Pitts. & Western 50 do Pref 50	25 284	Bay State50 Brookline, Mass100	119 121	Illinois Steel100 Iron Steamboat100 Keeley Motor 56	17	1919
Housatonic pret. 100 53 58 Hous. & Tex. Cent. 100 2 4	Pitts. Youngs. & Ash. 50 do pref 50	8	Brooklyn25 Citizens'20	85 89	Langed Oil Trust	8 511 ₉	52 51
Hunting, & Br. Top. 50 8 21 do Pref. 50 8 45 4 4c Illinois Central 100 112 113	4 Port. Saco & Ports. 100	13019 1314	Fulton Manteip.100 Metropolitan100 Nassau25	103 112	Manh'tt'n B'ch Co.100 Mayerlek Land10 Maxwell Land Grant.	0 2	214
do leased l., 4p.c. 100 95 lowa Central 100 812 9	Prov. & Spring100 Prov. & Worcester.103	259 255	People's10 Williamsburg50	95 100	Mex. Nat. Construct'r Morris Can., gu. 4.100		22-9
do Pref. 100 24 27 Iowa F. & Sloux City. Kan. & Mich. certs 9 12	Rich. F. & P., com. 100 Rich. F. & P., com. 100 Richmond & P'b'g. 100	180 185	Cambridge, Mass 100 Charlest'n.S.C., Gas. 25 Chartiers Valley 100	x197 202 5 s 21 22	do pf.,ga.10.100 Mt. Des. &E.S. Land. 5 National Lead Trust	202 . 75c.	100
Jeff. M. & Ind., l'd. 100 65 75 Kan.C.Ft.S.&Mem.100 x60 63	Rich. & W. P.Ter 100 do Pref 100 Richmond York R.& C.	2019 2016	Chelsea, Mass100 Chicago Gas100	110 115 53% 54%	N. Y. Loan & Impr't Northwest Equip. 100	53	55
Kan.C.Ft.8.& G.pf.100 x135 Kan.C.Mem.& Blr.100 41 46 Kan.C.Ci'n & Sp'd.100	Richmond York R.&C. Ric Grande West 100 do pref. 100	95 100 20 22 40 50	Cincin. G. & Coke. 100 East Boston	2094 210 41 ¹ 9 43	do pref100 Pacific Mail 88. Co.100	0 45 0 95 0 435	98
Kentneky Cent100 41 Keokuk & Des M100 3 9	Rome W. & Ogd 100 R tiland 100 do Pref., 7 100		Jamaica Pl'n, Mass 100 Jersey CityGas Light	0 x150 165	Pennsylv. Steel100 Pough. Bridge100	0	12
Kingst'n&Pembekaso 13	du Pref., 7100 St. Jos.& G'd Isi'd.100 St. Louis & Cairo	70 701	Jersey C.& Hobok'n 20 Lawrence, Mass100 Louisville Gas Light.) x142 147	Puiim'n Palace Carlo San Diego Land St. Louis B'dge, lat pre	. 8 2)	217 21 111
Lake Erie & W100 1712 18 do Pref.100 621 63	85.LouisAlt.&T.H.100 do Pref.100	125	Lynn, Mass., G. L100	250 260	2d pref. cert 100 St. Louis Tun. RR. 100	653	55
L Sh. & Mich. So. 100 107 58 107 Lehigh Valley 50 4 524 52 Little Miami 50		30 35	Maid. & Melrose100 Memphis Gas	HX143 1145	Standard Oil Tr't. 100 Sugar Refial of Co	169 824	80 170 8238
Long Island 50 93 94	St. L. Van. & F. H. 100	71 75	Central50		Tex. & Pac. L'd Fr. 100 U. S. Express 100 Wagner Palace Car Co) 19	72
Price nominal; no late trans	. St. Paul & Dainth. 100	30 35	Consolidated 100	9734 934 ondon. # 9	Wagner Palace Car Co Quotations dollars per si	. 138 are.	1142

GENERAL QUOTATIONS OF STOCKS AND BONDS-Concluded.

		For	Explanation see	Notes	at II	ead of First Page o	of Qu	otatio	one.		
MISCELLANEOUS ST'KS.	Bid.	Ask.	BANK STOCKS.	Bid.	Ask.	BANK STOCKS.	Bid.	k.	INSURANCE STOCKS.	B!d.	Aak.
Weils Farco Exp. 100		144	Manchester (N.H.) 100	147 x:000		Chicago. American Exch Nat	136	140	Philadeiphia. Bank of No. Amer. 100	332	240
West End Land (Bost.) Westingh. Air Br'ke.50		26 ¹ 4 117	Mass. Cotton1000 Mechanics' (F. R.) 100		90	At as National Chicago Nat100	117 250		Chestnut St. Nat100 Commercial Nat50	11912	
MINING STOCKS (N. Y. & BAN. FRAN.	4.45	1.50	Merchants' (F. R.) 100 Merrimack, Mass) 1000	1300	1305 142	Commercial Nat100 Continental Nat100		350	Comm'nwealth Nat.50 First National100		451
Adams Cons	1.15	1.50	Middlesex (Mass.).100 Nashoa (N. H.)f 00		550 1121 ₂	First National100 Fort Dearborn Nat	325	102	Fourth St. Nat'1100 Girard National40		
Alta Woutans100	0 90	2.55 1.10	Newmorket 500 Newmorket 500 Nebern Mills (F.R.) 10		340	Hide and Leather. 100 Merchants' Nat 100	140 500	150 575	Kensington Nat'l50 Keystone Nat'l50		
Asteria	.13		Pacific (Mass)1000	1800	1815	Metropolitan Nat.100 Nat. Bk. of Amer100	305	•••••	Manufact'rs' Nat 100 Mechanics' Nat'l 100	97 125½	
Best & 1 cl. ber	2:75		P. prerell (Me) 500 Pocasset (F. R.) . 100 R'eh Bord'n (F.R.) 100			Nat. B'k of Illinois.100 Northwestein Nat.100	256	270	Nat.Bk. N.Liberties.50 Penn National50		
Bodie100 Breece	·90 ·20	50	Robeson (F. Riv.)1006 Sagan ove (F. Riv.).100	*****		Union National100 Cincinnati.	175	190	Philadelphia Nat'l. 100 Seventh National 100		
Bulwer	1.85 3.35		Salmon Fall (N.H.)300 Shove (Fall Riv.)100	x 255	260 95	Ailas National 100 Citizens' National.100	95	100 247 ¹ 9	Weatern National50 St. Louis.	•••••	
Consol. California, 100 Con. Imperial	2.40		Slade (Fall Riv) 100		65	Commerciai Bank. 50 Equitable Nat100	115 1374		Nat. Bank of Com.100 Commercial100	425	155 450
Chrysolite50 Comstock Tunsel	·25	·10	Stafford (Fall Riv.)100 Stark Mills (N.II.)100 Torumseh (F. R.)100	1265	1070	Firth National 100	107	2763	Continental Nat'l.100 Franklin100	250	127
Corsol Cal & Va Crown Peint 100	3·40 2·30		Thoridik (Mass.)1000 Tremont & . (Mass)100	1075	$1100 \\ 132 \\ 1_{2}$	First National 100 Fourth National 100 German National 100 Market National 100	$\frac{230}{197}$	200	Fourth National100 International100	290 105	
Deadwood Denver City Con	1.30		Union C. Mf. (F.R.)100 Wampanorg (F.R.)100		225 127	Market National100 Merchants' Nat'11(0	141	135 142	Laclede National100 Mechanics100	120 155	121
DunkinEl Christo	•75 •70	.85	Washingt'n (Mass)100 Weetamoe (F R) 100		60	National Lafayette 100 Ohio Valley Nat'l 100	148	149	Merchants' Nat'l100 St. Louis National.100	1321 ₉ 160	165
Eureka Corsol100 Father Desmet100	4.00		Willim'tic Linen (Ct)25 York Co. (Me.) 750	000	995	Second National 100 Third National 100	260	167	Third National100 San Francisco.	123	125
Freeland	*36 1.75	.42	BANK STOCKS. Baitimore.			Weatern German100 New Orleans.		300	Anglo-Californian Bank of California	******	$\frac{90}{275}$
Hale & Norcross100 Horn Silver	3.40		Bank of Baltimore 100 Bank of Commerce 15	144 153		American Nat Bank of Commerce 10	107 12	111 1212	First Nat'l Gold100 Pacific	160	180
Iron Hil20	1.75		Citizens'10 Com. & Farmers'100	2012	128	Canal & Banking 10 Citizens' 100	25	169	FIRE INSUR'CE		
Lacresse10	•05	·85	Farmers' B'k of Md.36 Farmers' & Merch40	35	63	Germania Nation'l.10 Germania Savings.100	215		STOCKS. Hartford, Conn.		
Leadville Consol10	·11	15	Farme's'&P anters' 25 First Nat. of Balt100	47	124	Hibe nia National.100 Louisiana Nat100	200 158		Actua Fire100 Connecticut100	128	265
Little + hi f50 Mexican G. & Silv.100 Mono	3.80		Franklin 60 German American. 100	96	128	Metropolitan100 Mutual National .100	151	160	Hartford10		145
Navajo100	·45 ·22		Howard1 Marine30	10½ 38		New Orleans Nat. 100 People's 50	92		Orient 100 Phœvix 100	91 195	95
North Belle Isle	1.00		Marine30 Mechanics'10 Me chant-'100	137	133	State National100 Tradera'	1473	9	Steam Beller50 New York.	4.0	108
Oriental & Miller Phœnix of Arizona	1.10	1.20	National Exch'ge. 100 People's20		123 193	Whitney National 100 Whitney National . 100	142	144	Alliarce 1000 American 50		150
Piymouth Consol100	5.00		Third National10	170	112	America100	215	220	Bowery25 Broadway25	138	100
Rappaliadock1 Robinson Consel50	35	·60	Westera 26		₹3 40	American Exchige100 Asbury Park Nat. 100	160	161 70	Citizens'	110	115
Savage	2.40		Atlantic100	140	143	Bowery	292	297	Commonwealth 100 Cont nental 100	70 235	250
Silver King	35 61 2:30		Blackstone100	114	114 ¹ ₂	Central National 100	140	189 145	Eagle	90	240 95
Utah. Yeliow Jacket	0.50 2.7t		Boston National, 100 Boylston 100 Broadway 100	138	13812	Chase National100 Chatham25 Chemio 1100	275 4700	4000	Exchange30 Farragut50 Fire Association, 100	80 108	115 105
BOSTON MINING.	94	914	Bunker Hill100 Central100	202	205 137	City100 Cit:zen's25	170	4900	Firemen's17 German-American 100	110	120 320
Atlanije	2 h 584	2278 5819	City	104%	115	Commbia100	230 200	210	Germania50 Globe50	175 110	180
Butte & Boston25 Calumet & Herla25	19 303	191 ₄ 305	Commercial100	136	137 100	Contineutal100 Corn Exchange100	245	143	Oreenwi h	185	195
Cataipa Silver10 Centennia'25	3 ⁻ e. 31 ¹ 2	4°C.	Continental100	175 127	180 128	Depr sit	110	115	Hamilton	80 140	90 150
Central25 Franklin25	243	30 25	Eagle100	108	1081 ₂ 135	Eleventh Ward25	1500		Ноше100	145	150 105
Huron25 Kearsage2	71 ₄ 213 ₈	73 ₅ 215 ₈	Evereit	107 132	108 133	Fifth National100			Jefferson30 Kings Co. (B'kiyn) 20 Knickerhocker30	160 €0	170
National	x 404	41	First National100	250	143 260	First Nat. of Staten Id Four reenth Street. 100	170		Lafayette (B'klyn).50	75	80
Pewahio25 Quincy25	104	12	First Ward100 Fourth National100	130	131	Fourth National 100 Galintin National 50		173	Liberty	100 135	110
kidge	207	208	Gloha	1034	109 1031 ₂	Gariie d100 Jerman American75		125	National3712 New York Fire100	60 65	70 75
MANUFACTING. Am. Linen (F. Riv) 1100	110	103	Hamilton100	128	125 1284	German Exchange100 Germania 1:0			Niagara50 North River25	155 75	80
Amory (N.H.)100 Amorkeag (N.H.) 1000 Andrescog'n (Me.).100	2050		Howard100 Lincoln100 Manufacturers'100	112	113	Greenwich25 Hanover100	345		Pacino	165 60	170 70
Appleion (Mass.) 1000 Atlantic (Mass.) 100	665	145 670 96	Market Br ghton).100	1007		Hudson River100 Importera' & Tr100	150 555	570	Peter Cooper	150 75	158 S5
Barnard Mfg. (FR)	117	130	Massachusetta 100	110	1021 ₂ 1101 ₂	Irving	253		Ru'ge's	145 125	130
Boott Cot. (Mass 11000	118 1340	119	Mayorick 100 Mechanics 100 Merchants 100	250 144 ½ 149		Madison Square100			Standard50 Stuyvesant25 United States25	90	105
Boston Co. (Mass 1100)	116 ¹ ₂ 1020	119	Mounicent 100	220	151 101 230	Manhatian50 Market & Fulton100 Meghanics' 25	915	238	Westchester 10 Williamsburg Cl y . 50	160 175	180
Bost, Duck (Muss.) 700	190 .	185	Mt. Vernon 100 New England 100	136 170	230 138 1701 ₂	Mechanics'25 Mechanics' & Tr25 Mercantila	215		MARINE INSUR- ANCE SCRIP.	315	325
Chiconee (Vasa) 10	87	95 89	North America100	143 ¹ 2 128	144	Mercantile100 Merchants' 50 Merchants' Exch'c.50	158	162	Atlantic Mutuai. 1886		
Collins Co. (Conn.) 1	410 83	415 91 ₄	Old Bo-ton100 People's100	112	1124	Metropolitan 100	127	127	1857 1838	10312	
Continental (Me.) 1(0) Cres't Mills (F.R.) 100 Crestal Ser. Pl. (F.R.)	17	20	Republica100	172	141	Metropolis100 Mount Morris100 Murray II-II	375	400	1889 1890 Comm'el Mut.1873-82	$104\frac{1}{2}$ 105 50	106
	******	100	Revere	130 149	131 150	Murray Hill50 Nassau50 New York100	170	950			60
Dwight (Mass) 100	750	765	Scentity 100	220	188	New York County. 100 N.Y. Nat. Evch'nge 100	550	250 150	PRICES OF EXC MEMBERSH		Ci B
Everett (Mass.) New Fligt Mills (C.P.) 200	78 ¹ 9	80	Shoe & Leather 100	$\frac{1291_{2}}{97}$	130 971 ₂	Niuth National 100 North America 70	159 190	162	N. Y. Stock	\$21,000	O bid
Grie V Milla (F.D. 1100)	10619		State	126 117	11710	North River 30 Oriental 25	140		N.Y.Consol.St'k & Pet. Lest sale. Aug. 14	325b 35	375a
Great Falls (N. H.) 100	114	241	Trade18'100	102	119	Pacitio50 Park100	178 312	325	N. Y. Produce Last sale, Aug. 13		00 ask
Hamilton (Mass) 1000 Harif Carpet (Ct.) 100	935 94	950 98	Union 100	120	12015	Phonix 25	141		N. Y. Cotton	550b., 60	6258
Harlf Carpet (Ct.) 100 Hill (Mc.)	78 280	7819	Webster100	124	$\frac{1241}{107}$	Republic	190		N. Y. Coffee. Last sale, Aug. 1	500b., 51	550a 5
Jackson (N. H.) 1000 King Philip (F.R.) .1 (0) Laconia (Ma.) 400 Lancest'r M. (N. H.) 400 Litel Lako Mills (F.R.)	895	900	Brooklyn	114	11412	Seaboard100 S cord National100	1597 _e 320		N. Y. Metal. Last sate, Aug. 13	50	0 ask 5
Lacoula (Me.)400 Lancest'r M.(N. H.)400	x540	550 550	Brooklyn100 First National50	500	*****	Shoe & Leather 100	140		R'I Est. Ex. & Auc. R'm Last sale, June	1,35	o bid
Liel Lako Mills (F.R.) Lawrence (Mass.) 1000	1500	10 to 44	Fulton40 City National50 Commercial		*****	St. Nicholas 100 S are of N. Y 100 Third National 100	113		Boston Stock Last sale, June 1	19,50)O bld)O
1 00-31 100	575	580			*****	Third National 100 Tradesmen's 40	105	112	Philadelphia Steek Last sale	2,50 2,55	00 hid
Lowell (Mass)690	136	T40	Manufacturere	000		Taditecomon Decessor 20	100				
Lawrence (Mass.) 100u Lowell (Mass.)69u Lowell Bleachery.10u Lowell Mach.Shop.500 Lyman M (Mass.) 100	136 835 x 66	140 845 69	Long Island100 Manufacturers'. Mochanics'50 Nassa'' 100	200 260	*****	United States Nat.100 Western National 100 West Side 100	107	109	Chic. Board of Trade Last sale. Aug. 8 Fitt-b. Pet. Si'k & Met.	1,15	0

Investment

Railroad Intelligence.

The Investors' Supplement, a pumphtet of 150 pages, contains extended tubles 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 att 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 published on the third

Saturday of each month.

RAILROAD EARNINGS.

	Latest 1	Earnings 1	Reported,	Jan. 1 to .	Latest Date.
ROADS.	Week or Mo	1890.	1889.	1890.	1889.
Allembana Fol	Man	\$ 221,932	\$ 174 109	\$ 070.051	8 050 701
Allegheny Val.	May	5,458 12,576	178,183 7.184	33,539	41,666
Auniston & Ciu. Atch. T. & S. Fe.	4th wk J'ly		622,014	87,911 16,799,436	
Tetal system.	4th wk J'ly 1st wk Aug	40,362 567,743	35,407 469,239	931,281 18,323,710	853,511 14.895,887
Auniston & Chi. Atch. T. & S. Fe. Ilaif owned Tetal system. St L. & San F Hulf owned Tot.S.L.&S.F., Agg. jotal	4th wk J'ly	798,847 40,362 567,745 203,872 39,617 145,557 713,303 109,117	35,407 460,239 188,073 34,782 132,574 601,813 102,554 6,276 23,334 34,200 1,388,257 414,931 1,803,188	3,444,601	3,061,338
Tot.S.L.&S.F.	lstwk Aug	145,557	132,574		
Agg, total	June	109,117	102,554	806,332	709,770
Atlanta & Flora	July	31,794	23,334	$\begin{array}{r} 63,108 \\ 245,768 \\ 240,173 \end{array}$	45,607 226,050
B.&O. East Lines	June	$45,000 \\ 1,492,217$	$34,200 \\ 1,388,257$	$ \begin{array}{r} 240,173 \\ 8.831.613 \end{array} $	159,178 7,655,430
Western Llues	June	418,372	414,931 1,803,188	$\begin{array}{c} 8,831,613 \\ 2.607,539 \\ 11,439,152 \end{array}$	2,309,107 9,964,537
Bal. & O. Southw. Balt. & Potomac			48,990	1.318.918	1,186,077
Beech Creek	Juno	143,451 85,702	122,195 25,448	829,096 493,228	787,423 358,159
Buff. Roch. & Pitt Bur. C. Rap. & N.	3d wk July	44,098 52,866	48,230	1,219,209 1,566,609	1,158,339 $1,421,826$
Burl. & Northw. Burl. & Western	July	5,3)6 4,700	5,297 5,201	32,556 32,623	1,421,826 32,568 30,252
Camden & Att.	Jaue	77,909 327,000	68,667 305,000	308,338 8,667,819	274.195
Canadlan Pacific Cp. F'r& Yad. Val Cen. RR. & Bg. Co	July	42,581	27,213 466,593	291,127	7,982,494 217,553 2,920,921
Central of N.J.	June	11.196,206	1.190,930	3,316,314 6,062,029	6 040,400
Central Pacific Central of S.C Centr'l Verm'nti	June	7.019	1,326,023 5,654	6,831,196 59,831	7,117,898 50,214
N.Londou Nor	WE Aug 2.	99,599 12,993	95,320 13,402		
Ogd. & Lake Ch Char. Cin. & Chie	Wk Aug 2.	17,737	16,997	57.857	
Charlest'n & Sav	June	35,233 3,761	40,689	57,857 367,293 25,778 203,185	323,667
Char. Sum. & No. Chat. R'me & Col.	July	51,000	22.899	203.185	14,471 138,768
Chatt'n'ga Uni'n Cheraw. & Darl.	June	11,925 6,729 155,121	10,263 4,389	47,858	38,297
Ches. & Ohlo Ches. O. & S. W.	July	155,121 188,803	146,971 181,050	4,339,033 1,122,238	3.333,627
Caes. & Lenoir . Chic. & Atlantic.	June	4,850 43,338	4,649 49,171	34.139	1,121,864 34,567 1,263,133
Chie. Burl. & Q. Chie. & East. III.	June	2,740,583 74.229	2,684,060	16,937,025	10.540.026
Chie. Mil. & St.P. Chie. & N'thw'n.	lstwk Aug Istwk Aug	498.090	58,408 455,792 2,061,054	16,937,025 1,785,462 14,261,407 12,213,720 26,829	1,496,610 13,542,108 11,110,790
Chie, & Oh. Riv	May	2,184,427 5,038	5.222	12,213,720 26,829	30.879
Chic. & Oh. Riv. Chic. Peo. & St. L. Chic. Rock I. & P. Chic. St. L. & Pitt.	July	5,038 31,082 1,275,109	28.016	159,038 9,262,449	135,929 8,668,720
Chic.St.L.&Pitt.J	June		1,354,253 375,313 66,131	3,208,966 2,477,423	
Chic.St.P.M.&O.	June	483,233	66,131 478,734	3,000,603	1,672,125 2,739,091
Chie. St. P. & K. C. Chie. St. P. M. & O. Chie. & W. Mich. Chippewa Vnl. Ch. Ga. & Ports. Cin. Jack & Mac. Cin. N. O. & T. P. Ala, Gt. South	July	79,580 483,233 29,357 18,318 6,252	25,893 17,902	903,172	806,589
Cin. Jack & Mac.	1st wk Aug	10.201	6,028 13,603	34,559 380,574	34,452 335,388 2,076,703
Ala. Gt. South.	4th wk J'ly	112,661 55,371	127,572 55,528	2.460,309 $1,075,986$	2,076,703 $1,018,421$
Ala. Gt. South. N. Orl. & N. E. Ala. & Vieksh.	4th wk J'ly 4th wk J'ly	33,127 18,671	27,919 16,466	1,075,986 730,502 371,502	556,520 306,068
Vleks, Sh. & P. Erlanger Syst.	4th wkaly	19,976 238,806	18,790 216,285	311,945 4,950,244	297.727 4,255,442
Clu. Wab. & Mleli,	July	1,856	1,905	11,310	10.158
Ciev. A Krou&Con	4th WK J'IV	12,769 23,405	10,859 20,535	$\begin{array}{r} 334,856 \\ 472,587 \end{array}$	294.711 406.375
Clev. & Cautou Cl.Clu.Ch.&S.1,	lst wk Aug	50,822 239,235	36,074 $235,826$	246,373 · 7,600,110	195.483 7,172,504
Peo. & East'n. Clev. & Marietta	July	24,476 26,317	25,731 21,411	161,773	146,674
Color. Midland.	1stwk Aug	36,900 7,113	30,974 8,153	1,108,761 156,780	961,555 163,211
Col. & Cln. Mid Col. H. V. & Tol. Colusa & Lake	July	269,471	219,581	1.560.265	1,322.215
Covin. & Macon.	July	2,279 11,722	2,915 7,935	11,854 77,197	11,510 52,923
Day Ft.W.&Ch Deuv. & Rlo Gr.	1st wk Aug	99,229 186,500	33,591 162,000	276,609 4,854,744	$\begin{array}{c} 268,531 \\ 4,421,781 \end{array}$
Det.Bay C.& Alm	July	49,600	16,543 44,654	329,551	90,538
Det.Laus'g & No Duluth S.S. & Atl	Istwk Aug Istwk Aug	22,882 54.379	19,779 $48,942$	687,305 1,281,129	627,529 1,084.154
E. Ienn. va. &Ga.	May	531,770 60,474	400,924	2.669,595	2,171,517 238,888
Knoxy. & Ohlo Total system. Eliz.Lex.&B.S	Ith wk J'ly	200,184	151.139 58,792	272,635 4,051,601	3,351,671
Empire & D'blin.	June	66,892 2,911		306,881	334,056
Evaus. & T. H.	Tat wk Anol	7,069 26,192 537,949	23,235	$159.126 \\ 589,233$	164.628 516,232
Fitchburg Filat. & P. Marq. Flor. Cent. & P.	stwk Aug	49.909	7.521 23,235 477,077 40,243	589,233 2,971,776 1,793,601	2,646,045 1,421,476 658,019
Fior. Cent.& P.	Ith wk J'ly	24.333	22,421	676,208	658,019

Ī	Posts	La'est	Surnings I	Reported,	Jan. 1 10 1	Salest Dale.
	ROADS,	Week or Me	1890.	1889.	1890.	1889.
	Ga. Carla & No.	June		8 1.144	\$ 20,805	16,231
1	Ga. RR. & B. Co.	fune	107,501	93.437 27.481	861,879 385,266	792,551
1	Cin.R.& Ft. W.	1st wk Aug	67,223 59,973 9,741	58,933 9,276	270,808	263,842
-	Gr. Rap. & Ind. Cln. R. & Ft. W. Other lines Total all lines. Grand Frank	1st wk Aug	3.667 7.4,421	8,731 6d,915	130,446	120,601 1,729,512 11,477,785
-	Chie & Gr. Tr	Wk Aug. 2	63,165	14,424	2,151,941	1,991,711
-	Or. B. W. & St.P. Gulf & Chicago.	June	21,015 27,201 2,734	21,588 23,181 2,886	613,120 171,046 24,464	570,426 135,414 23,519
1	Housatonle Humest'n&Shen		139,518 11,700 1,000,753	97,719	715,007 82,200	517,798 73,811
-	Ul.Cen. (III.&So.) Cedar F.&Min.	June	7,098	1,053,757 7,519	6,700,593	6,430,829
ı	lowa lines	June	129.651 $136,749$	147,929	807,958 909,956	783,522 827,361
I	Ind.Dec.&West. Interoc'nic (Mx)	June	1,137,502 41,220 137,000	30,213	7,615,451 246,310	7,258,103
	Iowa Central	1st wk Aug	26,681	90.17 <u>4</u> 26 1	055.402 897,705 22,012	423,975 808,095
۱	Iron Rallway J'k'nv.T.& K.Wq Kauawha&Mich	June	2,62 1 35,233 10,712	3.007 29,530 7.100	811,927	24,566 280,030
-		3d wk July	5,232	7,526 3,065 78,130	179,066 2,55×,863	147,594 2,464,604
I	K.C.Mem. & Bir. Kentucky Cent	4th wk J'ly	27,684	24,128 91,139	657,285 561,691	522,504 544,307
1	Kingst'n & Pem	1st wk Aug	3,439	8,070 2,934	196,780 100 188	187.560 113,611
	Knox.& Llucoln Knox.Cum.&L	May July	17,357 11,430 5,801	12,598	77,603	62,572
1			5.801 67,734 29,471	4,556 61.324	36,760 1,751,079	34.296 1.539.071
1	L. Erie & West*. Lehigh & Hud L. Rock & Mem.	4th wk J'ly	[-14,842]	29,3§3 10,131 444.117	101520	150,458
1	Louis, Ev. & St. L.	July May 1st wk Aug	496,935 33,195 33,174	$\begin{array}{r} 444.117 \\ 32,952 \\ 21,330 \end{array}$	289,944 2,107,431 171,872 693,519	321,291 1,877,274 155,348
-	Louisv. & Nashv. Louis, N. A & Ch.	1st wk Aug 1st wk Aug 1th wk J'ly	371.133	311,093 68,966	11,054,936 1,403,104	651.630 10,081,728 1,316,047
1	Louisv.N.O. & T.	June 1st wk Aug	86,429 1,350 47,196	921 36,756	6.539 1.516.348	5,555 1,418,931
1	Lou. St. L.& Tex. Loulsy. South'n.	1st wk Aug July	43,151	921 36,756 6,725 32,678	224,119	*******
١	Lynchb.&Dur'm Memphis & Chas	July 4th wk J'ly	9,200	37,698	48,77% 1,008,642 3,755,372	936,215
ı	Mex. National.	1st wk Aug 1st wk Aug	63,958	108,480 64.827	2,205,525	3,697,982 2,202,253
ı	Mil.1.Sb. & West	Wk Aug. 2	77,000 81,691	73,926 83,755 22,748 10,242	2,356,114 2,201,178	2,511,374 1,948,624 667,956
l	Milwaukec & No Mineral Range. Minneap, & St. L.	July	30,450 11,644 119,800	10,232 120,474	2,201,178 897,794 66,201 770,365	61,830 711,854
ı	M.St.P. & S.S.M. Mo. Kan. & Tex.	July	119,800 162,788 610,735	117.611 626,134	1,100,472	751,685 3,898,497
١	Mobile & Ohio	July	207.193	207,009	$^{\circ}$ 1,848,703 208,918	1,083,048
	Nash. Ch. &St.L., Nat. Red R. & T.	July July	$\begin{array}{r} 42,149 \\ 311.167 \\ 2,140 \end{array}$	299,200 1 446	2,050,813 13,965	1,961.110
	New Bruusw'ck. N. Jersey & N.Y.	June	76,927 22,033	71,322 20.182	375,857 120,471	345.153 197.443 92.739
	New Orl. & Gull N. Y. C. & H. R. N. Y. L. E. & W.	Tulsz	8,752 3,001,827	10,576 $2,951,919$	82,907 20,736,777	19,732,064
ĺ	N. Y. Pa. & Ohlo N. Y. & N. Eog.	Juue	553.150 514.832	519,128 479,880	13,724,377 3,102,513 2,793,295 307,001	2,915,192 2,599,108
	N. Y. & Northin. N. Y. Ont. & W.a	July	41,405 59,773	55,153 46,579		329,127 1,065,388
	N.Y. Susq. & W Norfolk & West.	June 1st wk Aug	150,654 157,205	$\frac{116.180}{125.938}$	710.361 4,077,810	600,932 3.377,992
l	N'theast'n (S. C.) North'n Central.	July June	41,912 544.852	32,274 416.553	386,913 3,256,914	328,115 $2.715.301$
ŀ	Northeru Pacific Ohio & Miss	1st wk Aug	4 55,038 98,587	453,321 93,675	12,316.750 $2,370,907$	11,465,245 2,235,455
l	Col. & Maysv.	July July	21,215	19,400	119,918 5,205	115,695 6,276
l	Ohio Southero	lst wk Aug July lst wk Aug	16,761 39,754 4,610	15,436 32,716 3,731	371,848 292,385 127,256 303,766 2,038,747 31,958,513	6,276 311,365 277,710 82,911 221,350
ı	Omaha & St. L Oregou Imp. Co.	June	45.082	39,052 343,809	303,766 $2.038,747$	221,350 1,986,849
l	Pennsylvaula Peoria Dec.&Ev.	June ist wk Aug	$\begin{array}{c} 385,229 \\ 5,172,004 \\ 16,658 \end{array}$	3,931,020 14,862	"E1767 + B F A F	1,986,849 28,004,238 416,019
	Phila. & Erie	June	47,768 447,353	38,545 318,926	283,930 2,436,157	252,568 1,960,736
1	Conl & Iron Co.	June	1,867,087 1,602,406	1,536,732 1,670,033	9,661,527	8,469,870
1	Pitts, Cin. & St. L. Pitts, Mar. & Ch. Pittsh, & West'n	July	477,476. 2,833 128,067	369,539 $2,109$ $122,808$	3,005,850 20,867 582,039	2,631,966 11,457 564,719
1	Pitts. Clov. &T. Pitts. Pain. &F. Total system	May	39.525 28,703	50.337 31,967	582,039 194,146 104,516	564,719 203,600 113,273
1	Total system Pitt, Young, & A	lst wk Aug June	38,219 120,319	47,253 96,789	671.174	1,299,535
	Ptt. Young. & A. ett. Royal & Aug. ett. Royal & Aug. ett. Roy. & W. Car.	une	20,728	14,675 17,496	165,788	$\frac{152,026}{179,249}$
-	Pres. & Ariz. Cen. Quiney O. & K.C. Rieh. & Dauville	July	13,957 20.237	9,149 17,447	135,143	75,0. 6 3
	Vir. Midiand.	July	427,000 206,100	401,900 192,800	3,253,191 1,277,465	3,000.738
	Col. & Greenv. West. No. Car.	July	77,075 48,950 37,275	75,174 43,305 62,288	515,045 457,892 533,183	488,720 383,579 502,066
	Wash.O.& W Ashv. & Spart.	July	37,275 129,700 11,775	105,925 11,646	978,192	731,792 62,022.
			11,775 10,475 257,650	10.117	73,233	64,914
	Rich. & Petersb Rio Gr. West	June Ist wk Aug	31,531 31,750	227,825 23,742 25,150	176.377 583,295	146,363- 812,545- 21,250-
ı	Rome W. & Ogd.	June	320,903	4,750 281,379 11,525 17,837 66,700	1.871.487	1.539.285
	Sag. Tuscola & H St. L. A. & T. H. B's St. L. Ark, & Tex.	fulv	10,895 23,090 71,000 12,571	11,525 17,837	51,787 707,299 2,095,582	61,201 579,700 1,774,046
	St. L. Ark, & Tex. () St. L. Des M. & N St. Paul & Dul'th ()	July	12,571	5,937	59,621	32,995 631,033
	St P.Min.& Man. East, of Minn.	Iuly	139,625 746,328 60,768	5,937 122,154 638,699 44,938	4,636,366	3,936,601 163,952
	Moutana Cent.	Iuly	910.518	44,938 84,388 768,026	589,449 5,539,736	453,799
1	Moutana Cent. Total Sys'm. 3. Ant. & Ar. Pass. 8. Fran. & N. Pae	th wk J'ly 3d wk July	29,307 17,306 33,827 9,990	18,665	844,409 385,942 174,842	631,187 358.892
п	Sav. Am. & Mon Scattle L. S. & E	ruly	33,827	10,965 7,653	174,842 235,419	06,930 145,968
1						The same of the sa

	Latest E	arnings R	eported.	Jan. 1 to 1	Latest Date.
- ROADS.	Week or Mo	1890.	1889.	1890.	1889.
				*	
SciotoVal.&N.E.	July	58,684	53,511	380,853	353,899
Snenandoah Val		114,000	87.794	708,193	480,665
South Carolina .		105,000		798,313	723,431
Spar. Un. & Col.	June	7,865		58,144	55,239
So. Pacific Co					_
Gal. Har. &8.A.	June	303.304	284,681	1,948,047	
Louis'a West Morgan's L&T.	June	87,666		538,445	439,834
Morgan's L&T.	June	417,117	315,367	2,526,773	2,386,920
N. Y. T. & Mex.	Jnne	15.448	12,703 132,289	83,582 882,133	64,750
Tex. & N. Orl.	June	140,425	132,289	882,133	749,080
Atlantic sys'ni Pacific system	June	963,959	823,616	5,978,979	5,491,031
Pacific system	June	2,931,782	2,841,152	15,587,586	15,769,784
Total of all	June	3,895,742	3,504,709	21,566,565	21,200,515
Bo. Pao. RR	Tuesa	210,405	189,246	999,867	948,262
No. Div. (Cal.)	June	508,714	495,591	3,022,073	2,960,363
80. Div. (Cal.) Arizona Div. New Mox. Div.	Tono	157 311	127,256	1,012,435	936,737
New Mey Div	Tuno	157,311 77,630	67,813	532,003	484,852
Staten I. Rap. T.	July	117,148	111,630	422.831	408.341
Summit Branch.	June	103.356	91,515	463,434	581.494
Lykens Valley	June	100,552	32,037	461,505	402,708
Tal.& CoosaVal.	July	6.455	5,0 9	45,805	38,049
Tenn. Midland	July	18,713 115,729	12,109	111,489	97,745
Texas & Pacific.	1st wk Aug,	115.729	108,825	3,803,092	3,508,909
Tol. A. A.& N. M.	1stwk Aug	22,447	16,323	687,360	549.138
Tol. Col. & Cin	1at wk Aug	6,292	4,624	182,584 837.777	140.984
Tol.& Obio Cent.	1st wk Aug		23,835		658,027
Tol.& O.Cen.Ex.	July	9.130	8,970 17,134	59,621	54,200 515,888
Tol. P. & West Tol. 8t. L. & K.C.	ISTAK AUG	$17.541 \\ 34.675$	33,540	532,628 887,352	515,132
Tol.&So. llaven.	Int WK Aug	2,300	1,986	14,125	11.544
Ulater & Del	Tuno	33,398	26,495	14,120	11.022
Union Pacific—	J 4110	00,000	20,200		
Or. S. L. & U. N.	June	671,512	563,500	3,523,560	2.858,737
Or.Ry.& N. Co.	June'	671,512 438,734	404,823	1,866,365	1,967.198
St. Jo. & G'd Isl.	1st wk Aug	30,686	32,686	884.812	662.217
Un.Pac.D.&G.	June	523,543	385 589	2,838,647	2,000,627
All oth. lines	June		1,880,978	11,132,074	9,531,142
Tot. U.P. 8ys.	June		3,329.187	19,901,750	16,904,346
Cent.Br.&L.L.	June	73.603	53,121	584,122	329,795
Tot. contiled	June			20,485,872	17,234.142
Montana Un Leav. Top. & S.	May	78,265	61,033	348,363 12,577	279,936 11,861
Man Al & Dan	May	2,629 3,235	2,818 2,562	13,961	12,952
Man.Al.& Bur.	Tuno	42.619	34,391	230,063	186,766
Joint.own'd, 12 Grand total.	June	3 910 077		20,715,935	17 420 907
Vermont Valley	June	15,580	14,888	86,046	82,711
Wahaan	Tartuk Amer	254,000	273,900	7,436,985	7,114,485
Western of Ala.	July	254,000 36,322	29.011	288.13	277,581
West Jersey	June	144.715	132,276 72,837 81,300	700,702	629,110
W.V.Cen.&Pitts.	July	88,937	72,837	512,516	417,411
weat.N.Y. & Pa.	ISTWK AUG	77,000	81,300	2,096,444	1.911.971
Wheeling & L. E.	Ist wk Ang	22,374	16,693	672,761 492,871	511,123
Wil. Col. & A g. Wisconsin Cent.	Inne	59,285	52,961	492,871	439,684
Wisconsin Cent.	Ist wk Aug	101,637	84,664	2,917.232	2,238,790
Wrightsv. & Ten.	tune	5.725	4.962	41,203	36,053
4 774 771					

* Ft. Wayne Cin. & Louisville included for both years since July 1. a New coal extension operated since July 21 in 1890 and Utica Clinton & Bing, included for both years since July 1
† Whole system. : Mexican currency. g Main Line.

Latest Gross Earnings by Weeks .- The latest weekly earnings in the foregoing table are separately summed up as follows: On 70 roads which have reported for the first week of August the gain is 7.60 per cent.

1st week of August.	1890.	1889.	Increase.	Decrease.
A. Man L.O. D. A. 113	\$	\$	\$	\$
At. Top. & 8.F. & I'd roads	567,745	469,239	98,506	
St. Louis & 8. Francisco.	145,557	132,574	12,983	
Balt. & Ohio Southw	47,011	48.990	******	1,979
Buffalo Roch. & Pltts	44,098	40,734	3,364	
Canadian Pacific.	327,000	305,000	22,000	*******
*Cent. Vermont (Tot. sys.)	99,599	95,320	4,279	*******
Chesapeake & Ohio	155,121	146 971	8,150	*******
Chleago & Atlantic	43,338	49,171		5,833
Chicago & East. Illinois.	74,229	58,408	15,821	******
Chicago Mil. & St. Paul.	498,000	455,792	42,208	
Chicago St. P. & Kan. C	79,880	66,131	13,749	*******
Chicago & West Michigan.	29,357	25.893	3,464	******
Cincinnati Jack. & Mack.	13,207	13,603		396
Cin, Wabash & Mich Cleve. Cin. Chio. & St. L	12,769	10,859	1,910	******
Paorio & Engloss	239,235	235,826	3,40	******
Peoria & Enstern	24,476	25,731		1,255
Colorado Midland Denver & Rio Grande	36,900	30.974	5,926	*****
Denver & No Grande	186,500	162,000	24,500	******
Detroit Lans. & North	22.882	19,779	3,103	*******
Duluth 80. Sh. & Atlantic	54,379	48,942	5,437	
Evans. & Indianapolis	7,069	7.521		452
Evans. & Terre Haute	26,192	23,235	2.95	*******
Flint & Pere Marquette	49,959	46.243	9,716	
Grand Rapida & Indiana.	59.973	53,938	6,035	*******
Cincinnati R. & Ft. W	9,781	9,276	505	*******
Other lines. Grand Trunk of Canada.	3.667	3.731		64
Iowa Central	379,727	400,946	******	21,219
Keokuk & Western	26,681	26,125	556	,
Kingston & Pembroke	6.847	8.070	******	1,223
Lake Erie & Western	3,439	2,934	505	
Louisv. Evansv. & St. L.	67,734	64.324	3,410	
Louisville & Nashville	33.174	21.330	11.844	
Louley. N. O. & Texas	371,135	341,093	30,042	
Louisville St. L. & Texas.	47.196	36,756	10,4;(
Mexican Central	7,423	6,725	698	
Mexican National	94.013	108,480	******	14,467
Milwauree L. Sh. & West.	63,958	64.827		869
Milwaukee & Northern.	81,691	83.755		2,064
New York Ont. & West	30,450	22,748	7,702	
Norfolk & Western	59.773	46,579	13,194	
Northern Pacific	157.205	125,938	31,267	
Ohio & Mississippi	465,C38	453,324	11,714	
Ohio River.	98,587	98,675	******	88
Ohlo Val. of Kentnery	16,761	15.436	1,325	
Peoria Dee. & Evans	4,610	3,731	879	
Pittsburg & Western.	16,658	14,862	1,706	********
Rich. & Dany. (8 roads)	38,219	47,253		9,034
Rlo Grande Western	257.650	227,825	29,825	
St. Joseph & Gr. Island.	31,750	25,150	6,600	
St. L. Alt. & T. II. Brobes	30,186	32,686		2,000
St. Louis Ark. & Texas	23,090	17.837	5,253	2,000
Seattle L. S. & Eastern	71.000	66,700	4,300	
THE PERSON AND ADDRESS OF THE PARTY AND ADDRESS OF THE PERSON ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON ADDRES	9.996	7.653	0.007	

1st week of August.	1890.	1889.	Increase.	Decrease.
	*	*	\$	\$
Texas & Pacific	115.729	108.825	6,901	
Toledo Ann, A. & No. Mich.	22,447	16,323	6.124	******
Toledo Col. & Cinn	6,292	4,624	1.668	*******
Toledo & Ohio Central	35,060	23,835	11,225	
Teledo Peoria & Western.	17,541	17,134	407	
Toledo St. L. & Kan. City	34.675	33.540	1.135	*******
Wabash (consol. aystem).	254,000	273,900		19,900
Western N. Y. & Penn	77,000	81,300		4.300
Wheeling & Lake Erie	22,374	16,693	5.681	*******
Wisconsin Central	101.637	84,664	16,973	
Total (70 roads)	6.039,164	5,612,481	511,826	85,143
Net increase :7.69 p. c.)			426,683	

" For week ending August 9.

The final statement for the fourth week of July covers 88 roads, and shows 10.66 per cent increase.

4th week of July.	1890.	1889.	Increasc.	Decrease.
	4	\$	9:	\$
Prev'ly report'd (59 roads)	7.665.139	6.958,653		60,564
Chicago St. P. & K. City.	101.696	93,815		00,002
Cincinnati Jack, & Mack,	22,415	17.634		
Cin. N.O. & T. P. (5 roads).	238,806	246.235		7.479
Cleveland Akron & Col	•23,405	20.535		
Cleve. Cin. Chic. & St. L.	358.134	328,772		
Peoria & Eastern	41,696	35,807	5,889	
Colorado Midland	51,751	49,688	2,063	
East Tenuessee Va. & Ga.	200,184	151,139	49,045	
Florida Central & Penin.	24,363	22,421	1,912	
Grand Rapids & Indiana.	93,618	77,821	15,797	
Cinciunati R & Ft. W	14,353	12,951	1,402	
Other lines	6.001	5,533	• 468	
Kanawha & Michigan	10,712	7,526	3,186	
Kansas U. Mem. & Birm.	27,684	24,128	3,556	
Keokuk & Western	9,386	8,847	539	
Kingston & Pembroke	5,920	5,967		47
Little Rock & Memphia	14,842	10,151	4,691	
Memphis & Charleston	38,374	37,698		
Mexican Rallway	84.007	75,886	8,121	
Ohio Val. of Kentucky	7.151	6.157	994	
Rio Grande Western	65,750	50,150		
St. Joseph & Gr. Island	30,821	21,370		
San Antonio & Ar. Pasa.	29,307	14,666		
Seattle L. S. & Eastern.	14.155	9,431	4,724	
Toledo Peoria & Western	20,266	20,106	154	
Total (88 roads)	9,199,930	8,313,137	954,883	68,090
Net increase (10.66 p. e.)			886,793	

Net Earnings Monthly to Latest Dates.—The table following shows the net earnings reported this week. A full detailed statement, including all roads from which monthly returns can be obtained, is given once a month in these columns, and the latest statement of this kind will be found in the Chronicle of July 19. The next will appear in the issue of Angust 23.

A	ngust 23.				
		-Gross Ed	rnings.	Net Ear	
	-	1890.	1889.	1890.	1889.
	Roads.	\$	\$	\$	\$
В	uff. Roch. & Pitts. June.	198,508	147,467	70,330	33,594
	Jan. 1 to June 30		944,773	346,773	241,401
	Oct. 1 to June 30		1,514,894	488,783	448,954
Cı	spe F. & Yad. Val. July.		27,243	14,880	7,787
1	Jan. 1 to July 31	291,127	217,553	116,260	94,275
CI	ev. Cin. Ch. &St L. June.	1,135,374	1,123,706	416,482	396,941
	Jan. 1 to June 30	6,330,720	5,993,456	2,230,692	1,896,936
	July 1 to June 30		12,002,216	4,551,291	4,020,851
N	ash. Chatt. & St. L. July.		299,209	144,586	118,382
	Jan. 1 to July 31		1,964,110	796,552	784,776
P	r'scott & Ariz.Cent.July.	13,957	9,149	11,006	5,820
	Jan. 1 to July 31		75,046	48,682	48,919
R	omeWater. & Ogd. June.		281,379	119,481	106,660
	Jan. 1 to June 30		1,539,283	751,600	559,299
	Oct. 1 to June 30	2,850,140	2,420,231	1,216,905	958,646
	nion Pacific—				
	Oregon 8.L.&U.N.June.		563,500	268,895	272,699
	Jan. 1 to June 30	3,523,560	2,858,737	1,129,982	1,204,450
	Oro.Ry. & N.CoJune.	438,731	401,823	218,801	174,292
	Jan. 1 to June 30		1,967,108	71,190	599,468
	Un. Pac.D. & Gulf June.		385,589	167,049	96,883
	Jan. 1 to June 30		2,000,627	769,371	362,874
	St. Jos. & Gd. Isl. June.		94,297	55,538	31,611
	Jan. 1 to June 30		546,732	300,961	155,508
	All other linesJune.	2,036,082	1,880,978	806,422	919,301
	Jan. 1 to June 30		9,531,142	3,627,072	3,518,008
'	Fotal Un. Pac. 8ya. June.	3,793,862	3,329,187	1,516,795	1,494,786
	Jan. 1 to June 30	19,901,750	16,904,346	5,898,576	5,840,308
- 0	Cent. Br.&Leas.L.June.	73,603	53,121.	6,183	4,286
	Jan. 1 to June 30		329,795	187,910	47,915
	Total controlled.June.	3,867,465	3,382,308	1,522,888	1,499,072
	Jan. 1 to June 30	20,485,872	17,234,141	6,086,486	5,888,223
	Roads jointly owned-				
1	One-haifJune.	42,612	34,391	9,213	def. 7,653
	Jan. 1 to June 30		186,766	lef. 35,052 d	lef 58,837
	Grand totalJune.	3,910,077	3,416,699	1,532,103	1,491,419
	Jan. 1 to June 30	20,715,935	17,420,907	6,051,434	5,829,386

ANNUAL REPORTS.

San Francisco & North Pacific Railway.

(For the year ending June 30, 1890.)

1.325
879
1.706
1.706
1.706
29.825
6,600
2.337

The first annual report of this company says hat the San Francisco & North Pacific Railway Company was formed on the 19th of March, 1889, by the transfer to it of certain property by the following companies: San Francisco & San Rafael R. R. Co., San Francisco & North Pacific R. R. Co., Sonoma Valley R. R. Co., Marin & Napa R. R. Co., Cloverdale & Ukiah R. R. Co. The main line extends from Point Tiburon to Ukiah, a distance of 106 miles. And the branch lines are:

Donahue to junction with main line 5: Fuiten to Guerneville. 17: Santa Rosa io Sebnstopol 6: Ignacio to Gien Ellen. 26:	25	64
Making a total of		

There has also been expended and charged to capital account during the year the following: For new rolling stock, \$3,822; for new tools and machinery, \$1,397; for new sidings, \$5,908; for completing Cloverdale and Uklah branch, \$15,591; for new buildings, \$2,584; miscellaneous, \$2,441; total, \$31,745.

An addition was made to the property during the year by the purchase of 2·12 miles of track below Guerneville, which has cost \$36,336. An extension was also made from Santa Rosa to Sebastopol, a distance of 6·25 miles, at a cost of \$106,254.

The company commenced its operations on March 19, 1889, and the earnings from that period to June 30, 1889, were \$220,263 gross and \$77,884 net. The following table shows the carnings and expenses of the company for the fiscal year ending June 30, 1890.

EARNINGS A	ND EXPENSES.
Earnings— \$380,45 t From passengers \$329,070 Do. freight \$29,070 Do. mail \$12,382 Do. expressage \$14,920 Do. rentai \$12,101 Do miscellaneous \$6,363	For maintenance of way 138,937
Total	Total\$501,783
For taxes For interest on first morigage bond For sinking fund	202,778 20,000
Suri lus revenue	

The San Francisco & North Pacific Railway Company issued \$6,000,000 capital stock and \$4,000,000 first mortgage five per cent bonds, due January 1, 1919, with interest payable on the first days of January and July respectively. The mortgage further provides for an additional new issue of \$500,000 on extensions, and provision is also made for a sinking fund of \$25,000 per annum. Of the \$500,000 bonds provided for additional extensions there have been issued in the purchase of the Guerneville extension \$50,000, and for the building of the Schastopol extension \$150,000, leaving \$300. building of the Schastopol extension \$150,000, leaving \$300,000 still unissued.

GENERAL INVESTMENT NEWS.

Atchlson Tapeka & Sauta Fe.—This company gives notice that the board of directors having declared that the income bonds are entitled to 2¾ per cent interest, in full, from result of operations for the income period covered by coupon No. 1, ended June 30, 1890, such interest will be paid on and after Sept. 1 prox.. at the office of National Bank of North America, Boston; Union Trust Company, New York; Baring Brothers & Company, London. Holders of coupon scrip of the above bond issue entitled to interest Sept. 1 should present their scrip certificates, with coupons attached, for collection of interest, cancellation of the coupons and endorsement of the certificates at the offices making the payments.

—In a review of the past year, furnished to the Boston News Bureau, Mr. J. W. Reinhart gave the following important summary:

"When the present management began the fiscal year, in the

"When the present management began the fiscal year just closed, it had already made great strides in earrying out its determined policy. Railway lines, working separately, were consolidated, and official work and working organizations concentrated, and during the fiscal year further important amaigamations and reductions of unnecessary forces were brought about.

"To better illustrate, it is only necessary to say here that before these consolidations were effected between Chicago and Topeka, Kan., via St. Joseph, Mo., and Atchison, Kan., a distance of 5 · 1 miles, there were three separate and distinct organizations, with their separate offices, officials and policies. Now there is but one.

"The effect of working out this policy is beat shown in the steady increases of gross earnings and the appreciable saving therefrom in net earnings.

"January, 1889, the mileage of the system was 7,115; July, 1889, 7,112, and July, 1890, 7,110 miles. (These decreases are brought about by shortening junction cennections.) These figures affirm the position of the management, that they are operating and not constructing.

"The effect of the policy adopted began to show materially in Angust, 1889, as these figures of increase of gross and net earnings cioquently and truthfully demonstrate:

"Increase over previous year:

The state of the s				
	Gross.	Per cent.	Net. Per	r cent.
August, 1889	\$98,617	-1	\$265,397	46
September	148,477	6	278,982	40
October	197,107	7	406,899	45
November		8	261,772	32
December		6	231,369	28
January, 1890		15	294,441	76
February		19	265.637	69
	670,269	34	518,257	147
April	354,707	15	188,365	34
	757,251	34	230,320	35
June	129,344	20	244,057	79
	471,419	23		

"The figures for July, actual gross and net, are not yet ready, but they will undoubtedly sustain their pro rata of percentages of gain, as indicated from the approximates.

"All these things produced just what was expected, and this statement of operations for the fiscal year ended June 30, 1890, is the verification:

Net earnings...... \$10,083,869

Increase over previous fiscal year.	Per cent.
Gross earnings	12:4
Nei carnings 93 311 478	19:0

"With the revenues from various sources outside of operations of the railway lines, a dividend of 2% per cent for the nine months, or first operating peried of a fiscal year under the re-adjustment of the company's finance, on the income bonds, or \$2,200,000, was deciared, and a surplus of over \$200,000 produced.

"It is proper to state here that these results, in view of the fact of the provision of a large amount of eash under the plan of reorganization for the proper completion of new lines and improvement of old do not include any moneys which have been applied in payment for any property accounts. Ordinarily a surplus account represents on the other side of the balance sheet expenditures in plant, but in respect to the statement of the Atchison earnings this is not the case.

"The rolling stock of the company is in fine shape, and additions are constantly being made to that already owned. You can pick out Atchison ears in any large railway yard io any part of the country, and they will always be found to be in the rank of first class.

"In addition to the large expenditures for shaping up the railway tracks and fixed structures which have been made from the special fund provided under the reorganization, the earnings of the company have borne their share of charges for repairs, which have been heavier this year than last

"The outlook for traffic is that there is a heavier tonnage expected for the current fiscal year just entered than the last. July, the first monih, makes its start in a demonstrative manner. Judge of this by the earnings of other roads as well as Atchison. They are all doing weil, and they cannot do otherwise when they have such a vast expanse of new country, the growth of which is never at a standatil, behind them.

"I know of no better way to answer you as to the effect of a bad

well, and they cannot do otherwise when they have such a translatill, behind them.

"I know of no better way to answer you as to the effect of a bad corn crop in Kansa on Atchison earnings than to give you figures.

"The Kansas corn crop of 1889 is said to have been the greatest ever known. This grain does not move in the year in which it is produced. The largest gross earnings in the history of the Atchison company were those of October, 1889, when they reached \$3,040,758. There were certainly no earnings from 1889 corn in these figures.

"I bear in mind the well-known fact that corn was so cheap and so plentiful last year in Kansaa that during the winter it was used as a fuci largely, and such of it as the railroads carried afterward was taken at "emergency" rates, which meant very little profit, if any, to the railways in carrying it."

"The advantages derived from the St. Louia & San Francisco purchase are many, and should not be underestimated, and this property, besides rate many, and should not be underestimated, and this property, besides randsonely, and its expenses are being reduced. It takes care of its own finances, and is in every way a benefit to Atchison stock value."

Ballimore Enterprises.—A dispatch from Baltimore to the

Baltimore Enterprises.—A dispatch from Baltimore to the New York Times says: "A great deal of important construction is in progress in and around Baltimore. The street-car magnates of Philadelphia are spending several million dollars in a cable line six miles long. The Bell Telephone Company is finishing its system of underground wires at a cost of \$2,000,000. The Northern Central is spending \$500,000 in enlarging its facilities here, and more will be spent on two new grain elevators.

larging its facilities here, and more will be spent on two new grain elevators.

"The Belt Line, which will tunnel the city and give the Baltimore & Ohio Railroad rapid transit and shorten its time to New York twenty minutes, will be formally inaugurated next month. Invitations to contractors for bids are out. The work means an entirely new system of stations and freight yards, and the expenditure will be from \$5,000,000 to \$10,000,000. The Western Maryland Railroad will build its new line through the city to deep water at a cost of about \$2,500,000."

—The announcement that the Baltimore Belt Railroad loan of \$6,000,000 at 5 per cent, indorsed by the Baltimore & Ohio, has been taken by Messrs. Alexander Brown & Sons, is now followed with the notice for a meeting of the Western Maryland Tidewater Railroad Company stockholders August 27 to put that enterprise into formal shape. The placing of the loan for that work has been talked of for some time in financial circles. The amount has been named at about \$4,000,000.—

Baltimore Sun. Baltimore Sun.

Bankers' & Merchants' Telegraph.—This company was sold out this week in the suit brought by the Farmers' Loan & Trust Company and purchased by Mr. Robt. G. Ingersoll for

Boston & Albany.—A proposition to increase the capital stock of the Boston & Albany Railroad Company \$5,000,000 is to be submitted to the shareholders at the annual meeting of that company, to be held the latter part of September, in

Central Ohlo.—Holders of the 6 per cent bonds maturing Sept. 1, 1890, can exchange them for the 4½ per cents bonds issued to retire them upon application to Messrs. Speyer & Co. or Vermilye & Co. (see advertisement). The new bonds which are authorized for \$2,850,000 will be a first lien on all the property. The income in 1889 from the 35 per cent of the gross earnings paid by the Baltimore & Ohio RR. under the terms of the lease was \$456,727, very largely in excess of the interest charges, and the B. & O. guarantees that the minimum rental shall always be \$166,000.

Chicago & Atlantic-Chicago & Eric .- The Chicago & At-Chicago & Atlantic—Chicago & Erie.—The Chicago & Atlantic Railroad was bought at the foreclosure sale this week in the interest of the N. Y. Lake Erie & Western, according to the plan of reorganization. The sale occurred in the United States Court Building in Indianapolis. Mr. Coster, of Drexel, Morgan & Co., representing the purchasing committee, was the only bidder, and his bid of \$5,000,000 was accepted. This sale means the termination of the litigation for the Chicago & Atlantic and an entrance into Chicago for the Eric.

At Indianapolis, Aug. 14, the sale of the Chicago & Atlantic having been confirmed, the purchasers met and organized a company pursuant to the Indiana laws. The road will hereafter be known as the Chicago & Erie and has been incorporated with the following temporary board of directors: George

W. Ristine, George G. Cochrane, John Todd, M. D. Woodford. David Boseman, Charles W. Pierson, W. H. Tennis, William Coughlin, A.W. Hendricks. Albert Baker, Volney T. Malott and J. A. Bernard. A permanent board will be elected in New York on Friday, Aug. 22, when the trustees will deliver the deed to the purchasers, and it is presumed that Mr. King or Mr. Felton, of the Eric, will be made President.

Cleveland Cincinnati Chicago & St. Louis.-The earnings and expenses, and the charges, for June and for the year ending June 30 were as below, compared with the previous year.

a mile of mile mp ocio	Try Coars por			
_	June.		- Year endin	gJune 30.
		1890.	1888-89.	1889-90.
	10000	4	\$	\$
discussion inclusion	1,123,955	1,135,374	12,005,176	13.836,714
Gross carn, incl. misc		748,080	8,315,941	8,629,807
*Operating ex. & taxes	744,613	740,000	0,010,041	0,020,00
	050 040	207.001	3,689,235	4,200,907
Net carnings	379,312	387,294	3,000,200	4,200,001
Dcduct-			4 007 105	1 700 071
Interest on bonds	190,204	178,808	1,835,427	1.762,051
Rentals and miscell	76,716	78,175	925,398	966,763
Not Zonat Inches				
Total	266,920	256,283	2,760,825	2,728,81
			928,410	1,478,093
Surplus	112,422	130,311	925,410	1,410,000

Columbus Shawnee & Hocking.—The connecting track in course of construction between Sayre and Saltillo was completed this week as far as Reeds, where connection is made with the C. & M. V. RR., and by a traffic arrangement the company will hereafter be enabled to handle its business much mere economically. By September 5 the company will have its own line from the coal fields to Columbus.

Honston & Texas Central.—Pursuant to order of the New York Supreme Court, a full re-examination has been made for the Central Trust Company into all the items constituting the floating debt of this road. To pay this floating debt it will be remembered that an assessment of 73 per cent was laid upon the old stockholders before they could enter into the reorganization and take stock in the new could enter into the reorganization and take stock in the new company. On the re-examination of all items of this floating debt the assessment was made 7140 per cent, and the old stockholders have until September 1 to come in and pay up this amount. The recent examination has been very thorough by Messrs. E. F. Hyde and John H. Allen, for the Central Trust Company, and the result of their labors is now published in a pamphlet of 23 pages, giving all the items of debt fully classified, so that one who runs may read. The bondholders have already been long delayed by the injunction, and it is difficult to see what further obstacles can be thrown in their way at this late stage of the proceedings to prevent the final winding up of the affairs of the company. In the Chronicle of July 26 an error was made in stating that a new injunction had been granted, as certain proceedings in Court related only to the old injunction; this should have been corrected in the next issue, but by some oversight at was passed.

āt was passed.

Indiana state Bonds.—The Auditor of the State invites proposals until 21st inst. for \$600,000 three per cent bonds, payable in ten years, and redeemable at the pleasure of the State after five years. The bonds are authorized to fund at a lower rate of interest an issue of March 1, 1885, now redeemable. See advertisement.

able. See advertisement.

Louisville New Albany & Chicago.—A letter from an official of this company says that "one of the first steps taken by the President and General Manager in the right direction was to restore peaceful, honorable and friendly relations with connecting roads, and especially with the Pennsylvania and the Louisville & Nashville roads. This was done quickly and successfully, and immediately thereafter the husiness of these three roads began to augment, and especially that of our road.

* * Rolling stock of the road, which for unlimited time had been in the 'Hospital,' has under the care of Dr. Breyfogle been made serviceable. New rolling stock has been purchased and delivered, and more of it has been ordered. Additional trains have been put in motion. * * The net losses tional trains have been put in motion. * * The net losses from damages to rolling stock and from injuries to persons in all of the recent accidents will not amount to twenty thousand dollars.

Manhattan Elevated.—The company renders its balance sheet' as of June 30 with the quarterly statement of earnings made to the New York State Railroad Commissioners for the quarter ending at that date. As the official year now ends with June 30 in many States, and numerous companies will make their fiscal year conform to that, a balance sheet on that date is of interest. There are some changes in the form of the Manhattan balance sheet as compared with 1889.

The earnings, &c., for the quarter and year ending June 30

The earnings, &c., for the quarter and year ending June 30 are given under "New York Railroads."

GENERAL BALANCE SHEET.

Assets.	•
Lenses of road and equipment	\$14,014,000 6,401,800 1,082,034 209,585
176	18,129,484 482 2,243 3,218,464 8t 6,033 916,057 300,000
Total\$29,915,600	\$45,140,183

Liabilities.		
	1889.	1890.
Capital stock	\$25,393,420	\$25,891,980
Funded debt N. Y. Elev. & Manhat. Elev		14,500,000
Interest on bunds due and acerued	56,358	106,358
Dividends unpaid	163,404	34,173
Due for wages, supplies, taxes, &c	969,122	627,006
Due on open account	62,934	16,611
Stock agreement of '84	63,580	9,820
Convertible bond certificates		1,905,035
Bonds and mortgages	259,400	24,400
Sundries	207,741	41,486
Profit and loss	1,059,640	1,983,312
Dividend bond certificates	780,000	
Bills payable	900,000	
* Motol 9	220 915 600	\$45 140 193

Marletta & North Georgia.—A dispatch from Knoxville announces the completion of the road to that city. Through traffic will commence on the 18th inst. between Knoxville and Atlanta, about 237 miles. The tracks of the Western & Atlantic will be used between Marietta & Atlanta, 20 miles. At Knoxville the road will use the same station as the Knoxville Cumberland Gap & Louisville, and it will be operated in close connection with that line, giving practically a continuous route between Atlanta and the coal fields near Cumberland Gap, 300 miles long, and connecting there with the Louisville & Nashville system. The Marietta & North Georgia traverses the heart of the famous marble district of northwest Georgia and eastern Tennessee along the Hiawassee River. Other minerals are also abundant along the line. The Richmond & Danville will soon have in operation an extension of its western North Georgia, which will give the latter an important new connection. The successful completion of the M. & N. G. is largely due to the untiring efforts of Messrs. George R. Eager and Lenox Smith. and Lenox Smith.

Massachusetts Railroads.—The reports below for the quarter ending June 30 have been filed with the Railroad Commissioners. As the companies now have to report for the year ending June 30, instead of Sept. 30, as formerly, we have compiled in addition the results for the new year.

BOSTON & ALBANY.

	23002.321			
-	-Quar. end. 1889.	June 30	-Year end. 1888-89.	June, 30
Gross earnings Operating expenses.	\$2,210,603	\$2,283,042 1,161,351	\$9,012,325 5,419,988	\$9,151,069 5,689,405
of craims on terms				
Net earnings Rentals, int. & taxes	\$1,081,604	\$1,121,691 192,829	\$3,592,337 1,492,076	\$3,461,664 1,328,273
Iteliane, idit te maco				
Surplus	\$887,937	\$928,862	\$2,100,261	\$2,133,391
	NEW YORK &	NEW ENGL	AND,	
-Qu	arter end'g Ju	une 30	Year end'g	June 30
		1890.	1888-89.	1889-80.
Gross earnin's \$1,3			\$5,497,399	\$5,849,690
Oper. expenses. 9	94,185 1	,035,932	3,664,989	3,776,913
Net earnings \$3	83,832	176,684	\$1,832,410	\$2,072,772
	1,029	865	66,635	24,293
Total \$3	84,861 8	8477,549	\$1,899,045	\$2,097,060
Int., taxes, rent's 4	11,212	429,204	1,653,484	1,690,967

	F1.	TCHBURG.		
		d. June 30	~Year end.	June 30,-
	1889.	1890.	1888-89.	1889-90.
Gross earnings*	\$1,386,369	\$1,574,712	\$5,770,739	\$6,359,533
Oper. expenses		1,144,077	4,262,520	4,450,008
Net earnings	\$283,572	\$430,635	\$1,508,219	\$1,909,525
Int., rentals & taxes.	317,924	317,542	1,219,662	1,254,994
Dalanca	df \$34 359a	ur \$113 003	aur \$900 557av	n \$65.1 531

Balance...... df.\$26,351 sur.\$48,345 sur.\$265,561 sur.\$406,093

Nashville Chattanooga & St. Louis -Gross and net earnings and charges for July, the first month of the fiscal year,

have been as below,		
	Ju	
	1889.	
Gross earnings	.\$299,209	\$341,167
Operating expenses	. 180,826	196.581
Net earnings	.\$118,383	\$144,586
Interest and taxes	72.251	72,805
Improvements		11,813
	\$77,490	\$84,619
Claramilara	1040 000	= O 0.00

New York Lake Eric & Western,—The balance sheet on June 30, as reported to the N.Y. State Railroad Commissioners, was as below. The earnings, &c., for the quarter and year ending June 30 are given in another item under "New York Railroads."

GENERAL DALANCE SHEET.

Assets.		
	June 30, 1889.	June 30, 1890.
Cost of road and equipment	\$15,381,369	\$161,145,923
Estate of the Eric Railway Co	145,500,169	4202,220,022
Construction of branch lines	1,098,581	1.081,175
Stocks and bonds of other companies	0 190 002	3,125,735
Amounts said on account of pulles	3,133,235	
Amounts paid on account of equipment	3,011,941	3,387,402
Supplies and materials on hand	781,809	1,390,893
Bills receivable	34.686	34,666
Due by agents of this company on ac-		
_ count of traffic	956,064	993,064
Due by others, not agents of this com-	000,00=	
pany, on account of traffic	857,305	915,531
Due by companies and individuals on	007,000	010,000
oron companies and matviolates on	* 040.000	1,159,760
open accounts, other than traffic	1,242,029	1,109,700
Cash on hand and in London	425,472	339,524
Chicago & At. Railway Co. advances	2,214,683	2,214,683
N. Y. L. E. & W. Coal & RR. Co., adv'ces.	2,066,369	2,084,544
Advances to other companies	1 216.611	1,241,212
Erie coal companies	1,020,150	1,191,143
	1,020,100	
Total	\$178,040,504	\$180,255,263
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New York Railroads.—The reports below for the quarter ending June 30 have been filed with the Railroad Commissioners. As the companies now have to report for the year ending June 30, instead of Sept. 30, as formerly, we have compiled in addition the results for the new year.

NE	W YORK LAK	E ERIE & WI	ESTERN.	
,			- Year endin	g June 30
Gross earnings	\$6,447,923	\$7,269,617	1888-89, \$26,359,326	1889-90, \$29,039,818
Operating expenses	4,112,021	4,706,922	\$26,359,326 17,075,907	18,832,775
Net earnings	\$2,335,902	\$2,562,695	\$9,283,419	\$10,157,043 2,581,444
Per ct. to oper. lines	566,078	601,614	2,336,760	2,581,444
Balance	\$1,769,824	\$1,961,081	\$6,946,659	\$7,575,599
Other income	299,986	308,145	1,113,036	1,115,726
Total net income	\$2,069,810	\$2,269,226	\$8,059,695	\$8,691,325
Int., taxes, rent., &c.	1,815,476	1,934,832	7,482,900	7,669,420
Surplus	\$254,334	\$334,394	\$576,795	\$1,021,905
	MANHATTA -Quar, endin		-Year endin	a Tuna 20
	1889.	1890.	1888-89.	1889-00
Gross earnings	\$2,340,973	\$2,457,213 1,201,926	\$8,931,917	\$9,302,681
Operating expenses.	1,212,706		4,786,785	4,854,204
Net earnings Other income	\$1,128,207 21,500	\$1,255,287 21,500	\$4,145,132 94,509	\$4,418,477
				86,000
Total	\$1,149,767 521,089	\$1,276,787 566,588	\$4,239,641 2,160,744	\$1,534,477 2,050,804
Surplus	\$628,678 HE WATERTO	\$710,199	\$2,078,897	\$2,483,673
	-Quar, endin		~Year end.	June 30,-
	1889.	1890.	1888-89.	1889-90.
Gross earnings Operating expenses	\$814,143 514,154	\$959,707 637,993	\$3,387,334 1,976,795	\$3,904,967 2,250,113
			Annual Control	
Net earnings Other income	\$299,989 7,259	\$321,714 7,863	\$1,410,539 33,550	\$1,654,854 36,172
Total income				
Int, rentals & taxes	\$307,248 261,247	\$329,577 275,557	\$1,444,089 1,050,454	\$1,691,026 1,019,620
Surplus	\$46,001	\$54,020	\$393,635	\$641,406
ALBANY & SUSQU				
	-Quar.endin		Fear ende	
	1889.	1890.	1888-89.	1889-90.
Grossearnings Operating expenses	\$826,530 504,779	\$921,308 617,066	\$3,385,442 1,893,487	\$3,808,912 2,142,723
Net earnings				
Int., rentals & taxes.	\$321,771 276,668	\$304,242 277,998	\$1,491,955 1,059,441	\$1,666,189 1,122,951
Surplus	\$45,103	\$26,244	\$432,514	
Ome Personal and a second		R & SARATOG		\$543,238
	-Quar.endin		-Year ended	l June 30,-
	1889. \$572,324	1890.	1888-89.	1889-90.
Gross earnings Operating expenses	376,448	\$694,481 427,541	\$2,416,255 1,501,098	\$2,629,547 1,501,983
Net earnings		\$266,940		
Int., rentals & taxes.	\$195,876 261,217	259,304	\$915,157 1,052,948	\$1,127,564 1,064,160
Balance		\$7,636	dr.\$137,791	
		K & CANADA.	αιιφιστ ₃ 1.31	σαι.φυσ, 1 υ4
-	-Quar, ending	June 30.	-Year endin	gJune30.
	1229	1890. \$334,378	1888-89,	1889-90.
Gross earnings Operating expenses.	\$226,076 155,135	\$334,378 218,886	\$910,069 533,235	\$1,114,870 660,086
Int., rentals & taxes.	\$70,941 74,289	\$115,492 73,503	\$376,834 230,188	\$454,784 298,421
Balanco				
Balance	H CI-ro, or I SH	ш. фят,959 8	ur. \$96,616]s	1. \$150,363

North American Company.—Notice is given to the stock-hol lers of the Oregon & Trans-Continental Company on Ang. 14 that 385,864 shares of the stock of that company having already been deposited with the Farmers' Loan & Trust Company, to be exchanged for the stock of the North American Company, the Oregon & Trans-Continental Company, in accordance with its obligations under its contract with the North American Company, has transferred all its assets and property to the North American Company, and the latter company has entered upon the business for which it was organized. Application has already been made for the listing

BROOKLYN ELEVATED, ~Quar, ending June 30. 1889. 1890. \$275,784 \$437,928 173,154 246,699

> \$191,229 150,004

\$102,330 104,905

Operating expenses.

Net earnings.... Int., rentals & taxes. —Xear ending June 30.— 1888-89. 1889-90. \$995,340 \$1,574,488 623,209 924,581 of the stock of the North American Company on the New York Stock Exchange.

Pacific Mall—A dispatch from San Francisco, Aug. 12, said that the fight contemplated by the Canadian Pacific against the Pacific Mail and the Occidental & Oriental lines has been declared off, and that a peace agreement would be signed this week at Portland. The agreement is to last until May, 1891, and it prohibits the Canadian line from handling any freight to and from the northern State line of California, and the Pacific Mail and Occidental & Oriental companies from handling any business in the ports outside of California.

Philadelphia & Reading.—The Philadelphia Ledger reports that Reading has secured possession of the finest terminal site near Perth Amboy. The property purchased fronts on the Arthur Kill, opposite Tottenville, S. I. Here Reading will build extensive terminals. In order to reach these terminals a new line 18 miles long will be built from the New York division of the Reading's road near Bound Brook to a point near Perth Amboy. Heretofore Reading has been obliged to give allies or competitors a long haul on a large tonnage consigned to New York Harbor. [This is a large project, and in the absence of further precise information, the above is given as reported.]

Rio Grande Western.—Work is progressing on the branch line extending south from Thistle. The projected line is to Marysvale, a distance of 132 miles, but construction to Nephi, 75 miles, is all that is immediately contemplated. The roadway is standard guage, but narrow-guage track will be laid, enabling the company to use the best of the old material taken up from the main line and the old narrow-guage equipment. This extension will be covered by the company's present mortgage.

San Antonio & Aransas Pass.—The Farmers' Loan & Trust Company, as trustee under the first mortgages, has intervened as a defendant in the cause in the Texas State District Court at San Antonic, in which this railroad was placed in the hands of receivers, and has removed the cause into the Federal Court.

St. Louis Arkansas & Texas,—The sale of the road in Arkansas and Missouri will occur at St. Louis Oct. 20, and the Texas division at Waco on Oct. 23. See advertisement in another column.

St. Louis & Chicago—Chicago Peorla & St. Louis.—Propositions to lease or purchase the St. L. & C. have been made by the C. P. & St. L., but the bondholders have failed to respond as yet to the circular sent them by the Chairman of the Committee, Mr. George Coppell, 24 Exchange Place, and the time will expire next Monday, the 18th inst.

St. Lonis & San Francisco—The Boston Herald gives figures covering the operations of the St. Louis & San Francisco Road for the half-year ended June 30, 1889, to place in comparison with those for the six months to June 30, 1890, lately published. They are as follows:

Earnings	\$2,554,761 1,532,570	\$2,895,879 1,747,268
Net. Taxes Improvements.	. 84.000	\$1,148,611 84,000
Rentals. Interest on bonds (rentals). Interest on bonds (direct). Sinklug funds, &c.	·} [} 1,158,633	67,351 115,680 884,361 107,591
Balance, deficit	\$318,484 2,664	\$105,221 22,491
Deficiency	. \$315,820	\$82,729 39,113
Dividends	. \$357,500	_
Total deficiency	\$673,320	\$156,993

The mileage was the same in each half-year, 1,329 miles, and the above table shows that the deficit for the half-year to June 30, 1890, was \$158,827 less than that for the half-year to June 30, 1889, before the dividend was paid. Here are other interesting figures, being gross and net earnings for six months:

	Gross. Net.	
Iv months to June 30, 1888	\$2,520,836 \$979,808	
Do. to June 30, 1889	2,554,761 1,022,190	,-
Do, to June 30, 1890	2.895.879 1.148.611	
1)o. to Dec. 31, 1888		
Do. to Dec. 31, 1889	3,498,189 2,788,267	-

South Carolina RR.—Pursuant to an order of the United States Circuit Court, notice is given that on and after 11th inst. all interest maturing up to and including July 1, 1890, on bonds of the South Carolina Railway Company prior in lien to the first consolidated mortgage bonds of November 1, 1881, except certain bonds of the Louisville Cincinnati & Charleston Railroad Company, held by Henry T. Coghl an (the question of the interest due on the same being now und er appeal), will be paid by the Central Trust Company, 54 Wall Street, New York, until the 25th inst., and thereafter by the Receiver at his office in Charleston, S. C.

Virginia State Debt.—The committee to adjust the Virginia debt gives notice that the obligations of the State of Virginia, amounting to \$12,500,000, have been deposited to date under the agreement dated May 12, 1890. Outstanding holders are requested to deposit their securities at once to avail themselves of the benefits to be derived. A full statement of the matter may be found in the Chronicle of June 29,

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, August 15, 1890.

The new silver law took effect on Wednesday, and under its provisions the Federal Treasury began the purchase of silver bullion at the rate of 4,500,000 ounces per month.

A strike of employees of the New York Central Railroad, begun Friday night of last week, was measurably overcome almost at once, but has caused, and still causes, delay in the moving of freight trains. Copious rains have fallen in that part of the West of which St. Louis is the geographical centre,—not too late it is hoped to be of some benefit to crops.

Lard on the spot has been declining, becoming active as prices gave way. To-day there was a large business in prime Western at 6.25c.@6.27½c. regular and 6.22½c., c.f.i. Prime City sold at 5.80c. and refined for the Continent quoted at 6.20c.@6.75c. The speculation in lard for future delivery has been since Monday at steadily declining prices, partly from sympathy with the course of the market and partly owing to the full receipts of swine at Western points; but to-day the offerings were less liberal and the market was steadilg.

DAILY CLOSING PRICES OF LARD FUTURES.

September deliveryc. October deliveryc. November deliveryc.	Sat. 6:42 6:60 6:70	Mon. 6·62 6·70 6·85	Tues. 6:48 6:65 6:80	Wed. 6.45 6.60 6.72	Thur. 6:40 6:54 6:t5	6.38 6.51 6.60	
November delivery	6.80	6.94 7.14	6·87 7·06	6·83 7·00	6·75 6·12	6·70 6·89	

Pork has been dull, and the close is partially lower at \$12.75 @ 13.25 for new mess, \$10@10.50 for extra prime and \$12.50@13.75 for clear backs. Beef is steady at \$6.75@7.25 for extra mess, \$7.50@8 for packet and \$12@14.50 for extra India mess. Beef hams are quiet at \$17.75@18 per bbl. Cut meats are dull,—quoted at 10¾@11c. for pickled hams, 5¾@6c. for do. shoulders and 5¼@6c. for bellies; smoked shoulders 6¾@7c. and smoked hams 11¾@12c. Tallow has advanced to 4¾c., with a good business. Stearine is quiet at 7½@7¾c. in hhds. and tcs., and oleomargarine steady at 5¾c. Butter firmer at 16@21c. for creamery. Cheese is firm at 6¾@8c. for State factory full cream.

Coffee on the spot has been active and advancing, but to-day was quiet and easier at 18% c. for No. 7 Rio. The sales included Java at 2234@24½ c. Rio options were buoyant, and the speculation somewhat excited; but to-day selling to realize, in view of the increased quantity afloat for the United States, caused some decline, closing steady, with sellers as follows:

September	.17.70c.	November16.75c. December16.65c. January16:30c.	March 16:0
October	.17·10c.	January 16.30c.	April15 8

Raw sugars have been active and buoyant, fair refining Muscovado rising to 5c., but to-day the demand was more freely met, owing to weak foreign advices, and the sales embraced large lines Muscovado at 4 13-16c. for 87 degrees test and 5c. for 89 degrees test. Also molasses grades 88 degrees test at 25%c., c. f. i., and 82 degrees test at 4c., long price. Refined sugars are dearer at 6 3-16c. for granulated and 63%c. for standard crushed. The tea sale was a small one, and full prices were realized.

Kentucky tobacco has been rather more active at full prices Sales for the week are 400 hhds., of which 300 were for export, Seed leaf has been offered more freely, owing to very favorable crop prospects, and sales for the week are 1,470 cases as follows: 600 cases, 1889 crop, New England Havana, 13 to 17c.; 320 cases, 1889 crop, Wisconsin Havana, 9 to 11c.; 200 cases, 1889 crop, State Havana, 11 to 13c., and 350 cases sundries, 6 to 20c.; also 900 bales Havana, 65c. to \$1 15, and 400 bales Sumatra, \$1 25 to \$2 45.

Refined petroleum in barrels is dearer at 7.35c.; cases, 9.20c.; crude, in barrels, 7.55c., and naphtha, 7.40c. Crude certificates closed at 92% c. per barrel. Spirits turpentine is lower at 40½ 41c., and closes dull. Rosin is fairly active and steady for low grades, \$137½ \$145 for common to good strained, but the higher grades are dull and weak. Hops a redull. Wool easier and unsettled.

On the Metal Exchange to-day no sales were reported. Straits tin was dull and weak at 20 95c. on the spot and for November delivery. Ingot copper is wholly nominal. Domestic lead has advanced to 4 60c. Pig iron is dull, but mannfactured stock in fair demand at steady prices.

COTTON.

FRIDAY, P. M., August 15, 1890.

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 3,756 bales, against 1,419 bales last week and 2,596 bales the previous week, making the total receipts since the 1st of Sept., 1889, 5,804,763 bales, against 5,510,437 bales for the same period of 1888-9, showing an increase since Sept. 1, 1889, of 294,326 bales.

Receipts at-	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston	29	115	98	73	33	90	438
El Paso, &o				*****	100	783	1,583
New Orleans	92	176	211	188 57	133	13	86
Mobile	9	2					*****
Savannah	18	26	63	19	55	52	233
Brunsw'k, &c.				1 100	4	1	1,192
Charleston	2	76	1	1,108	4	1	1,132
Port Royal,&c		1	3	2	18	12	36
Wash'gton, &c							
Norfolk	53	2		36		2 35	57 71
West Point N'wp't N's,&c.	1			30		28	28
New York							*****
Boston		17					17
Baltimore				18		*****	15
Philadelph'a,&c			950		-	1.016	3,756
Totals this week	203	415	376	1,498	248	1,016	3,750

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.

Descinde de	188	9-90.	188	8-89.	Stock.	
Receipts to August 15.	This Week.	Since Sep. 1, 1889.	This Week.	Since Sep. 1, 1888.	1890.	1889.
Galveston	438	839,551	460	672,884	483	650
El Paso,&c.		23,212	13	23,145		*****
New Orleans.	1,583	1,955,375	317	1,689,730	3,432	2,495
Mohlle	86	240,039	19	209,369	41	50
Florida		32,279		27,010		*****
8avannah	233	938,428	98	814,826	. 580	940
Bruns., &c.		162,962	*****	132,099		*****
Charleston	1,192	321,820	9	383,694	1,325	101
P. Royal, &c	******	1,833		16,225		*****
Wilmington .	36	132,885		152,090	278	98
Wash'tn,&c		3,749	*****	4,369		
Norfolk	57	402,743	25	485,720	1,353	114
West Point.	71	326,942	5	411,195	*****	*****
NwptN.,&c	28	62,551		136,273		*****
New York	******	115,950		130,831		
Boston	17	72,893	17	103,760	1,300	
Baltlmore		90,121	427	65,542	704	
Phil'del'a, &c	15	81,430	16	51,675	3,102	3,870
Totals	3,756	5,804,763	1,406	5,510,437	53,191	84,496

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

Receipts at-	1890.	1889.	1888.	1887.	1886.	1885.
Galv'ston,&c	438	473	1,204	3,400	3,421	1,869
New Orleans	1,583	317	1,526	5,602	2,525	929
Mobile	86	19	275	34	47	75
8avannah	233	98	4,436	337	259	557
Charl'st'n,&c	1,192	9	710	149	97	155
Wilm'gt'n,&e	36		158	. 9	7	10
Norfolk	57	25	2,306	6	109	69
W't Point, &c	99	5	2,698	4	79	
Al'others	32	460	6,136	108	2,447	738
Tot.this week	3,756	1,406	19,449	9,649	8,991	4,402
Since Sept. 1.	5804,763	5510,437	5526,960	5223,097	5337,618	4744,061

The exports for the week ending this evening reach a total of 8,663 bales, of which 8,596 were to Great Britain,—to France and 67 to the rest of the Continent. Below are the exports for the week, and since September 1, 1889.

Exports	He	Export	ng Aug.	15.	erom sep	Expor	v, to Aug ted to—	15, 1590	
from-	Great Brit'n.	Dunman		Total Week.	Great Britain.	France	Conti- nent.	Total.	
Galveston					307,490	34,659	132,110	474,250	
New Orleans	1,078			1,078	935,500	341,708	547,280	1,824,578	
Mobile					44,789			41,789	
'Savannah					153,062	30,226	348,121	531,409	
Brunswick					102,892	12	14,287	117,179	
Charleston	*****				51,284	24,246	164,802	240,332	
Wllmington					79,161		32,988	112,149	
Norfolk					228,238		37,756	265,994	
West Point					156,326		24,020	180,346	
N'port Nws, &c					37,705		96	37,801	
New York	7,418		67	7,485	561,735	42,703	149,404	753,842	
Boston	100			100	136,433		4,167	140,600	
Baltlmore					64,016		55,317	120,937	
Philadelp'a,&c					35,590	1	2,139	37,729	
Total	8,596		67	8,663	2,804,341	475,116	1,512,487	4,881,944	
Total, 1888-89.	7,225	1,801	1,009	10,035	2,910,766	412,273	1,384,230	4,707,269	

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

	01						
Aug. 15, at-	Great Britain. France.		Other Foreign	Coast-	Total.	Leaving Stock,	
New Oricans Mobi.e	None. None. None. None. None. 6,000	None. None. None. None. None. 28 None.	Nene. None. None. None. None. 500 None.	None. 1,186 120 None. None. None. None.	93 None. 1,186 120 None. None. 6,528 300	3,339 41 139 460 483 1,333 34,065 5,084	
Total 1890	6,302	28	542	1,355	8,227	44,964	
Tetal 1889 Tetal 1888	13,005 10,500	None. 450	3,800 3,900	100 1,265	16,905 16,115	67,591 159,634	

Total 1888... | 13,005 | None. | 3,900 | 1,205 | 16,105 | 159,634 |

The speculation in cotton for future delivery at this market made a considerable show of strength in values early in the week under review. The report from the Department of Agriculture of the condition of the growing crop on the 1st of August was received on Saturday after 'Change. It was not quite so favorable as had been expected, and in part was dissented from; but it had an effect abroad, and this was supplemented on Monday by heavy rains in Georgia and the eastern Gulf States, which it was feared would affect injuriously the growing crop and obstruct picking. A smart advance on Monday was the result of all these influences. But on Tuesday the weather cleared up and receipts of new cotton at New Orleans and Galveston were considerably in excess of one year ago, causing the "bulls" to lose confidence and to unload. This process was continued to near the close of Wednesday's market, when there was a partial recovery on a demand to cover contracts. Yesterday the market opened weak under a dull Liverpool report, but the only material decline was in August options, and the market soon took a stronger turn, which was ascribed to dearer reports, and indications that port receipts will at once become quite liberal, New Orleans especially sending very full estimates; but the short interest worried over the silver problem and a little buying to cover contracts was sufficient to stiffen values. In the last half hour, however, there was renewed depression under the increased receipts at interior towns. Cotton on the spot declined 3-16c. on Wednesday and closed quiet to-day at 12 1-16c. for middling uplands, the sales being partly for arrival.

The total sales for forward delivery for the week are 210,000 bales. For immediate delivery the total sales foot up this week 6,482 bales, including 4,890 for export, 1,592 for consumption,—for speculation, and—in transit. Of the above 100 bales were to arrive. The following are the official quotations for each day of the past week—August 9 to August 15.

UPLANDS.	Sat,	Mon	Tues	Wed	Th.	Fri.
Ordinary 1b.	958	95g	958	9716	9716	9716
Strict Ordinary	10116	10116	10116	978 1034	978 1034	978 1034
Strict Good Ordinary	1138	1158	1138	11314	11316	11316
Low Middling	111316	111316	111318	1158	1158	1158
Strict Low Middling	12416	$\frac{121_{16}}{124}$	121 ₁₈ 121 ₄	$\frac{117_8}{12l_{16}}$	$\frac{117_{8}}{121_{18}}$	$11\frac{7}{8}$ $12\frac{1}{16}$
Good Middling	1219	1212	1242	12310	12516	12516
Strict Good Middling	121116		121116	$12\frac{1}{2}$	$12\frac{1}{2}$	1212
Middling Fair	1348	$\frac{13^{1}8}{13^{5}8}$	13 ¹ 8 13 ⁵ 8	1216 ₁₆ 137 ₁₈	121616	121616
		+ 0				13716
GULF.	Sat.	Mon	Tues	Wed	Th.	Frt.
Ordinary % 1b	91318	91316	91316	958	958	959
Strict Ordinary	104	1034	104	10116	10116	10116
Good Ordinary. Strict Good Ordinary.	119	1118	1119	101616 1138		101518
Low Midding	12	119 ₁₆ 12	119 ₁₆	111316	1138	1138
Strict Low Middling	124	124	124	12116	12416	12116
Middling. Good Middling.	12716	12716	12716		124	124
Strict Good Midding	1270	$\frac{121I_1}{127_8}$	$\frac{1211}{1278}$ 16	$\frac{12}{1211}$	1212	$\frac{12^{1}2}{1211_{16}}$
midding Fair	13514	135.0	135.0	1310	1318	1318
Fair	131818	131316	131316	1358		1358
STAINED.	Sat.	Mon	Tues	Wed	Th.	Fri.
Good Ordinary 1b.	Qilo	958	938	9316	03	03
Strict Good Ordinary	10	10	10	019	93 ₁₆ 913 ₁₆	9316 91316
Low Middling	101614	101516	101516	1034	103	1034
Middling	1134	1134	1134	11910	11916	11916

MARKET AND SALES.

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

		SALE	S OF SE	FUTURES.				
	SPOT MARKET CLOSED.	Ex- port.	Con- sump.	Spee- ul't'n	Tran- sit.	Total.	Sales.	D'liv- eries.
Mon. Tues. Wed. Thur. Fri	Quiet	4,615 75 200	672 237 142 266 156 119		••••	5,287 237 142 341 156 319	54,200 65,300 35,700	****
Total	4-11-1-1	4,890	1,592			6,482	210,000	

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:

fol	following comprehensive table:										
88	Tel Ar	Forn	OHER	OHW.	OHE	OHME	OHME		K		
68	era	da Toc	urs ale	dn alc ric	Tale	Tale	los		3		
810	ge	E S. T.	da;	esd es ing	ing ing	es es	day day	20	3.2		
9 95	St	riday, Aug. 1: Sales, total. Prices paid (r Closing	pai	cdnesd'y, Ang Sales, total Prices paid (1 Closing	Atota	Au	pai	2	el. Prices		
ep.	nis ce,	Friday, Aug. 15- Sales, total. Prices paid (ran Closing	hursday, Aug. Sales, total Prices paid (r Closing	d C	C. A	enday, Aug. Sales, total. Prices paid (r Closing	d ()	FUTURES	53		
1,3	Tetalsalesthis week. Average price, week.	1 1	Closing	Wednesd'y, Ang. 13— Sales, total. Prices paid (range)	Tuesday, Aug. 12— Sales, total. Prices paid (range) Closing	Menday, Aug. 11— Sales, total. Prices paid (range) Closing.	Saturday, Aug. 9- Sales, total. Prices paid (range) Closing.	80	Markel, Prices and		
Sales since Sep. 1, 89 20,792,900	PAR.	riday, Aug. 15— Variable. Sales, total. 21,900 Prices paid (range) 10-46-211-8 Closing. Dull.	: : : : T	: e: 3	Sales, total	enday, Aug. 11— Sales, total	sturday, Aug. 9— Sales, total		ā		
2(10	10	10	10	10		I Z	23		
37.	E2	Variable. 21,900 0:46:211:5 Dull.	Variable. 35,700 0.46@li-5 irregular.	Lower. 65,300 45@111 Steady.	5000	Firmer. 22,800 54 #12. Steady.	Variable. 10,100 0:53@12.0	Total Sales	Market,		
92,9	210,000	riable. 21,900 6-211-1 Dull.	ariable. 35,700 16@11.5	Lower. 65,300 45@111 Steady.	Lower. 54,200 492121 Quiet.	irmer. 22,800 4 @ 127 teady.	riable. 10,100 3 a 12 c	Sa	rke		
8	00	1.80°	Variable. 35,700 10.46@11.50 Irregular.		50.	Firmer. 22,800 10:54@12.04 Steady.	Variable. 10,100 10.53 a 12.07 Irregular.	les.	22		
-		E		EE >							
3,617,800	н.,	1.83.1 1.83.1	-885 1-885	1.95 1.95 1.95 1.95	1.92 1.93	Aver 12.00 12.02	2.001 2.001	41			
17.8	58,300 11.93	6,300 8,300 8,300 11.8	12,400 12,400 32,011.9 38,—11.9	10.4:	T @ 7:	4,400 2,400 2,04 2,12.04	3,300 3,300 12.0	August,			
900	300	1.00%	1.00	1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50	12002	2002	2002	36.			
		4 64	00 3	45 6	33 8	G 44	Aver12.03 Aver11.11 3,300 12.01@12.07 11.1,0@11.13 12.0012.01 11.1011.11	_			
1,1		1.0 1.0	1.0	1.0	1.0	1:1	1.1 1.1	Sej			
1,164,000	52,500 11.08	33.2	200	103:	8778	600	004	September.			
00	500	2,800 2,800 3-11-0	6,900	11661	11131	1108	1101	nbe			
	0	2000	2000	00000	09	16	113	.3			
	-	$\begin{array}{c} \text{Aver}11.94 \text{ Aver}11.05 \text{ Aver}10.64 \text{ Aver}10.48 \text{ Aver}10.48 \text{ Aver}10.52 \text{ Aver}10.56 \\ \text{6.300} \\ \text{2.800} \\ \text$	$\begin{array}{c} \text{Aver}11.85 \text{ Aver}10.44 \text{ Aver}10.63 \text{ Aver}10.48 \text{ Aver}10.47 \text{ Aver}10.53 \text{ Aver}10.58 \\ 12.400 \\ 11.82-21.90 11.02-21.06 10.60-60-21.64 10.47-20.48 10.48-10.48 10.51-21.053 10.53 10.58 \\ 11.88-11.90 11.02-11.06 10.63-10.64 10.48-10.48 10.48-10.48 10.51-21.053 10.56-10.58 \\ \end{array}$	$\begin{array}{c} \text{Aver}11 \cdot 86 \text{ Aver}11 \cdot 05 \text{ Aver}10 \cdot 63 \text{ Aver}10 \cdot 47 \text{ Aver}10 \cdot 47 \text{ Aver}10 \cdot 59 Aver$	10. 10.	10. 10.	$\begin{array}{c} \text{Aver} 12.03 \text{ Aver} 11.11 \text{ Aver} 10.71 \text{ Aver} 10.55 \text{ Aver} 10.53 \\ 3.00 & 4.100 & 300 \\ 12.01312.07 11.1.09.11.13 &$				
431	10	62 62	60 er	er :	65 65 7	er 72	er .	October.			
431,000	26,000 10.67	2,000 2,000 2,000 2,000 2,000 2,000	7,000	3,30	5,10	2,30	300 300 300 21071	obe			
ŏ	0	9909	9000	660	6200	220	77.07	-			
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8	8	10.5	10.5	9999	0000	0000	0.6	February.	FUTURES		
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35,400	10,100 10.63	101	19.13	993	1001:	7.0	19::	March.	~		
100	300	1,800	10.00	10.0	0000	10.	10:	>	24		
_		61	000	60	5377	67	67		HC		
		$\begin{array}{c} \text{Aver} 11.94 \text{ Aver} 11.95 \text{ Aver} 10.64 \text{ Aver} 10.48 \text{ Aver} 10.48 \text{ Aver} 10.52 \text{ Aver} 10.56 \text{ Aver} 10.61 \text{ Aver} 10.65 \\ \text{5.00} \\ 11.83 = 11.84 11.03 = 11.04 10.62 = 10.63 \\ 10.47 = 10.48 10.47 = 10.48 10.51 = 10.52 10.56 = 10.57 10.58 = 10.60 = 10.62 10.63 = 10.64 = 10.66 \\ 10.47 = 10.48 10.47 = 10.48 10.51 = 10.52 10.56 = 10.57 10.58 = 10.64 = 10.66 \\ 10.64 = 10.68 10.64 = 10.$	Aver10·53 Aver10·58 Aver10·59 Aver	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} \text{Aver} 12.00 \text{ Aver} 11.13 \text{ Aver} 10.71 \text{ Aver} 10.55 \text{ Aver} 10.53 \text{ Aver} 10.58 \text{ Aver} 10.61 \text{ Aver} 10.68 \text{ Aver} 10.71 \\ 1.7700 \\ 1.7700 \\ 1.93 = 12.05 11.07 = 11.18 10.65 = 10.75 10.50 = 10.58 10.49 = 10.58 10.53 = 10.58 = 10.58 = 10.60 10.60 = 10.60 = 10.71 \\ 1.93 = 12.05 11.07 = 11.18 10.65 = 10.65 = 10.50 = 10.58 10.49 = 10.58 = 10.58 = 10.65 = 10.60 = 10.60 = 10.63 = 10.65 = 10.68 \\ 1.05 = 10.71 = 10.65 =$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	Aver10·54 Aver Aver Aver Aver		OR EACH MONTH		
23	$1.300 \\ 10.68$	14 50 F	10:	F 44	6 3 :	512 F	0 3: :	April.	NO		
2,900	30	10.6	-10-6	100	10010	10	9 :-	il.	TH		
2	0	66	99	00000	710.71 100 20.71 6-10.68	77	-1		-		
		Aver10-61 Aver10-65 Aver 1,800 10-60 &10-62 10-65 & — — — — — — — — — — — — — — — — — —	Ave	>	Aver	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	AV				
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		· A			. A	>	A				
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		19:	Aver	Aver	Aver	19::	Aver	June.			
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		19:	19::	19::		19:	9:	July			
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1								1			
R	Inolu	dessoles	in Santan	hon 100	O for Sor	tombon 1	147 000	g.,,			

*Includes sales in September, 1889, for September, 147,600; September-October, for October, 640,600; September-November, for November, 636,200; September-December, for December, 957,200; September-January, for January, 1,570,100; September-February, for February, 1,125,100; September-March, for March, 2,236,900; September-April, for April, 1,555,600; September-May, for May, 1,815,700; September-June, for June, 1,830,100; September-July, for July, 1,655,800.

we have included in the above table, and shall continue each week to give, the average price of futures each day for each month. It will be found under each day following the abbreviation "Aver." The average for each month for the week is also given at bettom of table.

Transferable Orders—Saturday, 12.05c.; Monday, 12.05c.; Tuesday,

Transferable Orders—Saturday, 12.05c.; Monday, 12.05c.; Tuesday 11.95c.; Wednesday, 11.95c.; Thursday, 11.90c.; Friday, 11.85c.

The following exchanges have been made during the week: *82 pd. to exch. 100 Sept. for Aug.

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

1890. 1889. 1888. 1887.

	1890.	1889.	1000	
		569,000	465,000	597,000
Stock at Liverpoolbales	684,000		16,000	39,000
DUUGA du LATUR POUTE	23,000	19,000	10,000	00,000
Stock at London				
		maa 000	481,000	636,000
Total Great Britain stock.	707,000	588,000		4,300
Total Great Billand Stock	4,400	3,200	4,000	
Stock at Hamburg	0000	30,200	36,900	61,900
Stock at Bremen	35,000	30,200	7,000	29,000
Block at Dichical	6,000	7,000	7,000	
Stock at Amsterdam	200	300	300	200
Stock at Rotterdam			700	1,100
Stock at Antwerp	6,000	15,000		
Block at Villacib	131,000	84.000	118,000	196,000
Stock at llavro	0,000	5.000	3,000	3,000
Stock at Marseilles	3,000		48,000	32,000
Divon at Managlone	52,000	53,000		4.000
Stock at Barcelona	3,000	5,000	8,000	4,000
Stock at Genoa			12,000	9,000
Stock at Trieste	3,000	4,000	12,000	0,000
Block at These				
	010 000	206,700	237,900	340,500
Total Continental stocks	243,600	200,100	201,000	
Total Continue				000 500
	950,600	794,700	718,900	976,500
Total European stocks	300,000	45,000	41,000	120,000
India cotton affoat for Europe.	100,000			48,000
Allula Cotton adopt for Furone	25.000	20,000	27,000	40,000
Amer. cott'nafloat for Enrope.	6,000	5,000	6,000	32,000
Egypt Rrazil &C. antiorE r po			175,749	108,217
Stock in United States ports	53,191	84,496		
Stock in United States Posters	5.356	6,422	15,252	17,408
Stock in U. S. Interior towns		1,820	1,033	9,140
United States exports to-day.	2,003	1,020	1,000	.,
Omitor parties and				- 011 00"
	1 140 155	957 438	984,934	1,311,265
Total visible supply	1,144,100	bandonomia	tlongarag	a follows:
Of the above, the totals of Amer	ican and ot	mer descrip	httomagree	IN TOTTO WEST

Liverpool stockbales Continental stocks American affoat for Europe United States stock. United States interior stocks United States exports to-day.	344,000 140,000 25,000 53,191 5,356 2,003	333,000 114,000 20,000 84,496 6,422 1,820	130,000 27,000 175,749 15,252 1,033	180,000 48,000 108,217 17,408 9,140
Total American	569,555	559,738	655,034	688,765
East Indian, Brazil, &c.—	340,000	236,000	159,000	271,000
Liverpool stock	23,000	19,000	16,000	39,000
Londôn stock	103,600	92,700	107,900	160,500
	100,000	45,000	41,000	120,000
	6,000	5,000	6,000	32,000
Total East India, &c	572,600	397,700	329,900	622,500
Total American	569,555	559,738	655,034	688,765
Total visible supply	1,142,155	957,438		1,311,265

Price Mid. Upi., Liverpool.... Price Mid. Upl., New York.... 611₁₆d. 121₁₆0. 1131tC. The imports into Continental ports this week have been 6,000 bales.

11340.

The above figures indicate an *increase* in the cotton in sight to-night of 184,717 bales as compared with the same date of 1889, an *increase* of 157,221 bales as compared with the corresponding date of 1888 and a *decrease* of 169,110 bales as compared with 1887.

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 1888-89—is set out in detail in the following statement.

Total, all	Total, new towns	Raleigh, N. C Tarboro, N. C.I Louisville, Ky.I Little Rock, Ark. Brenham, Texas.	Total, old tewns.	Augusta, Ga Columbus, Ga Macon, Ga Macon, Ga Montgomery, Ala Selma, Ala Memphis, Tenn Nashyllle, Tenn Dallas, Texas Shorman, Texas Shorman, Iexas Shorman, Miss Eufaula, Ala Griffin, Ga Atlanta, Gas Charlotte, N.C. St. Louis, Mo Cincimati, Ohio.
4,164	3,481	139 14 367 2,961		100
3,463,171	908,643	21,594 5,412 16,124 67,447 27,443 753,236	2,554,528	Receiptle. Shine Shine
4,090	2,909	132 19 173 2.565		
6,868	1,507	21 181 256 288 811	5,356	Slock Aug. 15. 210 210 213 214 760 189 81 237 337 337 337 300 228 300 714
1,544	1,246	54 204 97 872	298 15	### And Procedure
3,456,153	832,694	32,386 14,501 19,373 73,439 28,191 648,862	2,623,459 15,942	### Morement to At Morement to At Morement to At Mines
2,039	746	111 147 117 450	بر	Angust 10. Angust 10. This 7 flis 10 feets. 88. ceeks. 1123 146 1123 122 138 308 308 31 142 159 160 559 171 172 174 1759 1759 1759 1759 1759 1759 1759 1759
7,390	968	49 159 24 61 641	6,422	15.8811.1 19.283 19.20 Petersburg, Va

Louisville in both years are "net." § This year estimated.

The above totals show that the old interior stocks have decreased during the week 498 bales, and are to-night 1,066 bales less than at the same period last year. The receipts at the same towns have been 35 bales more than the same week last year, and since Sept. 1 the receipts at all the towns are 7,018 bales more than for the same time in 1888-89.

QUOTATIONS FOR MIDDLING COTTON AT OTHER MARKETS.— In the table below we give the closing quotations of middling cotton at Southern and other principal cotton markets for each day of the past week:

Week ending	CLOSI	SING QUOTATIONS FOR MIDDLING COTTON ON-							
August 15.	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.			
Gaiveston	1138	1139	1139	113 ₈ 113 ₄	113 ₈ 113 ₄	113 ₈ 113 ₄			
New Orleans	1134 115 ₁₆	1134	113 ₄ 1110 ₁₆	11516	11518	11518			
Savannah Charleston	1138 1138	113 ₉ 113 ₉	113 ₈ 113 ₈	115 ₁₉ 113 ₈	115 ₁₈ 113 ₅	11116 1138			
Wilmington.	113 ₈ 117 ₈	11 ³ 8 11 ⁷ 8	11 ³ 8	$\frac{11^{3}9}{11^{7}8}$	11^{3_8} 11^{7_8}	113 ₈ 113 ₄			
Norfolk Boston	124	124	1214	1214	124	12116.			
Baltimore Philadelphia	$\frac{12^{1}4}{12^{5}8}$	$\frac{12\frac{1}{4}}{12\frac{5}{8}}$	1258	1258	1258	125 ₈			
Augusta Memphia	113 ₈ 111 ₉	11 ³ 8 11 ¹ 2	11 ³ 8 11 ¹ 2	113 ₈ 111 ₂	113 ₈ 111 ₂	1112			
St. Louis	111 ₂ 12	11 ¹ ₂	1112	1112	11^{1}_{2} 12	11 ¹ 2			
Cinclnuati Louisville	12	12	12	12	12	12			

The closing quotations to-day (Friday) at other important Southern markets were as follows:

Atlanta	1118
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RECEIPTS FROM THE PLANTATIONS.—The following table indicates the actual movement each week from the plantations. The figures do not include overland receipts nor Southern consumption; they are simply a statement of the weekly movement from the plantations of that part of the crop which finally reaches the market through the outports. finally reaches the market through the outports.

Week Ending—		Receipt	s at the	Ports.	St'k at 1	Interior	Towns.	Rec'pts	Rec'pts from Plant'ns.		
		1888. 1889.		1890.	1888. 1889.		1890. 1888.		1889.	1890.	
July	11	7.026	2,130	1,303	37,667	12,683	15,101				
	18	10,062	1,952	2,500	31,470	10,855	13,828	3,865	124	1,227	
66	25	8,033	1,710	3,643	28,163	9,657	9,819	4,726	512		
	1	6,384	911	2,596	23,685	9,158	7,436	1,906	412		
	8	9,915	1,010	1,419	20,385	7,848	6,789	6,615		772	
9.5	15		1,406	5,756	16,214	7,390	6,863	15,308	948	3,830	

The above statement shows: 1.—That the total receipts from the plantations since September 1, 1889, are 5,799,182 bales; in 1888-89 were 5,502,452 bales; in 1887-88 were 5,519,374 bales.

12.—That, although the receipts at the outports the past week were 3,756 bales, the actual movement from plantations was only 3,830 bales, the balance being taken from the stocks at the interior towns. Last year the receipts from the plantations for the same week were 948 bales and for 1888 they were 15.808 bales. 15,808 bales.

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

	1889-99.	1888-89.	1887-88.	1886-87.
Receipts at the ports to A'g. 15	5,804,763	5,510,437	5,526,960	5,223,097
Interior stocks on Aug. 15 in excess of September 1	*5,581	*7,985	*7,586	*25,074
Tot. receipts from plantat'ns		5,502,452	5,519,374	5,198,023
Not overland to August 1 Southern consumpt'n to Aug. 1				
Total in sight August 15	7,183,831	6,869,668	6,933,068	6,377,903
Northern spinners takings to August 13	1,759,102	1,717,286	1,768,488	1,639,426

* Decrease from September 1.
It will be seen by the above that the Increase in amount in sight co-night, as compared with last year, is 314,263 bales, the excess as compared with 1887-88 is 250,763 bales and the gain over 1886-87 teaches 805,928 bales.

WEATHER REPORTS BY TELEGRAPH.—Our telegraphic weather reports this evening are as a rule quite favorable. Beneficial rains have fallen in a number of localities where needed, and the only complaints of dry weather come from a few points in Texas. Generally cotton is doing well and in some sections picking makes good progress.

Galveston, Texas.—It has rained moderately on one day of the week, the rainfall reaching sixty-six hundredths of an inch. The thermometer has ranged from 72 to 90, averaging 81.

Palestine, Texas.—Cotton looks good. No rain has fallen during the week. Average thermometer 83, highest 96 and lowest 70.

Huntsville, Texas.--We have had heavy rain on three days of the week and cotton is doing well. The precipitation reached three inches and six hundredths. The thermometer has averaged 83, the highest being 94 and the lowest 72.

Dallas, Texas.—The weather has been dry all the week. Cotton is doing very well and picking is progressing. The thermometer has averaged 87, ranging from 74 to 100.

San Antonio, Texas.—It has rained lightly on two days of

the week, the precipitation reaching twenty-three hundredths of an inch. Cotton looks fairly well. The thermometer has ranged from 72 to 96, averaging 84.

Luling, Texas.—We have had dry weather all the week, and cotton will be short. Average thermometer 86, highest 102, lowest 73.

Columbia, Texas.—Cotton looks good. Rain has fallen on one day of the week to the extent of thirty-seven hundredths of an inch. The thermometer has averaged 85, the highest being 98 and the lowest 72. of an inch. The thermometer has averaged 85, the highest being 98 and the lowest 72. Cuero. Texas.—The dry weather has cut cotton short some-what. The thermometer has averaged 81, ranging from 62 to

Brenham, Texas.—It has rained lightly on two days of the week, the precipitation reaching seventeen hundredths of an inch. Cotton looks good and is being rapidly picked. The thermometer has ranged from 73 to 97, averaging 85.

Belton, Texas.—We have had dry weather all the week. Average thermometer 85, highest 100, lowest 70.

Weatherford, Texas.—Cotton looks good, but needs rain. The thermometer has averaged 89, the highest being 100 and the lowest 78.

the lowest 78.

New Orleans, Louisiana.—We have had rain on one day of the week to the extent of fifty-three huadredths of an inch. The thermometer has averaged 81.

Shreveport, Louisiana.—Rainfall for the week one-hundredth of an inch. The thermometer has ranged from 71 to

dredth of an inch. The thermometer has ranged from 71 to 91, averaging 81.

Columbus, Mississippi.—Telegram not received.

Leland, Mississippi.—The week's precipitation has been twelve hundredths of an inch. The thermometer has averaged 78.4, ranging from 62 to 92.

Meridian, Mississippi.—Telegram not received.

Vicksburg, Mississippi.—It has been showery on two days of the week, the rainfall reaching one inch and twenty hundredths. Average thermometer 84, highest 96, lowest 72.

Little Rock, Arkansas.—Telegram not received.

Helena, Arkansas.—Cotton is doing finely, and beginning to opea. There has been rain (light sprinkles) on two days of the week, the precipitation reaching three hundredths of an inch. The thermometer has averaged 77, ranging from 61 to 92.

Memphis, Tennessee,—The nights have been cool during the week, but the crop outlook continues promising. It has rained on three days of the week, the precipitation reaching one inch and two hundredths. The thermometer has ranged from 6!

on three days of the week, the precipitation reaching one inch and two hundredths. The thermometer has ranged from 61 to 94, averaging 78.

Nashville, Tennessee.—It has rained on three days of the week, the rainfall reaching twenty-seven hundredths of an inch. Average thermometer 74, highest 90, lowest 53.

Mobile, Alabama.—Crop reports are generally favorable, but there are some complaints of rust and shedding. The first bale arrived here on August 9th from Dallas County, Ala. It classed low middling, weighed four hundred and seventy pounds, and sold at sixteen cents per lb. The first Florida bale arrived on the 13th, and sold at fifteen cents. Three new bales from Mississippi arrived on the 13th. The week's rainfall has been one inch and twenty hundredths on three days. The thermometer has averaged 79, the highest being 90 and the lowest 65.

week's rainfall has been one inch and twenty hundredness on three days. The thermometer has averaged 79, the highest being 90 and the lowest 65.

Montgomery, Alabama.—The weather has been fair during the week, with light rain on two days to the extent of seventeen hundredths of an inch. The thermometer has averaged 79, ranging from 61 to 90.

Selma, Alabama.—We have had rain on one day of the week, the precipitation reaching one inch. The thermometer has ranged from 60 to 90, averaging 75.

Auburn, Alabama.—The week's precipitation has been seventy-two hundredths of an inch. Average thermometer 78, highest 89, lowest 64.

Madison, Florida.—We have had rain on two days of the week, the rainfall reaching three inches and fifteen hundredths. The thermometer has averaged 78, the highest being 94 and the lowest 62.

dredths. The thermometer has averaged 78, the highest being 94 and the lowest 62.

Augusta, Georgia.—No rain has fallen during the week.

Accounts from the crop are conflicting. It is claimed that recent continuous rains and cool nights have developed rust and shedding in some sections, but in others the crop is in fine condition, and opening rapidly. All things considered, the outlook may be called good. Picking is progressing well. Average thermometer 76, highest 87, lowest 64.

Columbus, Georgia.—No rain all the week. The thermometer has averaged 76, ranging from 68 to 90.

Savannah, Georgia.—It has rained on four days of the week, the rainfall reaching one inch and fifty-seven hundredths. The thermometer has ranged from 63 to 91, averaging 76.

Charleston, South Carolina.—We have had rain on four days of the week, the precipitation reaching two inches and five hundredths. The thermometer has averaged 77, the high-

five hundredths. The thermometer has averaged 77, the nignest being 89 and the lowest 65.

Stateburg, South Carolina.—Rain has fallen on two days of the week to the extent of one inch and seventy-two hundredths. The thermometer has averaged 72.5, ranging from

Wilson, North Carolina.-It has rained on two days of the

week one inch and four hundredths. The thermometer has rauged from 63 to 90, averaging 76.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 8 o'clock August 14, 1890, and August 15, 1889,

	Aug. 14, '90.	Aug. 15. '80.
	Feet.	Feet.
New OrleansAbove low-water mark.	4.2	7.4
Memphis Above low-water mark.	8:5	13.8
Nashville Above low-water mark.	8.1	518
Shreveport Above low-water mark.	0.2	10.2
Vicksburg Above low-water mark.	9.8	20.8

NOTE.-Reports are now made in feet and teaths.

INDIA COTTON MOVEMENT FROM ALL PORTS,—The receipt and shipments of cotton at Bombay have been as follows for the week and year, bringing the figures down to August 14.

NOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

1.50	Sittyitt	enten etten	ween.	ontpin	ents wine	c Jan. 1.	1000	eipes.	
<i>Year</i>	Great Briën.	Conti- nent.	Total.	Great Britain	Conti- nent.	Total.	This Week.	Since Jan. 1,	3
1890 1880 1888 1888	1,000		2,000	357,000 209,000	828,000 598,000	1,354,000 1,185,000 807,000 1,009,000	5,000	1,860,000 1,686,000 1,274,000 1,442,000	
		Shipn Great Britain	Con		. 0	reat conitain.	nce Jar tinent.		

	Shipme	nts for th	e week.	Shipmen	ts since Jan	uary 1.
	Great Britain.	Conti- nint.	Total.	Great Britain.	Continent.	Total,
Calcutta— 1890 1889.		*****		24,000 33,000	100,000 44,000	124,000 77,000
Madras— 1890 1889 All others—	2,000 3,000	1,000	2,000 4,000	18,000 25,000	6,000 -4,000	24,000 29,000
1890 1889		2,000 1,000	2,000 1,000	49,000 33,000	36,000 22,000	85,000 55,000
Total all— 1890 1889	2,000 3,000	2,000 2,000	4,000 5,000	91,000 91,000	142,000 70,000	233,000 161,000

The above totals for the week show that the movement from the ports other than Bombay is 1,000 bales less than the same week last year. For the whole of India, therefore, the total shipments since January 1, 1890, and for the corresponding periods of the two previous years, are as follows:

EXPORTS TO EUROPE FROM ALL INDIA.

M. I	18	390.	18	389.	1888.		
Shipments to all Europe from—	This week.	Since Jan, 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1	
BombayAll other ports.	3,000 4,000	1,354,000 233,000		1,185,000 161,000		807,000 154,000	
Total	7,000	1,587,000	7,000	1,346,000	4,000	961,000	

ALEXANDRIA RECEIPTS AND SHIPMENTS.—Through arrange ments 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, August 13.	1889-90.	1888-89.	1887-88.
Receipts (cautars*) This week Since Sept. 1.	1,000	1,000 2,707,000	2,001,000
- 1	This Since week. Sept. 1.	This Since Sept. 1.	This Since week. Sept. 1.
Exports (bales)— To Liverpool To Coutinent	265,000 1,000 159,000	1,000 228,000 1,000 160,000	248,000 1,000 162,000
Total Europe * A cantar is 98 pour		2,000 388,000 evised.	1,000 410,000

MANCHESTER MARKET.—Our report received by cable to-night from Manchester states that the market is dull for yarns and flat for shirtings. Manufacturers cannot sell. We give the prices for to-day below, and leave those for previous weeks of this and last year for comparison:

			189	0.				-	1	183	9.		
	32s Co Twist.		81 Shi	4 lbs	78.	Cott'n Mid, Uplds		s Cop.		81 Shi	4 lb	s. ga.	Cott'n Mid. Uplds
" 25 Aug.1	812 281 858 287	1 3 16 8 8	6 5 6 5 6 5	8. 27 207 207 207 207	d. 3 ¹ 2 4 ¹ 2 4 ¹ 2 5	658 611 ₁₈	778 778 778 715	20838	8. 51 51 51 51	1 1 1 1	8. 077077077077	d. 0 0 0 0	d. 6 ³ 16 6 ¹ 8 6 ¹ 8 6 ¹ 4 6 ¹ 4 6 ³ 8

EAST INDIA CROP.—From Messrs. Gaddum, Bythell& Co.'s

cotion report, dated Bombay, July 4, we have the following:

New crop reports in the aggregate may be called satisfactory. The
accounts from the Berars are of a favurable character; from Khandelsh
and Broach districts the repurs are also, on the whole, good, but
Dhollera districts send complaints of want of sufficient rain. From the
Bengal districts we hear that the crop has got a favorable start.

From the Bombay Prices Current of like date we take the

The first issue of the official telegraphic weather and crop reporta has been made to-day, from which it appears that rain had been general and abundant over the cotton area, the only places where none had fullen hoing Veerungaum to the Dhollera and Hubli in the Dharwar circle. In some districts of the Bengal circle the fields were being prepared, and in others sowing was making good progress, as it was also in the Oomra districts of Dhuli and Barsee; while the cotton plants are already reported to be flourishing at Oomrawottee, Khangaum and Jalgaum in the same circle. At Brosch the sowing of the crop was making good progress; but it was delayed at Wadwau owing to insufficient rain, and at Dhollera from too much.

JUTE BUTTS, BAGGING, &c.—At slightly lower prices there has been a very fair business in bagging during the week under review. The quotations to-night are 5½c. for 1½ pounds, 6c. for 1½ pounds, 6½c. for 2 pounds and 7½c. for standard grades. Jute butts have moved very slowly and are quoted at 1½c. for paper grades and 2c. for bagging qualities.

FIRST BALE OF LOUISIANA COTTON.—The first bale of cotton of the Louisiana crop of 1890 was received at New Orleans on Friday, August 8, from W. G. Beggs, St. Landry Parish. It classed strict middling, and was sold at auction at the Cotton Exchange for 1314 cents per pound to Messrs. H. & B. Beer, for shipment to Liverpool. Last year the the first bale of Louisiana cotton reached New Orleans on August 13, and also came from St. Landry Parish, and in 1888 the first arrival was on August 3.

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

October 1 to August 1.	Great Britain.	Continent.	Total.
For 1889-90. Takings by spinnersbales Average weight of balee.lbs Takings in pounds			454'5
For 1888-89. Takings by spinnersbales Average weight of bales libs Takings in pounds	454	439	

According to the above, the average weight of the deliveries in Great Britain is 468 pounds per bale this season, against 454 pounds during the same time last season. The Continental deliveries average 443 pounds, against 439 pounds last year, and for the whole of Europe the deliveries average 454.5 pounds, against 446 pounds. Our dispatch also gives the full movement for this year and last year in bales of 400 pounds.

Oct. 1 to Aug. 1.	1	1889-90.		1	888-89.							
Bales of 400 lbs. each, 000s omitted.	Great Britain.	Conti- nent.	Total.	Great Britain.	Conti- nent.	Total						
Spinners' stock Oct 1. Takings in October	55,	181,	236,	52,	167,	219,						
	283,	180,	463,	243,	176,	419,						
Total supply	338,	361.	699,	295,	343.	633.						
Consump. Oct., 4 wks.	292,	320,	612,	255,	304,	559,						
Spinners' stock Nov. 1	46,	41,	87,	40,	39,	79,						
Takings in November.	398,	340,	738,	331,	338.	669,						
Total supply	444,	381,	825,	371,	377,	748.						
Consump. Nov., 4 wks.	308,	320,	628,	300,	304,	604						
Spinners' stock Dec. 1	136,	61,	197,	71,	73,	144,						
Takings in December.	442,	518,	Ω60,	403,	454,	857,						
Total supply	578,	579,	1,157,	474,	527,	1.001,						
Consump. Dec., 5 wks.	385,	400,	785,	375,	380,	755,						
Spinners' stock Jan. 1	193,	179,	372,	99,	147,	246,						
Takings in January	398,	506,	904,	425,	546,	971,						
Total supply Consump. Jan., 4 wks.	591,	685,	1,276,	524,	693,	1,217,						
	312,	332,	644,	308,	316,	624,						
Spinners' etock Feb. 1	279,	353,	632,	216,	377,	593,						
Takings in February.	317,	454,	771,	334,	380,	714,						
Total supply	598,	807,	1,403,	550,	757,	1,307,						
Consump. Feb., 4 wks.	312,	332,	644,	308,	316,	624,						
Spinners' stock Meh. 1	1	475,	759,	242,	441,	683,						
Takings in March		421,	801,	409,	452,	861,						
Total supply		899,	1,560,	651,	893,	1,544,						
Consump. Mar., 5 wks		41 5,	805,	385,	395,	780,						
Spinners' stock Apr. 1 Takings in April		484,	755, 688,	266, 314,	498,	761, 721,						
Total supply Consump. Apr., 4 wks.		830, 332,	1,443.	580, 308,	905,	1,485,						
Spinners' stock May 1 Takings in May		498, 480,	799, 837,	272, 299,	589, 459,	861 758.						
Total supply Consump. May, 5 wks		978, 415,	1,636, 805,	571, 385,	1,048, 395,	1,619,						
Spinners' stack June 1 Takings in June		563, 341,	831, 594,	186,	653, 313,	839, 543,						
Total supply	518,	907,	1,425,	416,	966,	1,382,						
Consump. June, 4 wks	312,	332,	644,	288,	316,	604,						
Spinners' stock July i		575,	781,	128,	650,	778.						
Takings in July		251,	521,	228,	223,	451,						
Total supply Consninp. July, 4 wks		826, 332,	1,302,	356, 288,	873, 316,	1,22±, 604,						
Spinners' stock Aug. 1	164,	494,	658,	68,	557,	625,						

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

Oct. 1 to Aug. 1.		1889-90.		1	888-89.	
Bales of 400 lbs. each. 000s omitted.	Great Britain	Conti- nent.	Total.	Great Britain	Conti- nent.	Total
Spinners' stock Oct. 1. Takings to Aug. 1	55, 3, 434 ,	181, 3,843,	236, 7,277,	52, 3,216,	167. 3,748.	219, 6,964,
8apply Oonsumpti'n 43 weeks	3,489, 3,325,	4.024, 3,530,	7,513. 6,855,	3,268, 3,200,	3,915. 3,358,	7,183, 6,558,
8pinners' stock Aug. 1	164,	494.	658.	68,	557,	625,
Weekly Consumption,						
In October	*76,0	80,0	156,0	*75,0	76,0	151,0
In November	77,0	80,0	157,0	75,0	76,9	151,0
In December In January	77,0 78,0	80,0 83.0	157,0 161,0	75,0	76,0 79.0	151,0
In February	78.0	83.0	161.0	77.0	79.0	156,0
In March	78.0	83,0	161,0	77,0	79,0	156,0
In April	78,0	83,0	161,0	77,0	79,0	156,0
In May	78,0	83,0	161,0	77,0	79,0	156,0
In June	78,0	83,0	161,0	*77,0	79,0	158,0
In July	78.0	83,0	161.0	72,0	79,0	151,0

 $^{\circ}$ Average as given by Mc. Ellison; deduction mad $_{^{\circ}}$ from month's tota 1 on account of stoppage of spindles.

The foregoing shows that the weekly consumption is now 161,000 bales of 400 pounds each, against 151,000 bales of like weights at the corresponding time last year. The total spinners' stocks in Great Britain and on the Continent have decreased 123,000 bales during the month, but are now 33,000 bales more than on the same date last season.

COTTON CROP CIRCULAR.—Our annual Cotton Crop Review will be ready in circular form about Thursday, 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.

AVERAGE OF TEMPERATURE AND RAINFALL.—As of interest in connection with our monthly weather record, we have prepared the subjoined tables, which show the State averages of rainfall and thermometer in April, May, June and July for six years, 1885 to 1890 inclusive. The thermometer averages are given first:

are given	TILEC:											
7 hammar was Arri		April.	- 1		May.		2	Juns.			July.	
Averages.	High.	Low.	Arge.	High.	Low.	Avge.	High.	Low.	Avge.	High.	Low.	Avge.
N.CAR'LINA 1890 1889 (good) 1888 (good)	83.6 86.0 88.1 84.0	32·8 36·4 26·0 30·8	50°3 61°4 60°6 58°0	87.9 91.8 59.8	44.3 59.6 43.5 50.8 47.8	69.0 68.7 68.1	97.0 91.7 93.3 96.4 91.9	50.9 50.5 55.0 53.9 57.3	77.2 73.0 76.4	93·8 92·6 96·4 100·1	56.8 64.2 88.8	75·8 78·2 77·3
1889 (good) 1888 (good) 1887 (good) 1886 (fair). 1885 (fair).	83.2 84.8	38·4 34·9	84.0	89.8 91.9 87.6	47·8 48·3	70·5 69·7 69·1	91°9 93°4	57·3 56·4	75.8 75.8 75.8	93·5 96·0	65·5 60·1	77·3 81·0 78·7 81·4
8. CAR'LINA 1890 1889 (good) 1888 (good) 1887 (good) 1886 (fair). 1885 (fair).	86.6 88.7 86.6 81.5 83.6	42.6 39.8 89.1 35.7 40.8 46.7	68.9 64.6 64.7 62.7 63.2 63.0	81°8 95°0 89°7 89°3 92°3 85°8	47.8 45.9 44.1 51.6 49.2 51.0	71·4 72·2 70·2 71·5 72·0 70·0	973 93.8 100.6 90.7 89.8	60.7 48.8 60.4 53.1 63.8 61.7	80.6 75.5 78.3 76.8 79.9 76.4	93·5 95·3 98·7 102·8 92·0 91·9	62.2 68.3 64.9 66.0 64.7 64.0	78.0 79.2 78.6 80.2 70.0 79.7
GEORGIA. 1890 1889 (good) 1888 (good) 1887 (good) 1886 (fair). 1885 (fair).	81.7 85.2 86.9 88.1 84.2 86.4	43°3 40°0 45°1 35°4 84°5 37°7	64.7 63.4 66.0 84.1 63.0 63.4	88.7 92.8 95.7 90.9 91.8 87.1	46.8 45.7 50.2 56.7 48.3 49.1	71.5 71.0 70.8 78.9 71.8 59.4	98.7 92.3 95.8 99.2 99.2 93.8	66.8 47.5 61.5 62.6 64.1 61.9	81°2 75°6 78°4 78°5 76°6 77°5	97.2 96.2 97.4 161.2 93.3 95.8	68.7 69.2 88.2 88.5 65.4 62.9	80.0 80.7 80.8 80.4 78.9 80.1
FLORIDA. 1890 1889 (good) 1885 (good) 1887 (good) 1886 (fair) 1885 (fair)	88.2 87.6 87.6 86.8 83.2 86.7	53.6 45.2 50.8 40.6 41.5 48.8	72.4 66.8 70.9 66.6 65.6 68.9	90.0 92.6 91.1 88.1 90.3 90.3	52:4 50:6 58:1 56:9 56:5 59:1	74.5 72.6 75.1 73.3 74.0 71.5	95.6 92.9 94.7 92.3 92.7 95.8	66°2 55°0 62°2 64°8 67°8 68°9	80.4 77.0 79.8 77.1 80.4 81.3	93.8 94.6 95.8 96.4 91.9 92.7	66.7 76.3 68.7 69.1 70.2 71.4	80°1 80°7 81°1 80°0 80°2 80°5
ALABAMA. 1890 1889 (good) 1888 (good) 1887 (good) 1896 (fair). 1885 (fair).	83°3 86°5 83°9 86°0 83°8 84°3	46.0 42.6 41.3 39.2 40.1 88.5	56·1 61·5 87·5 65·3 64·5 64·5	86.9 88.5 87.6 90.6 90.2 86.3	49.5 45.6 49.0 59.1 49.4 48.9	71.8 70.2 71.6 74.9 72.0 89.4	95.0 91.8 91.9 96.4 94.3 92.4	66.7 50.8 57.4 61.7 64.1 62.6	80.0 76.8 77.4 78.5 77.8 78.0	97.5 95.5 96.1 97.2 92.3 94.6	68:3 65:6 69:4 69:6 66:0 68:9	80°7 80°6 81°5 80°7 79°2 80°7
LOTISIANA- 1890 1889 (good) 1883 (good) 1887 (good) 1886 (fair) 1885 (fair)	85.3 86.8 86.8 89.4 84.1 86.5	47.0 49.7 48.6 48.1 42.1 53.1	68.4 68.8 73.2 89.0 67.1 70.7	90°3 90°0 89°7 92°2 93°9 88°2	50°8 48°1 63°3 58°1 57°4 58°6	73°7 71°9 72°7 75°4 75°8 74°1	94·4 92·9 94·0 96·1 93·6 98·1	63·8 52·5 62·5 66·0 70·0 70·3	79*4 78*9 78*2 60*2 80*4 82*9	98.7 95.8 97.8 97.0 94.2 95.6	66°8 70°2 60°5 70°8 69°0 71°7	81.9 81.9 81.7 82.5 82.4 83.9
MISSISSIPPI 1890 1839 (good) 1888 (good) 1887 (good) 1886 (lair). 1885 (fair).	81·2 81·4 83·6 80·0 .80·4 87·3	44.6 42.0 42.7 86.8 32.3 38.0	63°8 63°5 65°4 68°0 68°8 65°5	89.4 89.7 88.9 90.8 91.4 89.0	48.2 48.7 50.1 53.0 48.4 45.6	69.7 67.7 70.4 75.2 71.2 66.8	90°0 90°7 92°9 95°8 92°5 95°6	63°3 46°0 55°3 57°9 63°0 62°7	79.5 78.8 78.5 77.4 75.8 80.7	97.0 93.0 96.8 93.3 93.7 95.7	63°5 65°5 65°7 66°2 83°4 63°5	81.8 78.6 80.0 81.0 80.6
ARKANSAS. 1890 1889 (good) 1888 (good) 1887 (good) 1886 (fair). 1885 (fair).	68.7 88.7 86.6 90.4 84.6 83.8	39·7 44·0 44·7 53·5 86·4 89·0	62.0 68.4 65.2 64.8 60.9 62.6	87.7 88.6 87.5 92.2 94.3 87.1	46·7 42·3 45·7 56·0 50·7 44·2	69'4 64'8 68'5 73'5 72'0 66'7	96°7 91°8 91°0 95°6 94°7 92°2	80.7 49.7 54.3 58.0 59.8 60.5	79·1 72·7 76·2 76·9 75·2 76·5	99.0 95.3 96.9 100.8 95.7 90.4	81.7 62.8 64.3 65.1 62.8 03.4	80°9 79°9 81°0 81°2 79°5 80°4
TENNESSEE 1890 1889 (good) 1886 (good) 1887 (good) 1896 (tair). 1885 (fair).	81.8	37:8 35:8 39:7 31:1 29:2 35:3	53.3 58.5 61.8 60.6 59.1 60.9	89.5 89.7 87.1 89.0 89.0 86.9	. 53.5	61:4 60:3 65:1 74:5 66:5	96.5 89.8 94.7 97.3 91.3 93.7	63.8 47.3 48.8 55.4 59.3 61.3	50°8 72°2 75°6 75°9 78°9 77°4	97:8 92:0 96:5 98:9 96:0	60.8 62.5 61.9 66.4 60.0 57.5	79.5 80.6 79.7 81.4 80.5 80.1
TEXAS. 1890 1889 (good) 1888 (good) 1887 (good) 1896 (fair). 1885 (fair).	86°3 85°8 85°7 89°0 88°0 84°9	32.6	65.6 65.6	83.5 90.1 89.3 92.6 93.8 87.3	47.7 51.5	70 9 70·1 70·0 72·9 74·4 69·7	94°0 91°4 93°5 94°5 95°9 98°9	50°5 60°2 62°5 63°3 62°3 64°7	78.6 76.0 79.5 78.3 78.7 79.7	97·5 97·7 95·4 98·6 99·2 95·7	66°1 67°4 64°9 86°7 87°6 69°4	82.6 81.9 60.8 79.4 82.6 82.7

1885 (fair). | 84.9 | 47.8 | 67.1 | 87.5 | 49.1 | 69.7 | 68.9 | 64.7 | 79.7 | 95.7 | 69.4 | 82.7 |

The words "bad," "good," "fair" and "full" above mean that the aggregate crop for the year was bad, good, fair or full.

Thermometer

	Apr	11.	Ma	y	Ju	ne.	Jul	y
dainfall Arerages.	Rain- fall.	Days rain.	Rain-	Days rain.	Rain- fall.	Days rain.	Rain- fall.	Days rain.
VRTH CAROLINA. 1890	9:89 3:80 1:44	7 10 6	6.63 5.60 7.68	18 814 14	9·82 7·07 8·88	9 13 8	7.01 8.90 2.03	1936
1890	2·87 8·48 2·60	8 6 8	8·59 7·41	12 7 19	4'48 9'75 4'06	1414	6.63 9.18 4.87	13 18 014
OUTH CAROLINA. 1890	2:50 2:27 1:42 8:39	7647	4·66 1·50 7·29 8·24 5·69	18 51 9 10	1.70 5.08 4.80 8.82 8.00	8 11 10¼ 8¼ 14	10·18 7·57 4·22 6·36 5·90	16 18 8 15 12
		67	2.18	13	4.89	10	4.80	10
1890	2°00 8°25 1°41 1°97 2°05 1°68	6 8 5 6 7	5.87 1.47 5.75 2.65 4.83 5.85	101/4 11 9 7 12	2:89 6:23 8:86 0:59 9:88 4:77	7 12 10 8% 16%	6:36 8:37 2:43 11:39 5:00 4:25	11 14 714 14 11 10
LORIDA. 1890		5 6 4 734 8 834	10-23 1:00 5:93 4:18 1:68 5:61	14 316 12 916 416	6.85 7.30 4.32 7.17 8.82 9.32	1834 15 1134 18 16 18	9*29 7*89 6*04 9*86 13*74 6*86	19 18 12 1814 28 16
		8 516	6:39	11 316	3.97	14 1016	6.87 5.84	14
1889 (good) 1889 (good) 1888 (good) 1886 (good) 1886 (fair)	2.88 2.30 1.62 8.00 3.65	6 5 714 8	1.52 6.25 8.13 4.45 5.94	13 1014 614 12	8-96 5-44 8-10 8-37	8 9 17 10	4.67 0.70 4.75 6.17	15 914 1714 12 14
OUISIANA. 1840 1880 (good). 1888 (good). 1887 (good). 1884 (fair). 1885 (fair).		91/4 0 61/4 41/4 81/4	8.86 1.39 6.09 6.29 1.23 4.61	914 414 11 8	5.81 7.71 6.45 6.59 7.76 5.11	10 13 13% 10%	3.62 5.62 2.06 7.37 4.90 5.16	11 14 11 14 12 12
		9	5·14 1·78	10	4·48 8·15	9.	9:61	10
1890 (200d) 1889 (200d) 1888 (200d) 1887 (200d) 1886 (fair) 1886 (fair)	2.97 2.61 1.98 7.87 3.93	51/4 5 10/4 8	1.78 8.46 4.12 1.82 3.25	81/6 81/6 8 5 5	8·15 4·13 8·06 7·63 3·12	12 1016 716 1716 716	4.71 3.09 5.69 2.67 4.81	12 61/6 11/2 61/6 10
RKANSAS. 1890		13 9 8	5.77 3.15 4.66	11 6 9	4·78 6·17 6·98	9 14 14	2.97 5.42 3.77	8 12 9
1887 (good) 1886 (fair) 1885 (fair)	1.90 5.00 5.78	6 12 11	5·19 1·35 2·69	13 5 10	7·92 4·68	11 16 12½	9:14 2:96 3:41	10 10 816
ENNESSEE. 1890 1886 (good). 1888 (good). 1887 (good). 1886 (fa'r). 1886 (fa'r).	4-21 2-90 8-03 2-92	12 8 7 016	4:42 8:24 3:04 8:04	13 8 12 11)4	3·24 4·37 5·24 1·48	9 16 111%	1.26 5.58 2.68 8.19	7 14 8 13
1886 (fair) 1885 (fair)	2·74 8·23	13 111/6	2.20 4.03	10	7·08 9·08	16 8	3·28 4·54	12
EXAS. 1800 1889 (good) 1888 (good) 1887 (good) 1886 (fair) 1885 (fair)	5:38 2:57 4:83	11 61/4 9	5·18 2·99 5·22	8 51/2	5.11	4 814 11	1.55 9.85 2.15 1.74	7 . 014
1887 (good) 1886 (fair) 1885 (fair)	1.83 9.99 5.01	5 9 13	6:01 0:11 7:48	9 3 11	3.42 3.61 3.64	11 816 916 716	1.74 2.00 1.82	63 <u>6</u> 9 73 <u>6</u>

above mean simply that the aggregate crop for the year named was bad good or fair.

THE AGRICULTURAL DEPARTMENT'S AUGUST REPORT.—The following statement, showing the condition of cotton, was issued by the Department of Agriculture on August 9:

following statement, showing the condition of cotton, was issued by the Department of Agriculture on August 9:

The August cotton returns of the Department of Agriculture show shight advance in condition in the Carolinas. Tennessee, Misaiseippi, and Louisiana, a fall of one point in Georgia and Florida, of two in Alabama, four in Arkaneas and seven in Texas. The general average is 89-5. It was 91-4 last month.

Condition is therefore still relatively high. The improvement in the Misaissippi River bottoms is from rapid growth of late plantings of submerged areas. A fair stand, vigorous growth and shundant fruiting is generally reported. There are frequent references to drouths, in some instances of several weeks' duration, followed by sufficient rainfail, in some cases by excessive rains. Yet there has been no general drouth, and local estimates indicate small reductions of condition. One section of a country is reported dry, while another is too wet. Storms appear to be quite local over portions of the cotton belt. Sandy solls have quen benefit dby rains, which have damaged bottoms and clay uplands, and the drouth, which has scarcely wilted the plants in heavy and an injured the crop in light lands.

There are frequent reports of superior promise, the best for several years, in one county in Georgia the best in thirty years. The only forms of injury reported are a tendency to drop leaves and fruit after sudden changes from dry to wet weather and an occasional attack of ruat. The caterpillar is not very prevalent and has done little damage. The boll worm is somewhat more formidable in the Southwest.

T. e averages of condition are as follows: Virginia, 93; North Carolina, 96; South Carolina, 95; Georgia, 94; Florida, 90; Alabama, 93; Misaissippi, 90; Louisiana, 89; Texas, 82; Arianaaa, 85; Tennessee, 93.

Collecting the three months' figures of the present season, and comparing them with the reported condition for the same months of last season we have the following results:

		18	390.	1889.				
States.	June.	July.	Angust	A ver'ge	June.	July.	Angust	Aver'ge
N. Carolina S. Carolina Georgia Florida Alabama Mississippi Lonisisma Texas. Arkat aas. Tennessee. Average	98 97 94 92 93 85 84 85 87 88.8	95 95 95 91 95 89 86 89 89	96 95 94 90 93 90 89 81 85 93	96·3 95·7 94·3 91·0 93·7 88·0 86·3 85·0 86·3 91·0	84 78 80 88 83 85 90 95 92 79	85 84 86 90 87 91 92 90 83 82	80 90 91 95 90 88 92 91 93 78	83.0 87.3 85.7 91.0 86.7 88.0 91.3 92.0 80.3 79.7

WEATHER RECORD FOR JULY.-Below we give the rainfall and thermometer record for the month of July and previous months of this year and the two preceding years. The figures are from the records of the Signal Service Bureau, except at points where they have no station, and at those points they are from records kept by our own agents.

1890, 1899, 1898, 1890, 1899, 1888, 1890, 1869, 1888, 1890, 1898,

	1300.	1000.	1050			1000.			1000.		1000	10000
VIRGINIA. Norfolk.— Ilighest Lowest	84°0 88°0	89.0	95-1 89-2	86·0 47·0	98.0	90.0	95°0 58°0	94.0	95.6	86.0	98.0	94*8
Avarage N. CAR'LA. Wilmington-	56.0	56.0	85.4	67.4	65.0	84.9	77.0	72.8	78.0	76.9	77.0	74.8
Lowest	\$8.0 85.0 61.6	86°0 42°0 58°8	87.5 87.5 61.7	90.0 50.0 70.8	07·0 45·0 69·4	85.6 50.7 69.9	63°0 80°0	98·0 58·0 74·2	93.8 59.8 75.8	92·0 54·0 77·0	94°0 66°0 79°0	95.9 59.8 75.5
Average Weldon.— Highest Lowest	85.0 88.0 55.1	86.0 82.0 87.0	91.0 81.0	87.0 41.6 67.4	95.0 89.0 67.8	91·0 41·0 66·8	98.0 51.5 77.3	93·5 50·5 73·8		97.0 54.0 76.8	96.0 59.0 77.3	98.5 52.0 76.6
Average Charlotis— Highest Lowest	86.0	86.0	91.0	90.5	95.0	91.0	98.0	91.0	98.0	96.0	96.0	99-6
Average Wilson— Highest Lowest	80°0 80°0	88.0 85.0	94·0 38·0	90·0 48·0	70·4 91·0 44·0	94.0 46.0	80.2	71·2 94·0 56·0	96.0 56.0	77.8	78°8 90°0 66°0	98·0 62·0
Average Morganion — Highest Lowest	75.0 32.0	76.0 82.0	77·0 35·0	72·7 82·0 40·0	81·0 82·1	72-7 82-0 40-0	93.0	77·8 84·0 43·0	79·7 98·0 57·0	90.0	81.0 82.0	80-8 90-0
Average 8. CAROL'A	57.5	55.8	56.1	64.2	63.8	68.8	71.4	68-1	78.4	72.7	74'8	75.9
Charleston.— Highest Lowest Average	88·0 47·0 65·0	85·0 42·0 63·0	91.0 38.3 63.2	86.0 51.0 73.0	96.0 49.0 .71.0	87.0 51.8 72.3	83.0 83.0	95°0 51°0 75°0	94·8 62·0 78·2	92.0 60.0 79.8	97°0 71°0 80°0	100·0 68.0 78·0
Stateburg.— Ilighest Lowest Average	85.7 40.9 62.7	82.0 80.0	86.6 42.0 64.4	86.0 46.0 70.2	94.7	88·1 45·6 69·7	95·0 65·7 78·6	91·2 46·9 74·6	93·6 66·8 76·5	03°4 59°8 75°9	92·5 64·5 77·1	97.9 64.6 77.9
Highest	86.0	87.5 89.0 64.7	90.0 41.2 66.1	91·0 45·0 72·0	97.5 44.5 73.0	93.5 45.0 71.2	99·0 05·3 81·4	96:5 47:0 76:8	98.8 68.0 79.1	95°2 60°7 78°4	98·5 69·6	****
Average GEORGIA.	64.0										80.2	
llighest Lowest Average	89.0 89.0	87.0 82.3	90.7 43.0 66.4	92·0 45·0 72·9	09·0 45·0 71·7	93·8 40·6 71·9	83.5 89.0 83.0	98·0 46·0 75·4	99-2 53-3 78-0	81.0 64.0 88.0	82.1 00.0 100.0	103·8 65·0 79·2
Lowest Average Savannah.—	83.0 42.0 62.0	83.0 84.0	84·9 89·7 64·1	89.0 40.0 69.0	90.0 41.0	88.0 44.3 68.1	98.0 98.8	90.0 90.0 90.0	93·2 55·9 74·8	96.0 61.0 78.2	95°0 64°0 76°0	94.8 65.8 70.9
Lowest Average	88.0 46.0 06.9	86.0 42.0 62.0	88·1 47·8 60·6	89.0 61.0 73.0	96.0 56.0 71.4	90°6 52°5 72°6	93.0 65.0 93.0	96.0 50.0 75.0	95.8 60.0 77.1	94·1 69·4 79·5	95.0 70.0 81.0	99-1 60-9 78-5
Highest Lowest Average	82.0 46.0 65.0	83.0 47.0 66.0	83.0 83.0	86.0 65.0 73.0	89°0 46°0 75°0	89.0 55.0 71.0	96.0 72.0 83.0	90°0 52°0 80°0	96.0 68.0 96.0	98·0 81·0	96·0 73·0 83·0	95.0 73.0 81.0
Rome.— Highest Lowest Average	80.0 80.0	82.0 88.0 83.0	85.0 42.0 62.0	88°0 40°0 69°0	89.0 42.0 69.0	91.0 49.0 69.0	97.0 68.0 80.0	88.0 46.0 75.0		96°0 88°0 80°0	****	78·0 67·0 81·0
Highest Lowest	84.0	88·0 42·0	90.0	88.0	94.0	93.0	101.0	92.0	95.0	100.0	95·0 73·0	97.0
FLORIDA. Jacksonville.	66.7	66.4	68*8	71.9	73.6	72.3	81.4	77.0	79.1	80.5	81.2	82.0
Highest Lowest Average Tampa.—	86.0 47.0 69.8	89.0 44.0 65.6	88.0 49.0 70.1	89.0 53.0 74.4	94.0 60.0 72.7	93.0 56.5 74.2	97.0 66.0 81.8	96.0 54.0 76.2	95.8 63.5 79.2	81.0 89.0 80.0	97.0 70.0 81.9	98·4 63·0 80·2
Lowest Average	90.0 52.0 72.0	82.0 45.0 67.0	81.2 55.0 70.6	90°0 58°0 76°5	87.0 55.0 72.2	86.6 62.8 75.3	94.0 65.0 60.8	89.0 56.0 77.0	89°1 66°0 80°1	92.0 80.2 92.0	91.0 71.0 80.4	90·7 71·8 S0·8
Lake City*- Highest Lowest Average	90°0 67°0 81°1	94°0 40°0 66°0	94.0 42.0 72.0	92.0 41.0 72.8	99°0 45°0 72°0	97.0 62.0 78.1	99.0 64.0 80.3	95·0 54·0 76·0	104.0 55.0 81.7	97.0 65.0 80.0	95·0 51·0 76·0	102·0 65·0 82·2
Titusville— Highest Lowest Average	89.0 54.0 70.0	80.0 48.0 68.0	86.8 66.0 71.6	91°0 56°0 74°8	92·0 63·0 73·4	88.0 62.0 75.3	95°0 66°0 80°8	91.0 61.0 78.3	93·1 66·1 78·7	92.0 69.0 60.0	93·0 70·0 80·2	80.8 68.0 82.0
Tallahasses - Highest . Lowest . Average	84·0 48·0 69·2	88°0 46°0 87°3	88.0 52.0 70.0	88.0 54.0 73.9	91.0 50.0 72.2	91.0 57.0 74.5	93.0 70.0 79.6	91·5 50·0 77·1	91.5 60.5 79.3	93.0 68.0 79.1	95.0 70.0 80.3	93.0 71.0 81.7
ALABAMA Montgom'y.— Highest	86.0	87·0 41·0	86.6	89.0	92.0	99-4	98.0	94.0	93.6	97-0	99-0	97.8
Average Mobile.— Ilighest	66.7 84.0	85.0	44.0 68.7 84.0	45.0 78.9 87.0	44.0 70.6 85.0	48.5 72.4 85.2	97·0	48.0 76.2 92.0	56.8 78.6 90.1	81.6 98.0	66.0 79.5	81.3 98.8
Lowest Average Selma— Highest	45.0 68.0	80.0 80.0	84.0 88.0	54.0 73.0 65.0	46.0 70.2 88.0	54°0 72°1 86°0	90.0	50°0 77°0 80°0	91°0	80°5	90°0	85.5 80.5
Average	65.0 65.0	45°0 65°0	45.0 66.4 83.0	45.0 70.0	45°0 70°0 89°0	49·0 70·0	79.0	28.0 28.0	77.0	67-0 80-0	81.0	76.0 84.4
Highest Lowest Average LOUIS'NA	83.0 42.0 64.7	82.0 83.0 62.5	83.0 43.0 67.1	50°0 72°0	46.0 70.0	87.0 48.0 71.4		91.6 46.0 76.1	98.0 65.0 76.4	•••	98.0 07.5 80.7	93·0 80·0 80·0
N. Orleans.— 11ighest Lowest Average	84.0 66.0 70.8	88.0 54.0 70.2	85.0 66.3 69.9	87·0 59·0 74·4	90°0 54°0 73°8	88.0 60.0 72.8	90°9 91°0	92°0 58°0 75°8	92·3 66·5 77·3	96-0 68-0 81-6	95.0 71.9 83.0	96·5 72·0 81·5
Shreveport.— 11ighest Lowest Average	86.0 47.0 66.5	87.0 52.0 67.4	87·0 46·0 69·3	92·0 53·0 73·2	88·0 50·0 70·2	89°5 61°8 72°7	97.0 61.0 79.6	93-0 55-0 75-8	97.0 62.0 78.9	81.0 68.0 89.0	96·3 69·8 80·6	98.5 66.9 81.4
1lighest Lowest	89.2 48.0	84.1	85·1 61·0 70·6	87.9 55.0 74.3	89°2 50°8 72°0	85°7 55°5 74°7	90'8 63'1 78'9	90.9	88*7 66*5		93-2 72-1 82-1	94·5 67·0 61·8
Average Liberty Hill— Ilighest Lowest	870	69-6 68-0 42-0	90.0	95°0 45°0	98·0 42·0	95·0 46·0	96°0 62°0	78·3 96·0 47·0	75°3 95°0 56°0	101.0	88.0	102.0
Average MISSISS'Pl. Columbus.— Highest	80.0	76.0	83.0	79·0	90.0	70°8	75.5	31.0	1000	96.0	96.0	81.0
Lowest Average Vicksburg- Highest	40°0 59°0 83°0	85.0 88.0	84·0 85·0	88.0 89.0 80.0	38.0 65.4 92-0	89·0	94·0	88.0 70.0 92.0	70°0 92°6	91.0 91.0	6C-0 77-0	82-0 70-0 97-0
Average Brookhaven-	51.0 67.2	46-0 65°b	45°8 68°7	50·0 71·7	70°1	50°0 71°7	29.8 89.0	75.4	90°0	83.0	93.0	80°8 99°0
Lowest Average Figures f	04 0			86°0 47°0 6°0		90°0 5 8 °0 70°0		94°0 46°0 78°0	75°0		66·0 74·0	780
- AMERICA I	WI 400	- m1 0	aut al									

April.

1890. 1889. 1888

May

1890. 1889. 1888.

June.

1890. 1889. 1888. 1890. 1889. 1888.

MISSISS'PL							4						
Highest	83-0	85.0	84.0	90.0	90.0	89.0	98.0	90.0	94.0	97.0	94.0	97.0	
Lowest Average Giarksdale-	47-0 64-9		65.8	52°0 71°2	43.0	44·0 67·4	66.0 79.6	45.0 74.9	54·0 74·7	65.0 82.4	79.2	80.2	
Highest	93.0	41.0	85.0	99.0	88.0	88·0 44·0	96.0	80°0 47°0 71°3	90°0 56°0 74°5	94°0 63°0 80°4	89°(- 64°6 78°3	92.0 61.0	
ARKANS'S	65*3	61.2	65.1	71.8	65.8	89*5	79-4	11.2	74 5	80 4	203		l
Highest Lowest	81.0	48.0	90.0 43.0	87.0 46.0	68.0 44.0	88.5 45.0	94.0	21.0 21.0	92·5 56·0	97.0	42.0	97.3	
Average Helena— Hignest	82-0		81.0	87.0	86.0	89.0	98.2	79.0	75·5	81.3	99.0	91.0	
Average Fort Smith-	42.0 82.7	43·0 64·5	48·0 64·5	48.0 70.0	49.0	48°0 68°7	80°8	48.0	77.0	81.0	80.0	81.0 81.0	
Highest	88.0	490	89-7 45-6 65-6	89°0 46°0 89°0	90°0 40°0 66°7	88.0 44.0 67.7	100°0 58°0 78°9	94.0 50.0 72.5	93·2 56·0 76·0	101°0 58°0 80°4	98°0 59°5 79°4	99.5 63.4 80.6	
TENNES'E. Nashville.—	61.0	62.8			00.1				1				
Highest. Lowest Average	82.0 37.0 60.0	85.0 38.0 58.8	85·0 61·9	89 0 56 0	91.0 40.0 65.0	83.4 87.0 66.0	98.0 80.0	88.0 46.0 71.0	98.0 48.4 74.0	80°0 80°0	93·0 62·0 78·0	97·0 62·0 76·0	
Memphis.— Highest	83.0	83·0 41·0	88.0	89.0	90.0	88.4	88.0	92·0 50·0	93.6	98.0	94°0 64°0	97.2	
Average Ashwood.—	91.8	61.8	66.0	69.4	68.2	69.5	80.8	79·0	75·4 91·0	97.0	90.0	80·7 95·0	
Highest Lowest Average	90.0 36.0 80.0	25.0 22.0 20.0	83.0 38.0 56.8	88°0 43°0 60°0	88.0 42.0 85.5	86.0 41.0 57.9	65.0 79.5	45·t	47.0	89.0 78.9	83.0	65.0 79.0	
Highest Lowest	82.0	84°0 34°0		88.0	90·0 43·0	88.0	96.0	80.0	99.0	98.0 56.0	91.0 62.0	97.0	
Average TEXAS.	61.6	61.6		66.3	66.2	68.0	80.8	79.0	79.2	78-1	79.1	80.8	
Highest Lowest	81.0 81.0	79·0 58·0	78 0 55 5	85°0 63°0	88°0	89.4	90-0	88.0	89.9	93.0	90°5	91·3 73·5	
Pulestine.	69·9	87.0	71.2	75.0	73·7 88·0	74.6	80.3	78·6 91·0	80·2 94.4	97-0	83.8	82°0	
Highest Lowest Average	46.0	50.0 67.5	41.9	50.0 72.9	48.0	48.6	56.0 79.2	55·0 75·2	63°4 77.7	82·L	70·0 81·8	63·9 79·8	***
Fort Elliot— Highest Lowest	90°0 28°0	83·0	89.0 87.4	39.0	98·0 95·5	98.6	97·0 50·0	96.0 49.0	99·8	59.0	25.0	101.4	
Average Austin— Highest	56·4 89·0	57·9 89·0	98.0	91.0	84.5 90.5	62·4 92·0	95-0	95.0		101.0	79·4 99·0	95.0	-
Lowest Average	65.0	47.0 69.9	56:0 73:2	51.0	46.5 73.8	75·1	81.5	85.0 79.8	82.4 82.4	85·4	72.5 84.4	87.0 88.0	1
		April.			May.	- [Tuns.	- []		July.		5
Rainfall.	1890.	1889.	1888.	1890.	1889.	1884.	1890.	1889.	1888.	1890.	1859.	1836.	-
WIRGINIA. Morfolk,— Rainfall,in		11-87	0.97	4.03	4.58	8.46	2.79	4·75 15	5.79	6.35	10.99	5.58	
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N. CAR'NA. Wilmingt'n- Rainfall,in Days rain.	2:73	2·13	1.10	5.26	4.24	4.41	3.58	6.03	3·58	8·22	11·10 21	5 87	
Weldon.— Rainfall,in	8·15	6.59	1.18	7.05	8.48	8.84	3.64	8·81		6.92	8.59	1:48	
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	Rainfall.		April			May.			June			July.	
		1890.	1889.	1888.	1890.	1889.	1888-	1890.	1889.	1988-	1890.	1889.	1888.
	LOUIS'ANA				1					,,			
	New Orleans- Rainfall,in	3.48	2.28	1.89	5.82	1:17	9.75	7.71	7.02	9.08	8.59	9.13	2.02
	Daya rain Shraveport	11	5	8	14	5	12	14	14	13	15	21	13
	Rainfall,in Days rain	3·22	9.81	4.49	1.95	2.70	3°44 12	3·12 8	7.97	3.24	2.09	9·49 16	2.97
	Brd. Coteau- Rainfall,in		2.68	2.98	9.57	0.21	7:41	4.43	4.50	3*32		4.28	1.89
	Daya rain	8	4	6	8	2	12	9	11	15		8	11
1	Rainfall.in	7.70	4.86	1.95	4.59	1.49	3.78	7:17	10.35	8:17	1.90	5.64	1.86
1	Days rain MISSIS'PL	8	8	8	7	4	7	8	14	10	3	11	8
1	Columbus.— Rainfall.in	5.19	4:62	2.52	4.55	1.42	2.50	2.43	7.18	3.28	5.57	8.95	6.20
1	Days rain	6	B	5	10	3	8	8	14	7	19	13	7
ł	Vicksburg.— Rainfall,in	6.32	8:53	2.41	7.58	1.17	3.22	5.21	9.83	2.18	8:58	5.61	3.04
ŀ	Days rain	11	8	5	10	6	11	18	16	11	19	19	8
ı	Rainfail,in Days rain	5.80	1.10	1.30	4.70	0°80 2	9·10		5.80 12	3'30 8		3.80	1.80
١	Rainfall,in	10.90	2.07	1.93	4.80	1.89	5.03	5.01	9.41	7.07	3.30	4.99	2.75
1	Daya rain	10	4	5	8	4	9	6	11	13	6	11	5
1	Rainfall,in	6'41	2.83	2.21	4.09	1.46	8.51	4.99	9·58	6.85	1.94	5.41	3.04
Ì	Days rain.				•	1	٥	1	11	14	4	7	8
l	Little Rock	7.77	4.25	0.84	8.18	2.97	5.08	8:28	3.07	7.25	1.83	7.59	8.78
ı	Days rain	14	10	8	10	6	9	13	13	16	11	18	10
ı	Rainfall.in	8·55	3.90	3.85	5·80 8	1.78	3.08	3.03	7.07	8·02	4.99	4.03	3.53
1	Days rain Fort Smi.h-	8-17	1.89	7.24	5:38	4.70					8	18	8
1	Rainfall,in Days rain .	13	9	10	14	9	5'49	3.02	5.37	7.67	2.71	10	4.31
ł	TENNES'E.			1									
I	Rainfali,in Days rain	3.81	2.83	4.18	4.10	5.00	2.97	2.23	5*83 15	4.88	0.46	2.74	2:36
	Memphis					1.48		1		14		14	12
ı	Rainfall,in Days rain	5.10	3.47	1.12	15	9	2.35	3°55 9	7.39 16	4.92 15	2.82	4.77	2.15
١	Ashwood- Rainfall,in	3.25	2.15	8.72	8.18	2.83	4.02	2.51	8.48	3.79	1.23	8.05	4.27
ı	Days rain	16	5	7 1	12	6	11	7	17	8	7	12	8
l	Rainfali, in Days rain.	4.39	8.17		5.91	3.85	2.81	4.68	5:33	4.16	0.59	5·78	1.99
l	TEXAS.		·			}	.	"					
	Galveston.— Rainfall,in	5.14	1.40	9-19	5.38	1.81	5.18	7.42	4.79	9.77	1.82	0.75	1.24
1	Daya rain	10	4	9	8	2	9	5	9	10	9	9	6
	Rainfall,in Days rain	8.96	2:31	8.62	6.85	3.47	8.64	3.18	7.00	5.80 2.80	1.76	2.21	4.99
	Fort Elliot-	3.94	4.86	2.99	1.60	0.72	3.19	1.71	1.64	1.31	0.88	0:881	2.50
1	Days rain	15	8	8	9	7	8	8	5	5	12	4	9
1	Rainfall,in	5.49	3.85	8.57	88.8	2.95	5.87	4.70	5.30	4.63	1.75	3.83	0.95
	* Figures fo	8 J	10	9 [for A	cher.	6	15	2 1	7	18	4 (7	3

NEW MISSISPPI COTTON.—A bale of new cotton from Mississippi (the first of the crop of 1890-91) was received at New Orleans on Monday, August 11, from Vicksburg, and was disposed of the same day at 15½ cents per pound. It classed good middling "benders" and was shipped to Liverpool. Last year the first new Mississippi bale made its appearance at Memphis on August 18, or seven days later.

FIRST BALE OF NEW FLORIDA COTTON.—The first bale of upland cotton of the new crop grown in Florida was received at Mobile, Ala., on August 13, and sold the same day at 15 cents per pound. Last year the first bale of Florida cotton reached Savannah, Ga., on August 13, and in 1888 the first arrival was at Mobile, July 30.

FALL RIVER MILL DIVIDENDS.—For the second quarter of the year 1890 twenty-eight of the cotton mills in Fall River have declared dividends aggregating \$270,675. The result, while not so favorable as in the preceding quarter, or the corresponding period of last year, is better than had been looked for under the conditions prevailing for some weeks past. Had not the mills been pretty well stocked with the raw material it is altogether likely that the distribution, if made from current earnings, would have been much less than disclosed in the subjoined statement. As stated above, the total amount paid to stockholders by the twenty-eight corporations has been \$270,675 on a capital of \$14,395,000, or an average return of 1.88 per cent. For the like period in 1889 there was distributed by the same mills \$380,950, or an average of 2.64 per cent on the total interested capital.

-			orea emp			
Corporations.	Capital.				ends, 1889	07
		P. C.	Amount.	P. C.	Amount.	Decrease
Barnaby Manufac'g Co	\$400,000	11/6	\$8,000			+6,000
Barnard Manufac'g Co	330,000	136	4.950	236	88,250	-3,300
Bourne Mills	400,000	3	12,000	4	16,000	
Chace Mills	500,000	2	10,000	2	10,090	
Conanicut Milis	120,000		1,800	136	1,800	
Crescent Mills		1	5,000	1	5,000	
Davol Mills	300,000	2	6,000	2	6,000	
Fall River Manufac's	180,000	1	1,800	9	5,400	-8.600
Filnt MillaGlobe Yarn Mills	580,000	2 2	11,600	31/6	20,300	-8,700
Granite Mills	900,000	4	18,000	3	18,000	0.000
Hargraves' Mil'a	400,000	136	16,000	8	24,000	-8,000 +6,000
King Philip Mills	1.000,000	136	15,000	114	15,000	40,000
Laurel Lake Mills	400,000		8,000	378	12,000	-4,000
Mechanics' Mills	750,000	13%	11,250	2	15,000	
Merchants' Manufac'g Co.	800,000	11/6	12,000	216	20,000	
Narragansett Mills	400 000	136	6,000	2	8,000	-2,000
Richard Borden M'f'g Co.	675,000	11/6	10,125	2 2	13,500	
Robeson Wills	260,000	136	3,900	2	5,200	-1.300
Sagamore Manufac'g Co	900,000		18,500	21/4	22,500	-9,000
Seaconnet Milla	400,000	2	8,000	416	18,000	-10.000
Shove Milla	550,000	136	8,250	2	11,000	-2,750
Slada Milla	550,000	1	5,600	11/6	8,230	-2,750
Tecumseh Mills	800,000	2	16,000	2	16,000	E 000
Troy C. & W. Manufac'g Co	500,000 300,000	11%	7,500 9,000	216	12,500	-5,000 -9,000
Union Cotton M'f's Co.	750,000	3	22,500	5	18,000 37,500	-15,000
Wampanoag Milis	750,000	9	15,000	416	83,750	-18,750
			20,000	-778	00,100	-10,100
. Totals	\$14,395,000	1.88	\$270,675	2.84	\$380,950	-110,275

TEXAS COTTON CROP.—The Galveston Daily News of August 9 gave extensive reports on the cotton crop from its various correspondents throughout the State, which were summarized editorially as follows:

editorially as follows:

The crop reports published this merning by the News, while not so favorable as those published during the latter part of June, are most encouraging, and indicate that the present crop of cotton will be one of the largest, if not the largest, ever raised in the State. The reports are full and complete, covering the entire colton-producing area, and embracing 276 points in 128 counties. The dates run from Anguet 2 to August 6, the average being August 5, and since then no material change has taken place except a gradual extension of the rainfall into the regions complaining of drouth. Nearly all the unfavorable reports come from west and southwest Texas. Central, coutheast and the cenat counties report crops fully up 10 or above last year, while, as a rule, the crops in central Texas are the best that have been produced in years. There is some complaint of worms, but no damage has yet been done, and as the farmers are prepared to kill them off it is not probable that there will he any. A good idea of the exact condition of the cotton crop may be formed from the following summary of reports: one hundred and ten points report the condition as good, 75 as very good (comparison being made with the famous yield of 1882 with these), 65 as fair and 28 as not good. Several counties reported no cotton raised. The corn crop is far from a good one, the drought cutting it short. On the whole the entlock is favorable, however, and at present the Texas farmers have httle cause to complain.

Comparative Port Recepts and Dally Crop Movement.

Comparative Port Receipts and Daily Crop Movement.—A comparison of the port movement by weeks is not accurate as the weeks in different years do not end on the same day of the month. We have consequently added to our other standing tables a daily and monthly statement, that the reader may constantly have before him the data for seeing the exact relative movement for the years named. The movements since Sept. 1. 1889, and in previous years, have been as follows:

Monthly		Year	Beginnin	g Septembe	er 1.	
eccipts.	1889.	1888.	1887.	1886.	1885.	1884.
Sept'mb'r	561,710	332,017	654,776	359,203	385,642	345,445
October	1,325,338	1,133,016	1,213,404	1,034,450	1,055,524	1,090,385
Novemb'r	1,257,520	1,159,063	1,178,436	1,169,979	1,083,552	1,122,164
Decemb'r	1,116,928			1,164,886		
January .	700,909	718,091	527,570			
February	410,044	461,201	341,274	404,272	414,656	261,449
March	213,697	330.510	225,042	258,332	283,645	163,503
April	110,053	166,571	128,721	89,186	202,866	103,375
May	57,362	66,319	131,498	47,426	133,147	35,575
June	25,191	18,102	72,438	17,648	84,715	11.855
July	13,715	19,306	56,009	14,834	45,847	10,194
Tetal	5,792,487	5,507,909	5,492,752	5,204,947	5,303,907	4.723.913
	of tot. port					,,,
receipta	July 31	99.28	98.04	97.83	98.45	98.91

This statement shows that up to July 31 the receipts at the ports this year were 284,578 bales more than in 1888-89 and 299,735 bales more than at the same time in 1887-88. By adding to the totals to July 31 the daily receipts since that time we shall be able to reach an exact comparison of the movement for the different years.

			ſ	((1	
		1889-90.	1888-89.	1887-88.	1886 87.	1885-86.	1884-85.
Tol	.J'y31	5,792,487	5,507,909	5,492,752	5,204,947	5,303,907	4,723,913
Au	g.1	616	12	774	266	S.	78
4.5	2	230	100	650	202	479	8.
6.6	3	8.	4	3,420	162	465	112
6.6	4	403	S.	526	333	559	150
**	5	253	118	8.	268	845	27
4.6	6	189	253	746	1,048	941	29
- 44	7	209	52	2,471	8.	564	12,225
4.6	8	6,590	59	897	2,467	8.	23
4.0	9	203	524	1,874	1,273	1,259	8.
2.0	10	8.	37	3,401	1,297	924	210
	11	415	8.	1,691	472	409	149
	12	376	212	8.	713	1,099	423
	13	1,498	202	4,7(8	1,006		348
6.6	14	248	97	4,083	8.	1,949	1,962
44	15	1,016	156	1,874	1,546	,	296
T	otal	5 804 782	5 500 725	F 510 005	- 010 000		
Per	center	e of total	0,000,733	0,010,807	5,216,000	0,316,506	4,739,955
		ts Aug.15		00.50	00.00	00.50	00.05
200	11100	te a dk.10	99.91	98.52	98.22	98.52	99:25

This statement shows that the receipts since Sept. 1 up to to-night are now 295,028 bales more than they were to the same day of the month in 1889 and 284,896 bales more than they were to the same day of the month in 1888. We add to the table the percentages of total port receipts which had been received to August 15 in each of the years named.

Shipping News.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 16,336 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph and published in the Chronicle last Friday. With regard to New York we include the manifests of all vessels cleared up to Thursday.

New York-Te Liverpool, per steamers Alaska, 1,319City of Chicago, 692Gaditano, 730Germanic, 1,636	bales
To Hamburg, per steamer Speyle, 57	7,418
NEW ORLEANS—To Liverpool, per steamers Caribbean, 389 Custa Ricao, 4,499 Mariner, 3,409 Boston—To Liverpool, per steamer Venetlan, 1	8,797
To Halifax, per steamer Worcester, 53	53
Total	6.336

The particulars of these shipments, arranged in our usual

New York	67	Hallfox.	Total. 7,485 8,797
Boston1	******	03	54
Total 16.216	67	53	18 336

Cctton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Pri.
Liverpool, steam d.	664	5 ₆₄	564	524	. 864	664
Do late deliv'y.d.	****	****			****	****
Havre, eteam c.	42616	1420518	142516	40616	40618	40616
Do sail	****				****	- 10
Bremen, steam c.	716	716	716	716	718	718
Do indirect.c.			1001	****	****	
Hamburg, steam.c.	13x2@718	1399 718	1300 7715	1332 2718		1500 771
De via Indirect.c.		0000	02 - 10	10	32 - 10	44 1
Amet'd'm, steam.c.	45*	45*	45*	45*	45*	45*
Do indirectd.						
Reval, steamd.		1842719	1844 0799	1344 7700	1304 2700	184 7070
Do eaild.			01 - 32		01 - 04	Ca a
Barcelona, steam d.	932	932	032	933	932	932
Genoa, steamd.	1564	16,4	1564	1664	1884	1584
I'rieste, steamd.	932	933	932	0.2	933	932
Antwerp, steam d.		18	18	1,3	19	18

* Per 100 lbs.

LIVERPOOL.—By cable from Liverpool we have the following tatement of the week's sales, stocks, &c., at that port.

	July 25.	Aug. 1.	Aug. 8.	Aug. 15.
dales of the weekbales	64,000	43,000	23,000	33,000
Of which exporters took	2,000	1,000	1,000	1,000
Of which speculators took	18,000	2.000	*****	2,000
Sales American	50,000	30,000	17,000	
Actual export		2,000	5,000	
Forwarded	55,000	56,000	40,000	
Total stock—Estimated	769,000	745,000	713,000	684,000
Of which American—Estim'd	430,000	394,000	368,000	344,000
Total import of the week	24,000	34,000	15,000	
Of which American	7,000	9,000	6,000	
Amount affoat		59,000	80,000	
Of which American	15,000	15,000	30,000	20,000

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

Spot.	Saturday	Monday.	Tuesday.	Wednes.	Thursd'y.	Friday.
Market, }	Duli.	Dull.	Harden'g.	Steady.	in buyers'	Drooping.
Mid.Upl'ds.	61118	61116	61118	61116	61116	61116
Sales Spec. & exp.	4,000 500	5,000 500	8,000 1,0°0	8,000 500	7,000 500	4,000 400
Hutures. Market, 1:45 P. M.	Steady.	Quiet.	Steady.	Quiet ai 1-64 de- cline.	Easy.	Steady at partially 1-64 adv.
Market, }	Steady.	Quiet.	N'ar st'dy, distant easy.	Easy.	Quiet but steady.	Quiet.

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

The prices are given in pence and 64th. Thus: 563 means 563-64d., and 601 means 61-64d.

5	Sa1., Aug. 9.				n., A	ng.	11.	Tues., Aug. 12.			
Open	Hl_0h	Low.	Clos.	Open	High	Low.	Clos.	Open	High	Low.	Ctos.
d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
639	6 39	6 39	6 39	640	840	6 39	640	841	6 42	841	6 42
8 34	6 34	6 34	6 34	6 36	6 36	8 36	6 36	6 38	8 39	6 38	8 39
634	634	0 34	8 34	6 36	6 30	8 36	6 36	6 38	6 39	8 38	6 39
6 02	8 02	6 02	6 02	6 02	6 03	6 02	6 03	6 03	6 03	8 03	6 03
5 56	5 57	5 58.	5 57	5 58	5 58	5 57	5 56	5 58	5 58	5 57	5 58
5 55	5 55	5 55	5 55	5 56	5 56	5 55	5 56	5 56	5 56	5 55	5 56
5 54	5 54	5 54	5 54	5 55	5 55	5 35	5 55	5 55	5 55	5 54	5 55
5 54	5 54	5 54	5 54	5 55	5 55	5 55	5 55	5 56	5 55	5 54	5 55
5 55	5 55	5 55	5 55	5 56	5 56	5 56	5 58	5 56	5 56	5 55	5 56
5 56	5 58	5 56	5 56	5 57	5 67	5 57	5 57	5 57	5 57	5 56	5 57
5 57	5 58	5 57	5 58	5 58	5 59	5 58	5 59	5 58	5 50	5 58	5 58
5 59	5 50	5 59	5 59	5 60			5 60				5 60
	Open d. 6 39 6 34 6 34 6 02 5 56 5 55	Open Htch d. d., 6 39 8 39 6 34 6 34 6 34 6 34 6 02 8 02 5 56 5 55 5 54 5 54 5 55 5 55 5 56 5 55 5 56 5 55 5 56 5 55 5 56 5 55 5 56 5 55 5 56 5 55 5 56 5 55 5 56 5 55 5 56 5 55 5 56 5 55 5 56 5 55 5 56 5 55 5 56 5 55 5 56 5 58	Open Htt.h Low. d. d., d. 6.39 6 30 6 39 6 34 6 34 6 34 6 34 6 34 6 34 6 02 6 02 6 02 5 56 5 55 5 55 5 54 5 54 5 54 5 55 5 55	Open Hish Low. Clos. d. d., d. d. d. 639 630 639 630 634 634 634 634 634 634 634 634 602 602 602 602 556 555 555 555 555 554 554 554 554 554 555 555	Open Hi _v h Low. Clos. Open d. d. d. d. d. 6.39 6.39 6.39 6.30 6.36 6.36 6.34 6.34 6.34 6.34 6.36 6.34 6.34 6.34 6.34 6.34 6.34 6.34 6.34 6.34 6.34 6.34 6.36 6.02 5.55 5.55 5.55 5.55 5.55 5.55 5.55 5.55 5.56 5.56 5.56 5.56 5.56 5.56	Open Httph Low. Clos. Open Httph d. d.	Open Hi ₀ h Low. Clos. Open High Low. d. d.	Open Hi_h Low. Clos. Open High Low. Clos. d. d. <td>Open Hl_bh Low. Clos. Open High Low. Clos. Open d. d.</td> <td>Open Hi₀h Low. Clos. Open Hi₀h Low. d. d.<</td> <td>Open Hi₀h Low. Clos. Open Hi₀h Low. Clos. Qpen Hi₀h Low. Qpen Hi₀h Low. Qpen Hi₀h Low. Qpen Hi₀h Low. Qpen</td>	Open Hl _b h Low. Clos. Open High Low. Clos. Open d. d.	Open Hi ₀ h Low. Clos. Open Hi ₀ h Low. d. d.<	Open Hi ₀ h Low. Clos. Qpen Hi ₀ h Low. Qpen

	Wed., Aug. 13.			Thi	Thurs., Aug. 14.		Fri., Aug. 15.					
	Open	High	Low.	Clos.	Open	High	Low.	Clos.	Open	High	Low.	Clos.
	d.	d.	d.	đ.	d.	d.	d.	đ.	d.	ď.	d.	d.
August	8 40	6 40	6 89	8 40	6 35	6 38	6 36	6 38	637	6 38	6 37	6 37
AugSept	6 37	8 37	6 36	6 36	634	6 35	6 34	635	631	6 34	634	6 34
September	6 37	8 37	8 36	6 38	8 34	6 35	6 34	6 35	6 34	6 51	631	6 34
SeptOct	6 01	601	6 01	8 01	6 00	8 00	6 00	6 00	5 63	6 00	5 63	6 00
OctNov	5 55	5 56	5 55	5 55	5 54	5 55	5 54	5 55	5 54	5 55	5 64	5 55
NovDec	5 53	5 54	5 53	5 53	5 59	5 53	5 52	5 53	5 52	5 53	5 52	5 53
DecJan	5 52	5 53	5 52	5 52	5 51	5 52	551	5 52	5 51	5 52	5 51	5 52
JanFeb	5 52	5 53	5 52	5 52	5 51	5 52	5 51	5 52	5 51	5 52	5 51	5 52
FebMarch.	5 53	5 53	5 53	5 33	5 52	5 53	5 52	5 53	5 52	5 53	5 52	5 53
MchApril	5 55	5 55	5 64	5 56	5 53	5 54	5 53	554	5 53	5 54	5 53	5 64
April-May	5 56	5 57	5 56	5 56	5 55	5 55	5 55	5 55	5 55	5 55	5 55	5 55
May-June	5 56	5 58	5 57	5 58	5 57	5 57	5 57	5 57	5 57	5 57	5 57	5 57

BREADSTUFFS.

FRIDAY, P. M., August 15, 1890.

The markets for flour and meal were buoyant and more active for the first half of the week under review, but, fellowing the grain markets, they became dull and drooping. Quotations are advanced over the figures of last Friday, but at the close they are for the most part nominal. To-day there

was only a limited local demand.

The wheat market was quite buoyant down to the opening Wednesday's business. Weather reports from the North-The wheat market was quite buoyant down to the opening of Wednesday's business. Weather reports from the Northwest were unfavorable, it having turned unseasonably cold, and there was a brisk export demand for spot wheat here and at an outport. The market was at times quite excited, but the weather reports improved and cable advices weakened, and under these influences, which caused free selling to realize, prices declined. To-day, however, there was a partial recovery. The advance in silver began to have an effect. Besides, the cholera in Turkey would embarrass shipments from southern Russia. The business in spot wheat early in the week included choice No. 1 hard spring at \$1 15@\$1 16\frac{1}{2}\$.

2.
8
4
58
4
18
1

Indian corn, after making a further advance, declined sharply, under sales to realize. There were copious rains over a large section of the great corn growing region of the West which, it was believed, assured a better out-turn for next crop. Besides, this staple sympathized with wheat in its decline, and it is to this fact, and the advance in wheat, that we attribute the partial recovery in corn to-day. The business for shipment has been limited, and to day was quite dull, No. 2 mixed selling at 544@5534c. in elevators and affoat.

DALLY GLOSING PRICES OF NO. 2 MIXED CORN.

DAILY CLOSING PRICES OF NO. 2 MIXED CORN.

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
August delivery	56	5619	5558	55		5476
September deliverye.	5618	5612	5558	55	544	5478
October delivery	56%	5718	5638	557_{6}	5476	5518
December delivery		******	******	5578	5514	5618
Muy delivery		60	5942	59	571a	5818

Oats have followed corn and wheat, fluctuating with them in prices for future delivery, but the smallness of offerings for prompt delivery caused prices of lots on the spot to be more steadily maintained.

DAILY CLOSING PRICES OF NO. 2 MIXED OATS

August deliverye.	Sat. 4458	Mon. 4512	Tues. 4434	Wed. 4334	Thurs.	Fri. 4134
September deliverye. October delivery	434	44 437 ₈	$\frac{425_{8}}{425_{8}}$	4214	40%	4034

Rye is held higher, but quotations are wholly nominal. Barley is not yet opened for the season, but it seems to be conceded that the Canadian crop may be all marketed before any new tariff can be passed and go into operation.

The following are closing quotations for wheat flour in barrels. (Corresponding grades in sacks sell slightly below these figures):

these figures):

Wheat— — 6. c. Corn, per bush.— — 8pring, No. 2 102 21 15 Spring No. 2 102 21 07 Red winter No. 2 103 21 04 Red winter 90 21 05 West'n mixed No. 2 53 2 56 West'n mixed No. 2 54 2 56 Western yellow 54 2 56 Western white 55 2 57	Fine. 3 bhl. 3 Superfine. Extra, No. 2 Extra, No. 1 Clears Straights. Patent, spring	\$2 35 2 \$2 05 3 00 2 3 50 3 65 2 3 95 4 00 2 4 40 4 30 2 4 80 4 75 2 5 10 5 20 2 5 95	City shipping, extras. Rye flour, superfine. Fine Corn meal— Western, &c	3500 3200 2750	5 05 3 75 3 45 3 00
	Wheat— - Spring, per bush Spring No. 2 Red winter No. 2 White - White	0. c. 95 21 15 02 21 07 03 21 04 90 21 05 95 21 05	AIN. Corn, per bush.— West'n mixed West'n mixed No.2. Western yellow Western white. Oats—Mixed% hu.	53 7 54 1 ₂ 7 55 7 45 7	56 551 ₂ 56 57 461 ₉

State and Jersey .. 60 0 65 | No. 2 white 47 0 484

Western, per bush... 60 ② 64 No. 2 mixed 45 ② 46 ② 65 No. 2 white....... 47 ② 48 ¾ AGRICULTURAL DEPARTMENT'S AUGUST REPORT.—The report of the Department of Agriculture for August 1 respecting cereal crops was issued on August 9, as follows:

There is a reduction in the condition of all cereals as reported by the Etatistician of the Department of Agriculture. The decline from July 1 to August 1 is from 93 1 to 73 3 in corn; from 94 4 to 83 2 in spring wheat; from 81 6 to 70 1 in oats; from 88 3 to 82 8 in bariey. Condition of buckwheat is 90 1, and of spring rye, 86 8. Condition of Irish potatoes is reduced from 91 7 to 77 4.

A fall of twenty points indicates the disaster which has befallen the corn crop within thirty days. The cause is the abnormally high temperature of the central maize districts, with insufficiency of rainfall. The crop is late in the New England States, and will require a long, warm eason to mature it. In the Middle States the high temperature has advanced growth in the northern districts, and in the more southern there has been some injury from droughts. The South Atlantic States report local drought, with subsequent rains and comparatively good, though somewhat reduced, condition of corn. Some counties in time. In Louisiana the crop is in high condition, though somewhat late good except in the area that has suffered most from drought. Late good except in the area that has suffered most from drought of the last three weeks in July. In western and southwestern part of Kentocky the crop has been severely scorched, but the rains since the 23d districts.

The southern counties of Ohio, Indiana and Illinois have received.

districts.

The southern counties of Ohio, Indiana and Illinois have received greater damage than the northern. Condition is slightly higher in Misseuri. In Kansas the severity of the drought has colminated. Iowa and Nebraska are nearly in the status of the Ohio Valley, while Minnesota makes the highest average of all the States. Wisconsin suffers riightly and Michigan still more from drought.

Another crop of great importance, potatoes, has also been much damaged by drought. A low rate of yield is assured.

EXPORTS OF BREADSTUFFS FROM THE UNITED STATES FOR JULY, 1889 AND 1890.

ı			Ju	ly.	
1	Breadstuf's Exports.	18	390.	18	89.
ı		Qu'ntities	Value.	Qu'ntities	Value.
I	Barley, bush.		\$		8
	New York Boston Philadelphia Baltimore New Orleans Pac. cust. dists.* Other cns. dists.*		*******	******	*******
ı	Baltimore	*****		21	28
ı	Pac. cust. dists.*	80,195		47,591	23,290
1		80,195	17,057	47 400	*******
ł	Total, barley	2,540,808		47,632	23,825
ı		504,211	1,155,342 242,655 287,250	8,038,544 568,470	1,349,495 252,941 181,808
ì	Baltimore	504,211 644,858 1,169,921 776,833	530,982 360,856	421,071 517,991	230.749
۱	Philadelphia. Baltimore. New Orleans. Pac, cust. dists.* Other cus. dists.+	5,964 1,019,954	4,274 998,338	\$17,991 868,561 2,134 1,012,658	417,729 1,462
l	Total corn		2,979,137	6,429,429	2,890,571
l	Corn-meal, bbls.	20.753			
	Total, corn. Cornmeal, bbls. New York. Boston. Philadelphla. Baltimore New Orleans Pac, cust. dists.* Other cus. dists.†	20,753 11,663 8,051 1,254	55,687 24,781 8,153	15,650 8,565	44,583 28,185
-	Baltimore	1,254	4,895 27	1,039	2,424 116
-	Pac. cust. dists.*	1,040	2,467	4,240	10,665
1	Total corn-meal	87,778		29,538	80,923
1	Oats, bush. New York	821,269	116,758	15.558	
	Philadelphia	20,048	6.025	487	6,045 215
	Baltimore New Orleans	20 102	41	12 29	6 11
-	Baltimore New Orleans. Pac. cust. dists.* Other cus. dists.+	6,441 237,502	83,503	62,589 51,186	22,654 11,886
1	Total, oats		209,808	129,861	40,787
-	Oalmeal, Ibs.	5,642 1,925,040	168		
1	Boston		59,765	297,792 031,716	6,538 23,920
	Saltimore	280 8 500	13	357,800	11,634
-	New Orleans	8,500 75,000	255 2,062	8,300	247
-		2,014,442	62,263	1,325,638	42,950
	Total, oatmeal	102,506	60,455	188,355	97,034
	Boston Philadelphia				
	Boston Philadelphia Saltimore New Orleans Pac. cust. dists.*	34.00=	8,800	******	
	Other cus. dists.	14,285	8,800		•••••
l	Total, rve	116,791	69,255	183,355	97,054
l	Wheat, bush. New York	1,785,114	1,686,410	1,018,824	919,270
l	BOSTOD	20,876 17,980	17,001	400 040	040.00
	New Orleans	17,980 906,440 109,500 1,325,654 251,490	1,686,410 18 338 17,001 868,224 104,025 1,032,425	402,340 2,000 1,449,181	343,554 2,000 1,166,378 298,161
	Philadelphia. Saltimore. New Orleans. Pac. cust. dists.* Other cus.dists.+	251,490	224,495	369,050	298,161
	Total, wheat	4,866,554	4,000,918	8,241,805	2,729,383
	Wheat-jour, ons New York	239,320 84,672 44,466	1,041,308 402,334 170,598	825,619 100,329	1,488,334
	Philadelphia		170,598 976,618	22,432	540,402 97,963 1,076,547
	New Orleans Pac. cust. dists.* Other cus.dists.+	5,684 101,108 58,002	20.060	2,098 128,139 52,565	
	Other cus. dists.	58,002	402,145 279,760	52,565	497,412 242,037
	Total, wheat-flour	725,426	8,298,828	838,798	3,962,592
	Totals. New York.		4,115,523		3,911,269
	Boston. Philadelphia	******	4,115,523 753,898 484,002		3,911,269 849,672 279,766
	Ballimore		2,880,669		279,766 1,670,942 480,762 1,711,443
	New Orleans Pac. cnst. dists.* Other cus.dists.†		1,518,430 990,625		1,711,443
	Grand total		10,733,609		9,806,94
	*Value of exports from Pacific distric				
1	Oregon, Oregon Puget Sound, Wash'n Territ'y, \$76,910 San Francisco, California1,320,538	Willameti	te, Oregon.		\$120,880
1	San Francisco, California1,320,538	Total	400 400 000		
	+ Value of exports from other custom Brazos, Texas	Miami Ol	nio News, Va.		
(Chicago, Illinois	Newport Richmond	News, Va.		129,045 11,869
-	Duluth	Total			\$890,625
ľ	NOTE.—This statement includes about articles named from all ports of the cou	98 per oen			
1	The second of bear detects		1	20	. 43

The movement of breadstuffs to market is indicated in the York Produce Exchange. We first give the receipts at Western lake and river ports, arranged so as to present the comparative movement for the week ending August 9, 1890, and since August 1, for each of the last three years:

Receipts at-	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	Bbls.196lbs	Bush.60 lbs	Bush.56 lbs	Bush.32 lbs	Bush.48 lbs	Bu. 56 lbs
Chicago	71,585	467,941	1,596,791	1,291,266	29,522	55,467
Milwankee	48,550	78,294	8,120	79,300	85,500	19,856
Duluth	23,111	329,625	12,556			
Minneapolis.	*****	119,970			*****	
Toledo	2,660	596,507	191,087	16,848	32,400	6,729
Detroit	8,235	294,045	14,604	54,798		
Cleveland	9,193	62,634	18,635	31,275	8,189	700
St. Louis	28,270	656,864	464,405	288,740		2,203,
Peoria	3,450	48,000	164,400	844,000	1,800	
Tot.wk. '90.	185,051	2,654,650	2,465,598	2,106,287	105,411	85,006
Sama wk.'89.	175,672	8,074,018	3,982,300	2,785,791	86,500	75,061
Same wk.'88.	237,605	3,507,786	1,685,512	1,109,073	10,941	70,274
Sincs Aug. 1.						
1890	185,054	2,654,880	2,465,598	2,106,227	105,411	85,006
1889	175,872	8,074,013	2,932,300	2,785,791	86,500	75,061
1888	237,605	3,507,786	1,685,512	1,109,073	10.841	70,274

The receipts of flour and grain at the seaboard ports for the week ended Aug. 9, 1890, follow:

	Flour,	Wheat,	Corn,	Cats,	mariey,	Rye,
A !-	bbts.	bush.	bush.	bush.	bush.	bush.
New York	83.177	535,800	615,000	210,000	700	53,800
Boston.	44.930	51.810	187,290	69,020	750	030
Montreal	41,821	175.082	68.107	15.396	100	457
Philadelphia	16.543	118.187	34.330	95,896		
		561.873	197.725	59,200		5,999
Baltimore	02,341		22.273	3.744		100
Richmond	4.250	12,972			*****	
New Orleans	24,007	82,263	226,747	28,377		500
Total woek	277.075	1,538,587	1,351,472	511,633	1,550	61,506

Cor. week '89. 351,558 1,203,903 1,814,503 821,450 The exports from the several seaboard ports for the week ending August 9, 1890, are shown in the annexed statement:

Exports from-	Wheai.	Oorn.	Flour.	Oats.	Rye.	Peas.
New York Boston	Bush. 503,184	Bush. 277,671 128,157	Bbts. 21,447 18,232	Bush.	Bush. 50,480	Bush.
Portland. Montreal. Philadsi	39,945 97,904	306,263	******	11,095	24,555	54,099
Baltim're N. Orl'ns. N. News.	486,067		39,504 465	*****	*****	*****
Richm'd . Tot.week.	*****		2,825	11,095	75,035	54,099
8'me time 1889		1,647,433			32,789	14,624

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, August 9, 1890:

borno' mura in er	mmore 03 "		,		
	Wheat.	Corn,	Oats,	Rye,	Barley,
In store at-	brenk.	bush.	brent.	bush.	bush.
New York	877,486	1,338,756	689,200	11,727	1,961
Do atloat	186,600	223,000			
		33,500	63,000	24,500	
Albany	451,327	599,898	76,706	41,047	64,302
Buffalo				241,995	
Chicago	4,423,191	3,992,068	485,945		18,378
Milwaukee	196,237	7,782	3,855	56,857	78,790
Duluth	992,143	16,085	100	********	
Toledo	1,310,745	287,520	22,381	24,942	
Detroit	333,132	3,092	40,154	5,332	2,930
Oswego	20,000	6,000		,,,,,,,,	130,000
St. Louis	2,268,064	1,465,860	94,292	1,630	
Do affoat	11.356				
*Cincinnati	1,000			4.000	6,000
Boston	41,987	140,076	135,672	123	351
Toronto	64,860		765	,	15,402
Montreal	72,320	77,379	124,184	486	34.445
					,
Philadelphia	137,923	248,244	108,090	15 050	
Peorla	4,993	8,614	103,619	15,678	
Indianapolis	271,648	1,600	4,500	150	
Baltimore	767,205	185,042	32,760	9,329	
Minneapolis	4,937,473		16,067		
8t. Paul	40,000				
On Missiseippi	60,000	6,499	37,010		
On Lakes	435,796	1.415.255	211,413	8,000	
On canal & river.	581,000	1.045.800	10,000	42,400	10,000
OH OHMAN BITTOIL		1,010,000	20,000	12,100	20,000
Tot. Aug. 9,'90.	18 490 492	11 103 270	9 950 713	458,196	362,559
Tot. Aug. 2,'80.				464.093	399,996
Tot. Aug. 10, 89.					444.021
		6,938,425		807,562	
Tot. Aug. 11, 88.		8,539,092		176,989	145,535
Tot. Aug. 13,'87.	32,770,061	6,802,771	3,719,831	301,434	131,001

^{*} Cincinnati-Last week's stooks, this week's not received.

THE DRY GOODS TRADE.

NEW YORK, Friday P. M., August 15, 1890.

There was a buoyant feeling in the jobbing branches of the trade the past week, and an exceptionally good business in staple and department goods was done by all the principal local jobbers. The activity of the jobbing trade in wide sections of the interior was reflected in an improved re-order demand for fall and winter fabrics at first hands and staple cotton goods, but package buyers on the spot bought sparingly, owing in a measure to impaired transportation facilities caused by a strike among the railroad employees of some of the leading trunk lines. Operations on the part of buyers from Texas and other remote points in the South were rather more liberal than usual, because of "cutting" on freights by two of the principal transportation companies, which enabled merchants to forward their goods on very favorable terms. The market for domestic productions retains the firmness of tone reported for some time past, and foreign fabrics are stiffly held because of the uncertainty in regard to tariff legislation.

Domestic Woolen Goods.—Business in men's-wear woolens was steady, but moderate, the past week. Leading wholesale clothiers have already placed their initial orders for spring fabrics, and it is yet too early to look for a duplication demand. Stocks of spring clothing are, however, in such good shape that a moderately good supplementary business is expected by the commission houses. The demand for light-weight cassimeres was chiefly for low grades and the finest qualities, but some fair orders were placed for medium-priced goods. Worsted suitings and trouserings continued in pretty good demand, low and medium grade piece-dyed fabrics and fancies having shown most relative animation. Prices of clothing weolens are for the most part steady and uncharged. Light-weight satinets were in fair demand, but Kentucky jeans and doeskins ruled quiet in first hands. Dress goods, flannels, blankets, shawls, skirts and carpets were severally fairly active in jobbing circles, and there was a light hand-to-mouth demand for these goods at first hands. DOMESTIC WOOLEN GOODS. - Business in men's-wear wool-

DOMESTIC COTTON GOODS.—The exports of cotton goods from this port for the week ending Aug. 12 were 1,977 packages, valued at \$104,633, their destination being to the points specified in the table below:

NEW YORK TO AUG. 12.		1890.	1889.		
NEW YORK TO AUG. 12.	Week.	Since Jan. 1.	Week.	Since Jan. 1.	
Oreat Britain	14	3,781 1,143	99 25	0,572 1,261	
Ohina India Arabia	975	25,990 2,098 6,887	165	31,711 2,705 3,889	
Africa	10 388	4,229 8,738	310 91	3,055 9,578 2,420	
Mexico	38 01 356	1,167 2,916 17,020	337	3,810 24,552	
Other countries	1	1,885	44	1,785	
Total*China, via Vancouver	1,977 4,355	75,860 35,303	3,074 1,482	92,028 33,926	
Total	6,332	111,163	4,530	125,954	

From New England mill points direct.

The value of the New York exports since January 1 have

The value of the New York exports since January 1 have been \$4,278,073 in 1890, against \$5,474,424 in 1889.

The demand for staple cotton goods by package buyers on the spot continued moderate, but re-orders by mail and wire were more numerous, and reached a considerable aggregate amount—a pretty sure indication that jobbers' reserve stocks have been heavily drawn upon the past few weeks. Prices of plain and colored cottons ruled firm, and slightly advanced figures for low grade brown and bleached goods were demanded in the latter part of the week. Printed calicoes were in fair request, and there was a continued brisk demand for dark dress ginghams, which are in meagre supply and likely to become scarce later on, because the mills are now running on spring goods. Print cloths were in light demand, and prices have not improved, though the Fall River mills were shut down during the week.

1690. 1889. 1888.

	1690.	1889.	1888.
Stock of Print Ctoths-	Aug. 9.	Aug. 10.	Aug. 11.
Held by Providence manufers	463,000	158,000	10,000
Fall River manufacturers		7,000	None .
Providence speculators		None.	None.
Outside speculators (est)		None.	5,000
o desire of contract (one) is it is it		2.020	
Total stock (pieces)	722,000	165,600	15.000

Foreign Dry Goods.—Imported goods were mostly quiet in first hands, but a very fair distribution was made by leading jobbers, who are perfectly willing to part with their goods on a strictly moderate margin of profit, irrespective of probable tariff legislation. Operations on the part of both jobbers and retailers were conducted on a very conservative basis, and an early settlement of the McKinley tariff bill—one way or the other—is necessary for the restoration of con-

Importations of Dry Goods.

The importations of dry goods at this port for the week ending Aug. 14, 1890, and since Jan. 1, and the same facts for the corresponding periods of last year are as follows:

Total at the port 1	Total Ent'd for consumpt	Manufactures of— Wool Cotton Silk Flax Miscellaneous		Total on market	Total Ent'd for consumpt	Manufactures of— Wool Cotton Silk Flax Miscellaneous		Total	Manufactures of— Wool Cotton Silk Flax Miscellaneous			ENTERED FOR
11,791	2,302 9,489	860 271 369 725	bet	11,954	2,465 9,489	911 204 543 384 423	THURA	9,489	2,611 1,494 1,722 2,412 1,250	Pkgs.	Aug. 1	B CONS
2,982,064	626,051 2,356,013	317,535 97,642 115,307 73,501 22,066	ENTERED FOR	2,971,426	615,413 2,356,013	333,443 43,609 157,320 59,280 21,261	WITHDRAWN FROM	2,356,013	865,390 274,507 099,260 309,504 207,292	Value.	15, 1889.	MPTION
532,694	152,159 380,535	21,407 8,776 9,945 10,446 101,585	OR WAREH	527,776	147,241 380,535	20,377 9,791 9,701 10,080 97,292	WAREHOUSE	380,535	53,688 51,290 51,250 84,844 139,463	Pkgs.	Since Jan.	FOR THE W
87,704,445	16,443,783 71,260,662	7,660,121 2,137,012 3,608,752 1,892,031 1,145,867	WAREHOUSE DURING SAME PERIOD	87,562,275	16,301,613 71,260,662	7,703,627 2,538,701 3,273,834 1,690,104 1,295,347	SE AND THROWN INTO	71,260,662	18,751,448 12,021,045 23,684,059 10,530,504 6,273,606	Value.	n. 1, 1889.	WEEK AND SINCE
14,809	5.574 9,235	729 363 310 698 3,474	BAME I	18,151	3,916 9,235	362 362 355 1,967	MN INTO	9,235	1,232 714 981 5,086 1,222	Pkgs.	Aug. 1	CM JAN
2,225,913	714,345 1,511,568	253,944 100,706 155,852 113,829 90,014	ERIOD.	18,151 2,187,921	676,353 1,511,568	327.233 82.762 179.112 63.741 23,505	THE MARKET	1,511,568	402,683 169,549 501,397 267,560 170,380	Value.	14, 1890.	JANUARY 1, 18
532,637	170,175 362,402	28,837 12,493 12,903 12,908 103,034	,	532,202	169.740 362,462	25.411 10,985 11.397 18,581 108,366	KET	302,462	55,898 58,678 59,483 78,754 109,649	Pkgs.	Since Jan.	1890 AND 18
101,572,831	22,667,667 78,905,164	10,472,969 2,924,406 5,393,293 2,307,107 1,569,892		99,011,663	20,106,499 78,905,164	9,607,632 2,576,190 4,456,179 2,170,597 1,295,951		78,905,164	19.618.548 13,365.263 28,069,000 10,862.675 6,989,610	Value.	n. 1, 1890.	1889.

Muster's Sale.

MASTER'S SALE.

No. 35 Equity. J. W. PHILLIPS and L. B. FISH, Complainants,

TEXAS & ST. LOUIS RAILWAY COMPANY in Texas, et al., Defendants.

et al., Derendants.

Notice is hereby given that by a decree entered by the United States Circuit Court for the norther district of Texas, at Waco, in the above styled and numbered cause ou the 6th day of December, 18%, the undersigned was appointed special master commissioner with powers fully defined in said decree. By virtue of and under the authority conferred by sa'd decree, and an order of saie issued there under, the undersigned, Felix H. Robertson, special master commissioner, will, on Tuesday, the 24 day of September, 1880, at 12 o'clock noon, at the Court House door of Molennan County, in Waco, Jexas, proceed to sell at public anction to the highest bidder, the following described land situated in the State of Texas, vis.

IN PECOS COUNTY.

IN PECOS COUNTY.

8nrveys No. 11, 13, 27, 29, 1, 3, 5, 15, 7, 9, 17, 19, 21, 23, 25, 31, 33, 35, in b ock 131.
8nrveys No. 9, 11, 11, 21, 32, 329, 1, 13, in block 132.
8nrveys No. 9, 11, 1, 21, 32, 329, 1, 15, 17, 15, 16, 17, 17, 26, 27, 31, 35, 35, in block 139.
8nrveys No. 11, 17, 19, 21, 1, 3, 5, 28, 25, 27, 29, 31, 33, 35, 7, 9, 13, 15, in block 128.
8nrveys No. 11, 17, 19, 21, 13, 5, 28, 25, 27, 29, 31, 33, 35, 7, 9, 13, 15, 16, 10 block 134.
8nrveys No. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, in block 125.
8nrveys No. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, in block 125.

Surveys No. 1, 83, 8, 5, 7, 9, 11, 18, 15, 17, 19, 95, 21, 25, 27, 29, 31, in block 126

Surveys No. 1, 83, 3, 5, 7, 9, 11, 13, 15, 17, 19, 35, 21, 28, 25, 27, 29, 31, in block 126
Surveys no. 1, 3, 5, 7, 29, 31, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 23, 35, 51, in block 127.
Surveys No. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 25, 23, 27, 24, 31, 35, 33, in b eck 130.
Surveys No. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 41 block 133.
Surveys No. 9, 1, 3, 5, 7, 15, 17, 13, 11, 37, 29, 27, 25, 23, 21, 19, 41, 30, 55, 33, 31, 1n block 135.
Surveys No. 29, 13, 5, 51, 37, 37, 11, 13, 15, 17, 19, 21, 23, 25, 27, in block 136.
Surveys No. 17, 16, 21, 25, 27, 13, 15, 1, 3, 5, 11, 9, 7, in block 140.
Surveys No. 17, 16, 13, 11, 9, 5, 7, 31, in block 145.
Surveys No. 3, 9, 15, 21, 27, 33, in block 147.
Surveys No. 3, 9, 15, 21, 27, 33, in block 147.
Surveys No. 3, 8, 15, 21, 27, 33, in block 147.
Surveys No. 3, 8, 15, 27, 28, 3, 7, 9, 15, 17, 19, 21, in block 148.

Servey No. 17, 31, 29, 27, 21 19, 9, 15, 3, 5, 7, 33, in block 149.

block 149.

Survey No. 38, 35, 27, 29, 31, 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, in block 153.

Surveys No. 3, 5, 7, 11, 18, 15, 17, 19, 21, 23, 29, 31, 38, 35, 27, 25, in block 150.

burveys No. 1, 5, 3, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31, 33, 35, in block 137.

Surveys No. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, in block 137.

118. Surveys No. 2, 5, 7, 9, in block 106. Surveys No. 7, 1, 8, 5, 31, 33, 35, 25, 27, 29, 21, 23, 18, 15, 17, 11, 19, 9, in block 138. Surveys No. 31, 5, 3, 11, 9, 7, 13, 29, 17, 15, 23, 21, 19, 27, 23, 35, 33, in block 139. Surveys No. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 35, in block 140. Survey No. 19, 17, 1, 3, 5, 7, 9, 11, 13, 15, in block 141.

IN PRESIDO COUNTY.

Surveys No. 17, in block 226.

IN PRESIDO COUNTY.

Surveys No. 23, 9, 13, 11, 15, 17, 19, 21, 25, 27, 22, 31, 38, 35, 1, 3, 5, 7, 1n block 200.

Surveys No. 23, 9, 13, 11, 15, 17, 19, 21, 23, 25, 27, 29, 31, 33, 35, 1n block 200.

Surveys No. 13, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31, 33, 35, in block 203.

Surveys No. 35, 33, 31, 13, 29, 27, 25, 23, 21, 19, 17, 15, 21, 23, 35, 10, 10, 20, 31, 11, 15, 13, 15, 17, 19, 21, 23, 25, 10, 26, 31, 1n block 203.

Surveys No. 1, 3, 5, 7, 9, 11, 13, 15, 35, 17, 19, 21, 23, 25, 10, 26, 29, 31, 33, 35, in block 205.

Surveys No. 1, 3, 5, 7, 9, 11, 13, 15, 35, 17, 19, 21, 23, 25, 27, 29, 31, 33, 35, 11 block 205.

Surveys No. 1, 3, 5, 7, 9, 11, 13, 15, 35, 17, 19, 21, 29, 25, 27, 29, 31, 33, 35, 11 block 205.

Surveys No. 3, 1, 11, 11, 15, 17, 19, 21, 23, 25, 27, 29, 33, 55, 5, 31, 11, 11, 17, 19, 21, 23, 25, 27, 29, 31, 31, 35, 31, 11 block 225.

Surveys No. 6, 13, 5, 7, 9, 11, 18, 15, 17, 19, 21, 29, 25, 27, 28, 33, 27, 29, 37, in block 226.

Surveys No. 2, 3, 5, 7, 9, 11, 18, 15, 17, 19, 21, 39, 25, 23, 33, 27, 29, 37, in block 226.

Surveys No. 17, 15, 23, 21, 35, 33, 31, 29, 27, 25, 31, 5, 7, 9, 11, 18, 15, 17, 19, 21, 35, 25, 27, 21, 13, 13, 5, 7, 10 block 227.

Surveys No. 17, 15, 23, 21, 35, 33, 13, 35, 15, 26, 9, 11, 13, 13, 3, 7, 10 block 220.

Surveys No. 17, 15, 19, 21, 11, 18, 15, 17, 21, 23, 25, 19, 27, 28, 35, 10 block 230.

Surveys No. 17, 17, 18, 19, 21, 11, 18, 77, 9, 5, 3, 1, 23, 25, 17, 27, 29, 31, 33, 35, 15, 10 block 234.

Surveys No. 17, 17, 18, 10ck 234.

Surveys No. 3, 9, 7, 11, 5, 13, 15, 1, 10 block 249.

Surveys No. 17, 17, 18, 10ck 220.

Surveys No. 27, 98, 13, 38, 51, 10 block 250.

Surveys No. 3, 9, 7, 11, 5, 13, 15, 11, 10 block 249.

Surveys No. 27, 98, 13, 38, 51, 10 block 250.

Surveys No. 27, 98, 13, 38, 51, 10 block 250.

Surveys No. 27, 98, 13, 38, 51, 10 block 250.

Surveys No. 27, 98, 13, 38, 51, 10 block 250.

Surveys No. 27, 98, 13, 38, 51, 10 block 250.

IN BREWSTER COUNTY.

215.

SDrveys N., 13, 1, 8, 5, 7, 9, 11, 15, 17, 19, 21, 23, 25, 27, 29, 81, 83, 85, in block 21r.

Surveys No. 27, 25, 23, 21, 19, 7, 11, 9, 13, 15, 17 81, 83, 35, 5, 1, 129, 10 lock 217.

Surveys No. 5, 7, 9, 11, 18, 15, 9, 17, 7, 1, in block 218, 21rcys No. 5, 7, 9, 11, 18, 15, 17, 1, 3, 19, 21, 23, 95, 27, 29, 81, 33, 85, in block 219.

With the last of t

Master's Sale.

Surveys No. 1, 3, 5, 7, 9, 11, 18, 15, 17, 19, 21, 23, 25, 27, 29, 23, 35, 31, in bl. ck 220.

81, 25, 35, 35, 31, 110 10 10 12 12 12 12 13, 25, 27, 29, 31, 35, 13, 5, 7, 9, 11, in block 221. 8urveys No. 3, in block 228. 8urveys No. 3, in block 229. 8urveys No. 1, 3, 5, 7, 9, 11, 13, in block 229. 8urveys No. 1, 9, 10 block 247. 8urvey No. 1, 5, 3, 1, 13, 9, 7, in block 248.

FOLEY COUNTY.

FOLEY COUNTY.

Surveys No. 19, in block 229.

Surveys No. 25, 27, 29, 31, 33, 35, 1, 3, 5, 7, 9, 11, 13, 23, 15, 17, 19, 21, in block 234.

Survey No. 25, 27, 29, 31, 33, 35, 1, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31, 33, 35, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31, 31, 10 block 235.

Survey No. 31, 33, 35, 5, 7, 9, 11, 18, 15, 17, 19, 21, 23, 25, 27, 29, 19, block 236.

Survey No. 31, 33, 35, 9, 1, 3, 6, 7, 11, 13, 15, 17, 21, 23, 25, 27, 29, 19, block 236.

Survey No. 1, 25, 11, 7, 9, 13, 15, 17, 19, 21, 23, 25, 27, 29, 11, in block 236.

Surveys No. 1, 25, 19, 17, 15, 13, 21, 23, 33, 31, 29, 27, 35, 7, 9, 11, in block 236.

Survey No. 1, 21, 15, 17, 19, 23, 37, 31, 35, 39, 1, 3, 5, 7, 9, 11 block 240.

Survey No. 1, 13, 5, 7, 9, 11, 13, 15, 17, 25, in block 241.

Survey No. 29, in block 249.

Survey No. 29, in block 249.

JEFF DAVIS COUNTY.

Surveys No. 1, 3, 5, 7, 29, 31, 33, 35, 37, 9, 21, 23, 25, 27, 45, 43, 49, 69, 51, 53, 55, 61, 77, in block 224.

8urvey No. 1, 3, 5, 7, 9, 11, 18, 20, 15, 17, in block 224.
Survey No. 1, 3, 5, 7, 9, 11, 18, 20, 15, 31, 33, 35, 17, 19, 21, 23, 25, 27, in block 242.
Survey No. 1, 3, 5, 9, 7, 11, 18, 15, 17, 19, in block 243. Survey No. 19, 23, 21, 25, 27, 29, 31, 83, 55, 37, 7, 15, 13, 3, 57, 55, 9, 5, 53, 51, 49, 47, 45, 43, 41, 39, 1, in block 244.

IN PRESIDO AND BREWSTER COUNTIES. Survey No. 23, in block 204.

MILLS COUNTY.

Survey No. 3, located by virtue of land scrip No. 1,399. Section No. 1, located by virtue of ce:tificate No. 1,838.

Section No. 5, located by virtue of certificate No. 1,840. 1,340. Section No. 7, located by virtue of cer ificate No. 1,341. ction No. 15, located by virtue of certificate No.

Section No. 17, located by virtue of certificate No. 1703

Section No. 19, located by virtue of certificate No. 1,704. PRESIDIO [LOCATION.]

BANDERA COUNTY.

Section No. 1,731, located by virtue of certificate No. 1,660.

EL PASO COUNTY.
Sections No. 75, 77, 79, 95, 97, 98, in block 271.
CROCKETT COUNTY.

Sections No. 1, 3,5, 7, 9, 11, 13, 15, 17, 18, 21, 23, 25, 27, 29, 55, 57, 31, 39, 86, 27, 39, 41, 43, 45, 47, 49, 51, 53, in block M. No. 1, 3, 5, 7, 9, 11, 13, 15, block S. L. BREWSTER COUNTY.

BREWSTER COUNTY.

Sections No. 1, 3, 5, 7, 77, in block 213.

Section No. 35, in block 210.

Sections No. 29, 31, 33, 35, 19, 21, 25, 27, in block 215.

Section No. 3, 5, 7, in block 247. Section No. 1, 3, 5, in block 246. HAMILTON AND MILLS COUNTIES.

Section No. 7, located by virtue of certificate No. 1,345.
Section No. 9, located by virtue of certificate No. 1,342.

JEFF DAVIS COUNTY [LOCATIONS.] Sections No. 87, 89, 91, 83, 95, 97, 99, 11, 13, 15, 17, 19, 39, 47, 57, 59, t3, 65, 67, 71, 73, 75, 79, 81, 83, 85, in block 224.

Sections No. 7, 9, in block 246.

PECOS COUNTY.

lock 147.

Sections No. 1, 11, 13, 23, 25, 85, in block 148.

Sections No. 1, 11, 13, 23, 25, 35, in block 149.

FOLEY COUNTY [LOCATIONS.]

Sections No. 21, 25, 27, 33, in block 240.

Sections No. 19, 21, 23, 27, in block 241.

Sections No. 1, 3, 5, in block 245.

HAMILTON COUNTY.

Section No. 1, located by wither of cartificate

HAMILTON COUNTY.

Section No. 1, located by virtue of certificate 1,348.
Section No. 3, located by virtue of certificate 1,348.
Section No. 5, located by virtue of certificate 1,347.
Section No. 5, located by virtue of certificate 1,347.
Section No. 1, located by virtue of certificate 1,347.
Section No. 1, located by virtue of certificate 1,347.
Section No. 1, located by virtue of certificate 1,693.
Section No. 3, located by virtue of certificate 1,693.
Section No. 7, located by virtue of certificate 1,694.
Section No. 1, located by virtue of certificate 1,694.
Section No. 1, located by virtue of certificate 1,695.
Section No. 1, located by virtue of certificate 1,694.
Section No. 1, located by virtue of certificate 1,694.
Section No. 11, located by virtue of certificate 1,694.
Section No. 13, located by virtue of certificate 1,694.
Section No. 13, located by virtue of certificate 1,695.
Section No. 13, located by virtue of certificate 1,695.
Section No. 13, located by virtue of certificate 1,695.

Section No. 13, located by virtue of certificate COMANCHE COUNTY. Survey No. 885, located by virtue of land scrip

BUCHEL COUNTY [LOCATION.] Section No. 21, in block 213,

The said land will be sold as one parcet and as an entirety, and the purchaser or purchasers will be required to pay in at the time of sale ten thousand

Master's Sale.

dollars of the successful bid, which amount will be deposited in the registry of said court to await the action of said court on the report of such sale. The purchaser or purchasers of said land will be required within twenty days after such sale shall have been confirmed by said court, to pay into the registry of said court the residue of such bid. The purchaser at such sale will be invested with all the title held by the Texas & Saint Louis Railway Company in Texas or any other defendant in said above styled cause or any of bia heirs or assigna owned or held at or since the time of the making of the morkage fore-tosed in said decree. The order of sale directed and delivered to me issued by the clerk of said court on the 8th day of May, 18bd, directs me, after the said sale shall have been confirmed and the deeds delivered, to place the purchaser or purchasers of said land in possession thereof. Reference is made to said decree for more detailed de cription of the several tracts of land herein before named, as well as the various duties thereby imposed on this special master commissioner.

FELIX H. ROBERTSON,

FELIX H. ROBERTSON,
Special Master Commissioner.
WACO, Texas, June 2d, 1890.
BUTLER, STILLMAN & HUBBARD,
CLARK, DYER & BOLLINGER,
Solicitors for Complainants.

Brinckerhoff, Turner & Co.,

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