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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, November 15, have been \$1,494.639,702, against \$1,296,529,380 last week and \$1,219,617,515 the corresponding week last year.

CLEARINGS.	Week Ending November 15.					
Returns by Telegraph.	1890.	1889.	Per Cent.			
New York	\$811,583,924	\$643,282,227	+26.2			
Boston	96,049,978	84,690,532	+14.2			
Philadelphia	69,043,489	58,547,720	+17-9			
Baltimore	12,471,187	11,384,211	+9.5			
Chiosgo	78,876,000	63,001,998	+25.3			
St. Louis	21,601,406	16,739,140	+29.0			
New Orleans	12,610,511	11,884,369	+6.1			
Seven cities, 5 days	\$1,102,235,935	\$888,936,203	+24.0			
Other cities, 5 days	152,811,419	124,516,512	+22.7			
Total all oitice, 5 days	\$1,235,047,374	\$1,013,452,715	+23.8			
All cities, 1 day	239,592,328	206,164,810	+16.3			
Total all oltion for mosk	21 4 04 490 709	\$1 910 G17 51K	199.8			

otal all cities for week... \$1,494,639,702 \$1,210,617,515 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 November 8, with the comparative totals in 1889.

It will be noticed that the aggregate records an increase compared with the previous week of thirty-seven millions of dollars, notwithstanding the fact that the current returns from New York and Chicago, as well as some of the smaller cities, embrace only five business days, in consequence of the election holiday. The exchanges at this city were stimulated by | • Not included in totals.

increased stock speculation and the usual monthly distribution of interest, &c.

The favorable character of the statement is seen when comparison is made with the similar period a year ago. In the whole country there is an excess of 12.8 per cent in which all but seven of the cities included in the statement share. Most prominent in ratio of gain this week are Buffalo, 149.7 per cent; Galveston, 99.3; Tacoma, 70.3; Lowell, 67; Chattanooga, 61.5; Columbus, 58.7; Springfield, 48.1; Duluth. 45.9; Sioux City, 45.2; Milwaukee, 44.2, and Norfolk, 42.5 per cent.

				- Post of all	-
	Week E	nding Novemb	ber 8.	Week End's	Nov. 1.
	1890,	1899.	P. Cent.	1890.	P. Cent
New York	771,107,644	701,716,737	+9.9	781,189,867	-1.0
	(1,842,460 (7n3,000) (15,528,050)	(1,490,057)	(+23.6.	(1,595,280)	1-0-7
(Ootton bales.	(7n3,000)	(601,100)	1+283	(20,015,4-2	(+20-9)
(Grainbales. (Petroleumbales.)	(1,404,000)	(603,100) (10,9*0,950) (6,470,000)	1-708	(1,750,000)	(-0-8 (-700)
lloston	125,787,795 5,450,200	101,158,472 6.448,900	+24.3	104.337.901 5.352,900	+8-9
Providance Hartford	2,058,586	0.448,900	+00 +30	5,352,900	-+3.6
New Haven	1,412,294	1,974,772 1,822,601	I → 0°6	1.210.503	170
springdeld	1.914.887	1.2v2.002	+451 +149	1.265,741	+70
Worcester Portland	1,501,170 1,246,567	1,491,251	0.2	1,264,741 1,801,249 1,895,244	+04
Lowali. Naw Bedford	1,246,567	714 n84 385,895	+070		-1-8
Total Naw England	141,199,663		+22 8		+4-2
Philadelphia	77,522,130	79,704,528		68,223,404	-22-8
Pittsburg	16,554,125 14,152,845	19,807,937	+197	15 550 969	1
Baltimore Buffalo.	8,173,304	8,270,861	+1497	7.025.578	+157-7
Washington. Wilmington, Del	1,911,005	15,607,937 12,799,586 8,275,861 1,397,995 836,782	+36.9	1,817,628	
Syracuse	1,010,529	853,205	-0.2	7.98,368 953,239	+38
Syracuse Rochester*	14,152,540 8,173,304 1,911,005 79,730 1,010,529 1,815,450			1,400,616	
Total Middle	119,414,671	112,708,657	+8.0		-11.1
Chicago Cincinnati	92,428,697	70,508,962	+81-1	87,196,992 12,4=5,200	+29-9
Milwankee	14,069,450 8,222,952 8,309,317	11.825.000 5.708.155 5,180,118	- 91.0 - 41.3 - + 21.5	8,953,845	+0.0
DELFOIL	6,309,317	5,180,118	+21.9	POW m. In A	+177 +10-2 +20-4
Cleveland Columbus	5,534,410	4,381,599 2,710,900 2,099,730	+26-3	4, 1217, 900	+93-8
Indianapolis	2.346,498	2,099.730	+537 +122 +540	2,156,860	+87
Grund Ranida	1.903,844 779,941	1,465,8-8 744,116	+84.0	5,626,443 4,525,900 2,156,×60 1,900,762 706,551	+33-8 +3-1
Toledo*	1,810,5%7			1,218,408	
Total Middle Western	195,968,109	104,414,908	+80-2	128,096,354	+28.3
Sao Francisco	17,372,028	17,828,819	-2-8	20,506,150	-+-8*0
Portland	2,508,302 1,827,09#	2,133,279 1,549,504	+17.6	9,812,820 1,163,588	+30-2
Santtle. Tacoma.	1,859,129 771,700	798,230	+108	1,247,407 883,400	+93-3
Los Angelas Salt Lake City*	1,591,419	703,489	+11	1,744.490	+88-5
Total Pacião	23,338,258	23,075,120	+1.1	26,117,865	+10.4
Kansas City	10,415,963	9,249,879	+12.6	10.171,960	+21.0
MINDERDOUS	9.240.109	7,581,745	-+-82 6	8.641.517	
St. Paul.	5,214,776	4,159,492	-11-7	5,119,816 5,854,014	-08
Omsha Denver	5,019,831	4,423,515 1,574,618	+135	4,111,079 2,471,524	114 9
Dninth	2,296,208	1,574,618	-45-9	2,471,024	+110-9
St. Joseph Wichita. Sloux City. Des Moloes.	5.019,831 2.295,255 1.535,701 750,697	1,167,150 009,285	-23.4	695,803	+378 +202 +237 -43
Sloux City	1,281,645 812,897	8-2,958	45.2	1,070,753	+ 237
Lincoln	712,458	572,619 580,127 877,006	+40.0	1.687,125 695,893 1.076,763 628,734 62-,867	+34.8
Topeka	415,480		+10.1	110,100	+38.6
Total Other Western.	42,780,830	36,979,791	+15.7	41,498,789	+26-3
St. Louis. New Orleans.	23,971,268 15,660,174	20,516.297	+8.0	21,169,019 14,409,712 7,828,052 3,607,642 1,951,834	-279
Louisville	15,660,174 8,442,076	PC44 6W1 4 14	+0.3	7.828,052	-8-9 +5-5
	4,409,519 2,608,290	2 221.717	+17.2	1.951.834	-1.4
Richmond	4,196,803 761,352	4,169,336 2,221,717 9,102,011 1,138,064			+56'8
Dallas. Fort Worth	973.869	1,138,004	-381	1,458,092 1,084,502	100
AVUELUIK PREPARAN NA ANALA	1,745,465	1,925,200	+425	1,642,645	+50-3
CHACE UL COLLOUGH COLLEGE STREET STREET	696,900 721,539	691,753	+61.5	535,000	
Lexington	281,020	1,925,202 1,925,202 994,00 694,753 465,094	+14-6	576,386 451,500 4,710,114	-10.0
Houston* Nashville*	1,975,971 2,511,512	********		2,051,992	
Total Southern	62,720,204	55,690,369	+12.0	55,973,899	+11-3
Totai all	1 296,529,579	1,149,635,576	+12-8	1.239,544,697	+8-0
Octside New York	525.421,785	447,981,839.	+17.9	475,491,831	+6"8

THE FINANCIAL SITUATION.

The money market this week of course has been largely influenced by the disturbing events narrated below. Early in the week general distrust prevailed, and money was stringent. Later, when confidence was partly restored, the supply offering increased, and then rates went to the other extreme. Last Saturday's bank return proved quite unsatisfactory, since it showed a large loss in cash and a heavy deficiency below the 25 per cent reserve to liabilities, but the main difficulty in securing accommodation has been that the great depreciation in Stock Exchange values made lenders very cautious and timid, so that a disposition existed to call loans, rather than to put out more funds in the same way. As far as the ordinary movements of money are concerned, they have been in favor of the banks. The shipments of currency to the interior have been moderate this week, while the return flow has been rather heavy, so that for the first time in a long while the banks have gained on this interior movement. In addition, a small gain has resulted from the Treasury operations. The issue of Clearing House loan certificates will tend to ease rates, but what effect said action will have on the averages in this week's bank return caunot be stated.

As represented by bankers' balances, the range for call loans this week has been from 186 to 21 per cent, the average probably being about 8 per cent. On Monday the demand for Stock Exchange purposes carried the rate to 96 per cent. On the following day some renewals were made at about 50 per cent, and in the afternoon the rate advanced to 186 per cent, being the highest of the week. On Wednesday the market was easier and balances loaned in the afternoon as low as 2¹/₂ per cent. On Thursday the highest figure was 12 and the lowest 3, and yesterday the extremes were 12 and 4 per cent. The average for the week as already said was about S per cent, and renewals have ranged from 10 to 50 per cent. Banks and trust companies generally supplied their customers at 6 per cent, but some institutions loaned their money on the Street at current rates. One feature of the week was the refusal of lenders to accept as collateral stocks which widely in value, or about fluctuating there was any doubt. As regards time money there has been little or none offering, although the demand is urgent. Those borrowers who have had call loans standing have had them extended in many cases at 15 per cent, thus practically making them time loans, but this is about all that has been done. Commercial paper remains nominally as last quoted, but during the week some first-class double-name paper has sold at $7\frac{1}{2}$ per cent and many good single names have been offered at 8 and above and accepted by out-of-town purchasers who have not been in a position to take advantage of the call loan market for money.

In London a very uncasy feeling still prevails, and the condition of affairs at times has been critical. According to Paris advices, the Bank of England has obtained a loan of £3,000,000 gold for three months at 3 per cent from the Bank of France, and yesterday the Bank gained £1,039,000 on balance. This might have been expected to relieve the strain and cause a return of confidence, but, on the contrary, the feeling seems to have continued panicky, owing to fears of serious financial disasters. Private cables, however, state that arrangements have been made to avert the threatened disturbance. While the fortnightly settlement early in vened in support of some of their number, and resolved

the week was completed without developing any new troubles, we understand it was carried through much in the same way as the two previous settlements, namely by extending aid to weak houses, which will account for the fact that apprehensions of disturbances still exist. The Bank of England in its weekly statement Thursday showed a loss of £407,000 gold for the week, but according to a special cable received by us £341,000 of the loss represents shipments to the interior of Great Britain. In addition £90,000 gold was sent to France, but this was offset by an import of £24,000 from Australia. The Bank made no change in its minimum rate of discount, which remains at 6 per cent, and the open market rate for 60 to 90-day bills stands at the same figure. At Paris the open market rate is 3 per cent, at Berlin 51 per cent and at Frankfort 54 per cent, with the rate at the Bank of Germany 51 per cent. The Bank of the Netherlands has advanced its rate to $5\frac{1}{2}$ per cent.

Our foreign exchange market has been affected both by the disturbances here and the disturbances in London. On Monday morning all the drawers quoted 4 80½ for 60-days sterling and 4 86 for sight. The market on that day, however, was unsettled, there being an indisposition on the part of bankers to buy, in view of the possible advance in the Bank of England rate of discount, and this affected exporters who were unable to sell their bills. On the following day the market was demoralized by the stringency in money, and although there was no change in the nominal rates those for actual business were unquotable. On Wednesday the whole market was easier, reflecting the more confident feeling regarding the monetary situation here, and there were liberal offerings of bills against outgoing securities. After Wednesday the market was irregular, with long bills weak and short strong, the nominal bills and cables rates yesterday being 4 80@4 801 for long and 4 851@4 86 for short. As regards the course of our foreign trade, the preliminary statements of the exports of leading articles in October, issued this week by the Bureau of Statistics, show that the export movement still continues heavy, notwithstanding the falling off in the breadstuffs shipments. Here are the figures in our usual form.

EXPORTS OF BREADSTUFFS, PROVISIONS, COTTON AND PETROLEUM.

Exports	18	90.	188	39.	1889.		
from U.S.	October.	10 Months.	October.	10 Months.	October.	10 Months.	
Quantities Wheat.busb. Flourbbls.	3,190,335 862,170		4,081,454 1,068,436		4,500,108 944,545	42,121,620 9,190,853	
Wheatbu. Cornbush.	6,980,100 2,554,619		8,889,416 6,194,238		8,750,558 4,102,579	83,480,459 24,078,224	
Tot. bush	9,534,719	154,696,508	15,083,651	111,505,766	12,853,137	108,158,683	
Values.		\$	8	8	8	\$	
Wh't & flour	6,717,901		8,462,138				
Corn & meal.	1,515,799		2,694,819		2,283,345	14,550,904	
Rye		979,770			13,824		
Oats & meal.	38,638				37,346 415,089		
Barley	71,365	407,005	127,827	430,275			
Br'dstuffs	8,313,703	119,037,613		101,758,303	11,701,940		
Provisions *.	13,701,447	135,403,435		116,609,857	7,535,277	82,263,205	
Cotton		164,929,003		176,153,723	31,632,519	143,256,806	
Petrol'm,&o.	6,018,818	43,197,233	4,916,794	44,114,591	4,937,876	39,636,943	
Tot. value.	74,898,110	462,627,374	74,324,225	438,636,381	55,810,612	300,123,197	

· Including cattle aud hogs.

Thus the value of the exports of these articles in October, 1890, was \$74,898,110, against \$74,324,225 in October, 1889, and only \$55,810,612 in October, 1888.

In the interest of their own welfare and for the protection of the general mercantile and financial community, the New York Clearing House institutions this week, for the third time in their history, inter-

to issue loan certificates to such banks as might need them and could offer acceptable collateral, the certificates being then available in the settlement of balances at the Clearing House. The events which led up to this step were very momentous and of the gravest character. For several weeks there had been a constant depreciation in the market value of Stock Exchange securities, due to extensive selling both in Europe and in this country, and this finally culminated in a general break, under which prices tumbled with frightful rapidity. In London the situation had been bad for some time and was daily becoming more threatening. On this side remarkable strength had been shown in view of the steady declino, not a single failure having occurred. But on Monday and Tuesday the bottom dropped completely out of the market, and then the effects became serious, leading on the last mentioned day to the failure of C. M. Whitney & Co. and Decker, Howell & Co., besides a number of smaller firms. The failure of Decker, Howell & Co. involved the North American Company, and so embarrassed the Bank of North America that the bank could not meet its balances at the Clearing House. The Mcchanics' & Traders' Bank and the North River Bank found themselves in a similar predicament.

The situation was now alarming, and prompt action was necessary to avert a catastrophe of extensive proportions. Confidence in stock values was completely gone, and confidence in the stability of the banks was in danger of becoming impaired. Doubt in the latter regard, if not speedily dispelled, meant general disaster. It could only be dispelled at that stage of the trouble by common and nnited action, and, recognizing this fact, the banks decided to stand together, the stronger institutions supporting the weaker, as on former occasions. The effect has been very beneficial. Confidence has been restored, the Bank of North America and the Mechanics' & Traders' Bank have been helped out of their embarrassment, and the Clearing-House has found it necessary to issue but a comparatively small amount of the certificates-only a few million dollars altogether. The North River Bank was obliged to close its doors, but the situation of that bank appears to have been such that the Clearing-House would hardly have been justified in undertaking to carry it through.

It is to be remembered that the object of the Clearing House action is not to bolster up insolvent institutions, but simply to afford temporary relief to banks which have ample assets, but cannot realize cash on them for the time being, on account of a disturbance of confidence in credits and values. If it were supposed that aid was to be extended indiscriminatelythat the loan certificates were to be issued on any and all kinds of collateral-the result, so far from reassuring the public mind, would cause general distrust. For the effect in that event could not but be disastrous, since by attempting to shoulder the losses of maimed institutions, the solvent banks would be pulled down themselves and involved in the general ruin. Extraordinary emergencies call for extraordinary measures of relief, and in the Clearing House loan certificates our banks have found a mode of relief which has always proved efficacious. But the power must be exercised wisely and discreetly, otherwise it would soon prove unavailing. Fortunately there is no reason to suppose that it will not be wisely used. The certificates are only to be issued on acceptable collateral, and not to a greater excent than 75 per cent of the value of such Pierpont Morgan, who has been so successful in

colluteral. Moreover, as the certificates bear 6 per cent interest, plus ; of one per cent commission per month, or 9 per cent per annum, there will be little inducement on the part of the banks taking them out to hold them longer than absolutely necessary.

Another point is deserving of consideration. The Clearing House should excrt the great power and influence it possesses not only to meet and overcome emergencies like the present, but also to prevent their repetition as far as human agency can make provision to that end. The banks which became embarrassed this week were all State institutions, and it appears that in the case of at least two of them the trouble arose ont of the making of very heavy loans to a single firm-loans to about twice the amount of the capital of the bank. Is such a condition consistent with sound banking, and should it be allowed to exist ?

As to the reasons for the depreciation on the Stock Exchange there can be no doubt that forced sellingfirst abroad and then here-mainly accounts for it, and that the one precipitated the other. But the causes lie deeper than this. Admitting that London's troubles follow largely from reckless speculation in African and South American securities, it is a question whether speculation in United States properties, predicated on a supposed inflation of values to be produced by silver legislation, has not been an equally potent influence to the same end. Certainly in this country there was much speculation based on the idea of inflation; silver itself was taken hold of and whirled upward, and Stock Exchange securities were all to share in the excitement and advance. There was to be perfect ease in the money market, the price of silver was to rise to par with gold, the Treasury flood gates were to be opened, and general prosperity and happiness was to result-especially to those holding a few shares of stock. The Silver Bill was passed and the Treasury let out enormous amounts of cash. But the effect was not as expected. The supplies of currency had only a temporary effect in easing money. Silver certificates rose to 121 in August, but are now down to 103, notwithstanding the heavy Government purchases in the interval. Stock Exchange values, with great pertinacity, declined instead of advancing, till finally this week the crisis came. Thus once again has it been demonstrated that legislative edicts cannot arrest the tendency of natural laws and that something more than a flood of currency is needed to secure permanent ease in money. Fortunately mercantile credits aro sound and general business is in good condition.

As bearing on the intrinsic value of railroad property, the events of the week have been decidedly favorable. The action of the trunk line meeting last week in ordering a restoration of cast-bound rates on grain, dressed bcef and various other commodities has been confirmed, and the higher rates are to go into effect on the 24th instant. In addition a strong effort appears to be making to bring together in this city the presidents of the various Western, Northwestern and Southwestern roads, for the purpose of agreeing upon a new plan for protecting railroad interests and securing stable and remunerative rates. The present is an opportane moment for carrying out such a move. Railroad securities are greatly depressed, and nothing will tend so much or so quickly to restore confidence in railroad properties as a determination to avoid the demoralization in rates which has been such a feature iu the situation heretofore. It is fitting that Mr. J.

similar endeavors in the past, should be selected as the proper person to guide the present move-It is understood that the plan generally ment. favored is the joint agency arrangement recommended by Chairman Walker. That plan has very many advantages, as was pointed out in an article by ns last week. Besides securing stability in rates it would effect very important reductions in expenses, and the need for improvement in the latter particular is as essential as in the former. Reports this week have had it that Mr. Gould had obtained control of the Union Pacific, that as a result the Union Pacific-Northwest compact would be modified, and that this would remove the main obstacle in the way of the formation of a new · association embracing all the Western roads. These reports however cannot be definitely confirmed.

The Agricultural Bureau at Washington has issued its November report giving the yield of corn per acre in the leading States, which makes it possible to furnish more exact indications of the production of this important cereal than could be prepared on the condition figures a month ago. On the basis of the yield per acre now reported, the promise seems to be for a total crop of about 1,568,000,000 bushels, as against the yield of 2,112,000,000 bushels last year and 1,456,-000,000 bushels in 1887. The following compares the to and from the interior by the New York banks. indicated product for the present year in the leading States with the production for the four years preceding as reported by the Agricultural Bureau:

Corn.	Indicated Product, 1890	Production. 1889.	Production. 1838.	Production. 1887.	Production. 1586.
100	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Iowa	234,914,000	349,966,000	278,232,000	183,602,000	198,847, 02
1llinois	202,587,000	259,125,000	278,060,000	141,080,000	209,818,000
Kansas	7,760.000	240,508,000	158,186,000	76,547,000	126,712,000
Missouri	197,691,000	218,841,000	202,583,000	140,949,000	143,709,000
Nebraaka	84,002,000	149,543,000	144,217,000	93,150,000	106,120,000
Indiana	92,694,000	106,656,000	125,478,000	71,400,000	118,795,900
Ohio	81,585,000	88,953,000	93,018,000	78,797,000	96,204,000
Texas	71,600,000	83,698,000	92,436,000	78,490,000	69,213,000
Tennessee	67,604,000	80,831,000	75,665,000	75,204,000	73,314,000
Kentucky	63,646,000	75,382,000	81,545,000	57,840,000	88,758,000
Pennsylvania.	38,043,000	41,225,000	45,414,000	44,905,000	40,545,000
Arkansas	32,423,000	42,808,000	41,543,000	41,367,00	42,140,000
Total	1,224,578,000	1,737,834,000	1,616,877,000	1,070,231,000	1,314,1+4.000
All others	344,296,000	375,556,000	871,413,000	379,980,00	\$51,257,000
Total U. 8	1,588,874,000	2,112,892,000	1,987,790,000	1,456,181,00	1,655,441,000

While all the States show losses from last year's extraordinarily heavy yield, Missouri and Illinois seem to have fared relatively better than the others. For Missouri the indicated product is 197 millions, against 218 million bushels in 1889, and for Illinois it is 202 millions, against 259 millions. Indiana shows 92 millions, against 106 millions, and Ohio 61 millions, against 88 millions. Kansas has suffered most of all, the indications pointing to a crop of only 77 million bushels, against 240 millions last year. In Iowa the crop would appear to be about 234 millions, against 349 millions, and in Nebraska 84 millions, against 149 millions.

On the Stock Exchange the events of the week have been of an exciting character. The market opened Monday morning at a decline of several points all around. This was largely on unfavorable accounts from London, the weekly cable report published in the papers Monday morning being very gloomy in tone. On Tuesday came the failures of Decker, Howell & Co., C. M. Whitney & Co. and a number of less important firms, with the embarrassment of the Bank of North America and the other banks mentioned above. There was much selling of stocks under the rule, and while the Villard properties all suffered severely, for the specialties and "fancies" there was virtually no market at alleven at declines of 20, 30 and 40 points. The market cumstances and conditions which in our estimation

closed on that day in a state of panic. On Wednesday, under the knowledge of the action of the Clearing House Association the day before, there was a very decided improvement, which was aided by more favorable advices from London, the cable stating that the Bank of England was to get large amounts of gold from the Bank of France and from other parts of the Continent. North American stock, however, showed further weakness, and then it developed that the North American Company was involved in the failure of Decker, Howell & Co., and that a committee of the creditors had been appointed to prevent a sacrifice of its collateral held in loans. The latter action was misunderstood, being interpreted as indicating the appointment of receivers and the liquidation of the concern. As a result the stock further declined Thursday morning, touching at one time 7, as against 34 last week; but there has been a recovery the last two days (the close yesterday being at 111), on a better understanding of the company's condition. The general market since Thursday has been quite unsettled, and yesterday afternoon again showed decided weakness on renewed liquidation in various leading stocks.

The following gives the week's movements of money

Week Ending	November	14, 1890.	Received b N.Y. Bank	y Shipped s. N.Y. Bar		Net Interior Movement.								
Gold	\$2,332,00		000 Gain. 000 Gain.	\$899,000 230,000										
Total geld	\$3,394,00	\$2,265,0	000 Gain.	\$1,129,000										
With the	e Sub-T	reasury	operati	ons the	result i	s:								
Week Ending	November	14, 1890.	Into Banks.	Out of Banks		Ohangs in Holdings.								
Banks' Interior Sub-Treasnry			\$3,324,00 14,600,00		000 Galn. 000 Gain.	\$1,129,000 200,000								
Total gold a	and legal to	anders	\$17,994,00	0 \$16,663,0	000 Ga.n.	\$1,329,000								
Bullion	holding	s of Eu	ropean	banks.										
	Nove	mber 13, 1	890.	Nove	mber 14, 1	1889.								
Banks of	Gold.	Silver.	Total.	Gold.	Silver.	Total.								
	£	£	£	£	£	£								
England	18,821,676		18,821,676			20,032,507								
France		49,789,000				101,721,000								
Germany		12,173,666				38,090,000								
AnstHung'y. Netherlands	4,924,000	16,598,000 5,244,000			16,046,000 6,897,000									
Nat. Belgium.	2,858,000													
	-			-										
Tot. this week														
1.000 01011 4 12.1	10041104010	0010001000	10012001010		Color of Color	Tot. prev. w'k. 103,443,910 35,039,666 188,483,576 110,352,766 85,970,000 196,322,766								

FARMERS' ALLIANCES AND -THERAILROADS.

At a time of great depression on the Stock Exchange such as we have been experiencing the last few weeks, it is inevitable that influences of an adverse nature bearing upon the railroad situation should be regarded in their most unfavorable light. But it is at just such a time that clear and correct views are especially important. For that reason, and because of the feeling of uneasiness which has been occasioned by the success of the Farmers' Alliances in some of the Western States at last week's election, it seems desirable to examine carefully into the matter for the purpose of determining whether there is any likelihood of the great injury to railroad property, as the result of the event in question, which so many appear to fear or are predicting-that is, whether an unprejudiced view of the facts would warrant the very unfavorable conclusions which have been drawn. In our article on the Financial Situation last week we adverted very briefly to a number of cirtended to limit the probabilities of harm to railroad properties in that respect, but the subject is important enough to merit more detailed consideration and analysis.

We may admit at the outset that the Farmers' Alliances are not friendly to railroad interests, and that the accession of these alliances to political control (they have possession of the legislature in one or two States, and a large representation on that branch of the government in one or two other States) can hardly be regarded with any particular feeling of satisfaction by those holding ownership in Western railroad properties. And yet as a matter of fact the situation in that regard under the dominance of the new power will be very little changed from what it has been. The element hostile to the railroads has been uppermost in politics for a long while. There has been practically no difference between the two great parties in their attitude towards the carriers. It was immaterial whether the one party or the other was in control of the government-they were both antagonistic to the transportation interests. They might be wide apart in their views on other questions, but on the question of the treatment of the roads they were a practical unit. In fact, politicians and demagogues on both sides for years sought to gain advantage for themselves by eatering to the popular prejudice, and they vied with each other in their desire to show hostility to the roads. Looked at in that way the carrying interest now would have no more to fear than before, even if there were not evidences of a gradual modification of public opinion in the West with reference to the treatment of the roads.

This modification of public opinion is noticeable in a number of ways, and is certainly a hopeful sign. It may be regarded, too, as offsetting any possible disadvantages to result from the advent of the new element in polities. For, after all, it is public opinion that is the most important factor in the problem, since that governs the action of both politicians and legislators. For some months now the spirit of hostility to the railroads in the West has apparently been growing less pronounced. Attacks upon them have by no means ceased, but such attacks seem to have become fewer and less violent, and there is not quite so much indiscriminate abuse as before. Criticisms in the local newspapers, too, would appear to be getting more temperate, and greater attention is being given to the railroad side of the question, which previously had received scarcely any consideration whatever.

Evidence of this tendency is likewise seen in the changed attitude of some of the Western State railroad commissions, to which we alluded on a former occasion. Thus the Nebraska Commissioners a few months ago, having in view a further reduction in rates, made an investigation into the cost of building the various roads, and found that present rates allowed of only a very small return (not more than 2@3 per cent on the average) on the actual eash investment, and that therefore there was no room for any additional scaling down of tariff schedules. The Kansas Commissioners at much the same time also had the question of rates under consideration, and, though having ordered a revision of local distance tariffs, evidently did not go as far as they were expected to go in that respect. At any rate they felt called upon to answer the criticisms made upon their action, and in doing so gave expression to some wise and sensible views, and also presented statements which, while very

evincing nificant 88 a willingness to CODsider proposed changes in rates with reference to their effects upon the roads, instead of from the exclusive standpoint of the shipper and producer. In relation to the claim, for instance, that Kansas should be placed on a par with Iowa, the Commissioners pointed out that the population of Kansas was less than that of Iowa and that the railroad tonnage was also less, but that notwithstanding its smaller tonnage and smaller population Kansas really had more miles of road than Iowa. They also pointed out that in the year ending June 30, 1889, the roads reporting to the Board had failed to earn expenses charges in the sum of \$881,237. and fixed There was nothing strikingly new in the facts presented, but it was very surprising to find them in the official document of a railroad commission. Not so long ago we would hardly have dared to expect consideration of such facts by a State board. The more rational and enlightened views now prevailing in the two States in question have an especial value in connection with the discussion of the effects of the success of the Farmers' Alliance, since it is in those States that the Alliance has manifested especial strongth. Taking the utterances and action of the respectivo State commissions as a reliable index of publie opinion, the Alliance movement need not be regarded with especial feeling of alarm.

The truth is, people in the West are beginning to see that the policy they have been pursuing is proving a short-sighted one-that in striking at the railroads they are striking at themselves. No State has been more unfriendly towards railroad interests in the past or more unrelenting in its hostility towards them than Iowa, but when the people of that State in the railroad commissioners' report for last year were furnished with statistics showing that against 30,236 employes on Iowa roads in 1888 the number in 1889 had diminished to 24,642, and that the amount paid in wages had fallen off over \$1,400,000-when this state of facts was made apparent, the people of the State were given an object lesson which apparently they have been pondering ever since. Railroad managers having found that they were not to be allowed to charge rates which would yield a fair margin of profit were of necessity obliged to make efforts to avert bankruptey through the practice of increased economy, and to that end train service was cut down and the number of employes reduced. But that was not the only way in which the State suffered as the result of its own policy. New capital ceased to flow into the State and railroad building stopped. The experience of some other States was much the same. Of course hostile action alone will not explain the stoppage of new construction work, for in many cases more mileage had already been provided than there was traffic for; but such a complete check to new enterprises would hardly have been possible except for the unfavorable policy in question. The Western public appear to be realizing their mistake now, and from that feature of the situation much encouragement is to be derived.

of rates under consideration, and, though having ordered a revision of local distance tariffs, evidently did not go as far as they were expected to go in that respect. At any rate they felt called upon to answer the criticisms made upon their action, and in doing so gave expression to some wise and sensible views, and also presented statements which, while very important in themselves, were yet more sig-

tion charge assumed in his eyes large proportions. But now grain prices are very much higher and the farmer is perfectly able to pay the carrier a fair price for the transportation services rendered. We showed a few weeks ago how important was the difference in this respect as compared with the prices ruling last winter. With corn at 29 cents at Chicago last February, the producer at a remote point in Kansas who had to pay 14 cents freight (we are taking the maximum figure), could realize only 15 cents for his corn on the farm. Now on the same transportation charge, but with corn selling at 50 cents in Chicago, the cereal would be worth 36 cents at the point of production. The difference between 15 cents a bushel and 36 cents a bushel marks the difference between a price that barely paid the cost of production and a price that allows a very handsome return to the farmer on every bushel sold. In this fact, therefore, there is especial reason for expecting more liberal treatment of the roads and a let-up in the attempts further to scale down charges.

Furthermore, the railroad industry is no longer in the prosperous condition of a few years ago, when it presented an inviting object of attack by reason of that very circumstance. Then nearly all the leading railroads were paying high dividends. Now even the best of them are making only low returns, and in many cases dividends have had to be snspended altogether. In other words, while the condition of the farming industry has undergone a most noteworthy change for the better, the condition of the carriers has changed steadily for the worse under declining rates and increasing expenses, one reason for the heavier expenses being the higher wages so generally paid and demanded by railroad employes. Thus from either standpoint-that of the better condition of the farmer or the very poor condition of the carrier-the motive for further adverse action against the companies no longer exists.

Finally, and most important of all, the United States Supreme Court, in a decision rendered last March, has declared that the right of State legislatures and railroad commissions to fix rates is limited, and that the action of such bodies is subject to judicial review. Previously it had been claimed that legislatures and commissions were the sole judges of the reasonableness of rates, and that their action in that regard could not be reviewed or called in question. At least one of the State courts, too, had sustained this view. If this was the law there was of course little hope for railroad property under the hostile spirit then prevailing in the West. The Supreme Court, however, in the milk case of the St. Paul and the switching case of the Minneapolis Eastern decided that such contention was not correct; that while the State had the right to regulate the roads, it could not establish rates so low as to be nnreasonable; that the question whether rates were reasonable or not was one for the courts to determine; and that for a State to compel the roads to carry freight and passengers at unremunerative figures would be the taking of property without due process of law. The decision was a broad and comprehensive one, and settled finally the point whether there was any limit to government action-whether government could compel rates that would force the roads into bunkruptcy. The point having been decided in favor of the carriers, the Western States have been shorn of much of their capacity for harm. Altogether, therefore, it would seem that the political alvantage gained by the Farmers' Alliances in the West is not so threatening to raiload interests as had been supposed by many.

THE GREAT NORTHERN RAILWAY.

The declaration of a one per cent dividend on the stock of this company a few weeks ago gives great interest to the first annual report of the company submitted this week and printed at length in another part of the present issue of this journal. The report is very complete and furnishes full information as regards the finances and income of the various roads operated by the company. The Great Northern is the lessee of the St. Paul Minneapolis & Manitoba, and the latter likewise submits a report.

The company took possession of the Manitoba the 1st of last February, and as the present statements are to June 30 they cover only five months' operations under the lease. But whether we take the results for that period or for the previous seven months -when the Manitoba operated the property itself-or take the results for the full twelve months, the showing is in either case very satisfactory. For the five months to June 30 the income of the Great Northern from earnings of the Manitoba and income from other sources was in excess of the requirements for rental to the Manitoba (including of course the dividend on Manitoba stock) in the sum of \$413,528, which is equivalent to about two per cent on the 20 million dollars of Great Northern stock outstanding. In arriving at this surplus allowance is made not only for the rental actually paid and matured, but also for \$401,653 of rental accrued up to June 30 but not due at that time. Looking now at the Manitoba report we find that for the seven months to the 1st of February, the Manitoba had earnings and income \$513,560 in excess of charges and dividends. By combining the figures for the two periods, we get for the twelve months a surplus over and above charges and the regular 6 per cent dividend on Manitoba stock of \$927,089, which latter is equal to $4\frac{1}{2}$ per cent on the 20 millions of Great Northern. stock. And this is the surplus after charging off the \$401,653 of rental accrued but not due, referred to above.

Hardly so good a statement had been looked for, and in examining into the reasons for the satisfactory results, the fact of greatest significance appears to be that the company was able to add very largely to its gross earnings without adding at all to its expense accounts. A statement is furnished giving gross and net earnings for the fiscal year ending June 30, 1890, on the basis on which the Manitoba returns have always been made, thus permitting of comparisons with the figures of that road for the years preceding. As contrasted with the twelve months ending June 30, 1889, gross earnings in 1890 increased just about onc million dollars, or from \$8,586,565 to \$9,582,931, raising the total to the largest figure ever reached. This improvement followed of course directly from the better crop of wheat produced last year in the Manitoba's territory, as against the poor crop of the previous season. The improvement has been reflected in the increased earnings reported in our columns from month to month during the progress of the year. But while it was known that gross receipts had heavily increased, it was not known how the net receipts were running; and in view of the decided angmentation in expenses shown in the returns of so many other companies, hardly any one had dared to hope that the Manitoba would prove an exception to the rule, and make a gain in net greater even than in the gross.

The result therefore is an agreeable surprise. Notwithstanding the larger business done expenses for 1890 were slightly less than for 1889, standing at \$4,976,147, against \$5,000,067, the ratio of expenses to carnings being about 52 per cent, against 581 per cent. As a consequence net has been increased from \$3,586,-498 to \$4,606,784, or nearly 30 per cent. We are told that the lower operating cost follows from the great improvements made in the property in previous years in the laying down of heavier rails, reduction of grades, &c., and that the road is now getting the benefit of these outlays. It is also to be remembered that expenses on the Manitoba in 1889 had been exceptionally heavy (by reason of these improvements we suppose)heavier even than the heavy total of 1888, notwithstanding that the gross receipts had dropped off from about 91 million dollars to about 81 million dollars-so that there was room apparently for a reduction in the operating cost. With the exception of the year preceding, the total of expenses was never so large as in 1890.

A further gratifying feature disclosed by the annual statement is that the good results attained were made on a very low average freight rate, there having been a decided drop from the average of the year preceding. The number of tons of freight moved one mile increased from 407,068,580 to 554,752,349, being almost a full recovery of the previous year's loss; but on this larger tonnage the average amount received per ton per mile was only 1.27 cent, against as much as 1.49 cent in 1889. In the case of passengers, with an increase in the number carried one mile from 72,711,983 to 74,614,680, the average rate declined from 2.57 to 2.42 cent. Could the company have realized as high an average on its freight traffic as in the year preceding, earnings from freight would have been \$885,340 greater than they are, and with the same average as the year before would have on passengers passenger earnings \$107,593 greater. Presumably the averbeen age on freight has in part declined as the result of an increase in the proportion of bulky and cheaperclass tonnage, but it is a striking illustration of the low price at which transportation service has to be done in this country that a road like the Manitoba, running through a comparatively new section in the remoter part of the Northwest, should have received an average on its entire tonnage, high-class and low-class, local and through, of only about 11 cent per ton mile.

As the Great Northern's prosperity in a measure hinges upon the outturn of wheat in its territory, it is important to know that the outlook in that particular is regarded as quite encouraging. The officials of the road inform us that the amount of wheat in sight is heavier than a year ago, but that the movement to market has been slower because farmers have been giving their time to preparing the land for next season's crops. Notwithstanding the slow wheat movement, however, by aggregating the monthly figures of earnings for July, August, September and October we find that gross earnings for these four months in the current fiscal year exceed those for the corresponding four months of 1889 in the sum of \$410,728. The improvement is due to general industrial development in the districts traversed by the road. Net earnings also have improved, though no figures are given out.

Besides the Manitoba, the Great Northern operates likewise the Montana Central and the Eastern of Minnesota. The Montana Central has a bonded debt of \$27,643 per mile, while the debt of the Manitoba is only \$19,024 per mile. But the Central was very ex-

pensive to build; it crosses three mountain ranges, (the main range of the Rocky Mountains, and two spurs), and much heavy tunnel work was necessary in its construction. The road, however, while costing more, also earns more per mile than the Manitoba. The average per mile on the Manitoba for 1890 is \$3,194 gross and \$1,628 net, but for the Montana Central the amount is \$5,382 gross and \$2,571 net. In the previous year the average for the Central was but \$3,551 per mile gross and \$1,156 net, a very decided improvement having occurred during the twelve months. In the fiscal year 1889 the total gross earnings of the Montana Central were \$632,215; for 1890 the total is one-half greater, or \$964,006. Net earnings have increased from \$190,689 to \$456,384. The result is that while in 1889 the road fell \$174,254 short of meeting its charges, for 1890 it shows a surplus above the charges of \$86,408.

To get strikingly heavy milcage earnings, however, we must refer to the case of the Eastern of Minnesota. The road is only 71 miles long and has been in operation not much more than a year, but the entire traffic of the Manitoba and Montana Central passes over it in going to and from Lake Superior. Its gross earnings for 1890 therefore amount to \$10,349 per mile and the net to \$3,240 per mile. By reason of its position in providing a Lake outlet for the whole Great Northern system, very extensive terminal facilities, elevators, docks, warehouses, &c., were necessary, and this has made the bonded debt per mile very heavy-\$63,122. Still, the company had \$737,805 gross earnings in the late year and \$203,738 net, and the deficiency in meeting charges was only \$4,986, against a deficiency of \$128,269 in 1889. Thus, on this road as on the others, there has been conspicuous improvement as compared with the year preceding.

RAILROAD GROSS EARNINGS FOR OCTOBER.

The October statement of gross earnings prepared by us reflects only a moderate degree of improvement, with the results quite irregular as between different roads, there being rather a large sprinkling of roads with decreases—some for rather heavy amounts, too. We have returns altogether from 156 roads, and the gain on these 156 roads reaches \$1,912,203, or 3.87 per cent. In amount the gain is heavier than that for August, but in ratio it is the smallest increase of any month of the year, as the following table will show.

	Inerca	80	1	Increas	
The second s	Amount.	P. C.		Amount.	P. C.
January		13.21	June	\$2,629,291	8-14
February	3.071.327	11.36	July	3,166,850	8.96
March	2.771.154	9.07	August	1,581,225	4.05
April		13.73	September	2,973,989	7.36
May		13.79	October	1,912,203	3.87

It is significant that the course of earnings this year is just the reverse that of a year ago—that is to say, while the returns this year are growing less favorable as the year proceeds, last year they kept steadily growing better month by month. But the one follows from the other. In short, the fact to which we have several times directed attention of late, namely that we have reached the period where comparison is with heavily angmented earnings last year, is becoming more and more apparent and more and more important. The circumstance in question is of especial consequence in a consideration and study of the returns for October. For while the monthly statements last year had shown decided improvement in other months, it was in October that the improvement a tained really striking proportions. 660

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In reviewing the October statement in 1889 we referred to it as one of the most noteworthy ever published by us, the gain in amount having gone above five million dollars and in ratio reaching full 12½ per cent. The improvement extended to all sections of the country, and nearly every prominent company was distinguished for heavy amounts of increase. With such very notable gains last October, as against much smaller gains in the earlier months of that year, it was not to be supposed that there would be further additions the present year of like dimensions. In point of fact, after a gain of \$5,073,775 in 1889 the gain of \$1,912,-203 the present year in October must be regarded as reflecting a very encouraging state of things. Here is a summary of the October results for a series of years :

•	Mile	eage.	Earn	Increase or	
Period.	Геат Given.	Year Preceding.	Year Given.	Year Preceding	Decrease.
	Miles.	Miles.	8	\$ -	\$
Oct., 1880 (55 roads)	33,645	29,513	23,352,775	19,873,798	Inc. 3,478,977
Oct., 1881 (48 roads)	38,893	34,102	23,012,562	20,747,989	Inc. 2,264,573
Oct., 1882 (62 roads)	47,702	42,724	29,561,253	25,538,625	Inc. 4,022,630
Oct., 1883 (59 roads)	50,179	45,908	29,086,898	26,363,566	Inc. 2,723,932
Oct., 1884 (67 roads)	45,931	44,076	23,310,048	24,767,790	Dec. 1,457,748
Oct., 1885 (62 roads)	46,898	\$5,655	23,980,770	23.279,075	Inc. 701,695
Oct., 1886 (88 roads)	52,579	56,270	31,789,490	30,002,853	inc. 1,786,637
Oct., 1887 (102 roads)	63,082	59,466	33,879,888	30,321,322	Inc. 3,558,566
Oct., 1888 (100 roads)	60,247	57,369	29,448,058	29,324,475	Inc. 123.583
Oct., 1889 (152 roads)	83,273	80,804	46,168,096	41,094,321	Inc. 5,073,775
Oct., 1890 (156 roads)	93,668	01,188	51,305,105	49,392,902	Inc. 1,912,203

But the roads also had a much smaller grain movement this year. It has been claimed by some publications that grain receipts at Western points in October this year were heavier than in October last year, but that is evidently a mis-statement, and in wheat certainly there was a very decided falling off. Taking the leading lake and river ports of the West, the receipts for the five weeks ending November 1, 1890, aggregate only 18,484,102 bushels, compared with 23,147,191 bushels in the corresponding five weeks in 1889. At the same time the receipts of flour foot up only 1,271,550 bbls., as against 1,560,892 bbls. In corn and oats there was a slight increase (taking the ports as a whole), and in barley an increase of about a million bushels; but on the other hand the receipts of rye were only 566,120 bushels, against 1,069,201 bushels. Moreover, at some points there was a falling off in the case of every one of the cereals. St. Louis is such a point, the combined loss there being nearly two million bushels. Nevertheless a few points have done quite well.

As regards the receipts of wheat there is a falling off at both the spring and winter wheat points. The latter, however, appear to have sustained the heaviest losses. Thus at Duluth the total for the five weeks this year is only 3,009,957 bushels, against 5,289,613 bushels last year. Chicago has a total of 1,680,960 bushels, against 3,481,775 bushels. Minneapolis has an eularged aggregate at 9,609,220 bushels, against 9,334,249. If we take the receipts at Chicago for the even month (instead of for the five weeks as above) we find that, as in the case of St. Louis, there is a decrease in every one of the cereals. This will appear from the following.

RECEIPTS /	١T	CHICAGO	DURING	OCTOBER	AND	SINCE	JANUARY	1.	
					_				

		October.		January 1 to October 31.			
1	1890.	1889.	1888.	1890.	1889.	1888.	
Wheat.bush.	1,514,566	3,196,571	1,870,092	9,562,254	14,146,849	11.470,707	
Cornbush.	0,290,012	6,510,514	9,365,375	75,253,740	67,769,039	56,257,706	
Oatsbush.	6,119,983	6,402,565	6,997,903	51,645,749	42,805,209	43,842,278	
Ryebush.	275,244	471,480	604,329	2,446,551	1,943,001	2,082,206	
Barley.bush.	2,932,667	3,193,975	2,789,593	11,005,580	9,241,486	7,970,099	
Total grain	17,132,472	19,865,117	21,627,292	149,913,874	135,095,584	121,623,088	
Flour. bbls.	379,035	005,501	562,589	3,405,009	3,264,220	5,389,243	
Porkbbls.	5,763	6,359	4,342	62,661	\$1,052	32,061	
Cut m'ts.lbs.	19,696,489	23,793,428	9,865,088	250,517,922	215,114,421	110,281,673	
LardIbs.	9,888,818	5,509,870		115,995,035	78,559,164	52,533,987	
Live hogs No	746,341	591,763	384,812	5,963,615	1,608.300	3.992.195	

Here we have a decrease of about $2\frac{3}{4}$ million bushels from October last year in the total grain movement at Chicago, and a still larger decrease (about $4\frac{1}{2}$ million bushels) from the year before. The above table also brings out some facts with regard to the movement of provisions and the movement of hogs. The latter is seen to have been very favorable to the roads, the receipts being 746,344 head for October, 1890, against 591,763 for October, 1889, and against but 384,842 head for October, 1888. The provisions movement appears to have been irregular as regards the different items. Of lard the receipts were 9,888,818 lbs., against 5,509,870 lbs; but of cut-meats they were only 19,606,-489 lbs., against 23,793,428 lbs., and of pork only 5,703 bbls., against 6,359 bbls.

In the South the roads have had the benefit of a larger cotton movement both in the receipts at the ports and in the shipments overland. But here, too, there has been more or less irregularity. Thus while Galveston shows increased receipts, New Orleans and Mobile show quite a considerable diminution. The Atlantic ports generally have had larger arrivals, and particularly is this true of Charleston, Wilmington and Norfolk. Yet West Point is a noteworthy exception to the rule, with receipts of only 69,241 bales, against 87,434 bales. We also find that while the receipts at Norfolk heavily increased, the shipments north over the Shenandoah Valley were smaller than a year ago, being only 1,650 bales in October, 1890, against 5,636 bales in October 1889. Altogether the receipts at the Southern ports stand at 1,349,782 bales in October, 1890, against 1,299,450 bales in October, 1889, while the shipments overland are 171,615 bales, against 145,744 bales. The port receipts in detail are set out below :

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

Dente		October.		Since January 1.		
Ports.	1890.	1889.	1888.	1800.	1889.	1888.
Galvestonbales.	249,390	228,826	151,480	596,091	556,441	358,14
HI Paso, &c	1,516	797	· 674	18,837	20,379	1,17
New Orleans	362,183	409,758	311,183	1,060,553	1,097,555	956,15
Mobile	56,568	60,273	42,201	143.475	161,488	107,56
Florida	19,977	4,819	928	34,558	19,149	6,66
Savannab	254,755	245,126	215,846	618,755	578,800	486,84
Brunswick, &c	44,715	43,954	21.894	105,376	118,433	55,95
Charleston	102,132	82,480	109,519	237,175	238,547	230,93
Port Royal, &c	25	213	2,548	460	6,095	8,70
Wilmington	48,730	38,270	47,311	114,390	76,722	75,68
Washington, &c	252	204	291	1,311	1,788	1,21
Norfolk	140,298	97,236	129,794	301,399	242,152	277,45
West Point, &c	69,241	87,434	84,352	219,525	840,891	242,04
Total	1,349,782	1.299.450	1.118.021	3.455 611	3.454.038	2,809,62

We have remarked above that there was quite a large number of roads this time which reported diminished earnings. There are 45 of these out of the 156 roads altogether included in our statement. Enumerating only the more conspicuous of the losses, there is the Grand Trunk of Canada which has suffered a decrease of \$159,197, the New York Central with a decrease of \$157,397, the Wabash with \$66,131 decrease, the St. Paul with \$41,840 and the Rock Island with \$35,574. The Eastern of Montana, which forms part of the Great Northern or Manitoba system, has lost \$60,789, but this follows simply from the fact that the Manitoba now runs its own trains over the road and the earnings are credited to it rather than to the Eastern.

As regards the roads reporting improved receipts there are not so many conspicuously large gains, and yet a few companies are distinguished in that way. The Atchison again stands at the head of the list, having with the St. Louis & San Francisco added \$365,821 to its earnings—after very noteworthy gains last year too. The Northern Pacific follows close behind with an increase of \$309,292, and here the

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result is really marvelons, for it succoods a gain of no less than \$424,446 in the same month last year and a gain of \$585,775 the year before. In other words, as compared with the October earnings of 1887 there is an increase of about \$1,320,000. Hore is the record of growth on this road and the Canadian Pacific since 1885.

October."	1890.	1880.	1888.	1887.	1886.	1885.
		8	8	8	8	8
Canadian Pacific		1,707,000				
Northorn Pacific	2,991,391	2,685,192	2,260,656	1,674,881	1,443,067	1,522,285
Total	4.762.991	4,302,192	3,609,356	2,938,817	2.521.297	2.438.123

Third on our list for amount of gain the present year is the Missouri Kansas & Texas, with \$117,600 increase. The Kansas & Texas seems to be getting a larger shure of the cotton traffic from the Southwest. Next after this road come the East Tennessee, with its total enlarged \$82,479, and the Chesapeake & Ohio, with its total enlarged \$81,693. If we take all companies or systems whose gain exceeds \$40,000 in amount we find ninetcen such, as follows.

LARGE OAANS IN GROSS EARNINGS IN OCTOBER. LARGE OAISS IN GROSS EARNINGS IN OCTOBER. Atchison and San Francis.365,821 [Groat Northern (3 roads)...52,039 Northern Pacific........309,292 [N. Y. Ontario & Westeru....52,751 Missouri Kansas & Texas. 117,600 [Milw. Lake Shore & Westeru....52,657 East Tennessee Va. & Ga. 82,479 [Milfalo Roches, & Pittaby, 50,450 Chicago & East. Illinois.....53,836 [Pint & Perc Marquette...43,779 Columbus Hook, Val. & Tol. 74,733 [Nashville Chatt. & St. Louis. 42,555 Richm'd & Danv. (8 roads). 73,660 [Wisconsin Central.....40,392 Canadian Pacific.....61,000]

The feature of this table is that it reveals the presence of roads not conspicuous in the same way in other years. For instance, the Chicago & Eastern Illinois has a gain of \$75,386, the Columbus Hocking Valley & Toledo a gain of \$74,736 and the Buffalo Rochester & Pittsburg a gain of \$50,450. These are all coal roads. At least two of them suffered from strikes last year, and all three had losses then, so that the present gains follow in part from that circumstance.

Grouping the roads, we find in the group composed of the trunk lines and Middle Western roads quite a good many heavy dccreases. We have already alluded to the New York Central, the Grand Trunk and the Wabash, and the Ohio & Mississippi also reports a falling off. These roads had large gains last year, and they doubtless suffered the present year from the low rates on grain and dressed beef, and also from a smaller grain movement. There are 17 roads altogether in the Middle Western group which fall behind in their earnings. but on the other hand there are no less than 37 which report gains, including the Chicago & Eastern Illinois and Hocking Valley & Toledo mentioned above.

October.	1890.	1889.	1888.	1887.	1886.	1885.
		8	8	8	8	-
Balt. & O. Southw.	225,586	220,211	181,637	214,636	191,579	150,693
Chicago & East. 111.	338,461	263,075	283,192	252,411	291,527	\$175,901
Chic.& West, Mich.	155,915	118,039	137,272	133,757	131,121	125,300
Col. Hock. V.& Tol.	318,682	241,948	305,574	266,261	252,102	240,713
Det. Lansing & No.	113,341	105,447	112,795	104,979	118,622	137,214
Evansy.& Terre H.	98,661	90,973	78,163	78,303	68,728	66,905
Flint & P. Marq	252,057	208,278	204,990	219,098	183,301	180,860
Grand Rap. & Ind.*	292,366	276,728	264,375	278,081	241,523	240,638
Gr. Trank of Can.]	2,050,415	2,209,012	2,101,764	2,120,652	1,917,891	1,656,086
N. Y. Cent. & H. R	3,279,919	3,430,316	3,175,796	3,534,900	3,190,361	\$2,243,487
Ohio & Mississippl.	309,899	414,687	381,378	413,137	367,747	365,603
Tol. & Ohlo Cent	153,012	135,815	135,671	110,071	87,512	67,572
Total	7,675,317	7,721,157	7,365,517	7,726,286	6,935,110	5,659,092

* All lines. † Chicago & Indiana Coal not included here. • ‡ West Shore not included here. | Five weeks in each year.

Even Southern roads this time are compelled to show losses in a number of cases. The Louisville & Nashville decrease of \$4,836 is slight, especially in view of the gain of \$331,443 on the same road last year, but there are 12 other roads which keep it company. Still 33 roads are able to report improvement, in most cases after heavy improvement last year, and on the whole Southern roads are still doing remarkably well. Besides the East Tennessee and the Chesapeake & Ohio, the roads deserving mention for completions improvement are the South Carolina, the Shenandoah Valley, the Nashville Chattanooga & St. Louis, the Cape Fear & Yadkin Valley and the Atlanta & Florida.

October.	1890.	1889.	1888.	1997.	1990.	1/195.
	8	8	8			
Chesapeake & Ohla	701,028	023,235	473,831	4/98,220	429,910	1204.486
Ches. Ohlo & So.W.	213,029	220,596	201,997	223,729	181.437	
Cln. N.O.& Tox. P.*	841,475	827,028	077.240	710.849	010,785	615,899
E. Tenn. Vu. & Ga	739,381	056,902	650,907.	855,212		\$11,980
Louisvillo & Nash.	1,763,660	1,769,406	1.437.053	1.538,706	1.579.828	1,248,449
Louisy, N.O.& Tex.	336,970	341,780	210.019	201,813	197.872	
Memphis & Char	158,278	157,710	129,810		100,900	138,705
Mobilo & Ohlo	822,233	201.692	201.011	242,180	\$31.410	
Norfolk & Westt	627,499	595,959	528,273	509.663	400,850	337,695
Rich. & Dany. syst.	1.279.100	1.205.440	1.170.651	1.090.881	1.066.989	890.445
Shenand'h Valley.	131.731	98,218	76.757		81.951	66,268
South Carolina	178,790	141,602	140,508	138.382	134.807	134,909
maral	7 007 000	4.000				20.010.0.0

In the Southwest heavy gains come from the Atchison, the Kansas & Texas, the Denver & Rio Grande and the Rio Grande Western. On the other hand, the Kansas City Fort Scott & Memphis, the St. Joseph & Grand Island and the St. Louis Arkansas & Texas all report a decrease.

October.	1890.	1889.	1889.	1887.	1886.	1885.
	8	8	8	8	8	8
Deuver & Rlo Gr	838,000	770,800	732,803	797,566	703,260	626,363
K. C. Ft. S. & Mem.	414,590	437,396	417,871	438,501	410,811	\$87,880
Ria Grando West	190,800	148,876	145,249	137,178	112,087	126,883
St. L. Ark. & Texas	493,466	515,014	374,728	317,158	181,037	163,261
St. L. & San Fran	693,489	661,019	600,696	619,181	519,491	477,864
Texas & Pacific	818,831	814,164	685,115	728,363	651,692	
Total	3,449,182	3,350,428	2,955,952	8,068,214	2,591,481	

In the Northwest 8 roads out of 22 show losses, including the St. Paul, the Rock Island, the "Soo" Road, the Minneapolis & St. Louis, the St. Paul & Duluth, the Cedar Falls & Minnesota and the Humeston & Shenandoah. The Manitoba and Milwaukce Lake Shore & Western have rather large gains.

October.	1890.	1889.	1888.	1887.	1880.	1885.
	8	8	8	8	8	8
Borl. Ced. R. & No.	a 367,020	358,521	830,850	319,668	310,201	849,503
Chic. Mil. & St. Paul	2,910,000	2,951,910	2,942,491	2,800,689	2,798,077	2,892,474
Iowa Central	175,047	170,343	141,900	128,673	133,365	147,913
Mil. L. S. & West	396,301	343,604	310,106	293,310	254,970	160,284
Milwaukee & Nor	139,558	126,501	111,021	97,491	62,813	54,307
Minn. & St. Louis	165,770	182,229	143,340	148,017	150,911	172,410
St. Paul & Duluth.	187,490	180,990	169,995	206,481	212,285	177,666
St. P. Mion. & Man.	1,329,813	1,240,155	972,672	1,061,800	950,057	1,004,789
Total		5,554,183		and the second s	4,879,288	4,959,436

'ourth week not reported; figures taken GROSS EARNINGS AND MILEAGE IN OCTOBER.

	Gr	Mile	age.		
Name of Road.	1890.	1889.	Increase or Decrease.	1890.	1889.
	\$	\$	\$		
Atch. Top. & S. Fe	3,149,645	2,872,567	+277,078	$6,527 \\ 582$	6,529 582
R'ds j'ntly own'd, ¹ 2 St. L. & San Fran	$162,294 \\ 693,489$	$132,667 \\ 664,049$	+29,627 +29,440	1.329	1.329
R'ds j'tly own'n, 12	159,237	129.562	+29.675	520	526
Atlanta & Florida	19.690	9,910	+9.780	103	105
Allania & West Point.	54,800	64,862	-10,0 12	86	86
B.&OLinesE.Oh.R.	1,732,585	1,744,354	-11,769	1,289	1,289
LinesWestof Oh. Riv	513,604	508,128	+5,476	574	574
Balt. & Ohio Southw.	225.586	220,211	+5,375	$\frac{281}{304}$	281 304
Buff, Roch, & Pitts	222,776	172,3:6 214,393	+50,430 +8,499	1.046	1.046
*Burl.Ced. Rap.& No. Canadian Pacific a	252,892 1,768,000	1.707.000	+61.000	5.569	5,407
C. Fear & Yad. Val	59,828	40,435	+19.391	338	245
"Central of Georgia	646,261	607,830	+33,431	1,312	1,220
tCentral Vermont	334.817	331,290	+3,527	501	504
tNew London No	58,347	59,321	-974	100	100
;Ogdens.&L. Cham.	85,137	78,260	+6,877	118	118
Chatt. Rome & Col	31.500	30,332	+1,168 +810	140	43
Chatlanooga Union	9,740 701,928	8,909 623,233	+81.693	931	931
Chesapcako & Ohio Ches. O. & So. West'n.	213.029	220,596	-7.567	398	398
Chic. & East. Illinois.	338,461	263.075	+75.386	436	436
Chic. Milw. & St. P	2,910,000	2,951,840	-41.840	5.657	5,678
Chio, R. Isl. & Pao	1.756,431	1,792,005	-35,574	3,351	3,237
Chie, St. P. & Kan. O.	428,314	333,534	+39,730	893	863
Chio. & West Mich	155,915	118,039	+37.976	478	404
Chip. Val. (Man. Div.)	12,937	17.3 45	-4,445	47	42
Cin Georg. & Ports	6.963	6,959 62,024	+1.221	341	344
Cin. Jack. & Mack Cin. N. Orl.& Tex. P.	63,245 413,290	383,875	+29,415	336	336
Ala Gt. Southeru	185.173	189.583	-1,300	295	295
N.Orl. & Northeast.	107,117	105,332	-+1,735	196	196
Ala, & Vleksburg	70.338	69,634	+651	143	143
Vicks.Shrov.&Pac.	69,557	78.571	-10.017	170	170
Cin. Northwestern	1,733	2,304	-375	8	8 165
Cin. Wab. & Michigan	53,643	51,193	+2.419 +10,061	194	194
Clov. Asron & Col	77,437	67.373	+14.792	1.514	1.544
Clev. Cin. Ch. & St. L.	1,151.007 139,163	138.773	+2.393	3 33	353
Peoria & East. Div. Col. Hock, Val. & Tol.	316.682	241,916	+74.736	325	325
Covington & Macon	15.613	17.279	-1,464	1071	107
COTTING ON OF DE BOOTETET					

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IHE CHRONICLE. [Vol., LI.						L, LI,					
And the second second	Gı	oss Earnin	gs.	Mile	age.	GROSS EARNINGS FROM JANUARY 1 TO OCTOBE			O OCTOBE	R 31.	
Name of Road.	1890.	1889.	Increase or	1890.	1889.	Name of Road.	1890.	1889.	1		
			Decrease.		1009.	and of about.	\$	1889.	Increase.		
Cleveland & Marietta Colorado Midiand	\$ 30,388 157,905	\$ 24,280	\$ +6,108	104	104	Atch. Ton. & San. Fe Roads jointly own'd, 12	25,812,749 1,376,984	21,462,461 1,207,715	\$ 4,350,258	\$	
Day. Ft. Wayne & Chle Denv. & Rio Grande	44,722 838,000	$\begin{array}{r}145,007\\48,871\\770,300\end{array}$	+12,898 -4,149	287 259	287 259	8t. Louis & San Fran	5 272 914	4,886,819 69,547	169,269 $491,395$ $39,929$	••• ••••	
Des Moines & North. Des M. & N'western.	11,258 21,223 36,250	5,715	+5,543	1,409 43	$ 1,517 \\ 43 \\ 115 $	Atlanta & Florida Atlanta & West Point Bal. & O. – Lines E. Oh. R. West of Ohio River	381.675 15,590,348	365,817 14,184,843	15,858 1,405,505	••••••	
Det. Bay City & Alp Det. Lansing & Nor	36,250 113,341	37,066		115 232	226		4,705,798 1,950,813	4,151,807 1,770,761	553,991 180,052		
Dul. So. Shore & Atl E. Tenn. Va. & Ga	224.456 739,381	198,284 656,902	+7,894 +26,172 +82,479	323 522 1,325	523 522 1.140	Buff. Roch. & Pittshurg. *Burl. Ced. Rap. & Nor.	1,804,113 2,545,404	1,623,795 2,321,376	180,318 224,028	• • • • • • • • • •	
Eliz. Lex. & B. Sandy. Empire & Dublin	76,819 1,969	77.392	-582	139	139	Buff. Roch. & Pittsburg. *Burl. Ced. Rap. & Nor. Canadian Pacific Cape Fear & Yad. Val	13,271,102 460,772	12,448,184 323,545	822,918 137,227	••••••	
Evans. & Indlanap Evansv. & T. Haute	31,744 98.664	33,918 90,973	-2,174 +7,691 +43,779	150 156	150	Chattanoga Rome & Col.	6,661,414 300,232	6,040,128 220,525	$621,286 \\ 79,707$		
Flint & Pere Marq Flor. Cent. & Penin	252,057 96,734	208,278 91,136	+43,779 +5,598	625 574	$ \begin{array}{r} 156 \\ 379 \\ 574 \end{array} $	Chattanooga Union Chesapeake & Ohio	96,310 6,398,785	90,740 5,024,809	5.570		
Ft. Worth & Rio Gr'de Gr.Rapids & Indiana.	$36,110 \\ 230,201$	$10,564 \\ 216,211$	+5,598 + 25,546 + 13,990	90 409	40 409	Chesap. Ohlo & Bouthw. Chicago & East. 111. Chic. Milw. & St. Paul	$ \begin{array}{r} 1,744,316 \\ 2,642,227 \\ \end{array} $	1,748,285 2,196,103	446,124	3,969	
Cin. Rich. & Ft. W Other lines	42,471 19,695	41,483 19,035	+983 +660	86 72	86 72	Che. Rock Isl. & Pac Chic. St. P. & Kan. City.	21,710,792 14,287,884	$\begin{array}{r} 20,801,043 \\ 13,913,780 \\ 2,717,747 \end{array}$	909,749 374,104	••••••	
tChie. & Gr. Trunk	2,650,415 384,600	2,209,612 398,459	-13,859	3,487 335	3,487	Chic. & West Michigan. Cln. Georg, & Ports	3,632,277 1,329,692	1,143,756	185,936	••••••	
tDet.Gr. Hav.& Mil. Gulf & Chicago	128,033	124,481 4,106	+4,052 +37	$ 189 \\ 62 $	189 62	Cln. Jaekson & Maek Cin. N.O. & Texas Pac	55,908 556,468 3,683,355	55,296 511,823	$\begin{array}{r} 612 \\ 44,645 \\ 500,140 \end{array}$	••••••	
Humeston & Shen Illinois Central Cedar Falls & Minn.	18,000 1,455,707	18,841 1,453,169	-841 +2,538	95 2,275 76	95 2,275	Aia. Great Southern. N. O. & Northeastern.	1,604,175 1,015,632	3,180,189 1,524,071 825,150	80,104	••••••	
Dub. & Bioux City Ind. Dec. & West	10,413 250,351 26,007	11,020 215,893	-607 +34,458	524	524	Alahama & Vicksburg. Vicksb. Shrev. & Pac.	545,226 485,376	467,444 474,277	77,782	••••••	
Iowa Central	36,927 175,047	40,265 170,343	-3,338 + 4,704	152 509	152 509	Cinn. Northwestern Cin. Wabash & Michigan	16,934 482,480	15,901 445,495	11,099 1,033 36,985	••••••	
Iron Railway. *Kanawha & Mich Kan, C. Clin, & Spr	$3,204 \\ 21,135 \\ 38,372$	3,286 18,117 26,056	+3,018	20 129	20 129	Cleve. Akron & Col Ciev. Cin. Chle. & St. L	703,548 10,866,773	616,129 10,393,862	87,419 472,911		
Kan. C. Clin. & Spr Kan.C. Ft. S.& Mem Kan. C. Mem. & Bir	414,596 106,573	437,396 107,451	+12,316 -22,800 -878	$ \begin{array}{r} 163 \\ 671 \\ 275 \\ 254 \end{array} $	$ \begin{array}{r} 163 \\ 671 \\ 975 \end{array} $	Cieveland & Marletta Colorado Midland	$\begin{array}{r} 267,423 \\ 1,559,196 \\ 2,471,391 \end{array}$	218.042 1,356,188	49,381 203,008	••••••	
Kentueky Central Keokuk & Western	109,809 38,838	116,038 36,825	-6,229 +2,013	254 148	$275 \\ 254 \\ 148$	Col. Hoek. Val. & Toledo Covington & Maeon	117,796	2,055,129 85,595	$416,262 \\ 32,201$		
Lake Erie & West'n b.	6,460 276.144	6,698 261,625	-238 +14,519	61 722	61 722	Day. Ft. Wayne & Chle. Denv. & Rio Grande	406,156 7,194,397	408,262 6,537,091	657.306	2,106	
Lehlgh & Hud. River. Little Rock & Mem.	32,253	22,788 66,140	$+9,465 \\ +5,563$	63 135	63 135	Des Moines & North'n. Des Moines & Northwest	96,453 182,442	51,174 151,674	45,279 30,768		
Louisv. Evans. & St.L	337,222	291,106 118,995	+46,116 +31,022	361 386	361 321	Det. Bay City & Alpena. Det. Lansing & North'n. Duluth So. Sh. & Atl	$\begin{array}{r} 449,518 \\ 1,016,094 \end{array}$	424,614 931,587	24,904 84,507	******	
Loulsv. & Nashville Louls. N. Alb.& Chie Lou. N. Orl. & Texas.	1,763,660 256,852	1,768,496 243,380	-4,836 + 13,472	2,216 537	2,181 537	East Tenn. Va. & Ga Elizabeth Lex. & Big S.	1,936,176 6,186,710	1,660,040 5,146,583	276,136 1,040,127		
Louisv. St. L. & Tex.	336,976 38,696	341,780 39,149	-4,804 -453	792	560 121	Enuble & Dubhn	683,119 29,829	683,508 10,956	18,873	389	
Lynehb. & Durham Memph. & Char'ston.	15,000 158,276	4,000 157,710	+11,000 +566	83 330	30	Evansy. & Indianapolis. Evansy. & Terre flaute.	249,201 864,742	261,566 771,425	93,317	12,365	
Mexican Central Mexican National	569,326 318,923	549,032 318,166	+20,294 +757 -2,534	1,527 1,218	1,527	Flint & Pere Marquette. Florida Cent. & Penin Gr. Rapids & Indiana Cin. Rich.& Ft. Wayne.	2,455,549 955,759 2,214,561	1,972,396 965,650	483,153 50,109	••••••	
Mexican Raiiway Miiw. L. Shore & W Milw. & Northern	304,095 396,301	306,629 343,604		$ 293 \\ 692 $	1,218 293 651	Cln. Rich. & Ft. Wayne. Other lines.	$\begin{array}{r} 2,214,761 \\ 393,760 \\ 182,673 \end{array}$	1,932.398 375,632	282,363 18,128	••••••	
Mineral Range Minn. & St. Louis	$\begin{array}{r} 139.558 \\ 11.200 \\ 105.550 \end{array}$	$126,501 \\ 10.072 \\ 100.020$	+13,057 +1,128	303 17	303 17	Gr. Trunk of Canada	16,823,577 3,147,491	171,65816,703,0702,992,767	$\begin{array}{r} 11,015 \\ 120,507 \\ 154,724 \end{array}$	•••••	
Minn. St.P.& S.Ste M. Mo. Kans. & Texas	$\begin{array}{r} 165.770 \\ 200,444 \\ 982,035 \end{array}$	182,229 215,841	-16,459 -15,397	363 777	363 777	iChie. & Gr. Trunk tDet. Gr. H. & Milw Gulf & Chleago	946,255 34,746	888;436 34,530	57,819		
Mohile & Birming Mobile & Ohio	35.092	864,435 27,346 291,692	+117,600 +7,746	$1,651 \\ 149 \\ 007$	$1,651 \\ 149 \\ 0.07$	Humeston & Shenand'h. Illinois Central	136,798 11,723,387	122,804 11,456,299	$\frac{13,994}{267,088}$		
Nash. Chatt. & St. L. New Orleans & Gulf.	$322,233 \\ 352,065 \\ 14,609$	231,092 309,511 20,778 3,436,316	+30,541 +42,554	687 652	$\begin{array}{c} 687 \\ 652 \\ \end{array}$	Dubuque & Sioux City	80,121 1,676,656	79,447 1,465,392	674 211.264		
N.Y. Cent. & Hud. Riv N.Y. & Northern	3,278,919	3,436,316 54,177	$\begin{array}{r} -6.169 \\ -157,397 \\ -12,261 \end{array}$	68 1,420 61	68 1,420	Ind. Deeatur & West lowa Central	370,470 1,366,017	334,550 1,234,828	35,920		
N.Y. Ont. & Westc Norfolk & Westernd	$237,928 \\ 627,409 \\ 2,994,394$	185,177 595,959	+52,751 +31,450	425 793	$ \begin{array}{r} 61 \\ 371 \\ 722 \end{array} $	*Kanawha & Mlehtgan .	-30,662 268,729	34,744 222,717	46,012	4.082	
Northern Pacifie Ohlo & Mississippi	2,994,394 399,899	2,685,102 414,687	+309,292 -14,788	4,089 623	$3,460 \\ 623$	Kan. Clty Clin. & Spr Kunsas C. Ft. 8.& Mem	351,363 3,960,957	226,052 3,908,418	$\begin{array}{r} 125,311 \\ 52,539 \\ 152,788 \end{array}$		
Ohio & Northwestern Colum, & Maysville	19,685 845	22,556 1,006	-2,871 -161	106 19	106 19	Kan. City Mem. & Bir. Kentucky Central Keokuk & Western	973,468 904,627	820,680 874,264	30,363		
Ohio River. Ohio Southern.	$68,645 \\ 59,844$	63,925 57,031	+4.720	$ \begin{array}{c} 209 \\ 128 \end{array} $	209 128	L. Erie Allianee & So	300,245 56,886 2,520,699	285,149 51,913	15,096 4,973	•••••	
Ohio Valley of Ken Peo. Dec. & Evansv	19,616 72,003	$18,061 \\ 68,438$	+2,813 +1,555 +3,565	$ \begin{array}{r} 108 \\ 254 \end{array} $	$\frac{108}{254}$	Lake Erie & Westerna Lehigh & Hudson River Little Rock & Memphis.	2,539,688 295,510 460,675	2,348,634 227,867 479,609	$\begin{array}{c} 191,054 \\ 67,643 \end{array}$	18,934	
Pitts. Marion & Ch Pittsh. & Western Preseott & Ariz. Cent.	3,336 219,167	2.335 189,819	+1,001 +29,318	$\frac{25}{367}$	$\begin{array}{c} 25\\ 367\end{array}$	Long Island. Louisv. Evansv. & St. L.	3,360,365 1,096,653	3,007,496 967,240 14,761,829	352,869 129,413	18,834	
Quin. Omaha & K. C Richmond & Danville	12,619 27,155	11,099 21,790	+1.520 +5,365	73 134	73 134	Louisville & Nashville Louisv. N. Alb. & Chie	15,808,356 2,157,915	14,761,829 2,045,462	1,010.0241		
Virginia Mid. Div Char. Col. & A.Div.	589,200 216,600 95,550	563,800 203,400 91 475	+25,400 +13,200 +4,075	1,039 355 202	1,639	Loulsv. N. Orl. & Texas. Memphis & Charleston.	0 212 045	2,198,925 1,378,905	$\begin{array}{r}112,453\\114,320\\118,969\end{array}$		
Col. & Greenv. Div. West. No. Car. Div.	\$0,850 \$5,100	91,475 87,750 76,298	+4,075 +3,100 +8,502	393 296	393 296	Mexican Central Mexican National	2,313,243 1,497,874 5,188,863 3,060,393 3,319,462 3,319,415 101,911	0.115.439/	73,424	•••••	
Georgia Pae. Dlv Wash. Ohlo & W.Div	172,150 16,250	$\begin{array}{r} 76.298 \\ 157,541 \\ 13,965 \end{array}$	+8,502 +14,609 +2,285	$287 \\ 518 \\ 50$	$ \begin{array}{c} 287 \\ 518 \\ 50 \end{array} $	Mexlean Railway Milw. Lake Sh. & West.	3,319,462 3,319,415	3,038,267 3,422,270 2,924,732	394,683	102,808	
Ashe. & Spar. Div Rio Orande Western.	13,400 190,800	11,211 148,875	+2,285 +2,189 +41,925	66 373		Minnenpolis & St. Louis	1,216,093	91,387 1,166,846	$10,524 \\ 49,247$		
Sag. Tuseola & Huron St. Jos. & Gr. Island	$\begin{array}{r} 14,559 \\ 77,268 \\ 141,710 \end{array}$	$10.843 \\ 112,171$	+3,716 -34.963	67 447	67 447	Minn. St. P. & S. Ste. M. Missourl Kan. & Tex	1,661,031	1,260,438 6,170,700	400,593		
St. L. Ait. & T. H. Brs. St. L. Ark. & Texas	493,466	125,480 515,644	+16,230 -22,173	242 1,227	242 1,227	Mobile & Birmingham Mobile & Ohio Nash. Chat. & St. Louis.	212.593 2.745,506 2.108,605	179,576 2,438,608 2,009,171	33,017 306,898	•••••	
St. Paul & Duluth St. P. Minn. & Man	$\begin{array}{r} 167,490 \\ 1,329,843 \\ 75,677 \end{array}$	180,990 1,240,155	-13.500	247 3,010	247 3,006	New Orleans & Guif	3,108,605	2,902,471 139,103 20,661,663	206,134	19,847	
Eastern of Minn.e. Montana Central	108,954	136,466 84,915	+89,688 -60,789 +24,039	$\frac{71}{179}$	71 178	N. Y. Ceut. & Hud. Riv. New York & Nortbern N.Y.Ontarlo & West'nb.	30,075,104 438,093 1,926,596	29,961,663 494,537 1,628,507	113,441	56,444	
San Ant. & Arans.P. San Fran. & No. Pac. Sav. Amer. & Mont	217.096 91,434 51,551	180,278 71,407	+36,818 +20,027	$510 \\ 160$	$\frac{413}{160}$	Norfolk & Westerne Norfolk & Westerne	1,926,596 5,913,493 19,593,735	$\begin{array}{c} 1,628,507\\ 5,012,217\\ 17,913,785\end{array}$	298,089 901,276 1,679,950	•••••	
Seattle L. Sh. & East. Shenandoah Valley.	$51.551 \\ 39.796 \\ 131.731$	21,532 31,171	+30,019 +8,625	$175 \\ 106 \\ 057$	$\begin{array}{c}110\\90\end{array}$	Ohio & Mississippl Ohio & Northwestern	3,484,259	3,361,766 179,826	122,493 8,403	•••••	
Sonth Carolina	131,731 176,700 6,598	98,248 141,692 5,324	+33,483 +35,008 +1,274	$\begin{array}{c} 255 \\ 247 \\ 92 \end{array}$	$\begin{bmatrix} 255 \\ 247 \\ 02 \end{bmatrix}$	Columbus & Maysville Ohlo River	7,964	9,347 486,512	86,728	1,383	
Texas & Paelfie Tol. A. Arh. & N. Mich	818,831	5,324 814,164 95,926	+1.274 +4.607 -3.393	$23 \\ 1,497 \\ 296$	$23 \\ 1,497 \\ 0.06 \\ 0$	Ohio Southern Ohio Val. of Kentucky	573,240 453,775 190,417	427,653 132,901	26,122 57,513		
Tol. Col. & Cinn Tol. & Ohlo Central	28,600 153,012	95,926 25,846 135,845	$\begin{array}{r} -3,393 \\ +2,760 \\ +17,167 \end{array}$	286 72 935	$\begin{array}{c}286\\43\\935\end{array}$	Peoria Dee. & Evansv Pittsb. Marion & Chlc	641,593 30.666	611,670 17,874	29,923 12,792		
Tol. & Ohio Cent. Ext Tol. Peo, & West.	$10.221 \\ 93.308$	8,196 92,900	+2,025 +408	$235 \\ 57 \\ 247$	$\begin{array}{c c}235\\57\\247\end{array}$	Piltshurg & Western Prescott & Ariz. Cent	1,876,657 108,697	1,824,620 105,179	52,037 3,518 4,725		
Tol. St. L. & K. City	150.776	114,402 2,637	+36,374 +43	451 37	451 37	Quincy Omaha & K. C Richmond & Danvlile	209 174	204,449 4,535,113	[341,083]		
Wabash (consol. sys.) Western of Alahama.	2,680 1,278,076 57,766 323,500	1,344,207 64,144	-66,131	$1.921 \\ 138$	1.921 138	Virginia Midland Div. Char. Col. & Aug. Div.	4,876,196 1,917,859 757,321	1,765,834 720,688	152,025 36,633		
THE CASE OF LANDED LALICS.	110,000	$341,227 \\ 90,972$	-6,378 -17,727 +19,716	678 237	678 187	Col. & Greenv. Div West. No. Caro. Div	689,318 786,622	590,945 723,788	98,373 62,834		
Wisconsin Central.	499,798	459,406	+40,392	867	828	Georgia Pacific Dlv Wash. Ohio & W. Div	1,550,731 127,964	1,136,288 106,598	414,443 21,366 20,208		
Total (156 roads) h	0ctober	19,392,902	+1,912,203 9	3,668 9	01,188	Ashev. & Spar. Div Rio Grande Western Sag Tuscola & Huron	$120,418 \\ 1,527,072 \\ 91,418$	100,210 1,229,842 92,859	20,208 227,230	1 441	
* Three weeks only of November 1. I For fou included both years.	b F.t War	ne Cinn &	er 25. a Ne	w Brun	18wick	Sag. Tuscola & Huron St. Jos. & Gr. Island St. L. Ait. & T.H. Br'ehs	91,418 1,075,376 1,079,639	92,859 978,961 899,517	96,415 180 192	1,441	
both vears. c New er						St. L. Arkarsas & Texas St. Paul & Duluth	3,253,573 1,230,968	2,932,358 1,085,293	1\$0,122 321,215 145,675		
ton & Binghamton inclu an i New England. eF its own trains over the	rom Octobe Eastern's t	er 1, 1890, 1 rack from H	the Great N	orthern est Sur	n runs	St. Paul Minn. & Man Eastern of Minn	7,784,480 561.209	6,781,016 418,654	1,002,864 142,555		
		its own trains over the Eastern's track from Hlackley to West Superior. Eastern of Minn 561.209 418,654 142,555									

THE CHRONICLE.

Name of Road.	1890.	1889.	Increase.	Decrease
Montana Central	009,331	701,073	208,258	
San Ant. & Aran. Pass	1,394,464			*******
Pan Fran. & No. Pacific.	672,801			*******
Bavan, Amer. & Mont	300,093			
Scaltle L. S. & Eastern .				
Shenaudoah Valley	1,098,018		317,997	*******
South Carolina	1,259,866			*******
Talladega & Coosa Val.	63,828			
Texas & Pacific	5,801,849			*******
Tol. A. A. & No. Mich	258,798			*******
Toledo Columb. & Clu Toledo & Ohlo Central	1,234,818	1,015,539	52,143	*******
Tol. & Ohlo Cent. Ex	87.935	79,292		*******
Toledo Peoria & West'n.	783,080		17.215	*******
Toj. St. 1. & Kan. Clty	1,267,574			*******
Toledo & South Haven.	22.319		2,828	******
Wabash (consol. system)	10,849,100	10,725,196	123,904	********
Western of Alabama	443.093		8.664	
Western N. Y. & Penn	3,009,671	2,880,700	128,971	*******
Wheeling & Lake Erie	973,939		225,410	
Wisconsin Contral	4,343,437		850,605	
Total (146 roads)	415,016,015	379,872,990	35,396,877	223,852
Net increase			35,173,925	*******

* Three weeks only of October in each year. † To November 1. ‡ To October 25. a Ft. Wayne Cin. & Louis, included in both years. b From July 1 includes Utica Clinton & Bing, in both years. c Includes Scieto Valley & New Eng. in both years from Feb. 1.

THE JEWS IN RUSSIA-CRUEL EDICTS.

Wholesale persecution for religion's sake we have for many years past come to regard as a something which belonged to history, and had no place among the facts of the living present. This view, however, seems hardly tenable since the recent persecution of the Jews in Russia.

Early in the present year a series of edicts was issued by the Russian Government against the Jewsedicts which recall Middle Age intolerance and cruelty. Of the ten millions of Jews who have their homes in Europe about one-half, it has been generally understood, were settled in Russia. The letter of the law has for a very lengthened period been severe upon the Jews in Russia; and periodically the outside world has been reminded of the fact by another and another exodus of Hebrews, seeking homes in other lands and commanding sympathy by their desolate and destitute condition. But as the law has not always been enforced with the same uniform severity, the Russian Jews have had periods of repose and even of prosperity. In 1882 and 1883 incredible stories were told regarding the Hebrews and their doings. An anti-Semitic feeling spread over Central Europe, and finding its way to Russia it gave birth to a storm of popular fanaticism which swept over a large part of the southern and southwestern sections of that country, devastating the homes of thousands of Hebrews, and compelling many miserable creatures in the depth of winter to seek refuge across the Russian frontier. Remonstrances were offered by many of the civilized governments; and it was believed that the Russian Government had become so ashamed of its own acts that a policy of persecution in the same direction would not be readily repeated.

The experience of the last few months has shown us that such expectations were doomed to disappointment. This last persecution has, if possible, so far as it has gone, proved more crnel than any of those which have preceded it. To enable the reader to understand the situation, it is necessary to explain briefly the character and probable effect of the new edicts. Hitherto the Jews have been allowed by law to reside in sixteen of the counties of Russia. These counties are confined to that narrow strip of land on the western frontier, stretching from the shores of the Baltic to the Black Sea. This is what is called the pale of Jewish settlement; and as described by those who are familiar with it, it seems to be a sort of Ghetto, in which filth and misery abound in about equal proportions. But, as has already been suggested, the law thus limiting the territory of domicile has not always been rigidly enforced ; and during these last five or six years the Hebrews have been allowed considerable liberty.

According to these new edicts, the Jews are compelled to make their homes in towns only, and may no longer reside in the villages or rural districts. Even from hundreds of small towns, which will be brought under the category of villages, it will be necessary for them to depart. They are no longer permitted to own land nor even to farm land. All Jews persisting to reside outside the pale, even rich Jewish merchants who have hitherto contrived to evade the law by bribing the Government officials, will be expelled. If they do not betake themselves to the Ghetto or pale, they will be driven from the country. In such towns as Riga, Libau, Rostoff, and other commercial centres, Jews are leading merchants, and the enforcement of the edicts is to prove a calamity to these business communities as well as to the persecuted Hebrews. Jewish artisans who have been allowed to settle in places outside the sixteen counties are to be similarly treated-they must repair to the pale or leave the country. In the matter of education the edicts are equally, if not more, merciless. Hitherto the Hebrew youth have been admitted to the schools, gymnasia, or universities, to the extent of five per cent of the total number of students. Now, according to secret instructions from the Government, these figures are to be greatly lowered; and from many of the higher educational institutions Jewish students have been expelled. As lawyers the Jews had won very considerable success in Russia. From this profession they are now practically excluded. They may no longer be engineers or doctors in the Army; and they are deelared to be ineligible to any Government appointment.

We can but imperfectly estimate the number of persons whom these edicts will render homeless; but if these new laws shall be rigorously carried out and enforced, it is not easy to calculate the misery, degradation and bitterness of heart that will follow as the result. It is estimated that the total number who will be expelled, taking it for granted that the Government will carry out its purpose, will not fall far short of one These repressive measures, which seem to million. point in the direction of extermination, are the more cruel that they will have the certain effect of checking a healthful, progressive movement. In the days of the Emperor Nicholas it was a reproach to the Jews that they were all traders, not pro-That reproach has in the interval ducers. which has since elapsed been largely wiped away. The Hebrews in great numbers have become skilled artisans, successful agriculturalists and members of some of the more learned professions. Under the new laws all this progress will be reversed; the artisan, the farmer and the professional man will be ruined; and all such as survive the persecution will have no choice but to earn their living as traders in the congested towns of the Jewish pale. It is not so difficult to imagine the condition of the overcrowded Ghetto. Huudreds of thousands of people who in the villages and the rural districts had comfortable homes and abundant means of supplying every want will be alike without homes and without work.

One naturally wonders what excuse can be offered for entering upon such a barbarous course of policy. When the question is put, "What is the reason for such cruelty?" it is difficult to find an answer. Of course tho reason given is rarely the true reason. Race-hatred

goes a great way in helping to an explanation ; but in this age of enlightenment, and in a professedly Christian country, race-hatred ought not to be allowed such scope and freedom of action. It is unworthy of the age. It is a disgrace to the people who permit themselves to give it so pronounced a manifestation. It is no compliment to say that if race-hatred has to do with this expression of hostile feeling toward the Jew, such outcome of hostile feeling is possible only in Russia. Special reasons are not wanting ; but they do honor to the Jew rather than dishonor. In the struggle for existence in Russia the Hebrew has been successful-more successful in many cases than his Gentile brother. Where the Russian has found a stone the Jew has often found bread. Where the Hebrew has been sober, intelligent and industrious, the Russian has been intemperate, lazy and thriftless. As farmer, as artisan, as banker, as lawyer, as physician, as a student at the university, the Jew has often carried off the honors. It is partly owing to this element in the Hebrew character, this adaptability and capacity for making the most and the best of the situation, that he has been an object of dislike to the mass of the Russian population. The wiping out of such an element cannot but prove a calamity to any State which desires a thrifty and self-helpful population.

For the facts here presented we are largely indebted to the London Times, which, with characteristic enterprise, has been searching out this matter, and with laudable sympathy for the oppressed, and possibly some little satisfaction in discovering another fault in Russian statecraft, has been advocating the cause of the suffering and threatened Hebrews. It does not appear from the latest correspondence of the Times that the Russian Government has been pushing the new laws with any great energy, although emigration is going on at a rapid rate. Two hundred Jews from Russia have just arrived in Berlin on their way to the United States, and many have made up their minds to find homes in Brazil. It is just possible that the public sentiment which has been aroused on the subject may have had some effect on the minds of Russian statesmen, and even upon the Czar himself; and that caution has been deemed necessary. There is no evidence, however, that the Government is disposed to recall the edicts or in any way to retreat from its own policy. The obnoxious laws remain; the unfortunate Hebrew is at their mercy; and some cruelties have recently been perpetratedsuch as flogging and branding-which show that no radical change has come over the sentiments of Russian officials in regard to the Jews whatever their ultimate action may be.

Monetary Commercial English News

[From our own correspondent.]

LONDON, Saturday, November 1, 1890. Although apprehension is widespread in the city and the tock markets are extremely depressed and agitated, the disount market remains quiet. In the open market indeed, up to Thursday the discount rate was hardly better than 45% per cent, but yesterday it hardened to nearly 4% per cent. Billbrokers have been able to borrow during the week at from 3 to 41/2 per cent. The belief is now very general here that gold will not be withdrawn for Germany. According to the last two returns issued by the Imperial Bank of Germany, that institution within little more than a fortnight has increased its stock of gold by nearly 2,000,000 sterling and has contracted its note circulation by nearly 4,000,000 sterling. Its position, therefore, is very greatly improved. Gold has come from St. Petersburg and Paris, and it seems to be expected that further supplies will be received from those two cities. For the

moment, therefore, the German demand in London has ceased⁴ but of course it may revive again if the rate of discount here falls once more.

Even if there is not a German demand there may be a demand for India, Egypt, South Africa or South America, and the reserve of the Bank of England is so low that it cannot afford to part with any of the small stock it now holds. Its total reserve does not greatly exceed 11½ millions sterling, and now the outflow to Scotland is beginning. On the 11th of November, which is usually known as Term Day, there are large numbers of payments of various kinds made throughout Scotland, and to facilitate these the circulation of all the Scotch banks largely increases. To permit of the increase the banks withdraw from London a corresponding amount of gold. The gold of course returns in a month or so, but in the meantime the supply in London is diminished, and the reserve of the Bank of England falls very low. Usually the with drawals amount to half a million or three-quarters of a mil lion sterling. If at the time these withdrawals are going on there should be also foreign withdrawals, the Bank of England would certainly put up its rate of discount. Yesterday it began borrowing on consols to get control of the market.

Early this week India began to buy silver more freely than it had done for several weeks past. The price had fallen to 481/8d., and money has become exceedingly cheap and abundant in India. The discount rate of the Bombay Bank and the Bengal Bank is only 3 per cent. Both banks moreover have largely increased their stock of coin and bullion during the past couple of months, and the increase appears to be still going on. It is partly due to the large imports of silver early in the year and partly to the disorganization of trade caused by the silver act. The cheapness of money and the fall in silver appear to have encouraged speculation, and buying became so large that on Wednesday the price was run up to 491/8d. But as New York did not co-operate there was a fall of 3/4d. on the following day to 483/8d. The decline was hastened by the statement of the Director of the Mint that the stocks of silver have largely accumulated in America both because of the holding back of the metal by the mine owners and because of large imports, and by his further statement that production is augmenting. London abstains altogether from buying, but yesterday there was a slight recovery to 481/d. per ounce. Silver securities declined with silver, the reaction being accentuated by the troubles in the stock markets.

The fortnightly Stock Exchange settlement, which began on Monday and ended on Wednesday, had been looked forward to with much anxiety. At the preceding settlement it will be recollected that no fewer than eight members of the Stock Exchange failed, and that very many others had to be assisted, while two or three large outside operators were obliged to close their accounts. As prices had further declined in the interval between the two settlements, it was thought that this week would be even more difficult than the preceding one. Happily the fear has not been realized. Liquidation has been carried so far that Stock Exchange borrowers were able to obtain all the accommodation they required at the Bank rate, 5 per cent, and within the Stock Exchange carrying over rates were easier than the most sanguine had anticipated. Even Argentine Cedulas, which are so much discredited, were carried over at about 9 per cent. Rates in the American market averaged about 7 per cent and in other departments the rates ranged from about 3 per cent to 6 per ceut. From all this it appears clear that the weaker operators have enormously decreased their commitments, and that stocks have passed into stronger hands. In the international market, indeed, there was found to be a very large bear speculation, some of the stocks being actually scarce, and there is also a considerable bear speculation in American railroad securities and in British railway stocks.

While the settlement was going on no failures were announced, but late on Wednesday evening the cheques of four members were returned. One of those was declared a defaulter next morning and another yesterday, but it is hoped that the accounts of the other two will be arranged. Another unpleasant feature was the suspension of a broker, who has done a large business, on the ground of breach of faith with one of his clients. The suspension has to be confirmed on Monday, and the name, therefore, has not been published. Although the settlement passed over so much more smoothly than was expected, alarm sprang up again on Wednesday after

noon and has since continued. Many members of the Stock Exchange have In fact avoided failure only because they received assistance from bankers or friends, and these are all compelled to liquidate their accounts. It was said also that the arrangements lately arrived at in regard to the accounts of a great outside operator had to a certain extent broken down. It is understood that he had open on the Stock Exchange securities of all kinds, but chiefly American, of the nominal value of about five millions sterling. Some of the great financial houses and a large number of brokers combined together to take over those stocks, but it is in turn reported, denied, and again reported, that the weaker brokers got alarmed, and instead of carrying the stocks sold largely. Though the report was not true, fresh forced sales caused fresh alarm, and disquieting rumors became as plentiful as ever.

Most of those rumors are believed to be either quite nufounded or greatly exaggerated, hut it would be useless to deny that there are real and very serious difficulties. And the end of the liquidation has not yet been reached. The general unensiness was increased by a telegram from New York to the effect that Mr. Windom in his annual report will recommend legislation hostile to the Canadian railways passing through the United States territory. Although most people refuse to believe the report, it seems incredible that Congress will adopt such a policy; yet the telegrams created some alarm, and heavy selling resulted, bringing on a serious drop in Canadian railway securities. American railroad securities have suffered very heavily likewise. There has been also a break in home railway stocks, but the decline in securities dealt in upon the Paris Bourse has been much less than could have been expected. It is true that those securities are not held to any considerable extent in this country, but there is great weakness in Berlin, and it was thought that the break in London, with the weakness iu Berlin, would lead to a heavy fall. As yet, however, the Paris Bourse has been able to prevent that.

Dr. Plaza, the delegate of the Argentine Government, has arrived in London, and opened communications with the great financial houses. It is understood that the main object he has in view is to arrive at an arrangement which will allow the Argentine Government to assume the debts of the provinces which are insolvent, the Government taking over all the assets acquired by the provincial governments by means of the loans. Further, he desires to arrive at a friendly conversion of the provincial Cedulas, which somewhat exceed in nominal value 300 millions of dollars. The idea is to convert the Cedulas into gold bonds bearing a low rate of interest. Lastly, he is prepared to take back the Buenos Ayres waterworks from the company formed here, but never really floated.

The opinion that trade is somewhat falling off is gaining ground. The McKinley Act, the crisis in South America and South Africa, and the disorganization of trade in silver-using countries, it is feared will have a bad effect upon it. So, also, it is thought, will the heavy losses on the Stock Exchange during the past few months; and the labor disputes, which are extending and becoming serious every day, are likely to disturb all branches of trade.

The wheat market is firm, but with little change.

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 :

COMPANY WANT DISC 2000 0	and y can			
	1890,	1889,	1888,	1887.
	Oct. 29.	Oct. 30.	Oct. 31.	Nov. 2.
	2	£	£	£
Circulation	24,603,555	24,513,680	24,898,435	24,514,215
Public deposits	3,551,913	4,049,135	5,396,411	8,454,141
Other deposits	29,048,504	25,389,357	25,818,535	22,360,537
Government securitles	16,133,500	15,557,401	17,069,966	12,350,980
Other securities	22,816,877	19,677,833	19,993,193	19,429,936
Reserve	11,602,907	12,078,620	11,811,344	11,834,544
Coin and bullion	19,759,462	20,392,300	20,539,779	20,148,759
Prop. assets to liabilities.per ct.	. 35 5-16	4034	37 15-16	451%
Bauk rateper et.	. 5	5	5	4
Consols	94 11-16	96 13-16	97%	
Monday Transa ashuma	100 000	151 000 000	127 002 000	197 075 000

ring-House returns...... 163,788,000 151,690,000 157,923,000 137,975,000 The following shows the imports of cereal produce into the United Kingdom during the first eight weeks of the season compared with previous seasons :

The second s									
IMPORTS,									
1890.	1889.	1888.	1887.						
Wheatewt. 12,475,286	9.361.919	11.510.208	8,352,278						
Barley 4,892.604	3.972.749	2.537.225	2.284.867						
Oats 2,065,877	2.525.339	3.054.023	2.401.921						
Peas.:	172,725	266.041	427,969						
Beans	665,538	455.670	318,783						
Indian eorn 5,820,320	5,066,023	4.140,794	3.446,305						
Flour 2,321,610	2,388,296	2.932.222	3,133,674						
Supplies available for consu									

nsumption (exclusive of stocks on September 1):

-				
	1890, Imports of wheat.ewt.12.475,286 Imports of flour	2,344,296	1889, 11,510,209 2,932,222 4.791,924	1897. 8,352.278 3,133,074 6,913,820
	Total	20,124,819	19,234,354	18,429,772
	1890, Ruglish wheat, per qr.→ Average price, weeklls, ud	1889. . 304. 44.	1888. 324. 9d.	1847. 30a. 14.
l	Average price, season31s, 11d The following shows the		33s. 11d. of wheat.	29s. 24, flour and
ł	maize afloat to the United R			INCOME CONTEN
	This week, Wheatqrs.1,530,000 Flour, equal to qrs. 200,000 Maizeqrs. 355,000	Last week, 1,600,000 222,000 353,000	1889. 1,464,500 254,000 392,000	1888. 2,351,000 184,000 141,500

English Financial Markets-Per Cable.

The daily closing quotations for securities, &c., at London, are reported by cable as follows for the week ending Nov. 14 ondon,

London,	Sat.	Mon.	Tusa.	Wed.	Thurs.	Fri.
Silver, per ozd		4719	4730	4730	47516	4730
Consols, new, 23, per ets.	944	931016		94C18	9418	135
do for account	9439	943.4	94710	94514	945 a	934
	94.60	94.0219	94.85	91 971	95.124	95.20
U. S. 4128 of 1891	10619	1004	1004	106	x10478	1054
U. 8. 48 of 1907	126%	12612	1264	1264	1264	1264
Canadian Pacifio		74	7613	76	764	744
Chie. Mii. & St. Paul	53%	483	49	49	514	503g
Illinois Central	93	91	95	96	974	97
Lake Shore	10713	10712	10712	1074	1094	1084
Louisville & Nashville	7019	744	734	7434	754	7300
Mexican Central 48	734	7112	7234	724	53	724
N. Y. Central & Hudson.	10119	9719	101	101	103	1015
N. Y. Lake Eric & West'n	2038	1819	1949	19%	2019	194
do 2d cons	1014	10012	102	10119	x991a	1010
Norfolk & Western, pref.,	553	5514	694	5914	55%	5512
Northern Pacific, pref	7219	70	70	574	64	62
Pennsylvania.	5212	52	53	53	x5134	514
Philadeiphia & Reading.	164	15	16	154	16	164
Union Paeilie	4338	4334	4619	4819	494	4812
Wabash, pref	1912	1834	174	1719	19	19

Commercial and Miscellaneous News

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

recently been organized :
4,448-The First National Bank of Custer City, South Dakota. Capital, \$50,000. Denia Carrigan, President; William F. Hanley, Cashier.
4,449-The First National Bank of Anna, Illinois. Capital, \$50,000. Charles M. Weilard, President, Harlan P. Tuthill, Cashier.
4,450-The First National Bank of Sac City, Iowa. Capital, \$50,000. D. E. Hailton Bank, of Sac City, Iowa. Capital, \$50,000. D. E. Hailton Bank, of Sac City, Iowa. Capital, \$50,000. George F. Perry, Preaident: E. A. Perry, Cashier.
4,451-The Hamilton National Bank, of Mamilton, Texas. Capital, \$50,000. George F. Perry, Preaident: E. A. Perry, Cashier.
4,452-The Farmers & Traders' National Bank of La Grande, Oregon. Capital, \$60,000. M. Baker, President: C. Camp, Cashier.
4,453-The National Bank of Tarertium, Penn. Capital, \$50,000. John W. Hemphill, Preaident : O. C. Camp, Cashier.
4,454-The Lumhermen's National Bank of Menominee, Mich. Capital, \$60,000. A. A. Carpenter, President: W. S. Harmon, Cashier.
4,455-The First National Bank of Eddy, New Mexico. Capital, \$50,000. Charles B. Eddy, President: H. P. Brown, Cashier.
4,456-The Herchant's National Bank of Slaughter, Washington. Capital, \$50,000. Charles H. French, President: R. W. Barr, Cashier.
4,457-The First National Bank of Slaughter, Washington. Capital, \$50,000. Charles H. French, President; Alexander H. Boyd, Cashier.

\$50,000. Charles H. Freuen, Fresident; Alexander H. Boyd, Cashier.
4,458—The First National Bank of Anacartes, Washington. Capital, \$50,000. Fred Ward, President; Howard E. Perrin, Cashier.
4,459—The First National Bank of Farmington, Maioe. Capital, \$50,-000. Joseph C. Holman, President; Joseph W. Fairbanks, Cashier.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show an increase in both dry goods and general merchandise. The total imports were \$12,351,316, against \$3,701,950 the preceding week and \$9,463,755 two weeks previous. The exports for the week ended Nov. 11 amounted to \$7,054,944, against \$5,761,697 last week and \$7,205,609 two weeks previous, The following are the imports at New York for the week ending (for dry goods) Nov. 6 and for the week ending (for general merchandise) Nov. 7; also totals since the beginning of the first week in January. of the first week in January.

FOREIGN IMPORTS AT NEW YORE,								
For Week.	1887.	1888.	1889.	1890.				
Dry Goods Gen'l mcr'dise.	\$1,622,712 6,524,073	\$1,729,868 5,403,554	\$1,553,753 7,260,566	\$1,878.17 10,473,14				
Total Since Jan. 1.	\$8,146,785	\$7,133,422	\$8,814,319	\$12,351,31				
Dry Goods Gen'l mer'dise.	$\$108,106,916\ 298,805,622$	\$112,472,790 290,169,747	\$116,565,799 315,957,441	\$132,723,45 339,783,45				
Total 45 weeks. \$406,912,538 \$402,642,537 \$432,523,240 \$472,506,916								
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 Nov. 11 and from January 1 to dato:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1887.	1888.	1889.	1890.
For the week Prev. reported.	261,835,789	249,866,464	294,006,965	297,424,680
Total 45 weeka.	\$268,628,373	\$255,948,371	\$301,185,423	\$304,479,624

The following table shows the exports and imports of specie at the port of N.Y. for the week ending Nov. 8 and 4nce Jan. 1, 1890, and for the corresponding periods in 1899 and 1838:

THE CHRONICLE.

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK. Exports. Imports. Gold. Week. Since Jan. 1. Weck. Since Jan. 1 \$2,225 \$11,090,225 710,200 2,772,835 32,655 3,000 1,592,765 157,891 \$332.174 2,526,711 892,969 2,939,634 31,297 184,541 738,868 Great Britain..... \$1.930 France Germany West Indies. Mexico. South America...... All other countries. 55,402 5,743 12,012 \$75,087 172,601 5,340 Total 1890..... Total 1889..... Total 1888..... \$7,646,194 5,421,282 5,616,595 \$42.910 10,426 33,499 \$19,572,531 Exports. Imports. Silver. Week. Since Jan. 1. Week. Since Jan.1. \$103,000 \$14,177,834 292,975 Great Britain..... France..... \$1,685,882 1,685,882 1,351 1,361,263 777,219 444,753 433,311 1,393,609 France. Germany. West Indies. Mexico. South America All other countries. 40,403 22,612 367,229 115,256 \$18,161 110 18,709 Total 1890..... Total 1889..... Total 1888..... \$103,000 \$15.016,309 \$6,097,388 1,285,432 1,623,975 \$36,980 $62,496 \\ 105,074$

United States Bonds.—The daily purchases are shown in the following statement kindly furnished us by the Treasury Department :

		Offeringe	Purchias	Deless mala	0.0 million	ferings. Purch'es. Prices pa				
		Of Crenges	1 607 678 68 .	Trices para.	Ug erings.	ruren'es.	Prices paid			
07.	8	\$56,250	\$56,250	· •						
h#	10	71,300	71,300	Part						
85	n	157,000		8						
66	12	\$7.000		n#						
E +	13	77.250								
68	14	68,600		1.00						
Tetel		\$517,900		Tes .						

	Interest Periods		Nov. 10.	Nov. 11.	Nov. 12.	Nov. 13.	Nov. 14.
4 las, 1891reg, 4 las, 1891reg, 4 s, 1907reg, bo stamp'd int. pd, 4 s, 1907reg, Do ex-cp. to J'ly, 'dl 6 s, cur'cy, '96reg, 6 s, cur'cy, '96reg, 6 s, cur'cy, '98reg, 6 s, cur'cy, '98reg, 6 s, cur'dy, '98reg,	QMch. QJan. QJan. J. & J. J. & J. J. & J. J. & J.	*104 *12378 *12078 *12378 *12078 *113 *113 *115 *118 *121	*104 *12334 *12034 *12334 *12034 *113 *115 *118 *121	*123 *120 ur123 *120 *113 *115 *115 *118 *121	*123 *120 *123 *120 *113 *115 *115 *118 *121	*104 *122 *119 *122 *119 *113 *113 *115 *118 *121	*103 *104 *122 *119 123 *119 *113 *115 *115 *121 *124

* This is the price bid at the morning board ; no sale was made. Government Purchases of Silver.—The Government pur-chases of silver the past week and since the beginning of the month are, as officially reported, shown in the following statement :

	Ounces offered.	Ounces purchased.	Price paid.
Previously reported November 10 " 12 "Local purchases to Nov.9. "Total in month to date	600,000 862,000 750,000	1,305,000600,000737,000165,000*275,8893,082,889	\$1.0220 a \$1.067 \$1.0299 a \$1.0375 \$1.030 a \$1.0395 \$1.0325 a \$1.0350 a

* The local purchases of each week are not reported till Monday of the following week.

Auction Sales .- The following were recently sold at auction by Messrs. Adrian H. Muller & Son : Shares. 100 Standard Oll Trust......1663 45 Vallecillo Mioing Co.\$40 p. sh. Bonds.

-Lieber's Telegraphic Cipher has been received with much favor and a second edition issued. favor and a second edition issued. Attention is called to the advertisement in the back of the CHRONICLE. New York City Bank Statement for the week ending Nov'

-	8, 1890, is	s as follo	w3. W	e omit i	two ciph	ers (00)	in all o	cases.
1	1008 00	KB. Sitted.)	Capitai.	Surplus.	Loans.	Specie.	Legals.	Deposits.
4	Bank of No	ew York	2,000,0	\$ 1,748,4	\$	2,370,0	8 210.0	10 620 0
9 4	Manhattan Merchants' Mechanice' America Phenix	Co	2,050,0	1 292 2	11,500,0 10,341,0 8,605,1	1,834,0	210.0 383.0 138.9	10,620,0 10,007,0 6,418,0
7	Mechanice'. America		2,000,0 2,000,0 3,000,0	894,8 1,899,1 1,928,2 556,9	8,605,1 8,194,0 12,673,7 4,958,0	1,318,0	444.0 501,9	8,658,0
8	Phenix City					1.930 6	62,0 508,0	4.454,0
4	Tradesmen Chemical	'8	1 700.0	99,2 6,423,9 141,8 1,494,2 301,7	2,049,8		138,4	1.972,3
2 5	Chemical. Merchante' Gallatin Na Butchers' d	Exchange	800,0	141.8 1.491.2	21,790,4 3,249,0 5,140,6 1,645,9	6,443,3 594,9 832,8	138,4 1,197,2 315,1 190,2	3,683,4
-	Butchers' d Mechanics'	& Drovers'.		301,7 243.8	1,845,9	396.6	190,2 47,7 5+8,0	1.722.9
	Greenwich.	ann footino	200,0	132,6 595,5	1,187,9	159,9 490,9	111,5	1,131,7
2	Seventh Na State of Ne	w York	300,0 1,200,0	81,1 490,4	1,418,6 3,541,9	362.4	19,1 132,0	1,545,5
ī	Seventh Na State of Ne American I Commerce,	Exchange	300,0 1,200,0 5,000,0 5,000,0 1,000,0	490,4 1,939,7 3,423,8	14,998,0 18,217,1 5,623,9 7,744,6 2,638,4 10,765,5 5,739,8	1,555.0 2,372,9	245,0 1,265,5	10,595,0
9	Broadway.			220.4	5.623,9	1,383,9 1,169,9 503,0	133.9 728.8	4.777.2
3 1 -	Pacifio Republic		422,7 1,500,0	395,1 983,1	2,638,4	503.0 2,516,0	256.4	2,959,8
9	Chatham Peoples'		450,0 200,0 700,0	983,1 711,7 501,0	5,739,8 2,287,9	915,6 495,3	333.7	D. / / ±.0
8	Pacifio Republic Chatham Peoplee' North Ame Hanover Irring	rica	700,0 1,000,0 500,0	543,3 1,557,2 295,2	5,739,8 2,287,0 4,673,7 13,587,3	410,5 2,879,1	107,1 287,8 812,3	4,579.0 13,894.1
5	Citizone'		800.0	295,2	2,782.0 2,713,9	492,6	98,9	2,798,8
5	MINERCE OF I	S ULIOIL	1 700.01	725,2	2,713,9 2,971,1 4,176,1	287.4 748.0	239,7 237,7	3,547.8 4,252.1
7				109,9 265,9	1,030,0	333,0	95,8 320,0	2,800,0
	Shoe & Lea Corn Excha Continental Oriental Importere' Park	l	1,000,0 1,000,0 300,0 1,500,6 2,000,0	1,141,5 317,4 392,2	6,631,6 4,362,0	908,5 894,1	216,0	4.551.7
-	Importere'	& Tradere'	300,0	392,2 4,858,8 2,423,5	21,301,0	182,1 5,3d4,0	304,1 1,004.0	2,610,0
-	NOT UNIVE		2,000,0	2,423,5	19,934,0 2,013,5	4,124.4 118,0	304,1 1,004.0 535,9 152.2 77.8	1,975.6
•	East River Fourth Nat	ional	3,200,0	1,862,0	1,220,7	234.4 3.425.2		
	East River Fourth Nat Central Na Second Nat Ninth National	tional	300,0	1,862,0 546,2 330,5	4,270,0	234.4 3.425.2 1.041.0 1.259.0 9.11.0 3.321.8	818,9 563,0 105,0 297,0	5,200,0
	Ninth Natio	nal	500,0	330,5 909,7 8,701,3 244,0 141,8	22,024,0	3,324,8		
	First Natio Third Natio N. Y. Nat'l	Exchange	$\begin{array}{r} 240,0\\ 250,0\\ 3,200,0\\ 3,000,0\\ 300,0\\ 750,0\\ 500,0\\ 1,000,0\\ 300,0\\ 250,0\\ 250,0\\ 200,6\end{array}$	141,8	10,934,002,013,51,220,717,306,06,608,04,270,05,047,022,024,022,024,04,276,21,456,12,658,0	285.0	581,2 95,3 170.0	1,320,7
	N. Y. Nat'l Bowery New York (German-An Chase Nati Fifth Aven German Ex Germania United Stat	County	200,6	521,4	2,618,0	715 0		3,096,2
	Chase Nati	onal	750,0 500,0 100,0 200,0	917,1	2,849,0 10,468,8 4,268,2 2,705.0 2,727,1	282,1 2,880,7 1,185,3 189,3 189,3 188,4 872,6	46,1 656,9	12,368,8
	German Ex	change	200,0	468,1	2,705.0	189.3	131,6	3,337,6
	United Stat Lincoln		1 300.01	917,1 761,4 468,1 443,4 507,7 304,9	4,161,9	872.6 964.2	$267.2 \\ 30,0 \\ 314.9$	4.623.3
			200,0 150,0 300,0	328,4 319,0	3,721,5 3,175,7 1,879,6	574.6	978.4 228.5	3,811.5
	Garneld Fifth Natio Bank of the West Side	Metrop	300,0 200,0	572,6 242,1	3,972,9	703,1 193,0	373.7	4,636,0
1				166,6 984,0	3,500.0 1,475,0	534,0	331.0 135.0	4,016,0 1,325,0
	Sixth Natis Western N First Natio	ational	200,0 8,500,0 300,0	238,6 761,1	10,610,5 4,065,9	2,073,2 682,4	427,4 115,4	9,460,7 3,859,0
- 1		and the state of the	0				A + U ; *	
	Total		30,812,7			statistics of the local division of the loca		392,253,4
	Total BANKS.		30,812,7	62.331,6		74,486,6	21,032,5	392,253,4
-	Total BANKS.	Capital & Surplus.	30,812,7	82.331,8 Specie.	308,835,7 Legals,	74,486,6 Deposits.†	21,032,5	392,253,4 Olearings.
-	Total BANKS.	Capital & Surplus.	30,812,7	82.331,8 Specie.	308,835,7 Legals,	74,486,6 Deposits.†	21,032,5	392,253,4 Olearings.
	Total BAYKS. N. York.' Oct 11 * 18 * 25 Nov. 1 * 8	Capital & Surplus.	30,812,7	62.331,6 Specie. \$ 85,030,5 80,342,8 78,353,8 77,671,7 74,488,6	308,855,7 Legals. \$ 19,780,3 20,187,4 21,212,8 22,101,4 21,023,5	74,486,6 Deposits.† \$ 408,742,3 403,517,7 398,765,9 398,284,6 392,253,4	21,032,5 <i>TireT'n</i> \$ 3,523,9 3,521,4 3,499,8 3,503,4 3,496,1	392,253,4 Olearings. \$ 828,458,9 812,371,4 754,383,4 761,140 0 771,107,3
	Total BANKS. N. York.* Oct 11 * 18 * 25 Nov. 1 Basten.* Oct. 25	Capital & Surplus. \$ 120,840,8 123,144,3 123,144,3 123,144,3 123,144,3	30,812,7 Loans. \$ 406,792,9 406,082,5 402,186,0 399,791,9 398,355,7	62.331,6 Specie. \$ 85,030,5 80,342,8 78,353,8 77,671,7 74,488,6	308,855,7 Legals. \$ 19,780,3 20,187,4 21,212,8 22,101,4 21,023,5	74,486,6 Deposits.† \$ 408,742,3 403,517,7 398,765,9 398,284,6 392,253,4	21,032,5 <i>TireT'n</i> \$ 3,523,9 3,521,4 3,499,8 3,503,4 3,496,1	392,253,4 Olearings. \$ 828,458,9 812,371,4 754,383,4 761,140 0 771,107,3
	Total BANKS. N. York.' '' 18 '' 25 Nov 1 Basten.' Oct. 25 Nov 1 '' 8 Phila."	Capital & Surplus. 120,840,8 123,144,3 123,144,3 123,144,3 123,144,3 123,144,3 123,144,3 84,685,4 64,685,4 64,685,4	30,812,7 Loans. \$ 406,792,9 406,082,5 402,186,0 399,791,9 398,355,7 156,038,5 156,942,4 137,375,4	62.331,6 Specte. \$ 85,030,5 80,342,8 78,353,8 77,671,7 74,488,6 9,712,2 8,968,5 9,101,0	398,855,7 Legals. \$ 19,780,3 20,187,4 21,212,8 22,101,4 21,023,5 4,713,8 4,667,6 4,535,0	74,486,6 Deposits.+ 408,742,3 403,517,7 398,765,9 398,284,6 392,253,4 134,101,8 134,146,1 135,930,2	21,032,5 Circ?n \$ 3,523,9 3,521,4 3,499,8 3,503,4 3,496,1 3,243,9 3,233,8 3,243,6	392,253,4 Olearings. \$28,458,9 \$12,371,4 754,383,4 731,107,3 111,770,7 104,327,2 07,477,0
	Total BAYKS. N. York.' Oct 11 * 18 * 8 Besten.* Oct. 25 Nov 1 Phila.* Oct. 23 Nov. 1	Capital & Surplus. 120,840,8 123,144,3 123,144,3 123,144,3 123,144,3 123,144,3 123,144,3 84,685,4 64,685,4 64,685,4	30,812,7 Loans. \$ 406,792,9 406,082,5 402,186,0 399,791,9 398,355,7 156,038,5 156,942,4 137,375,4	62.331,6 Specte. \$ 85,030,5 80,342,8 78,353,8 77,671,7 74,488,6 9,712,2 8,968,5 9,101,0	308,855,7 Legals. 370,187,4 20,187,4 21,212,8 21,101,4 21,023,5 4,713,8 4,667,6 4,535,0 329,0 47,0	74,486,6 Deposits.+ \$ 408,742,3 403,517,7 398,765,9 398,284,6 302,253,4 134,101,6 134,146,1 135,930,2 91,295,0 95,636,0	21,032,5 <i>CircPin</i> \$ 3,523,9 3,521,4 3,498,1 3,498,1 3,243,9 3,233,8 3,245,6 2,129,0 2,139,0	392,253,4 Olearings. \$28,458,9 \$12,371,4 754,383,4 731,107,3 111,770,7 104,327,2 07,477,0
	Total BAYKS. N. York.' Oct 11 * 18 * 8 Besten.* Oct. 25 Nov 1 * 8 Phila.* Oct. 25 Nov. 1 * 8	Capital & Surplus. 120,840,8 123,144,3 123,143,3 123,143,143,153,143,153,153,153,153,153,153,153,153,153,15	30,812,7 Loans. \$ 406,792,9 406,082,5 402,186,0 392,791,9 398,355,7 156,038,5 156,942,4 157,375,4 08,837.0 97,312,0 95,574,0	62.331,6 Spects. \$ \$5,030,5 \$0,342,8 77,671,7 74,480,6 9,712,2 8,963,5 9,101,0 24,6 25,1 24,6	308,855,7 Legals. 3 3 20,187,4 21,212,8 22,101,4 21,023,5 4,713,8 4,667,6 4,535,0 320,0 47,0 28,0	74,486,6 Deposits.+ 408,742,3 403,517,7 398,765,9 398,284,6 392,253,4 134,101,8 134,146,1 135,930,2 91,298,0 95,636,0 95,877,0	21,032,5 (7ire??n) \$ 3,523,9 3,243,9 3,233,8 3,245,6 2,129,0 2,129,0 2,129,0 2,139,	302,253,4 Clearings. \$ 828,458,9 812,371,4 754,385,4 743,140,0 771,107,9 111,770,7 104,327,2 207,477,0 72,378,3 85,223,4 77,822,1
	Total BAYKS. M. York.* Oct 11 * 25 Nov. 1 Besten.* Oct. 25 Nov. 1 * Phila.* Oct. 25 Nov. 1 * * * * * * * * * * * * * * * * * *	Capital & Surplus. 120,640,8 123,144,3 123,144,3 123,144,3 123,144,3 123,144,3 84,695,4 64,685,4 64,685,4 35,703,7 35,703,7 35,793,7 15,793,7	30,812,7 Loans. \$ 406,792,9 408,792,9 402,186,0 392,791,9 3382,355,7 156,032,4 156,032,4 95,731,00 95,574,00 495,574,00 495,574,00 405,186,00	82.331,6 Specie. \$ \$0,030,58 80,342,8 78,353,8 78,353,8 9,712,2 9,963,5 9,101,0 24,6 25,1 24,4 s,963,5 9,101,0 24,6 25,1 24,4 s,968,5 9,101,0 24,6 5,960,5 8,960,5 9,101,0 24,6 5,960,5 8,960,5 9,101,0 24,6 5,960,5 8,960,5 8,960,5 8,960,5 8,960,5 8,976,5 9,102,5 8,960,5 8,960,5 8,976,5 9,102,5 8,960,5 8,9	308,855,7 Legala, 3 19,780,3 20,187,4 21,212,8 22,101,4 21,212,8 24,1023,5 4,713,5 4,677,6 4,535,0 389,0 47,0 284,0 † Inoludi	74,486,6 Depos(ts.† 406,742,3 403,517,7 398,-765,9 398,-265,9 398,253,4 134,146,1 135,930,2 91,295,0 95,673,0 ng, for I	21,032,5 (1re??n \$ 3,523,9 3,521,4 3,521,4 3,521,4 3,521,4 3,243,9 3,2139,0 2,139,0 3,0 3,0 3,0 3,0 3,0 3,0 3,0 3	392,253,4 Olearings. 828,468,9 932,371,4 743,385,4 743,140 71,107,3 111,770,7 111,770,7 111,770,7 12,378,3 85,223,4 77,822,1 ad Phila
	Total BAYKS. M. York.* Oct 11 * 25 Nov. 1 Besten.* Oct. 25 Nov. 1 * Phila.* Oct. 25 Nov. 1 * * * * * * * * * * * * * * * * * *	Capital & Surplus. 120,840,8 123,144,3 123,143,3 123,143,143,153,143,153,153,153,153,153,153,153,153,153,15	30,812,7 Loans. \$ 406,792,9 408,792,9 402,186,0 392,791,9 3382,355,7 156,032,4 156,032,4 95,731,00 95,574,00 495,574,00 495,574,00 405,186,00	82.331,6 Specie. \$ \$0,030,58 80,342,8 78,353,8 78,353,8 9,712,2 9,963,5 9,101,0 24,6 25,1 24,4 s,963,5 9,101,0 24,6 25,1 24,4 s,968,5 9,101,0 24,6 5,960,5 8,960,5 9,101,0 24,6 5,960,5 8,960,5 9,101,0 24,6 5,960,5 8,960,5 8,960,5 8,960,5 8,960,5 8,976,5 9,102,5 8,960,5 8,960,5 8,976,5 9,102,5 8,960,5 8,9	308,855,7 Legala, 3 19,780,3 20,187,4 21,212,8 22,101,4 21,212,8 24,1023,5 4,713,5 4,677,6 4,535,0 389,0 47,0 284,0 † Inoludi	74,486,6 Depos(ts.† 406,742,3 403,517,7 398,-765,9 398,-265,9 398,253,4 134,146,1 135,930,2 91,295,0 95,673,0 ng, for I	21,032,5 (1re??n \$ 3,523,9 3,521,4 3,521,4 3,521,4 3,521,4 3,243,9 3,2139,0 2,139,0 3,0 3,0 3,0 3,0 3,0 3,0 3,0 3	392,253,4 Olearings. 828,468,9 932,371,4 743,385,4 743,140 71,107,3 111,770,7 111,770,7 111,770,7 12,378,3 85,223,4 77,822,1 ad Phila
	Total BAYKS. N. York.' Oct 11 * 18 * 18 * 0ct 25 Nov. 1 * Besten.* Oct. 25 Nov. 1 * S * Nov. 1 * S * We onsitt delphia, the N. Y. a) GAS CO	Capital & Surplus. 120,840,8 123,144,3 124,144,3 124,144,144,3 124,144,144,144,144,144,144,144,144,144,	30,812,7 Loans. \$ 406,792,9 406,792,9 406,792,9 406,792,9 406,792,9 408,82,5 392,791,9 398,355,7 156,082,5 97,312,0 98,574,0 98,574,0 98,574,0 40 at these to other 1 klyn Ga 3.< Bid.	82.331,6 Spects. 85,030,5 80,342,8 77,671,7 74,483,6 9,712,2 9,712,2 9,712,4 8,968,5 9,101,0 24,6 25,1 24,6 5,030,5 9,101,0 24,6 25,1 24,6 5,030,5 9,101,0 24,6 25,1 8,968,5 9,101,0 24,6 25,1 8,968,5 9,101,0 24,6 25,1 8,968,5 9,101,0 1,04	308,855,7 Legals, 19,780,3 20,187,4 21,212,8 4,713,5 4,767,6 4,567,6 4,535,0 932,0 † Includi rities—) GAS CC	74,486,6 DepostLa,† 408,742,3 403,517,7 998,765,9 998,765,9 998,765,9 998,765,9 998,765,9 998,765,9 998,765,9 998,765,9 91,299,0 95,837,0 95,837,0 95,837,0 95,837,0 85,877,0 Brokers MPANI	21,032,5 (7(ra??n) \$ 3,523,9 3,243,9 2,129,0 2,139,	392,253,4 Clearings. 828,458,9 812,371,4 734,383,4 734,383,4 734,140,0 771,107,3 111,770,7 103,327,2 907,477,0 72,978,3 85,223,4 77,622,1 ad Phila tions, dd. Ask
	Total BAYKS. N. York.' Oct 11 * 18 * 18 * 0ct 25 Nov. 1 * Besten.* Oct. 25 Nov. 1 * S * Nov. 1 * S * We onsitt delphia, the N. Y. a) GAS CO	Capital & Surplus. 120,840,8 123,144,3 124,144,3 124,144,144,3 124,144,144,144,144,144,144,144,144,144,	30,812,7 Loans. \$ 406,792,9 406,792,9 406,792,9 406,792,9 406,792,9 408,82,5 392,791,9 398,355,7 156,082,5 97,312,0 98,574,0 98,574,0 98,574,0 40 at these to other 1 klyn Ga 3.< Bid.	82.331,6 Spects. 85,030,5 80,342,8 77,671,7 74,483,6 9,712,2	308,855,7 Legals, 19,780,3 20,187,4 21,212,8 4,713,5 4,767,6 4,567,6	74,486,6 Depos(14,1 408,742,3 403,517,7 998,765,9 998,765,9 998,765,9 998,765,9 998,765,9 998,765,9 998,765,9 998,765,9 91,299,0 95,837,0 95,837,0 95,837,0 95,837,0 95,837,0 8 Brokers MPANI Frookers	21,032,5 (7,07,07,7,1 3,523,9,4 2,129,0 2,139,0 2,140,0 2,1	392,253,4 Olearings. 828,458,9 812,371,4 743,383,4 743,383,4 741,100,7 11,770,7 103,327,2 907,477,0 72,378,3 82,223,4 77,622,1 ad Phila tions, idd, Ask 90
	Total BAYKS. M. York.' Oct 11 Besten.' Be	Capital & Surplus. 120,640,8 123,144,3 123,144,3 123,144,3 123,144,3 123,144,3 123,144,3 123,144,3 84,685,4 64,685,4 64,685,4 64,695,4 55,793,7 35,793,7 35,793,7 35,793,7 10,793,7	30,812,7 Loans. \$ 406,792,9 406,792,9 406,082,5 402,186,0 392,791,9 388,355,7 156,038,5 156,38,5 156,38,5 98,574,0 98,574,0 98,574,0 98,574,0 118 120,000,000,000,000,000,000,000,000,000,	82.331,6 Spects. 85,030,5 80,342,8 77,671,7 74,488,6 9,712,2 8,968,5 9,101,0 24,6 25,1 0,010,0 24,6 25,1 0,010,0 24,6 25,1 0,010,0 24,6 25,1 0,010,0 10,0	308,855,7 Legals, 19,780,3 20,187,4 21,212,8 22,101,4 4,023,5 4,067,6 4,567,	74,486,6 Deposita. 406,742.3 403,517,7 398,234,6 392,253,4 134,101,6 135,930,2 91,295,0 95,636,0 95,636,0 95,637,0 95,637,0 mg, for I Brokers MPANI trooklynl	21,032,5 (7(ra??n) 3,523,9 3,243,9 2,129,0 2,139,0 2,149,0	392,253,4 Olearings. 828,468,9 9312,371,4 743,385,4 721,107,3 111,770,7 103,327,2 907,477,0 72,378,3 85,223,4 77,822,1 ad Phila tions, 30 30 30
	Total BAYKS. M. York.' Oct 11 Besten.' Be	Capital & Surplus. 120,640,8 123,144,3 123,144,3 123,144,3 123,144,3 123,144,3 123,144,3 123,144,3 84,685,4 64,685,4 64,685,4 64,695,4 55,793,7 35,793,7 35,793,7 35,793,7 10,793,7	30,812,7 Loans. \$ 406,792,9 406,792,9 406,082,5 402,186,0 392,791,9 388,355,7 156,038,5 156,38,5 156,38,5 98,574,0 98,574,0 98,574,0 98,574,0 118 120,000,000,000,000,000,000,000,000,000,	82.331,6 Spects. 85,030,5 80,342,8 77,671,7 74,488,6 9,712,2 8,968,5 9,101,0 24,6 25,1 24,6 25,1 8 Secun SSecun 120 F 100 F F 100 F F F 100 F F F F F F F F F F F F F	308,855,7 Legals, 19,760,3 20,187,4 21,212,8 22,101,4 41,023,5 4,713,5 4,667,6 4,535,0 38,0 47,0 28,0 † Includi rities—) GAS CC People's (F Viltamsb' Bonds, 6t fotropolit fatropal- ulton Mn	74,486,6 Deposita.+ 5 406,742,3 403,517,7 398,284,5 398,265,9 398,284,5 392,253,4 134,101,8 135,930,2 91,296,0 95,636,0 95,636,0 95,636,0 95,636,0 95,637,0 ng, for I Brokers MPANI Brokers MPANI Brokers MPANI Brokers MPANI	21,032,5 (7(ra??n) 3,523,9 3,223,8 3,243,9 2,129,0 2,139,0	392,253,4 Olearings. 823,458,9 812,371,4 734,383,4 741,140,0 771,107,3 111,170,7 104,327,2 207,47,0 72,578,3 85,223,4 77,022,1 ad Phila tions, sid. Ask 30 93 304 110
	Total BAYKS. M. York.' Oct 11 Besten.' Be	Capital & Surplus. 120,640,8 123,144,3 123,144,3 123,144,3 123,144,3 123,144,3 123,144,3 123,144,3 84,685,4 64,685,4 64,685,4 64,695,4 55,793,7 35,793,7 35,793,7 35,793,7 10,793,7	30,812,7 Loans. \$ 406,792,9 406,792,9 406,082,5 402,186,0 392,791,9 388,355,7 156,038,5 156,38,5 156,38,5 98,574,0 98,574,0 98,574,0 98,574,0 118 120,000,000,000,000,000,000,000,000,000,	62.331,6 Spects. 85,050,5 80,342,8 77,671,7 74,835,8 9,712,22 8,963,5 9,101,0 24,6 25,1 24,6 8,963,5 9,101,0 24,5 25,1 24,6 8,963,5 9,101,0 24,5 25,1 24,5 8,963,5 9,101,0 24,5 25,1 24,5 8,963,5 9,101,0 24,5 25,1 24,5 8,963,5 9,101,0 24,5 25,1 24,5 8,963,5 9,101,0 24,5 25,1 24,5 8,963,5 9,101,0 24,5 25,1 24,5 8,963,5 9,101,0 24,5 25,1 24,5 8,963,5 9,101,0 24,5 25,1 24,5 8,963,5 9,101,0 24,5 8,970,5 1,0 1,0 1,0 1,0 1,0 1,0 1,0 1,0	308,855,7 Legals, 19,760,3 20,187,4 21,212,8 22,101,4 21,023,5 4,713,5 4,667,6 4,535,0 38,0 47,0 28,0 4,710 28,0 4,535,0 39,0 4,70 28,0 4,535,0 39,0 4,70 28,0 4,535,0 39,0 4,535,0 39,0 4,535,0 39,0 4,535,0 39,0 4,535,0 39,0 4,535,0 39,0 4,535,0 39,0 4,535,0 39,0 4,535,0 39,0 4,535,0 39,0 4,535,0 39,0 4,535,0 39,0 4,535,0 39,0 4,535,0 39,0 4,535,0 5,0 5,0 4,535,0 39,0 4,535,0 5,0 5,0 4,535,0 39,0 4,535,0 5,0 5,0 4,535,0 5,0 4,535,0 5,0 4,535,0 5,0 5,0 4,535,0 5,0 5,0 4,535,0 5,0 5,0 4,535,0 5,0 5,0 4,535,0 5,0 4,535,0 5,0 4,535,0 5,0 5,0 5,0 4,535,0 5,0 5,0 5,0 5,0 5,0 5,0 5,0	74,486,6 Deposita.+ \$ 406,742.3 403,517,7 9386,284,5 392,253,4 134,101,8 134,146,1 135,930,2 95,637,0 95,637,0 ng, for I Brokers MPANI Brokers MPANI Brokers an (Brook, 7 nictpal	21,032,5 (7(ra??n) 3,523,9 3,243,9 2,129,0 2,133,0 3 3 3 3 3 2 3 3 2 1 2 3 3 2 1 2 1 2 1 3 2 1 2 2 1 2	392,253,4 Olearings. 828,458,9 812,371,4 743,383,4 743,383,4 741,100,7 11,770,7 103,327,2 907,477,0 72,378,3 82,223,4 77,622,1 ad Phila tions, idd. Ask 30 310 35 137 36 37 30 30 30 30 30 30 30 30 30 30 30 310
	Total BAYKS. N. York.' Oct 11. " 25 Nov. 1 Besten." Besten." Phila." Oct. 25 Nov. 1 " 5 Phila." Phi	Capital & Surplus. 120,640,8 123,144,3 123,144,3 123,144,3 123,144,3 123,144,3 123,144,3 123,144,3 84,685,4 64,685,4 64,685,4 64,695,4 55,793,7 35,793,7 35,793,7 35,793,7 10,793,7	30,812,7 Loans. \$ 408,792,9 409,792,9 409,792,9 309,791,9 308,355,7 156,038,5 156,342,4 08,837,0 98,574,00 410,000 410,000 410,000 410,000 97,319,0 98,574,00 98,574,00 410,000 410,000 4118 08 100 110 1200 1300	62.331,6 Spects. 85,050,5 80,342,8 77,671,7 74,835,8 9,712,22 8,963,5 9,101,0 24,6 25,1 24,6 8,963,5 9,101,0 24,5 25,1 24,6 8,963,5 9,101,0 24,5 25,1 24,5 8,963,5 9,101,0 24,5 25,1 24,5 8,963,5 9,101,0 24,5 25,1 24,5 8,963,5 9,101,0 24,5 25,1 24,5 8,963,5 9,101,0 24,5 25,1 24,5 8,963,5 9,101,0 24,5 25,1 24,5 8,963,5 9,101,0 24,5 25,1 24,5 8,963,5 9,101,0 24,5 25,1 24,5 8,963,5 9,101,0 24,5 8,970,5 1,0 1,0 1,0 1,0 1,0 1,0 1,0 1,0	308,855,7 Legals. 39,780,3 20,187,4 21,212,8 21,212,8 21,023,5 4,667,6 4,535,0 320,0 47,10 328,0 4,535,0 328,0 47,10 328,0 4,535,0 4,535,0 4,555,0	74,486,6 Deposita.+ \$ 406,742.3 403,517,7 9386,284,5 392,253,4 134,101,8 134,146,1 135,930,2 95,637,0 95,637,0 ng, for I Brokers MPANI Brokers MPANI Brokers an (Brook, 7 nictpal	21,032,5 (7(ra??n) 3,523,9 3,223,8 3,243,9 2,129,0 2,139,0	392,253,4 Olearings. 823,458,9 812,371,4 743,863,4 741,107,3 111,770,7 103,327,2 207,477,0 72,378,3 85,223,4 77,622,1 ad Phila tions, 304 305 307,477,0 72,378,3 85,223,4 77,622,1 ad Phila tions, 304 305 310 311
	Total BAYKS. N. York.' Oct 11. " 25 Nov. 1 Besten." Besten." Phila." Oct. 25 Nov. 1 " 5 Phila." Phi	Capital & Surplus. 120,640,8 123,144,3 124,144,3 124,144,144,3 124,144,3 124,144,3 124,144,3 124,144,3	30,812,7 Loans. \$ 406,792,9 406,792,9 408,082,5 402,186,0 392,791,9 388,355,7 156,038,5 156,342,4 57,318,0 95,574,0 madt these 100 118 108 110 1120 1130 120 130 120 130 120 130	82.331,6 Spects. 85.030,5 80.342,8 77,671.7 74,483,6 9,712,2 8,963,5 9,710,2 24,483,6 9,712,2 8,963,5 9,101,2 24,483,6 9,712,2 8,963,5 9,101,2 24,483,6 8,968,5 9,101,2 12,5 13,5 14,5 14,5 15,5	308,855,7 Legals, 19,760,3 20,187,4 21,212,8 22,101,4 21,023,5 4,713,5 4,667,6 4,535,0 39,0 47,0 28,0 4,535,0 39,0 4,70 28,0 4,535,0 39,0 4,535,0 30,0 4,55,0 30,0 4,55,0 30,0 4,55,0 30,0 4,55,0 30,0 4,55,0	74,486,6 Deposits.+ 5 406,742.3 403,517,7 939,245,3 939,265,4 134,146,1 135,930,2 91,295,0 95,636,0 95,637,0 ng, for I Brokers MPANI trooklyn trooklyn trooklyn trooklyn trooklyn	21,032,5 (7[ra7] n 3,523,9 3,243,9 3,243,9 3,243,9 2,139,0 2,129,0 2,129,0 2,139,0 2,129,0 2,129,0 2,139,0 2,129,0 2,139,0 2,129,0 2,129,0 2,139,0 2,139,0 2,129,0	392,253,4 Olearings. 828,458,9 812,371,4 743,383,4 743,383,4 741,100,7 11,770,7 103,327,2 907,477,0 72,378,3 82,223,4 77,622,1 ad Phila tions, idd. Ask 30 310 35 137 36 37 30 30 30 30 30 30 30 30 30 30 30 310
	Total BAYKS. N. York.' Oct 11. " 25 Nov. 1 Besten." Besten." Phila." Oct. 25 Nov. 1 " 5 Phila." Phi	Capital & Surplus. 120,640,8 123,144,3 124,144,3 124,144,3 124,144,3 124,144,3 124,144,4 14	30,812,7 Loans. \$ 406,792,9 406,792,9 406,082,5 402,186,0 392,791,9 388,355,71 156,032,5 06,837,0 98,574,0 160,58 118 118 120 120 130 100 130 100 130 100	82.331,6 Spects. 85,030,5 80,342,8 77,671,7 74,488,6 9,712,22 8,968,5 9,712,22 8,978,5 8,97	308,855,7 Legals, 19,760,3 20,187,4 21,212,8 4,07,6 4,713,5 4,07,6 4,535,0 38,0 47,0 28,0 4,713,5 4,535,0 38,0 4,70 28,0 4,535,0 30,0 4,535,0 30,0 4,535,0 30,0 4,535,0 30,0 4,535,0 30,0 4,535,0 30,0 4,535,0 30,0 4,535,0 30,0 4,535,0 30,0 4,535,0 30,0 4,535,0 30,0 4,535,0 30,0 4,535,0 30,0 4,535,0 30,0 4,535,0 30,0 4,535,0 30,0 4,535,0 30,0 4,555,0 4,555,0 4,5	74,486,6 Deposits.+ 5 406,742.3 403,517,7 939,245,3 939,265,4 134,146,1 135,930,2 91,295,0 95,636,0 95,637,0 ng, for I Brokers MPANI trooklyn trooklyn trooklyn trooklyn trooklyn	21,032,5 (7[ra7] n 3,523,9 3,243,9 3,243,9 3,243,9 2,139,0 2,129,0 2,129,0 2,139,0 2,129,0 2,129,0 2,139,0 2,129,0 2,139,0 2,129,0 2,129,0 2,139,0 2,139,0 2,129,0	392,253,4 Olearings. 828,458,9 812,371,4 743,383,4 743,383,4 741,100,7 11,770,7 103,327,2 907,477,0 72,378,3 82,223,4 77,622,1 ad Phila tions, idd. Ask 30 310 35 137 36 37 30 30 30 30 30 30 30 30 30 30 30 310
	Total BAYKS. N. York.' Oct 11. " 25 Nov. 1 Besten." Besten." Phila." Oct. 25 Nov. 1 " 5 Phila." Phi	Capital & Surplus. 120,640,8 123,144,3 124,144,3 124,144,3 124,144,3 124,144,3 124,144,4 14	30,812,7 Loans. \$ 406,792,9 406,792,9 406,082,5 402,186,0 392,791,9 388,355,71 156,032,5 06,837,0 98,574,0 160,58 118 118 120 120 130 100 130 100 130 100	82.331,6 Spects. 85,030,5 80,342,8 77,671,7 74,488,6 9,712,22 8,968,5 9,712,22 8,978,5 8,97	308,855,7 Legals, 19,760,3 20,187,4 21,212,8 4,07,6 4,713,5 4,07,6 4,535,0 38,0 47,0 28,0 4,713,5 4,535,0 38,0 4,70 28,0 4,535,0 30,0 4,535,0 30,0 4,535,0 30,0 4,535,0 30,0 4,535,0 30,0 4,535,0 30,0 4,535,0 30,0 4,535,0 30,0 4,535,0 30,0 4,535,0 30,0 4,535,0 30,0 4,535,0 30,0 4,535,0 30,0 4,535,0 30,0 4,535,0 30,0 4,535,0 30,0 4,535,0 30,0 4,555,0 4,555,0 4,5	74,486,6 Deposits.+ 5 406,742.3 403,517,7 939,245,3 939,265,4 134,146,1 135,930,2 91,298,0 95,636,0 95,636,0 95,636,0 95,637,0 ng, for F Brokers MPANI Brokers B	21,032,5 (7(ra??n) 3,523,9 3,243,9 2,129,0 2,139,0 2,129,0 2,129,0 2,129,0 2,129,0 2,129,0 2,129,0 2,139,0 2,129,0	392,253,4 Olearings. 828,458,9 812,371,4 743,383,4 743,383,4 741,107,9 111,770,7 103,327,2 907,477,0 72,378,3 82,223,4 77,622,1 ad Phila tions, 114, Ask 30 310 32 33 34,100 35 110 36 37
	Total BAYKS. M. York.' Oct 11. " 25 Nov. 1 " Besten." Oct. 25 Nov. 1 " S Phila." Oct. 25 Nov. 1 " S * We conside delphia, the N. Y. All GAS CO. Brooklyn G Citizene' Gas Bonds, 5s. Consolidate Brooklyn G Citizene' Gas Bonds, 5s. Consolidate S. Bonds, 6s. Nassau (Br. Scrip	Capital a Surplus. 120,640,8 123,144,3 124,144,3 124,144,144,3 124,144,3 124,144,3 124,144,3 124,144,1	30,812,7 Loans. \$ 406,792,9 406,792,9 406,792,9 406,792,9 406,792,9 309,791,9 308,555,7 156,038,5 156,932,4 96,837,0 96,574,0 91,0 118 98 91,0 120 120 120 120 120 120 120 120 120 120 <th>62.331,6' Spects. 85.050,5 80.342,8 77,671,7 74,488,6 9,712,2 9,963,5 9,101,0 24,6 25.1 25.1 25.</th> <th>308,855,7 Legals. 19,780,3 20,187,4 21,212,8 21,212,8 4,667,6 4,535,0 32,0 4,713,5 4,667,6 4,535,0 32,0 47,0 28,0 47,10 28,0 47,10 28,0 47,10 28,0 47,10 28,0 47,10 28,0 47,10 28,0 47,10 28,0 47,10 28,0 47,10 28,0 47,10 28,0 47,10 28,0 47,00 47,00 28,00 47,000 47,000 47,000 47,000 47,000 47,000 47,000 47,000 47</th> <th>74,486,6 Deposita.+ \$ 406,742.3 403,517,7 989,284,5 989,205,9 989,205,9 989,205,9 989,205,9 989,205,9 989,205,9 989,205,9 989,205,9 989,205,9 989,205,9 95,637,0 95,636,0 95,637,0 95,637,0 95,636,0 95,637,0 95,636,0 95,636,0 95,636,0 95,637,0 95,636,0 95,637,0 95,636,0 95,637,0 95,636,0 95,637,0</th> <th>21,032,5 (7(ra??n) 3,523,9 3,523,9 3,523,9 3,523,9 3,523,9 3,523,9 3,523,9 3,243,9 2,129,0 2,130,0 2,130,0 2,140,0 2,150,0 2,150,0 2,100,0</th> <th>392,253,4 Olearings. 828,458,9 812,371,4 734,383,4 743,383,4 743,383,4 743,383,4 734,383,4 743,140,0 711,107,9 111,770,7 103,327,2 90,7477,0 72,378,3 84,223,4 77,622,1 nd Phila tions, 110 15 137 100 105 14 127 98 110</th>	62.331,6' Spects. 85.050,5 80.342,8 77,671,7 74,488,6 9,712,2 9,963,5 9,101,0 24,6 25.1 25.1 25.	308,855,7 Legals. 19,780,3 20,187,4 21,212,8 21,212,8 4,667,6 4,535,0 32,0 4,713,5 4,667,6 4,535,0 32,0 47,0 28,0 47,10 28,0 47,10 28,0 47,10 28,0 47,10 28,0 47,10 28,0 47,10 28,0 47,10 28,0 47,10 28,0 47,10 28,0 47,10 28,0 47,10 28,0 47,00 47,00 28,00 47,000 47,000 47,000 47,000 47,000 47,000 47,000 47,000 47	74,486,6 Deposita.+ \$ 406,742.3 403,517,7 989,284,5 989,205,9 989,205,9 989,205,9 989,205,9 989,205,9 989,205,9 989,205,9 989,205,9 989,205,9 989,205,9 95,637,0 95,636,0 95,637,0 95,637,0 95,636,0 95,637,0 95,636,0 95,636,0 95,636,0 95,637,0 95,636,0 95,637,0 95,636,0 95,637,0 95,636,0 95,637,0	21,032,5 (7(ra??n) 3,523,9 3,523,9 3,523,9 3,523,9 3,523,9 3,523,9 3,523,9 3,243,9 2,129,0 2,130,0 2,130,0 2,140,0 2,150,0 2,150,0 2,100,0	392,253,4 Olearings. 828,458,9 812,371,4 734,383,4 743,383,4 743,383,4 743,383,4 734,383,4 743,140,0 711,107,9 111,770,7 103,327,2 90,7477,0 72,378,3 84,223,4 77,622,1 nd Phila tions, 110 15 137 100 105 14 127 98 110
	Total BAYKS. M. York.' Oct 11 " 18 Nov. 1 " Besten." Oct. 25 Nov. 1 " S Phila." Oct. 25 Nov. 1 " S * Ws conditate N. Y. a) GAS CO Brooklyn G Citizens Ga Bonda, 5s. Consolidate Farsey City Metropolita Mutual (N. Bonde, 6s. Nassau (BF) Scrip	Capital at Surplus. 120,640,8 123,144,3 124,144,3 124,144,144,144,144,144,144,144,144,144,	30,812,7 Loans. \$ 406,792,9 406,792,9 406,792,9 406,792,9 406,792,9 406,825 402,186,0 392,791,9 398,555,7 156,038,5 156,932,4 66,837,0 95,574,0 madt/hese 100 120 118 98 118 118 118 120 120 130 120 130 120 130 120 130 120 130 120 130 120 130 130 130 130 130 130 130 130 130 130 130	62.331,6 Spects. 55.030,5 80.342,8 77,671.7 74,483,6 9,712,2 9,963,5 9,101,2 25.1 24.6 9,101,2 25.1 24.6 0,102,2 120 100 103 105 125 102 102 102 102 102 102 102 102	308,855,7 Legals. 19,760,3 20,187,4 21,212,8 22,101,4 21,023,5 4,67,6 4,535,0 39,0 47,0 28,0 4,535,0 39,0 47,0 28,0 4,535,0 39,0 4,713,5 4,535,0 39,0 4,535,0 30,0 4,555,0 30,0 5,57,0 5	74,486,6 Deposita.+ 5 406,742.3 403,517,7 939,243,4 303,517,7 939,243,4 303,517,7 939,243,4 134,101,8 134,146,1 135,930,2 91,298,0 95,636,0 95,636,0 95,636,0 95,636,0 95,636,0 95,637,0 ng, for I Brokers MPANI Broker	21,032,5 (7,0727,1) 3,523,9 3,243,9 2,129,0 2,139,0 2,129,0 2,139,0 2,129,0 2,129,0 2,129,0 2,129,0 2,129,0 2,139,0 2,129,0 2,129,0 2,139,0 2,10 1,0 2,10	392,253,4 Olearings. 828,458,9 812,371,4 743,183,4 741,100,7 111,770,7 103,327,2 97,477,0 72,378,3 84,223,4 77,622,1 ad Phila tions. 30 93 93 93 110 55 137 105 137 105 105 105 105 105 105 105 105
	Total BAYKS. N. York.' Oct 11. " 25 Nov. 1 Besten." Phila." Phila." Oct. 25 Nov. 1 " 5 Phila." Phila." * Us constit delphis, the Booklyn G Citizene' Gs Booklyn G Ci	Capital at Surplus, 120,640,8 123,144,3 124,144,144,144,144,144,144,144,144,144,	30,812,7 Loans. \$ 406,762,9 406,762,9 400,762,9 400,762,9 400,762,9 400,762,9 400,762,9 302,791,9 308,555,7 156,038,5 156,038,5 157,375,4 98,571,00 98,571,00 98,571,00 98,571,00 118 08 98,571,00 98,571,00 118 08 98,571,00 118 08 110 110 110 100 110 100 1100 1200 100 100 110 100 110 110 110 120 100 110 110 110 <	62.331,6 Spects. 85,050,5 80,342,8 77,671,7 74,488,6 9,712,2 8,968,5 9,101,0 24,6 25,1 24,6 8,968,5 9,101,0 24,6 25,1 24,6 8,968,5 9,101,0 24,6 25,1 24,6 8,968,5 9,102,0 103 103 29 103 102 102 102 102 102 102 102 102	308,855,7 Legala. 19,780,3 20,187,4 21,212,28 21,212,23 4,607,6 4,713,9 4,607,6 4,535,0 320,0 4,713,9 4,607,6 4,535,0 320,0 4,713,9 4,535,0 320,0 4,713,9 4,535,0 320,0 4,713,9 4,535,0 320,0 4,713,9 4,535,0 320,0 4,713,9 4,535,0 320,0 4,713,9 4,535,0 320,0 4,713,9 4,535,0 320,0 4,713,9 4,535,0 320,0 4,713,9 4,535,0 320,0 4,713,9 4,535,0 320,0 4,713,9 4,535,0 320,0 4,535,0 320,0 4,713,9 4,535,0 2,20,0 4,713,9 4,535,0 2,20,0 4,713,9 4,535,0 2,20,0 4,713,9 4,535,0 2,20,0 4,713,9 4,535,0 2,20,0 4,713,9 4,535,0 2,20,0 4,713,9 4,535,0 4,555,0 4,5	74,486,6 Deposita.1 \$ 406,742,3 403,517,23,3 403,517,25,9 998,263,0 998,263,4 134,101,8 134,101,8 135,930,2 91,298,0 95,636,0 95,636,0 95,636,0 0,5,877,0 mg, for I Brokers MPANI trooklynl t	21,032,5 21,032,5 21,032,5 21,032,5 3,523,9 3,523,9 3,523,9 3,523,9 3,523,9 3,523,9 3,523,9 3,523,9 3,243,6 2,129,0 2,139,0 2,10,0 2,10,0 2,10,0 2,10,0 2,10,0 2,10,0 2,10,0 2,10,0 2,10,0	392,253,4 Olearings. 828,458,9 9312,371,4 743,385,4 741,107,3 111,770,7 111,770,9 111,770,7 100,770,7
	Total BAYKS. N. York.' Oct 11 "18 Besten.' "25 Nov. 1 "8 Phila." Phila." Oct. 25 Nov. 1 "8 Phila." Phila." Nov. 1 "8 "	Capital & Surplus. 120,840,8 123,144,3 124,144,3 124,144,144,144,144,144,144,144,144,144,	30,812,7 Loans. \$ 406,792,9 406,792,9 406,792,9 406,792,9 406,792,9 402,186,0 392,791,9 398,355,71,0 98,574,0 100 100 120 100 120 100	82.331,6' Spects. 85,030,5 80,342,8 77,671,7 74,488,6 9,712,2 8963,5 9,101,0 24,6 25,10,0 24,6 25,10,0 24,6 25,10,0 24,6 25,10,0 24,6 25,10,0 24,6 25,10,0 24,6 25,10,0 244,6 Agares, 38 Secure 100 103 100 103 100 102 102 102 102 102 103 104 105 106 107 108 109 102 102 103 104 105	308,855,7 Legals, 19,760,3 20,187,4 21,212,8 4,073,5 4,07,6 4,07,6 4,07,6 4,07,6 4,07,6 4,07,6 4,00 22,00 10,22,0 10,23,5 4,07,6 4,05,7 4,05	74,486,6 Deposita.+ 5 406,742.3 403,517,7 939,243,4 303,517,7 939,243,4 303,517,7 939,243,4 134,101,8 134,146,1 135,930,2 91,298,0 95,636,0 95,637,0 10,656,0 1	21,032,5 (7,0727,1) 3,523,9 3,523,9 3,523,9 3,523,9 3,523,9 3,523,9 3,523,9 3,523,9 3,523,9 3,523,9 3,243,9 3,243,9 2,129,0 2,130,0 2,130,0 2,130,0 2,130,0 2,130,0 2,130,0 2,130,0 2,100,0	392,253,4 Olearings. 392,253,4 Olearings. 393,458,9 312,371,4 743,383,4 741,107,3 111,770,7 103,327,2 907,477,0 72,378,3 85,223,4 77,622,1 ad Phila tions. 30 30 30 30 30 30 30 30 30 30
	Total BAYKS M. York.' Oct 11 " 18 Nov. 1 " Besten." Oct. 25 Nov. 1 " S Phila." Oct. 25 Nov. 1 " S * Us omiti delphia. the N. Y. al GAS CO Brooklyn G Citizen's Gas Bonda, 5s. Concolidate Ferequentia Mathal (N. Bonda, 6s. Nassau (BF) Scrip Nov. ALBA THAN All classed	Capital & Surplus. 120,840,8 123,144,3 124,144,3 124,144,144,144,144,144,144,144,144,144,	30,812,7 Loans. \$ 406,792,9 406,792,9 406,792,9 406,792,9 406,792,9 402,186,0 392,791,9 398,355,71,0 98,574,0 100 100 120 100 120 100	82.331,6' Spects. 85,030,5 80,342,8 77,671,7 74,488,6 9,712,2 8963,5 9,101,0 24,6 25,10,0 24,6 25,10,0 24,6 25,10,0 24,6 25,10,0 24,6 25,10,0 24,6 25,10,0 24,6 25,10,0 244,6 Agares, 38 Secure 100 103 100 103 100 102 102 102 102 102 103 104 105 106 107 108 109 102 102 103 104 105	308,855,7 Legals, 19,760,3 20,187,4 21,212,8 4,073,5 4,07,6 4,07,6 4,07,6 4,07,6 4,07,6 4,07,6 4,00 22,00 10,22,0 10,23,5 4,07,6 4,05,7 4,05	74,486,6 Deposita.+ 5 406,742.3 403,517,7 939,243,4 303,517,7 939,243,4 303,517,7 939,243,4 134,101,8 134,146,1 135,930,2 91,298,0 95,636,0 95,637,0 10,656,0 1	21,032,5 (7,0727,1) 3,523,9 3,523,9 3,523,9 3,523,9 3,523,9 3,523,9 3,523,9 3,523,9 3,523,9 3,523,9 3,243,9 3,243,9 2,129,0 2,130,0 2,130,0 2,130,0 2,130,0 2,130,0 2,130,0 2,130,0 2,100,0	392,253,4 Olearings. 828,458,9 812,371,4 743,383,4 743,383,4 741,100,7 111,770,7 103,327,2 97,477,0 97,477,0 97,477,0 97,477,0 111,770,7 103,327,2 97,477,0 97,477,0 111,770,7 103,327,2 111,770,7 103,327,2 111,770,7 103,327,2 111,770,7 103,327,2 111,770,7 103,327,2 111,770,7 103,327,2 111,770,7 103,327,2 111,770,7 103,327,2 111,770,7 103,327,2 111,770,7 103,327,2 111,770,7 111,770,7 103,327,2 111,770,7 122,718,3 110 105 105 105 105 105 105 105
	Total BAYKS. N. York.' Oct 11 "18 Besten.' "25 Nov. 1 "8 Phila." Phila." Oct. 25 Nov. 1 "8 Phila." Phila." Nov. 1 "8 "	Capital at Surplus. 120,640,8 123,144,3 124,144,3 125,193,7 135,793,7 144,3	30,812,7 Loans. \$ 406,792,9 406,792,9 406,792,9 406,792,9 406,792,9 402,186,0 392,791,9 398,355,71,0 98,574,0 100 100 120 100 120 100	62.331,6 Spects. 85.030,5 80.342,8 77,871,7 74,483,6 9,101,0 24,6 25.1 24,6 9,101,0 24,6 25.1 24,6 8,102,1 120 100 103 103 103 103 102 102 102 102 102 102 102 102	308,855,7 Legals, 19,760,3 20,187,4 21,212,8 4,073,5 4,07,6 4,07,6 4,07,6 4,07,6 4,07,6 4,07,6 4,00 22,00 10,22,0 10,23,5 4,07,6 4,05,7 4,05	74,486,6 Deposita.+ \$ 406,742.3 403,517,7 989,243,6 303,517,7 989,243,6 303,517,7 989,243,6 303,243,4 134,101,8 134,146,1 135,930,2 91,298,0 95,636,0 95,637,0 95,636,0 95,637,0 95,636,0 95,637,0 95,636,0 95,637,0	21,032,5 (7,0727,1) 3,523,9 3,523,9 3,523,9 3,523,9 3,523,9 3,523,9 3,523,9 3,523,9 3,523,9 3,523,9 3,243,9 3,243,9 2,129,0 2,130,0 2,130,0 2,130,0 2,130,0 2,130,0 2,130,0 2,130,0 2,100,0	392,253,4 Olearings. 828,458,9 812,371,4 743,383,4 743,383,4 741,100,7 111,770,7 103,327,2 97,477,0 97,477,0 97,477,0 97,477,0 111,770,7 103,327,2 97,477,0 97,477,0 111,770,7 103,327,2 111,770,7 103,327,2 111,770,7 103,327,2 111,770,7 103,327,2 111,770,7 103,327,2 111,770,7 103,327,2 111,770,7 103,327,2 111,770,7 103,327,2 111,770,7 103,327,2 111,770,7 103,327,2 111,770,7 111,770,7 103,327,2 111,770,7 122,718,3 110 105 105 105 105 105 105 105
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Akron, Ohio, 5 per cent bonds, Albany Co., Wyoming, 6 p. c. bonds and Graham County, Arizona, 7 p. c. bonds are offered by Messrs. JONES & FAILE, Investment Bankers, 80 Broadway, New York City.

THE CHRONICLE

The Bankers' Gazette.

For Several tables usually published on this page are omitted for tack of room, but are given on the page preceding.

DIVIDENDS:									
Name of Company.	Per Ocnt.	When Payable.	Books Closed, (Days melusive)						
Railroads. North Peunsylvania (quar.) Macellancous. American Express.	2	1	Nov. 14 to Nov. 19 Dec. 7 to Jan. [2						

WALL STREET, FRIDAY, NOVEMBER 14, 1890-5 P.M.

The Money Market and Financial Situation.—The past week has been one of the most eventful in the history of the New York Stock Exchange, and a brief review of its occurrences secms desirable.

On Saturday, the 8th inst., the city bank statement showed a decrease of \$3,246,225 in the surplus reserves and a deficit of \$3,544,240 below the legal requirement. This depressed the market, and left it in a sensitive condition.

the market, and left it in a sensitive condition. On Monday the opening was weak, under discouraging ad-vices from London and a false report that the Bank of Eng-land rate had advanced to 7 per cent. Stocks were sold down rapidly, and the excitement was only checked about 12 M., when the death from apoplexy of Mr. James Struthers on the floor of the Exchange led to an adjournment of the Board till 12:30 P. M. On the resumption of business money was very stringent, and some loans cost as high as $\frac{3}{4}$ per cent a day commission in addition to 6 per cent interest. On Tuesday the London advices came strong from the start, and this was explained later by news that the Bank of England was to receive £2,000,000 in gold from the Bank of France. Stocks recovered sharply, except the Villard specialties, which dectined under very heavy selling, which was explained when about 2 P. M. the suspension of Decker, Howell & Co., Mr. Villard's brokers, was announced, and the Bank of North America was also in trouble, being short \$900,000 at the Clearing House on account of large advances to the firm mentioned. The Clearing House then recognized the critical situation and, acting House on account of large advances to the tirm mentioned. The Clearing House then recognized the critical situation and, acting very promptly, resolved to issue Clearing House certificates to any bank having good securities to offer as collateral. This helped the Bank of North America over its difficulties and greatly improved the whole situation, though the action was not generally known till after business hours. The failure of Chas. M. Whitney & Co., bankers, was announced early in the day, and that of David Richmond, a member of the Stock Ex-change. was known in the afternoon.

not generally known till after business hours. The failure of Chas. M. Whitney & Co., bankers, was announced early in the day, and that of David Richmond, a member of the Stock Ex-change, was known in the afternoon. On Wednesday the tone was much improved, and the knowledge of the Clearing Honse action gave a feeling of con-fidence that had a large effect. Prices recovered sharply, not-witbstanding the continued sale of stocks, under the rule, for the suspended firms. Money was relatively easy and the market was strong, though the failure of J. C. Walcott & Co. was announced about noon and the suspension of the North River Bank became known after the close of business. On Thursday the notable feature was the break in North American from the opening of the Board, when it sold down by plunges from 16 to 7, recovering 4 or 5 per cent afterward. But the market resisted well and was fairly steady, in spite of this and the more important fact of the North River Bank failure on Wednesday, the latter being caused, as reported, by advances of about \$500,000 to one firm of contractora. To-day, Friday, the London dispatches were considered less favorable, though the Bank rate was not advanced on Thurs-day. Stocks showed some weakness, and Lackawanna and Pacific Mail fell off several points under bear attacks. The open market rates for call loans during the week on stock and bond collaterals have ranged from 2½@ 186 per cent, 8 per cent having been a fair average. To-day rates on call were 4 to 12 per cent. Prime commercial paper is quoted nominally at 6.47 per cent. The Bank of England weekly statement on Thursday showed a decrease in specie of £407,000, and the percentage of reserve to liabilities was 33-25, against 34:90 last week; the discount rate remains unchanged at 6 per cent. The Bank of France lost 1,250,000 frances in gold and 75,000 frances in silver. The New York Clearing House banks in their statement of Nov. 8 showed a decrease in the reserve held of \$4,254,000 and a deficit under the required reserve of

- 1	1890. Nov. 8.	Differen'sfrom Free. week.	1889. . Nov. 9.	1889. Nov. 10.
Capital Surplus	\$ 60,812,700 62,331,600		\$ 61,062,700	
Loans and disc'ts Circulation	398,855,700 3,496,100	Dec. 936,200 Dec. 7,300	56,650,100 397,760,200 4,061,300	393,974,100 5,322,300
Specio	74,486,600	Dec.3,185,100 Dec.1,063,900	73,369,700	88,582,400
Reserve held Legal reserve	95,519,100 98,063,350	Dec.4,254,000 Dec.1,007,775	99.630,400 100,411,250	115,283,300 103,725,700
Surplus reserve.	df 3,544,250	Dec.3,246,225	def. 760,850	11,557,600

oreign Exchange.-The stringency in the money market on Tuesday demoralized sterling exchange and lates were un-

quotable. To'day the market is weak for long and strong for sight and cables, on the unsettled condition of affairs in Lon-don. Actual rates are : Bankers' sixty days' sterling, 4 780 4 79; demand, 4 810 4 85; cables, 4 8504 80. The following were the rates of domestic exchange on New York at the under-mentioned cities to-day: Savannah, buying par, selling 1/2 premium; New Orleans, commercial \$1 25 60 \$1 50 discount; bank, par; Charleston, buying 1/2 discount, sell-ing par; St. Louis, 90c. per \$1,000 discount; Chicago, 70c. per \$1,000 discount. Posted rates of leading bankers are as follows:

November 14.	Sixty Days.	Demand.
Prime bankers' steriing bills on London Prime commercial		4 8549 84 86
Documentary commercial. Paris (francs). Amsterdam (guilders).	5 25 9 05 25	5 22 4 95 2170
Frankfort or Bremen (reichmarks)	941879114	4011874010 95 @9518

United States Bonds .- The Government 4 per cents have

been weak and lower. The Secretary of the Treasury has purchased during the week \$517,900 of the 4½ per cents, making the total redemp-tions to date under circular of October 9, \$4,884,400.

tions to date under circular of October 9, \$4,884,400. State and Rallroad Bonds.—State bonds have been neg-lected, the only sales being Louisiana consol. 4s, \$1,000 at 95; South Carolina 6s, non-fundable, \$10,000 at 4½; Virginia 6s, deferred trust receipts, \$75,000 at 8@8½. The market for railroad bonds has been active and much disturbed this week, and at the close prices, after having touched the lowest of the year for many issues and then rallied, are still below last week's closing. Northern Pacific consols on the liquidation in Villard securities fell from 86, at which they sold fast Friday, to 80 on Tuesday, and yesterday, in sym-pathy with the collapse in North American, showed still greater weakness, declining to 77½; to-day the last sale was at 78. Toledo Ann Arbor & Cadillacs, on the embarrass-ment of a firm holding a block of them, fell from 102½ bid to-day. Morgan'a Louisiana & Texas 6s and 7s also, which were quoted Friday last at 110½ and 125½ respectively, have since been forced to sell "under the rule," and went as low as 102 and 111. Richmond & West Point Terminal 5s sold at 60 on Wednesday for only \$5,000, but recovered the same day to 68½ and close to-day at 65. Railroad and Miscellaneous Stoeks.—The stock market

Railroad and Miscellaneous Stocks.—The stock market the past week has been very active, and at times much excited, call money having ruled for a short period as high as ½ per cent a day plus 6 per cent interest. The decline in bank re-serves shown by the bank statement of November 8 caused weakness and lower prices on Saturday, and on Monday fears of a panic both here and in London were freely expressed. There was a scramble to dispose of stocks, and large amounts were sold at a heavy sacrifice. The death on the floor of the Exchange of Mr. Struthers, an old member of the Board, re-sulted in an adjournment for half an hour and gave time for dealers to collect their senses, and when business was re-sumed a better feeling prevailed. On Tuesday the advices from London were encouraging, and

Then the Villard securities were pressed for sale in large amounts, producing sympathetic weakness in other stocks. It came to light that several firms were embarrassed, and chief among them the firm acknowledged to be Mr. Villard's rep-resentatives, who had pledged enormous amounts of Northern Pacific and other stocks as collateral, and these had to be sold.

resentatives, who had pledged enormous amounts of Northern Pacific and other stocks as collateral, and these had to be sold. After a substantial rally by the market as a whole there was a reaction yesterday, and to-day a number of stocks were de-cidedly weak, Lackawanna dropping from 136 to 181% at the close. Pacific Mail also declined to 31%, but closed at 32%. North American closed last Friday at 31%, on Tuesday it fell to 171%, and on Thursday rumors that the company was in financial straits in consequence of the failure of Mr. Villard's brokers sent the price as low as 7, closing at 11%, over 118,000 shares being sold on that day alone. The price at the close to-day was 11%. Northern Pacific common and preferred tumbled from 26% and 70% respectively last Friday to 16% and 55. To-day they have been weak closing at 20% and 57% respectively. Edison General Electric, another of the Villard group, dropped from 90% to 65, and closes to-day at 84%. Toledo Ann Arbor & North Michigan also being sud-denly thrown on the market, as a consequence of a broker's failure, the price fell from 32% last Friday to 12, closing at 16% to-day. Pullman dropped to 168 from 105 last Friday and closes at 184%. Union Pacific was strong, rising from 44% last Friday to 49, but closing to-day at 45%. Report has it that Mr. Jay Gould has purchased a large interest and that some change in management will take place. Reading was down to 27% on Monday, but to-day the last sale was at 30, against 32% last week. The unlisted department has been in the background this week. Receivers having been appointed for the Sugar Trust.

against $32\frac{3}{2}$ last week. The unlisted department has been in the background this week. Receivers having been appointed for the Sugar Trust, there is a disposition to await their report. Dealings in Sugar have been moderate in amount, the price, however, fluctuat-ing considerably. From 57½ a week since it has been down to 51, up to 59½, then down again, closing at 53½. Lead certificates fell off to 15¼, became active and recovered fully, but to-day tumbled to 16¼. Silver has been steady at 10236 201024

@ 103¼. The Government purchases of silver previously given in this place will be found tabulated on another page.

THE CHRONICLE. 668 [VOL. LI. NEW YORK STOCK EXCHANGE-ACTIVE STOCKS for week ending NOVEMBER 14, and since JAN. 1, 1890. HIGHEST AND LOWEST PRICES Sales of the Week, Shares. Range of sales in 1890. STOCKS. Saturday, Nov. 8. Monday, Nov. 10. Friday, Nov. 14 Tuesday, Nov. 11. Wednesday, Nov. 12. Thursday, Nov. 13. Lowest. Highest. Active HR. Stocks. Atohison Top. & Santa Fe.... Atlantic & Pacific. Canadian Pacific. Canada Southern Central of New Jersey. Dentral Pacific. Chesapcake & O.-- Vot.Tr.cert. Do do lat pref... Do do 2d pref... Chicago & Alton. $\begin{array}{c} 28^{\frac{5}{4}} & 30\\ *5 & 6\\ 72^{\frac{5}{4}} & 72^{\frac{5}{4}}\\ 48^{\frac{5}{4}} & 49\\ 105 & 107\\ 28 & 28\\ 17^{\frac{5}{4}} & 18^{\frac{1}{6}}\\ 43 & 43^{\frac{1}{2}}\\ 28^{\frac{1}{6}} & 29\\ *123 & 126\\ * & 11\end{array}$ $29 & 31 \\ *5 & 6 \\ 74 \frac{1}{3} & 74 \frac{1}{2} \\ 48 \frac{1}{4} & 50 \\ 106 \frac{3}{4} & 107 \frac{1}{2}$ $\begin{array}{c} 29^{1_2} 31^{3_8} \\ *5^{1_4} 5^{7_5} \\ *73 75 \\ 49^{1_2} 50^{1_4} \\ 106^{1_2} 108 \\ 27 28 \\ 17^{1_2} 18^{1_4} \\ 45 45^{1_4} \\ 28^{3_4} 29^{1_4} \\ 126 \end{array}$ 2934 3058 274 294 $\begin{array}{r}
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\end{array}$ 47_6 7334 4912 $\begin{array}{c} 49^{1}_{2} 50^{1}\\ 109 109^{2}\\ 28^{3}_{4} 28^{3}\\ 49^{1}_{2} 50\\ 31^{3}_{4} 31^{3}\\ *125 128\\ *10 12\\ 85^{1}_{2} 86^{\prime}\\ *41^{1}_{2} 43\\ *6 \\ 01 \end{array}$ $16^{5}_{8} \\ 44 \\ 28^{3}_{4} \\ 123$ 18 45 29 $\begin{array}{c} 29\\ 126\\ 12\\ 85^{1}_{2}\\ 41\\ 87\\ 103^{1}_{4}\\ 105\\ 137^{1}_{2}\\ 693_{4}\\ 13\\ 38 \end{array}$ Do do lat pref... Chicago & Alton... Chicago & Alton... Chicago Burington & Quiney. Dicago Burington & Quiney. Do pref... Do pref... Chicago Milwaukee & St. Paul. Do pref. Chicago & Northwestern ... Do pref. Chicago St. Louis & Pittsburg. Do pref. Chicago St. Louis & Pittsburg. Do pref. Chicago St. Paul Min. & Om. Do pref. Cleve. Cincin. Chic. & St. L... pref. Quinmbus Hocking Val. & Tol. $\begin{array}{c} 26\\ 122\\ *10\\ 83\\ 41\\ 87\\ 44^{1}2\\ 102\\ 103^{3}4\\ 137\end{array}$ 126 123 $126 \\ 11 \\ 88 \\ 42^{1}_{2} \\ 87 \\ 48^{1}_{8} \\ 105^{1}_{4} \\ 106 \\ 139 \\ 693$ 867_{6} 42^{1}_{2} 87 463_{4} 104 105 139 691_{2} $\begin{array}{c} & & & & & \\ & & & & & & \\ & & & & & & \\ & & & & & & \\ & & & & & & \\ & & & & & & \\ & & & & & & \\ & & & & & & \\ & & & & &$ 49⁷8 103 $105 \\ 137$ $137 \\
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100\\991_{2}\\141_{2}\\661_{4}\\34\end{array}$ 23 99 95¹2 *14¹2 *66¹4 *34¹9 16 24 98 95³4 *14 *66 35 17 $\begin{array}{r}
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 \end{array}$ $\frac{18}{131_2}$ 80 2038 $\frac{843}{23}$ $20\% 15 \\ 15 \\ 2734 \\ 1378 \\ 68 \\ 16 \\ *40 \\ 101 \\ 110 \\ 9$ 2142 15 2818 1418 6512 1616 30 15¹9 68 16 23 $14^{1}2$ $29^{1}4$ 15 $66^{1}2$ 16 4823¹2 15 29⁷8 15¹8 68 16¹4 106 106 110 120 *45 50 100¹4 100¹4 110 120 110 *812 110 912 91₉ 78 9 65 919 $\frac{10}{70}$ $10 \\ 70$ 78 65 55 g page 104 2234 1412 3214 *62 *82 483 $\begin{array}{r}
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 \end{array}$ $105 \\ 2334 \\ 1512 \\ 3214 \\ 72 \\ 90 \\ 403$ $100 \\ 23^{1}_{4} \\ 15^{1}_{4} \\ 15$ $102 \\ 24 \\ 15^{1_2} \\ 17^{1_2} \\ *60$ 101 2334 15 1658 *60 $\begin{array}{c} 100\frac{1}{4}104\\ 23\frac{1}{2}24\\ 1458\\ 15\\ 112\\ 26\end{array}$ $101 \\ 2434 \\ 164 \\ 18$ $102\frac{1}{2}$ $24\frac{3}{4}$ $16\frac{1}{8}$ $18\frac{1}{2}$ 20 13 11 19 28 $70 \\ 90 \\ 49 \\ 217_8 \\ 97_8 \\ 191_4 \\ 303_8 \\ 72 \\ 19$ 44 18 9 16¹2 28³8 67 †15 90 $\begin{array}{r}
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 17$ 90 $90 \\ 471_8 \\ 20$ $\begin{array}{c} 6814\\ 129,033\\ 4238\\ 16,169\\ 2,865\\ 834\\ 14,930\\ 1612\\ 11,755\\ 28\\ 5,120\\ 6612\\ 9,575\\ 15\end{array}$ $\begin{array}{c} 90\\ 48^{1}{}_{2}\\ 19^{1}{}_{9}\\ 93_{8}\\ 18\\ 31\\ 70^{5}{}_{8}\\ 17^{1}{}_{2} \end{array}$ $\begin{array}{c} 90\\ 48^{5}8\\ 22\\ 9^{1}2\\ 18^{7}8\\ 30\\ 71\\ 18^{1}4 \end{array}$ 4238 4334 20 $\frac{463}{20}$ 171_{2} 834 161_{2} 291_{2} 675_{8} 168 12 14 19 19 $20 \\ 9^{1}_{2} \\ 17^{1}_{2} \\ 31^{1}_{4} \\ 70^{5}_{8} \\ 18^{1}_{2}$ $\begin{array}{c} 20 \\ 9^{1}\!_{2} \\ 18^{5}\!_{8} \\ 29^{1}\!_{2} \\ 70^{3}\!_{8} \\ 18^{1}\!_{2} \end{array}$ $\begin{array}{r}
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17 184_{2} 9,575 115 Nov. 11 36% Jan. 10 16 4_{8} 16 4_{8} 2,035 15 Nov. 10 344_{2} May 19 16 4_{2} 16 4_{2} 17,000 15 Nov. 11 42% Aug. 18 37 4_{3} 38 4_{2} 37.85 36 4_{2} Nov. 10 65 May 15 20 68 Feb. 20 101 Oct. 28 34 4_{4} 36 12.257 34 4_{3} Nov. 14 54 4_{2} June 6 66 96 4,743 92 Jan. 2 107 4_{4} May 16 41 43 6,830 36 4_{4} Mat. 4 49 Oct. 6 84 4_{8} 87 4_{2} 4,262 65 Nov. 11 119 May 21 12 4_{2} 12 4_{2} 2,300 12 Nov. 10 28% May 14 16 4_{1} 7 89,922 15 Nov. 10 24 4_{2} May 15 11 14 436 6,831 7 Nov. 13 47 3_{8} Sept. 3 23 4_{4} 23 4_{2} 4,115 23 4_{2} Nov. 13 47 3_{8} Sept. 3 23 4_{4} 23 4_{2} 4,15 23 4_{2} Nov. 13 47 3_{8} July 18 7 Nov. 13 47 3_{8} July 12 11 84 4_{2} 56.840 34 Nov. 13 47 3_{8} July 12 31 4_{6} 34 26.840 34 Nov. 13 47 3_{8} July 12 13 4_{5} 5 10.282 168 Nov. 12222 July 24 103 103 4_{2} ,425,200 97 4_{2} Jan. 31 121 Aug. 19 53 4_{5} 6 141,985 10 Jan. 10 95 May 21 32 33 13,108 30 Nov. 11 89 Jan. 27 76 76 210 78 Nvv 11 119 Jan. 27 77 4_{2} 79 4_{2} 77 14_{2} 74 Nov. 10 87 May 14 angea. † Under the rule, eash. x Ex dividend, -3742 3842 3512 39 9342 94 45 45 65 88 14 1446 1546 1642 1742 2742 31 31 35 3744 71 7478 179 186 10242 10342 5334 5734 30 3442 78 78 78 78 78 78 78 79 7434 the Board North American Co.... Oregon Invorvement Co.... Pacific Mail Pipe Line Certificates (.... Pulluan Palace Can Co... Silver Bullion Certificates... Bugar Refineries Co... Teanessee Coal & Iron... Do do pref. Western Union Telegranh... *80 773 7918 * These are the prices bid and asked; no sale made at the Board, § Prices from bota Exchanges. † Under the rule, cash. x Ex dividend, -

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 $\begin{array}{c} 38.5 \\ 38.5 \\ 3912 \\ 3614 \\ 3912 \\ 9534 \\ 97 \\ 40 \\ 44 \\ 72 \\ 77 \\ 14 \\ 15^{7} \\ 16^{1} \\ 2038 \\ 24 \\ 2434 \\ 3516 \\ 3612 \\ 73 \\ 74 \\ 163 \\ 185 \\ 10256 \\ 10314 \\ 5614 \\ 5912 \\ 3218 \\ 35 \\ *60 \\ \cdots \\ \cdots \\ \end{array}$

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 16^{1}_{4} 17

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 $384 \\ 962 \\ 44 \\ 81 \\ 81$ $361_2 \\ 951_2 \\ 43 \\ 80$

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 291_2 \\
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 \end{array}$

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 $\begin{array}{c} 39\frac{1}{2}\\ 999\frac{1}{2}\\ 40\\ 96\\ 443_{4}\\ 91\\ 16\frac{1}{2}\\ 177_{6}\\ 31\frac{1}{2}\\ 33\\ 40\\ 76\frac{1}{2}\end{array}$

 $3158 \\ 3334 \\ 744$ 1901 1971 2 $15^{5_8}_{15}_{37^{1_2}}$ 16

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THE CHRONICLE.

BOSTON. PHILADELPHIA AND BALTIMORE STOCK EXCHANGES.

Active Stocks.		Share	Prices - no	ot Per Cent	lum Prices	la .	Balen			
T Indicates unlisted.	Saturday,	Monday.	Tuesday,	Wednesday,	Thursday.	E-lan	of the	Range of an	les la 1890,	
1. Indicates uniscea.	Nov. 8.	Nov. 10.	Nov. 11.	Nov. 12.	Nev. 1J.	Friday, Nov. 14.	Week, Shares,	Lawrent		
						14174 . L'h.	DRALON.	Lowest.	Highest.	
Atch. T. & 8. Fe (Baston). 100	2978 3058		273 293	284 31	30 314	28ªn 30	87.258	27 Nev. 10	504 May 21	
Atiantic & Pac. " 100	510 510		*5	419 419	514 614	*5 51g	242	44 Mnr. 11	94 May 15	
Baltimore & Ohie (Ball.).100	*97 100	97 97	*125	*94 99	00 100*	*95 97	10	97 Nov, 10	1074 May 23	
1st preferred " 100 2d preferred " 100	*117 120	*117 11712		*125 ¹ 2 *117 117 ¹ 2	*12(*	*130	••••••	120 Mar, 20	130 Jnly 8	
2d preferred " 100 Bostou & Albany (Beston), 100	197 1974	196 197	TTL TTLA	1904 197	117 117 1964 197	*116 117 1964 107	333	112 Jan. 14		
Boston & Lowell " 100	* 176	* 176	175 177	176 176	* 177	* 176		169 Jan, 15	231 h Ang. 14	
Boston & Maine " 100	198 10814		108 199	19712 19812	19712 198	108 1984	3.585			
Central of Muss. " 100	16 17	16 16	16 17	*10 17	17 17	17 17	465	144 Jan. 9		
Preferred " 100	*32 35	31 34	32 34	*33 36	39 99	*34 35	335	29 Jan. 3	45 May 21	
Chie, Dill. a Chill. 100;	854 864 50 51	8234 8512 4512 4838	84 853g 454 48	86 88	8718 8849	8619 8816	9,423	824 Nov. 10		
Chie, Mil. & St. P. (Phil.), 100 Chie, & W. Mich. (Boston), 100	* 40	31 31	454 48 *36 38		$ 473 407_8 37 37 $	474 4818 37 87		454 Nov. 11	7114 May 26	
Cin.San. & Cleve. " 50	26 26	* 254	*22 26	*22 26	01 01	0 0377.	$\begin{array}{c} 250\\ 20\end{array}$	27 Feb. 19 234 Mar. 13	46's May 2	
Cleve, & Canton " 100						2.) '8	-0	64 Jnn. 6		
Preferred " 100	20 22	20 20	20 20	*21	21 21	21 21	380	20 Nov. 7	294 May 29	
Enstern (Boston).100	*164 ¹ 2		163	*163	*163	*163			173 July 16	
Fitehburg pref. " 100	* 85 *20	$* \frac{84}{20}$	84 84	84 8412	84 844	84 81	295		954 May 21	
Fi. & Pere Marq. " 100 Preferred " 100	40	85 85	*20 20	20 20	$19\frac{1}{2}$ 23 85 85	*20	460		39 May 2	
Hunt. & Br. Top. (Phila). 50	21 21	00 00	****** ******	2019 2019	21 21	8612 87	160	85 Nov. 10		
Preferred " 50	443 45	4414 45	4412 45	45 45	4512 46	4578 46	251 1,210	15% Apr. 1 425 Mar. 24	2414 Oct. 1 4914 May 16	
Lehigh Valley " 50	4978 4978	4934 50	4978 50	50 503 ₈	50 51	4978 5014	6,033		844 May 19	
Maine Central (Boston).100			* 14014			* 1404		130 Feb. 10		
Mexican Central " 100 N.X. & N. Eng. " 100	20 2034	1758 19	18 194	19 1919	1912 2058	19 20	21.662	17 Jan. 20		
At. L. (C. At. 1985 p.c. 100)	$351_4 37$ 114 115	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	$ \begin{array}{ccc} 31 & 32 \\ 110 & 112 \end{array} $	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	3312 345	323 84	16,189	3019 Nov. 10	52% May 16	
Preferred " 100" Northern Central (Balt.), 50	66 66	66 66	110 112	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	114 114	$ 112 115 \\ *66 661_2 $	417		1213 July 17 71 Jan. 6	
Northern Pheifie (Phila.), 100	2558 264	24 254	1712 2312	1912 213	20 213	2014 21	35.016	65 ¹ 4 Apr. 28 17 ¹ 9 Nov. 11	71 Jan. 6 39 ¹ 2 June 10	
Preferred " 100	6918 7038	6614 6814	5512 87	5712 6218	5818 6314	58 60%	38,585		86 May 19	
Old Colony (Boston).100	167	167 167	167 167	167 167	166 166	*166		16212 Aug. 28		
Pennsylvania. (Phila.). 50	497_8 5014 34	49 4958	4958 5016	4978 5012	4938 5014	4958 50	20,368	49 Nov. 10		
Philadel. & Eric. " 50 Phila. & Reading " 50	1519 1671	$321_{2} 321_{2}$ 1313 - 15	14 151-	1 4 9. 1 8 9	181. 102	* 34	37	2678 Jnn. 2		
Summit Brauch (Boston). 50	10.3 10.0	*5 10	14 154	1434 1570	1518 163	15 1534	100,379	5 Sept. 3	24 16 May 19 8 May 7	
Union Pacific " 100	4419 4419	421 434	44 48	4738 484	4738 49	454 47	0.085	4212 Nov. 10		
United Cos. of N.J. (Phila.)100	230	229 229	229 229	229 229	* 230	*229		x225 12 Mar.21		
WesternN.Y.&Pa(Phila.).100	8 8	712 719	712 708	73 84	8 814	8 8	1,875	715 Nov. 10	124 May 27	
Miscellanes us Stocks.	220 222	010 010								
Bell Telephone (Boston). 100 Best, & Mentana "25]	44 4514	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	214 219	215 218	217 222	217 218			240 June 12	
Bost & Boston " 25	15 1512	1312 15	$\frac{43}{12}$ 44 1319	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$ \begin{array}{r} 461 \\ 151 \\ 151 \\ 16 \end{array} $	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	0,014	43 Nov. 10 112 Feb. 24	68 June 9 265 June 2	
Calumet & Hecla " 25	267 270	260 267	260 265	263 265	270 275	270 278	716			
Canton Co (Ball.).100	*531 54	*52 54	53 53	*	50 524	*50 52 ¹ ₂	50	53 June 11	5419 Sept. 19	
Consolldated Gas " 100	4934 50	48 494	484 49	48 484	4814 4858	4818 4812	3.918	44 Mar. 19	57% Feb. 11	
	x47 4738	47 47	46 4712	47 47	47 47	48 48	386	37 Feb. 11	544 Aug. 4	
Lamson Store Ser. " 50 Lehi'h Coal&Nav. (Phil) 50($27\frac{1}{4}$ $27\frac{1}{4}$ $50\frac{1}{4}$ $51\frac{1}{8}$	*26 4958 504	26 27	26 2619	26 26	26 26	648	254 Mar. 6	37 ¹ ₂ Jnp. 6	
N.Eng. Telephone (Bost'n)100	*5119	$ \begin{array}{r} 495_8 501_2 \\ 52 52 \\ \end{array} $	$50 50^{1}_{2}$ $51^{1}_{2} 51^{3}_{4}$	50 50 ¹ 4 * 52	$50 51 \\ 52$	4978 5012 52	3,899 27	4958 Nov. 10 49 Apr. 11	51 May 22 55 Jan. 28	
North American. (Phil.).100	30 314	2678 29	1934 244	18 207	10 13	1112 1234	18.784	49 Apr. 11 10 Nov. 13	4714 Sept. 28	
Sugar Refineries (Bost'n)100	5718 5838	5212 5712	5510 574	57 59	543 583	534 56	17.557	50 Jan. 10	94% May 21	
Thomson-H'n El.¶ " 25	4612 47	4412 46	454 46	454 46	4612 4718	43 47	16,251	43 Nov. 14	6914 June 6	
Preferred¶ " 25	*27 2712	2714 2712	27 274	27 27	2658 2719	2570 2642	735	254 Sept. 17	284 Oct. 30	
West Eud Land "	2318 237	213 2276	22 22%	23 2319	224 234	2210 23	12,362	213 Nov. 10	32-2 May 26	

Inactive Stocks.	Bid.	Ask.	Inactive stocks.	Bid.	Ask.	Bonds.	Bid.	Ask.
Prices of November 14.			Thom.Europ.E.Weld¶ (Boston) 100 Water Power		63 ,3 ⁵ 8	Penna. Consol. 58, r1919, Val Collat. Tr. 4 ¹ 2 g1913, J&I	11112	
Atlanta & Charlotte (Balt.).100		98	Westinghouse Elee. ¶ " 50			Pa. & N. Y. Canal, 781906, J&I		
Boston & Providence (Boston). 100 Camden & Atantic pf. (Phila.). 50		255	BondsBoston. At.Tep.&S.F.100-yr.4g.,1989. J&J	6 703	8012	Consol. 5e		114
Catawissa " 50		9 60	100-year income 5 g., 1989.Sept.	\$ 50	51	Pulla.& Erie gen. M. 5g., 1920, A&C	1124	
2d preferred " 50		58	Burl. & Mo. River Exempt 6s, J&J Nou-exempt 6s 1918, J&J	8	116	Gen. mort., 4 g 1920, A&C Phila & Read. new 4 g., 1958, J&J	1 77	
Central Ohio (Ball.). 50 Charl. Col. & Augusta " 100	48	$\begin{array}{c} 50 \\ 40 \end{array}$	Pialn 4s	\$100	1005	1st pref. income, 5 g, 1958, Feb 1 2d pref. income, 5 g, 1958, Feb. 1	5312	3819
Cheshire preferred. (Boston),100		1154	2d mort. 681918, J&D	\$ 99		3d pref. income, 5 g, 1958 Feb. 1	2942	
Connecticut & Pass. " 100 Connecticut River " 100	$\frac{116}{226}$	$\frac{116^{1}2}{228}$	Debenture 6s	8 88	100	2d, 7s	130	
Delaware & Bound Br. (Phila.).100		173	Iewa Division 481919, A&O	\$ 93		Cousel. mert. 6 g 1911, J&D		
Kan. C'y Ft. S. & Mem. (Boston), 100			Chic.&W.Mich. gen. 5s, 1921, J&D Consel. of Vermont, 5s, 1913, J&J	8 85	$\frac{921_2}{86}$	Improvement M. 6 g., 1897, A&O Con. M., 5 g., stamped, 1922, M&N	1	103
K. C'y Ft S. & Gulf pf. " 100 K. City Mem. & Birm. " 100		40	Current River, 1st, 5s 1927, A&O	100		Phil. Wilm, & Balt., 4s 1917, A&O	1	100
Little Schnylkill (Phila.). 50		69	Det. Laus. & Nor'n M. 7e. 1907, J&J Eastern 1st mori. 6 g., 1906, M&8	§103	12412	Pitts. C. & St. L., 781900, F&A Po'keepsle Bridge, 6 g.1936, F&A	1 72	75
Manchester & Law., (Boston).100 Maryland Central (Ball.) 50		*****	Free.Elk. & M.V., 1st, 6s. 1933, A&O Unstamped 1st, 6s 1933, A&O		$\frac{122}{1191_2}$	Sehnyl.R.E.Side, 1st 5 g.1035, J&D Steuben.&Ind., 1st m., 5s. 1914, J&J	1	107
Mine Hill & 8, Haven (Phila.). 50		69	K.C.C.& Spring., 1st, 5g., 1925, A&O	S	100	United N. J. 6 g 1894, A&O		
Nesquehoning Val " 50 Northern N. H (Boston).100	53		K. C. F. S. & M. con. 68, 1928, M&N K.C. Mem. & Bir., 1st, 58, 1927, M&S	§10912	9642	Warren & Frank., 1st, 7s, 1896, F&A BondsBaltimore.	109	- • • • • •
North Pennsylvania. (Phila.). 50	11	86	K.C. St. Jo. & C. B., 78. 1907, J&J			BondsBaltimore. Atlanta & Charl., 1st 7s, 1907, J&J	122 1034	1224
Parkersburg			L. Rock & Ft. S., 1st, 78 1905, J&J Louis., Ev. & St. L., 1st, 6g. 1926, A&O	8108	99	Income 68	101	1015
Raleigh & Gaston (Ball,)100 Rutland(Boston).100			2m., 2-6 g	§	•••••	Pitts. & Conn., 5 g 1925, F&A Staten Island, 2d, 5 g.1926, J&J	10612	108
Preferred " 100		64	Exten. 681923, J&D	\$ 100		Bal. &Ohio S.W., 1st, 4 19g, 1990, J&J	1818	
Seabeard & Reaneke. (Ball.) 100 1st preferred " 100			Mexican Central, 4 g1911, J&J 1st consel.incomee, 3 g. non-cum.	§ 694	6934 35	CapeF.&Yad., 8er.A., 6g. 1916, J&D Series B., 6 g	103	100 103 10
West End (Boston). 50	1 90		2d censel. incomes, 3s, non-cum.	\$ 194	20	Series C., 6 g 1916, J&D	101	10118
West Jersey (Phila.). 50	1		N. Y. & N.Eng., 1st, 7s, 1905, J&J 1st mert. 6s1905, J&J	114		Cent. Ohio, 4 g g	1094	
West Jersey & Atlan. 50 Western Maryland (Ball.). 50	1	$\frac{351}{12}$	2d mort. 68	6105		On. Car. & Nor. 1st 5 g. 1929, J&J North. Central, gold 6s, 1900, J&J		1034
Wilm. Col. & Augusta " 100	105	110	2d mort., sealed, 5s. 1902, F&A Ogden. & L. C., Con. 6s. 1920, A&O	§103		Guid 6s of 1901 J&J	116	
Wilmingt'n & Welden "100 Wisconsin Central (Boston).100		1719	Inc. 68	8111		Series A, 58	10914	109%
. Preferred " 100			2d, 58	5100		Oxf.&Clark., Int.gu., 6 g. 1937, M&N Pledm.& Cum., 1st, 5 g. 1911, F&A		1004
MISCELLANEOUS.		******	Bonds,-Philadel hia, Allegheny Val., 7 3 108, 1896, J&J	t		Pitts. & Connells, 1st 78, 1898, J&J	11519	1164
Allenez Mining (Boston). 25 Atlantic Mining "25	5	18	Atlantic City 1st 5s, g., 1919, M&N Belvidere Del., 1st, 6s., 1902, J&D	1102191		Virginia Mid., 1st 6s1906, M&S 2d Series, 6s		$\frac{117}{116}$
City Passenge, RR (Balt.). 25	75	80	Catawissa, M., 78 1900, F&A	118		3d Series, 6s	108	10819
Bay Slate Gas(Boston). 50 Boston Land	$\frac{28}{6}$	29	Char. Cin.& Chic.1st 5g, 1947. Q-J Clearfield & Jeff., 1st. 68.1927, J&J		117	4th Series, 3-4-581921, M&S 5th Series, 581926, M&S		1084 85
Centennial Mining " 10	15	16	Connecting. 68 1800-01, M&S	******		West Vn. C. & P. 1st, 6 g. 1911, J&J	100	1014
Franklin Mining " 25	11 174	18 1	Del. & B'd Br'k, 1st, 78,1905, F&A Easton & Am. 1stM.,58,1920, M&N		1924	West'n N.C. Consol. 6 g.1914, 1&J Wilm. Col. & Ang., 68., 1910, J&D		
Frenchm'n's Bay L'nd "5 Hnron Miulug "25	478	55	Elmir. & Wilm., 1st, 68.1910, J&J.' Hunt. & Br'd Top, Con. 58.'95, A&O	121		MISCELLANE U.S. Bnitimore-City Hall 6s, 1900, Q-J		119
Illinois Steel ¶ " 100	90	91	Lohlah Nov Alas 1014 0-1	107 6	1	Funding68	121	1214
Kearsarge Mining "25 Morris Canal guar. 4. (Phila.).100	13		2d 68, geld	110	112	West Mnryl'd RR. 66., 1902, J&J Water 58	1254	1251
Preferred guar. 10. " 100	202		Lehigh Valley, 1st 6s 1898, J&D		11412	Funding 58 1016, M&N	1044	
Oseeela Mining: (Boston). 25 Pewabie Mining "25	35	354	2d 78		135	Exchange 34s 1930, J&J Chesapenke Gas, 6a 1900, J&D	1094	1094
Pullman Palace Car " 100 Quincy Mining " 25	185 93	186 95	North Penn. 1st, 781896, M&N Gen. M. 781903, J&1	110	126	Cousol. Gas, 6s	1144	102
Tawarack Mining " 25	160	165	Pennsylvania gen. 6s, c 1910, Vnr	124		Equitable Gas, 6s 1913, A&O	1034	106
Thoms'nElec.Weld'g' " 100	185		Consol. 6s, e1905. Var		120	Virginia (State) 3s, new 1932. J&J	06 1	664
These are the prices b.d and a	sked; n	o sale	was male. ¶ Unlisted. § And soor	led inte	rest.	t Latest price this week.		-

- ". These are the prices b.d and asked; no sale was male. ¶ Unlisted. 4 And socraed interest. I Latest price this wee

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'THE CHRONICLE.'

[VOL. LI.

NEW YORK STOCK EXCHAN	NGE PRI	CES (Contin	ned). ·	- ACTIVE BONDS NOV.	14, and sin	ce JAN. 1, 1890.
RAILROAD AND MISCEL. BONDS. Inter's.	Price -	nge (sales) in Lowest.) Hig	1890. hest.	RAILROAD AND MISCEL. BONDS.	Inter'st Period. Nov. 1	g Range (sales) in 1890. 4 Lowest. Highest.
At.Top.&S.F100-yr.4 g.1989 J & J	8012 80	0 Nov. 88	May	N. Y. Central-Extend., 58.1893	N & N IOIL	1001 Nov 1045 App
100-year income 5 g 1989 Sept. Atl. & PacW. D. inc., 68.1910 Guaranteed, 4 g 1937 J & J			May May	 1st, coupon., 7s	M & S 107 M & N 120	126 Sept. 132 May a. 109 Nov. 113 ¹ ₂ May b. 120 Nov. 128 Apr
Atl. & PacW. D. mc., 65.1910 Ganaranteed, 4 g1937 J & J Brooklyn Elevated 1st 6, g.1924 A & O Can. South1st guar., 55.1908 J & 2d, 5s	$110_{2}b.1101_{2}b.1101_{10534}$ 1105_{34} 11001_{10534} 11001_{10534} 11001_{10534}	0 June 1134 34 Nov. 110 44 Nov. 10034	Feb.	N. Y. Chic. & St. L4 g1937 N. Y. Elevated-7s1906 N. Y. Lack. & W1st. 6s1921	A & O 894 J & J 11184 J & J *127	89 Nov. 97 Jan. a. 112 Sept. 117 ¹ 2June 131 July 134 ³ 4 Apr.
Central of N. JCons. 7s. 1899 Q-J Consol., 7s. 1902 M & M	115 b. 11 118 b. 11	5 ¹ 2 Oct. 122 8 Nov. 128 9 ¹ 2 Nov. 113 ¹ 2	Jan.	Controlly Obsessesses and	L Q A LUUI	JILOOZINOV. LIZ MAN
 Can, solthIst guar., 58, 1905 J. & 2d, 58,	11114b.11 102 a.10	1 ¹ 4 Nov. 116 2 May 105	Jan. Apr.	Consol., 6 g	A & O 119 $J \& D 98^{1}2$	117 ¹ ₂ Oct. 122 ¹ ₂ Jan. 97 Nov. 107 May
			June Mar. Feb.	Consol. 1st, 5 g. 1914 N. Y. Sus. & W1stref., 5 g. 1939	J & D 90 J & J 95	110 Nov. 11334 Feb. 90 Nov. 101 May 9. 9612 Apr. 10138 Juno
1st consol. 5 g	96 93 67 b. 6 1*82ke 8	6 Nov. 73 ¹ 2 2 July 82	Apr. June July May	N.Y. L.E. & W1sl.con.7g.1920 Long Dock, 7s	A & 0 110 J & J 95 J & J 114	b. 111 Nov. 118 Feb. b. 94 Oct. 99 ¹ 4 June b. 113 ¹ 2 Nov. 119 June
2d con., 3-4 g		712 Aug. 11312	May Jan. June	General, 2d, coup., 6 g1933 General, 3d, coup. 6 g1937 Consol mort. 5, g	A & O 106 J & D 108 ¹ 8 J & D 78	b. 109 Nov. 116 Aug. 108 Nov. 113 ¹ ₂ May 77 ¹ ₂ Nov. 94 Aug.
Debenture 5s	98 99 90 b. 9 88 b. 8	6 ¹ ₂ Nov. 105 ⁷ ₈ 0 ¹ ₂ Oct. 96	Apr. July Apr.	Consol mort. 5, g	M & 8 102 J & J 109	102 Nov. 11012 Apr. a. 106 Jan. 113 May b. †113 Nov. 117 Juie
Chio. & E. Ili1st, s. f., 68.1907 J & I Consol. 6 g	0115561.11	54 Oct. 1184	Sept.	Obio Southern-1st 6 g 1921	J & J 102	100 Nov 1113 May
General consol. 1st, 5s1937 M & M Chic. Gas. L. & C.—1st, 5g.1937 J & C Chic. Mll. & St. P.—Con. 7s.1905 J & C	96 a. 9 86 a. 9 12540.12	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	May May	General mort., 4 g1921 Omaha & St. Louis-4 g1937 Oregon Imp. Co1st, 6 g. 1910 Ore, R. & Nav. Co1st, 6 g. 1909	M & N 45 J & J 72 J & D 100	A. 71 Aug. 80 June 6. 100 Nov. 106 May
General consol. 1st, 5s1937/ M & C Chic, Gas, L, & C1st, 5g.1937/ J & A Chic, Mll, & St, PCon. 7s.1905/ J & J 1st, Sonthwest Div6s1900/ J & J 1st, So, Min, Div6s1910/ J & J 1st, Ch.& Pac, W.Div5s.1921/ J & J Chic, M.C. Piv, Div5s.1921/ J & J	114 ¹ 2a. 119 113 119 106 b. 10	$2\frac{1}{2}$ Aug. $116\frac{3}{2}$ $2\frac{1}{2}$ Aug. $118\frac{3}{2}$ 131 Oct. $109\frac{1}{4}$	June Apr. June	Ore. R. & Nav. Co.—1st, 6 g.1909 Consol., 5 g	J & J 107 ¹ 2 J & D 96 J & J 107 ¹ 2	b. 108 Oct. 113 Jan. b. 943 Nov. 10418 Mar a. 10519 Oct. 11014 Mar.
	1 100 00. 00	01 17. 1200 4	June June	Consol., 5 g	J & J 103 M & S 99	L. 101 Jan. 109 Apr. L. 106 Mar. 106 ¹ 2 Mar.
Gen. M., 4 g., scries A 1989 J & Milw.& NorthM. L., 68.1910 J & I	101 b. 10 *90 a. 8' 109 b. 10	71 ₃ Nov. 9634 91 ₂ June 1131 ₂	Apr. May	Peoria & East. consol. 4s. 1940 Income, 4s. 1990	A & O 76 April, 20	a. 63 Nov. 74 May b. 74 ¹ ₂ Nov. 85 June 20 Nov. 34 ¹ ₂ June
Wis. & Minn. DiV5 g1921 J & c. Terminal, 5 g1914 J & d. Gen. M., 4 g., scries A1989 J & d. Milw.& NorthM. L., 63.1910 J & I Ist, con., 681913 J & I Chic. & N. WConsol. 781915 Q-F Coupon, gold, 781902 J & I Sinking fund 681929 A & O Sinking fund 681929 A & O Sinking fund deben. 581933 M & N 25-year debenture 581930 M & D	1084_{2} b. 10 138 b. 13 125 b. 12	8 ¹ ₂ Feb. 113 ¹ ₄ 8 Nov. 144 3 Aug. 129	Jan. May	Feora & Enst. consol. 48. 1940 Incomc, 4s. 1990 Phila. & Read.—Gen., 4 g. 1958 2d pref. lucome, 5 g	Feb. 54 Feb. 39	77 Nov. 87 Jan. 54 Nov. 80 ¹ ₂ Jan. 36 Nov. 58 ¹ ₂ May
Sinking fund 6s	*106 b. 10 104 ¹ 2b. 10	4 Apr. 117 5 ¹ ₂ Oct. 110 ¹ ₂ 8 Oct. 112		3d pref. income 5 g 1958 Pittsburg & Western-4 g1917 Rich. & DanyCon., 6 g1915	Feb. 2934 J & J 7712 J & J 116	27 ¹ 2 Nov. 49 Jan. 77 Nov. 83 May a. 115 ¹ 4 Oct. 118 ¹ 4 June
25-year debenture 581909 M & D Extension 48	$1041_{2}b.104_{981_{2}}b.104_{981_$	8 Oct. 112 4 Nov. 108 ¹ 2 6 Jan. 101 ¹ 2 110 Jan 99 ¹ 0	Feb. June June	Consol., 5 g	A & O 84 F & A 96 M & S 65	a. 85 Oct. 94 June a. 95 Nov. 103 Jan. 60 Nov. 83 May
Chic. R. I. & Pac6s, coup.1917 J & J Extension & coi. 5s	125 12 98^{1_8} 9 95 b 0	6 Sept. 132 S ¹ ₈ Nov. 106 ¹ ₂	May June	Rio G. Western-1st, 4 g 1939 R. W. & OgdCon., 5s 1922 St. Los & G. Land, 6 g. 1925	J & J 71 A & 0 1063	6978 Mar. 78 May a. 106 ¹ 2 Nov. 112 ¹ 4 Mar.
Chic. St. P. M. & O681930 J & L Cleveland & Canton-5 g.1917 J & J	119 119 93 a. 91	8 Oct. 106 ¹ 2 7 Sept. 123 ¹ 2 1 May 97	May Jan.	Rich. & DanvCon., 6 g 1915 Consol., 5 g	J & J 113 F & A 107 ¹ 2	a. 100 Nov. 107% Apr. a. 110 ¹ 2 Jan. 113 June a. 105 ¹ 2 May 111 Jan.
25-year debenture 5s1909 M & B Extension 4s	128 b. 130 1*122 a. 11 102 109	0 ¹ 4 July 135 7 ¹ 4 Fcb. 125 ¹ 2 2 Nov. 108	Feb. May Jan.	 St. L. Ark. & Tex1st, 6s, 5'st rec. 2d, 6s, 1936, tr. rec., all ass.pd. St. L. & Iron Mt1st, 7s. 1892 2d, 7g	F & A 102 ¹ 2	80 Nov. 9838 May a. 18 ¹ 2 Nov. 3238 May b. 102 Aug. 108 Jan.
Colorado Mldl'd-Con. 4 g. 1940 F & A Col. H. Val. & TolCon. 5 g. 1931 M & F General. 6 g	*69 b. 60 3 79 . 73 8312 73	6 ¹ 2 Aug. 75 ¹ 2 3 Mar. 88 ¹ 8 3 Mar. 89 ¹ 2	Sept. July July	2d, 7 g	M & N 104 J & J 10178 J & D 106	b. 104 Nov. 10934 Oct. 100 July 10334 June b. 10258 Jau. 10734 Oct.
General, 6 g	116 b. 11 80 ¹ 2 70 100 a. 99	7 ¹ ₂ May 120 6 ¹ ₂ Jan. 84 ¹ ₂	Oct. June	Gen. R'y & land gr., 5 g. 1931 St. L. & San Fr6 g., Cl. A.1906 6 g. Class B. 1906	A & O 88 ¹ 2 M & N 106 M & N 1061	b. 186 ¹ 8 Nov. 95 ¹ 2 July b. 112 Oct. 115 June b. 110 Nov. 115 Apr.
Det. Mae $\Delta r M_{-1}/d grants 1911 \Delta \lambda r f$	1 32 91 39	2 Nov. 39 ¹ 2 5 Nov. 102 ⁵ 8	May Mar.	6 g., Class C	M & N 1064 J & J *111	b. 107 Nov. 114 ¹ 2 Apr. b. 109 ¹ 4 Feb. 115 June
Dul. & Iron Range-581937 A & C Dul. So. Sh. & Atl5 g1937 J & J E. Tenn. V. & GCon., 5g,1956 M & M Knoxville & Oblo-6 g1925 J & J Eliz. Lex. & Big San6 g1902 M & F	95 95 103 b. 10 105 b. 10	2 ¹ 4Nov. 108 8 ¹ 2 Jan. 113	Apr. June	 N. M. M. Dak, EXT., 69, 1910 1st consol., 6 g	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	115 ³ 4 Nov. 120 Mar. b. 115 ³ 4 Jan. 120 Jan. a. 100 Feb. 102 ¹ 2 June
Ft. W. & Denv. City-6 g 1921 J & T	103 103	8 Oet. 104 3 Sept. 110 2 ¹ ₂ Nov. 96	Jan. May Sept.	8an A. & Aran, P18t, 6g, 1916	i. A: 1 60	0. 68 NOV. 1 8842 JUNE
Gal. H.& San An W. Div. 1st, 5 g, M & N Han. & St. Jos Cons. 6s . 1911 M & S Illinois Central-4 g 1952 A & C Int. & Gt. No 1st, 6 g 1919 M & N	*97 D. 98	8 Nov. 1024	Feb. Mur.	1st, 6 g		a. 11334 Jan. 127 Oct. 48 Jan. 62 ¹ 2 Oct. a. 96 Jan. 101 ¹ 4 Oct.
Iowa Central-1st, 5 g1938 J & I	8 76 a. 73	3 ¹ 4 Jau. 89 1 Nov. 91	May May	Income, 6s	J & J 10512	a. 7 ¹ ₂ Jan. 14 ¹ ₂ Oet. b. 105 July 108 June
Kentucky Central-4 g1987 J & J Kings Co. El1st, 5 g1925 J & J Laclede Gas-1st, 5 g1919 Q-F	*99128. 100	0 Ang 105	June Jan. May	So. Pacific, Cal.—6 g1905-12 1st, consol., gold, 5 g1938 So. Pacific, N. M.—6 g1911	J & J 106	100 Oct. 10338 Mar. 10514 July 109 Juno
Laclede Gas—1st, 5 g1919 Q—F Lako Erle & West.—5 g1937 J & J Lako Bore.—Con.ep., 1st, 75.1900 J & J Consol. coup., 2d, 7s1908 J & D	10738 10 123 $\frac{1}{2}a.$ 129 124 h. 129	7 Oct. 11234 244 July 128 212 Sept. 128	June May May	Teun. C. I. & Ry.—Ten. D., 1st, 6g Birm. Dlv 6 g	J & D 88	83 Nov. 963 May
Long Island—1st, con., 5 g. 1931 Q-J General morigage, 4 g., 1938 J & I Louisv. & Nashv.—Con., 7s. 1898 A & C	$\begin{array}{c} 111 & b. 111 \\ 94 & a. 93 \\ 112^{1}2^{1}3. 112 \end{array}$	1 ¹ ₂ Nov. 118 3 Nov. 99 2 ¹ ₂ Nov. 119 ¹ ₈	July Jan. Mar.	2d, income, 5 g	March. 334 M & N 99	a. 98 ¹ ₂ Nov. 45 ¹ ₂ May b. 107 Jan. 111 June
N. O. & Mob.—1st, 6 g1930 J & J do 2d, 6 g1930 J & J E. H. & N.—1st, 6 g1919 J & D	1164b. 11. 104 b. 100	5 Oct. 1213 6 Jan. 110 ¹ 2	June Feb.	Tol. & Ohlo Cent5 g1935 Tol. Pco. & West4 g1917 Tol. St. L. & Kan. C6 g1916	J & J *103 J & J 77 J & D 93	b. 102 Jan. 108 ¹ 4 July b. 76 Jan. 80 ³ 4 May 92 ¹ 2 Nov. 101 Jan.
General, 6 g 1930 J & I Collateral trust, 5 g 1931 M & N Louis, N. A. & Ch1st, 68.1910 J & J	114 a. 11 10215a. 10	3 Jan. 116 ¹ 2 3 ¹ 2 Oct. 110	May Feb.	Sinking fund. 8s	M & 8* 108	b. 11458 Aug. 11812 Mar. 110 Sept. 11612 Feb.
Louis. St. L. & Texas-6 g., 1917 F & A	96 93	0 Nov. 105 3 Nov. 104	Feb. Jan. July	Collat. trust 4 ¹ 21918 Kansas Pacific–1st, 6 g. 1895 1st, 6 g1896 Denver Div. – 6 g1896	М & N 73 F & A* 10934 J & D*112	b. 110 ¹ 2 May 112 ¹ 4 July b. 110 Jan. 113 ¹ 2 Mar.
Metro. Elevated—1st, 6 g. 1908 J & J 2d, 6s	113 102 b. 103 119 b. 121		May Apr. Apr.	1st consol., 6 g	M & N III	105 Nov. 118 Mar.
2d, 6s. 1899 M & N Mich. Cent.—1st, con., 7s. 1902 M & N Consol., 5s. 1902 M & N Mil. Lake Sh. & W.—1st, 6g, 1921 M & N Exten. & Iup., 5g. 1929 F & A	*112 a. 108 118 ¹ 2 118 100 100	8 July 11112	Mar. Apr. Jan.	0r.S.L.&Ut'hNCon.5 g.1919 U.P.Den.& Gulf con. 5 g.1939	A & O 88 J & D 80	a. 87 ¹ ₂ Nov. 95 ¹ ₄ Jap. 77 ³ ₄ Nov. 88 Aug. 106 ¹ ₄ May 110 ¹ ₂ Oct.
 Interference & Interference & Interfer	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	4 ¹ 2 Nov. 82 8 ¹ 2 Nov. 55 ⁷ 8 5 Nov. 113	June May Apr.	Union Elevated-6 g1937 Virginia MidGen. m., 5s, 1936 do stamped guar. Wabasb-1st. 5 g	IM & N 80 1	8112 Nov. 8812 Apr.
3d, 7s	111 ¹ 2 f11 97 b. 95	1 Nov. 120 5 Aug. 101 ¹ 2	Apr. Jan.	Wahash-1st, 5 g	F & A 72 J & J 38	70 Nov. 86 ¹ 8 Jan. 33 ⁵ 8 Nov. 57 May
Mobile & Ohlo-New, 6g. 1927 J & E General mortgage, 481938 M & F	114 b. 119 634 57	2 ¹ ₂ Aug. 117 7 ¹ ₄ Jap. 67	Mar. Apr. July	West Shorc-Guar 4s2361 West. N. Y. & Pa1st, 5g.1937 2d mort 3g., 5sc1927 West. Un. TelCol. tr., 5s.1938	J & J 102 J & J *99 1	100 Nov. 10658 June b. 9214 Jan. 10214 June 29 Jau 40 May
Nash. Ch. & St. L1st, 78.1913 J & J Con. 5 g	100 b. 100 127 ¹ 4b. 128 106 104	0 May 105 8 July 133 4 Nov. 111	Sept. Jan. May	Wis. Cent. Co.—1st, 5 g1937 Income, 5 g1937	J & J 93 37	93 ¹ ₂ Sept. 102 ¹ ₂ Jan. 93 Nov. 104 ¹ ₄ Apr. 35 Nov. 69 Jap.
NOTE-"b" indloates price bid; "a"	price asked	; the Range la	madou	ip from actual sales only. * Late ICES.—STATE BONDS	st price this w	cek, t"Under the rule."
ATTANT TOTAL	STOCK.	an on Anor	4 1 10	TODA, STATE BUNDS	TO PERIDER	A*#+

SECURITIES. Ask. Bld. Ask. SECURITIES. Bid. SECURITIES. Bid. Ask, Brown consolidated, 6s....1893 Tennessec-6s, old....1892-1898 Comp romise, 3-4-5 6s...1912 New settlement, 6s....1913 5s.....1913 3s.....1913 99 65 75 103 103 104 109 101 101 106 104¹9 72¹2 $\begin{array}{r}
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THE CHRONICLE.

GENERAL QUOTATIONS OF STOCKS AND BONDS. Quotations in New York represent the per cent value, windever the per may be; other quotations are feequetily mails per save. The following abbreviations are often used, viz.; "M." for an argay ("for gal," for garanteed; "aul.," for convertible; "s. f.," for sinking sund; "L.g.," for load grant. Quotations in New York are to Toursday; from other cities, to late mail dates. Subscribers will confer a favor by giving notice of any error discovered in these Quotations.

Subscribera With	1	1	avor by giving notice of any o	i i	disco	vored in these Quatallans,		
UNITED STATES BONDS.	Bld.	Ask.	CITY SECURITIES.	Bid.	Ask.	OITY BECURITIES.	Bid.	ANK.
UNFTED STATES HONDS. 44a, 1891	103		Bangor, MeWater.6a, 1905. J&J E. & N. A. IR. 6a, 18943&J	16105	120	N. Bedford-(Con'd)-31ga, 1910. AAO	5 90	99
4 4a, 1891	104	124	Bath, Mc6s, 1902Var 4 ¹ 95, 1907J&J	10105	107	N. Brunawick, N.J7a, water, 1904 64, 1906	114	*****
40, 1907	122	124	Bellaat, Mo68, railroad aid. '98	16100	108	6a, 1906. Var. New Hav'n-Park,3's p.c.20.50a, JdJ New Orleana, La Premlum 5a	95 1514	98
64, Currency, 1896regJ&J	115		Birmingham, Ala5 g., 1920 A&O Boaton, MasaWater 6a, 1906 . Var	6127	109			1084
64, Currency, 1897regJ&J	118		Water 55, gold, 1900	\$103	117	5a, 1934 J41 N.V. City-7a, 1900 Max 6a, 1900 Max 6a, 1900 J41 J.V. City-7a, 1900 Max J. Jacobia J41 J.V. City-7a, 1900 Max J. Jacobia J41 J. Jacobia J41	\$133 \$123	1344
STATE SECURITIES.	124		Water 3 48, 1917	\$ 90	98	6a, gold, 1901	126	128
Alabama Class "A," 4 to 5, 1906 Class "B," 5e, 1906. Class "C," 4e, 1906. Currency funding 4s, 1920	1024	106	34	\$160 \$152	165	5a, 1908	110	*****
Class "C," 4s, 1906 Currency funding 4s, 1920	1054	105	Bridge 4a 1920	131	133	3 4s. 1904	101	
6s. fund., pon-Holford IAI	150	20 180	Water 3a, 1905	100	102	Park, 2 194, 20-48	§102 95	101
78, L. R. & Ft. 8.18910, 1900. A & O 78, Memphis & L. R., 1899. A & O 78, L. R. P. B. & N. O., 1900. A & O 78, L. R. D. B. & N. O., 1900. A & O	5	10	1 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.0006	• • • • • • •	5 49. 1904	118	122
78, L. R. P. B. & N. O., 1900. A & O	55	10	Water 4a, 1904	\$100		55, 1916	5110	112
78, Ark. Central RR., 1900. A & O	5	10	Cambridge, Masa-Watarfa '96 14.1	\$ 93	112	Omaha, NebPaving 5s, 1905 Orange, N. J7s, long. Paterson, N. J7s, 1900	\$116	******
Donneotic't-Now,rg., 34s,1903. J&J New, rog. or coup., 38, 1910	145100			\$123	125 98	Paterson, N. J7s, 1900 6s, 1901	124	125 120
Diff. Col Con4.3-65a, 1924 on F.&A	1214 110	1224	Water 3'4*' 1911 Var Camdeo, N. J78, 1903 Jay Charleston, S.CConv. 78, '97. A&O Camy 45, 1903	103	100	4s, 1908. Peteraburg, Va.—6a	:02 110	104
Funding 58, 1899	1024		Conv. 48, 1909J&J Chicago, Ill78, 1899.	82	83	Philadelphia, Pa68,1895, J.&J	111	1114
WashFund.loan(Cong.)6s.g.,'92 Fund.loan(Leg.;6s,g., 1902Var	:034	*****	Charleston, S.C. – Conv. 7a, '97. A&O Charleston, S.C. – Conv. 7a, '97. A&O Conv. 4a, 1909. J&J Chicago, Ill. – 7a, 1899. 6a, 1895 J&J Cook Co. 4ya, 1900. 3-65a, 1902. Cook Chicago Sa, 1999. Libcoin Park 7a, 1895. South Park 6a, 1899. Cincinnati, O. – 7:30a, 1902. J&J 7a, 1905	Ş	*****	Paterson, N. J78, 1900 68, 1901	122	
Market stock, 7s, 1892. Water stock, 7s, 1901	1041 ₂ 132		3-658,1902.	§		48, 1915J&D	183	******
do 7s, 1903J & J Florida-Consol. gold 6sJ & J	1394	1404	West Chicago 5s, 1899	Ş	******	65, Consol., 1904 reg	120 §119	121
Georgia -	9110		South Park 68, 1895	8		4s, funded, 1912J&J Portland, OcsOold 5s.1920.M&N	9 98	100
Georgia – 4 263, 1915	118	119	Cincinnati, O7.30s, 1902 J&J 7s, 1903	§130 \$136	1304	Portsmonth, N.II6s, '93, RR. J&J Poughkeepsie, N. Y7s, water long	§104 §140	100
Refonding, 3'es, 1895	§100 §102		68, gold, 1906	1234	1244	Providence, R.I5s, g., 1900J.L.	\$1094 \$1174	111
State House, 3 ¹ 2 ^a , 1895 Temporary loan, 3s, 1899	§102		4s, 30-50s, sink, fund, 1931. J&J 5s, 30-50s, sink, fund, 1930, MAN	1054	1064	4 98, 1899J&D	105	106 93
Temporary int. loan, 38, 1894	\$100		Hamilton County 48.	105	10676	Quincy. Iil6s, 1899J&J		
Temporary Int. lean, 33, 1893.	\$100	• • • • • • •	6a, 1900	\$1114	113	New adjustment, 4a.	70	75
Temporary load, 3s, 1899.	\$100	•••••	5a, 1907	\$1084		Richmend, Va68, 1914J&J	115	105 116
Stamped 4 per cent, 1914J&J	105 924	95	Columbus, Ga75Var	107 102	105	Ronnowld, Vaos, J914	135	135 112
Maryland-3s, gold, 1900J&J	§102	•••••	5a	8101	100	4s, 192). Rochester, N.Y7s, Water, 1903.	99 §138	101
3-65s, 1899J&J Massachusetts-5s.gold, 1891A&O	1044 61004	1034	5s, 1920	\$1084	111	4e. 1912	\$101 4	
3 -65s, 1899. J&J 3 -65s, 1899. J&J Massachusetts-5s,gold, 1891. A&O 5s, gold, 1894. J&J 5s, gold, 1897. M&B Minnesota-Adj, 4jas, 1912, 10-50. Missoprit-1, Vay, Gorellujevir, 192, 14.	106	1064	D yt m, 05a, 1895-1900.			Comp'mise 4s, 1901F&A	96 112	994
Minnesota-Adj. 4 as, 1912. 10-30. Missouri- Javi'morinivity '92 161	\$100	1034	Duluth, Mion48, 1920	2:00	109	6s, gold, 1894	105	107
Fund. 6s, 1894-95	110		Daluth, Mion48, 1904. M&8 Daluth, Mion48, 1920	\$125	100	4a, 1905	100	100
New Hampshire-5s, 1892J & J	\$1014	102	Erle, PsConsol. 7s, 1894J&J	9 994	99	8t. 1. Co6e,1905	\$117	07
Minseota-Ad, 4/as, 1912, 10-30. Missouri-t Asy; morUniv'ty; '92.J&J Funding 3/a, 5-208, 1906-8. J&J Funding 3/a, 5-208, 1906-8. J&J Warloan, 68, 1894J&J Warloan, 68, 1894J&J Warloan, 68, 1905J&J Maw York-38, gold, 1893A&O No.Oarolina-68, old, 1886-'98.J&J 68 N. C. RR., 1893J&J	\$123	107 ¹ 9 125	Evansville, Ind., comprom, 4s, 1912	80	85	Comp [*] mise 4s, 1901F&A St. Louis, Mo6s, 1809Yar 6s, gold, 1894 5s, 1900 4s, 1905 3·65s, 1907 St. L. Co6s, 1905AxO St. Paul, Minn4s, 1912 4 ¹ gs, 1916 5s, 1915 6s, 1904 7s, 1898. San Antouio, Tex6s, 1909-19J kJ Savannah-F'd 5s, cons, 1909Q-H	1034	105
No.Oarolina-6s, old, 1893 A&O	109		Fitohbnrg, Mass6s.'91, W.LJ&J Galveston, Tex8s, 1893-1909. M&S	100	103	58. 1915. 68, 1904.	1154	1164
68 do 7 coupons off A &O	*****		5s, 1920J&D Gr'nd Rapids, Mich5s, 1904.J&J	102	95	78, 1895. San Antonio. Tex.—68, 1909-19J&J	102	118
68, new bonds, 1892-8	10 2J	15	Harrisburg, Pa0s, 1895			SavannahFd 5., cons. 1909. QF Seranton, Pa4s, 1893. 1910. F&A Sloux City, Iowa-4193, 1899	102	105
68. Special tax class 1 1999.04 50	2J 3 5	7 8	Water 68, 1903			Sloux City, Iowa-4192, 1899	§	1001
Trust pertificates. 4s, new, cons, 1910J & J	519	8	Towns, 3s, 1909. Hoboken, N. J7s, 1892		100	Spokane Falis, Wash.—Ss Springfield, Mass.—6s, 1905A&O 7s, 1903, water loan	12741	129
6s, 1919 A & O North Dakota bonds		125	Improvement 68, 1898 J&D do 58, 1901M&N			Spriugfield, O58, 1907M&N Toledo, O7-308, RR., 1900.M& N		1124
Founa08, new.reg. '92-1902.F&A	103		Honston, Tex6s Compromise 5s, 1918	*****	105	8s. 1893-94	106 1 10819	108
4s, reg., 1912. F & A Bhode Isl'd-6s, 1893-4, coup. J & J	119 ¹ 2 108		Indianapolis. Ind"D" 7.3.'99. J&J	110	97	6s, 1899	10041	101 94
6 onth Carolina-6s, Non-fund., 1888 Brown consols. 6s, 1893		4 kg	6e, 1897J&J Jerssy City-7s, 1905Var	\$117		Topeka, KanRefunding 58		
Blue consols, 4 ¹ 28, 1928J&J Tonnessee-6s, nnfundedJ&J Compromise 245 6		101	Water 68, 1907			Trenton, N. J48, 1911J&J worcester, Mass68, 1892A&O	\$101 411	102
Compromise, 3-4-5-68, 1912J&J Settlemcut, 68, 1913J&J	70 103	103	Hudson County 7s, 1891J&D Bayonne City, 7s, lonzJ&J			58, 1905	100 4	102
DELLEMENT 54 1013 TLT		1044	Bayonne City, 78, longJ&J Kausas City, Mo76, 1898 M&N 48, 1910A&O	8		RALLROAD BONDS,	95	97
Bettlement, 3e, 1913		135	Lawrence, Mass6s, 1900 A&O Leavenworth, Kan4s, 1914 J&J	\$114	115	(Bonds of companies consol'led are generally under the consol'd name.)		
6s, new bonds, 1866J & J 6s, console, 1905. ex-conpJ&J	45	48	Long Island City, N.Y-Water,78 Los Angeles, Cal53, gold	103		Ala.Gt. Southern-1st.6e,1903J&J Debeuture 6e, gold, 1906F&A	119 1	122
55, consol., 2d ceriesJ&J		***	Louisville, Ky78, 1903Var	\$123	124	Geu'l mort. 5s, 1927J&D (Alaba na Midland-1st, 6s, 1928		103 92
6s. deferred bonds. Do trust receipts	74	9	20·408, 58, 1920	§107 §105	107 ¹ 9 103 ¹ 9	Ala. N. O. T. &c. 16t dob. 68, 1907.	74	78 58
Tax-rec'vable coups., from cons'ls Do from 10-40s.	66 66		Lynchburg, Va68, 1901-4J&J	110	100 112	2d debout. 66, 1907J&D Ala. & VicksbCons. 56, 1921.A&O		95
New 3e (Riddleberger), 1932. J&J 10-40s, cp. & reg., 3 to 5, 1919. J&J	66 36	67 42	Lynn, MassWater loan, 68, 94.J&J 58, 1905	§1034 1094	108	Vicksb.&Mar1st,6s, 1921.A&O 2d, consol. 58		77
Consol. coupon, new.	3212	25	Macon, Ga68, 1909	112		Cousol, mort., ds, 1906, guar. Ado	1	18
Washington-3les, 5-15 years	100	103	4s, 1911 slemphis, TennComp. 6s, 1907	\$100	102	Allegh. ValGen. M., 73-108. J&J 1st mort., 76, 1910	123 1	26
CITY SECURITIES, Albany, N.Y6s, 1915-1919, M&N	\$140		Tax Dist., 68, 1913J&j			Incon.e. 7s. end., 1894AdO Alientown Termlats.4s,1919.J&J	20 .	
4s, 1920 to 1930		106	Tax Dist., 68, 1915J&J Middletown, Conn3.85, 1900			Atch.T. &B. Fe-new 4s, 1989, J&J New Incomes, 1989.		824 524
Auegneny Co., 58, cp., 1913.J&I	101	105	78, 1901J&J	51164		A 11. & Charl1st pf. 78, 1897.AdtO	105 .	23
48. Court House, 1909, reg. J&J 3.88, 16 nnded, 1893, reg	103	106	48, 1915-17	\$ 99	103	Inoama 88, 1900	103 1	05
68. 1895-6	115		Milwankee, WisWaler 7s, '02.J&J Water 4s, 1906-7J&J		109 108	Atlantic City-1st, 5s.g., 1919.M&N	102 -	
06.1014-10	103	103	Mobile, Ala4-58, I'ded, 1906.J&J Montgomery, Ala68	89	92	Atian. & Dan.—latg. 68, 1917.A&O Atlantic & Pac.—let 48, 1937J&J	73	
	\$119	121	5s, new. Nashville, Tenn.—8s, 1900J&J			2d W.D., guar., g. s.f.6s. 1907.M&3 W. D. Incomes. 1910		13
Callimore-38, bounty, 1893, M& 21		105 11	4s, 1910. Newark—Is, 1905			Central Div., 1st, 6e, 1891M&N Incomes, 6e, non-cumul., 1922.		
5s, water, 1894		122 []	4 los. 1918.		1	Land gr. incomes, sum., 1991	101	
58, 1916. Md. KR., 1902 J&J	125	264	58, 1909	y		Parkersburg Br., 6s, 1919 A&O		
48, 1920	1044	08	7s. Aqueduct. 1903	\$125	141 1	Cousol. gold 56, 1983F&A		
			s accrued interest. s In Long		1	Conpons on aince 1869.		

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

For	Expl	Explanations See Notes at Head of First Page				of Quotations.		
RAILROAD BONDS,	Bid.	Ask.	RAILROAD BONDS.	Bid.	Ask.	RAILROAD BONDS.	Bid.	Ask.
						· · · · · · · · · · · · · · · · · · ·		
Baltimore & Ohlo-("on'inned)- Schuylkill Riv. East 8ide 5s, 1935		107	Chic. B. & QCons78.1903J&J 58. sinking fund, 1901A&O	102	1234	Clev.Akron & Col1st,6s,1926J&J G-n. M., g., 5s, 1927	† 98 † 99	
Mon.Riv-RR.,,1st5s.g.1919F&A Sterling, 5s, 1895	e104	106	5s, debenture, 1913	974 103	99	Equip 'r. & 2d M., 10-408F&A Cleve. & Canton-1st, 5s. 1917.J&J	95 90	98 93
Sterling, 68, 1895	e112	114 122	Iowa Div., 4s, 1919	93 90	9219	C.C.O.&St.LC. Div., 48, 1939J&J		
Sterling, 6s, g., 1910M&N Sterling, 5s, 1927J&D	e105	107	4s. plain honds, 1921M&S	85	87	Consol. mort., 78, 1914J&D	114 128	130
Equ. Tr. ser. B.1891 to 1900-M&N	e104	106	Neb. Ext., 4s, 1927	10107	90 1074		e127	130 122
Balt. & O. 8. W Cln. & Balt. 78, 1900 New 4 '28, guar., 1990 J&J		99	Bonds, 58. 1895J&D Convert. deb. 58, 1903M&S	§100 101	1004	Gen. con. 6s, 1934	112	
1st pref. income 5s.		64	Bur. & Mo. R., I'd M., 78, 93, A&O	10106	1064	010.01100. 001.8.1., 18,190001001		
2d do do 3d do do		25 72	Bnr.& Mo. (Neb.), 1st, 68, 1918.J&J Cons, 68, non-ex., 1918J&J	15106%	107	4th Mort., 6s, 1892J&J Colorado Mid.—1st, 6s, 1936J&D	105	
Balt. & Pot'o—1st, 6s, g., 1911A&O 1st, tunnal, 6s. g., g'd, 1911. J&J Beech Creek—1st, g'ld, 4s, 1936. J&J		$123 \\ 125$	48, (Neb.), 1910	§ 90 §10649	108	Consol. gold,48	69 106	72
Beech Creek-1st,g'ld, 4s,1936,J&J	116	88	Om. & S. W., 1st, 8s, 1896.J&D Ott. Osw. & Fox R., 8s, 1900.J&J	0113-2	115 117	2d mort., 63, 1923,	84	954
Belvidere Del.—1st,6s,c.,1902.J&I Cons. 4s, 1927F&A Beston & Albany—7s, 1892F&A		102	Atch'n & Neb1st, 78, 1908 M&S	012349	125	Col. & C. Mid1st, 4 428, 1939J&J Colum. Hock. V. & TCon.58, 1931	79	80
08, 1890	\$107	102'8	Repub. Val., 1st, 6s, 1919J&J Chic. & East Ill.—1st mort. 6s, 1907			Gen. 6s gold, 1904J&D Col.&Hock.V1stM.,7s,'97.A&O	81 ¹ 9 §108	834
Bos.Con.& Mont See Con.& Mont. Boston & Lowell- 7s, 1892 A&C		103	1st, con., 6s, gold, 1934 A&O Gen. con., 1st, 5s, 1937M&N		$116\frac{3}{96}$	do 2d M., 7s, 1892.J&. Col. & Toledo—1st 7s, 1905F&A	§102 §113	
6e, 1896J&J	\$1072	108	Ch. & I. Coal R'y, 1st 58, 1936. J&J Chio. & Gr. Trunk-1st, 68., 1900	971 ₂ 105	110	do 2d mort., 1900. M&s Ohio&W.Va., 1st, s.f., 78, 1910M&N	0103	
58, 1899J&J 48, 1905-6-7Var.	\$10012	101	Chie, Mil, & St. Paul-			Col.Shaw. & H'k1st 58,1940.J&J	§113 85	90
4198, 1903	§1034 §104	105 105	M.&St.P.1st, 8s, P.D.,1898. F&A P. D., 2d M., 7 3-10s, 1898F&A	114	12219	Col. Springf.& C.—1st. 7s, 1901.M&- Col. & West+rn, 1st, 6s, 1911J&J	§ 98	99
7e, 1894J&J Improvement 4s, 1905F&A	§106 §100	10619 102	R.D., 1st, \$, gold, 7s, 1902 J&J La. C., 1st M., 7s, 1893J&J I. & M., 1st M., 7s, 1897J&J	1211g 105		Concord & Montreal-	81042	1043
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* Pilees nominal. §Purchaser also pays accrued interest. e In London. ||Coupon oft. | In Amsterdam. :In Frankfort Germany.

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THE CHRONICLE.

GENERAL QUOTATIONS OF STOOKS AND BONDS-CONTINUER.

For Explanations See Notes at Head of First Page of Quotations,											
RAILROAD STOCKS.	Bid.	Ask.		Bid.	Ask.	11	Bid.	Ask.	11		
Cedar F. & Minn 100		7122	L.Evane. & St. L.Pf. 100		05	Sauthern Pac. Co 100	244	-	MINORI, STOCKS.	Bid.	Arr.
Cent. of Georgia100 Central Mass100	154	164	Louisv. & Nashv100 Louisv.N.A.&Chio.100 Louis. St. L.& Tex.100	20	81	Sotomit Branch, Pa. 50	R B	133	San Francisco Gas Wash'ton City O. 1, 20	121 591-	123
do prof. 100 Cent. of N.J100 Central Ohlo50	106	107	[Louisville South'n 100]	27 10 00	30 11 70	Sunb'ry & Lewist'n.10 Ferre II. & Ind'nap.50	88	03	FIGINAL ARTICLEY	40%	47
do Pref50 Central Pacific100	8	. 59	do Pref. 50 Maine Central100	110	115	Fexas & Pacific 100 Fol. Ann Arbor & N.M Tol. & Ohio Cent'l. 100	1 17	184	CHRORICLE each week		
Central of So. Car. 50 Char. Col. & Aug. 100	8 07	58	Man. & Law'ce100 Manhaitan, con. 100	x218	225	do Pref100 Tol. Peor. & West.100		70 90	TELEGIRA PAR		
Cher.&O.V.Tr.cer100 do 1st pf.100	175	184	Marq. H. & Ont 100 do Pref100	14 90		To'.SL.L.& K.Cliy. 100 do pref. 100		15	Amer. Tel.& Cable, 100	*****	101
do 2d pref.100 Cheshire, prei100	28	50	Maryland Central50 Massawippi100	8	1104	U. N.J.RR & O. Co.100 Union Pacific	229 4819	274	Cent. & Bo. Am. Cable Commer'i Cable Co 100	1004	160
do pref.100	*****	165	Memph.& Charl25 Maxican Central100	50 194	60	Utica & Black Riv, 100	20%	214	Franklin	25 98	83
Chic.& At., Ben.Tr.rec. Chic. Bur. & Nor, 100	40	11	Mexican Nat., T.R.100 Michigan Cent100	99	93	Vt.& Mass., l'sed, 6, 100 Virginia Midland., 100	138 51	1384	Mexican	200 85 60	210
Chic. Bur. & Quin. 100 Chio. & East. Iil 100	8858 41		do pref.100	110 110	97 115	Wahash RR100	94	10 194	South'n & Atlantic 25	30 80	65 83
do pref. 100 Chlo. Mil. & St. P.100 do pref. 100	4938	00 49 ¹ 9		4 9	70 6	Warr'n(N.J.).1's'd,7.50 West End (Bost.)50	s 90	904	TELEPHONE	78%	79
do pref. 100 Chie. & Northwin. 100 do pref., 7.100	1064		do Pref100 Mo.Kan.& T., • x. 2d M. do pref100	11 20%	12 121 22	do. pref. (Bos.) 50 West Jorsey	8 844	85	American Bell100	214 %	215
Chie. R. I. & Pac. 100 Chie. St. L. & P100	704	704	Missour! Pacific100 Mobile & Ohio100	66 24 4	663 27	Western Maryland.50 West. N.Y.& Penn. 100	\$ 10	3519 13	Mexican 10	75c.	35 800.
do pref. 100 C.St. P. M. &O., com 100	37	40	Morgan's La.&Tex.100 Morris & E'x, gu.,7.50			Wheel. & L. E 100 do prof.100	30 69 4	304 718	N.Y.& New Jersey.100 New England100	x514	100 52
do pref. 100 Chie. & West Mich. 100	76	82 39	Nashv.Chat.& St. L.25 Nash. & Decatur25		100	Will. Columbia & A.100 Wilmington & Nor. 50	108	108	Tropical	1.00e	
Cin. Ham. & Day. 100 Cinc.N.O.& T.Pac. 100	76	108	Nangatuck 100	2494	200 250 %	Wilm. & Weldon, 7.100 Divid'nd obligational	110		Atlantio	400	115
Cin. Sand. & Clev. 50 do pref. 50	8X53	25 53	N'equehoning Vall'y50 New H'n & North100	85	86	do Pref. 100	184	53	Continental	1300	
Clevel AN. & Col. 100 Cleve. & Canton. 100	7 201a	384 74 21	New Jersey & N.Y.100 do pref. 100		14.9	Wor.Nash.& Roch.100 COAL & MINING	124	126	Franklin		300 300
do pref.100 Clev. C. C. & St. L.100 do pref.100	£24 90	63 92	New London Nor. 100 N.Y.Cent.& II.Riv.100 N.Y.Ch.&St.L.new100		161 100 14	STOCKS, N.Y. Cameron fr.& Coal100	37**	4	Kings County100	205	212
Cl. & Pitt. guar. 7. 50	154		do 1st pref.100 do 2d pref.100	651g 31	661s 35	Colorado Coal & I.100 Col. & Hock.C. & J.100 Consol.Coal of Md.100	164	39 17 ¹ 9 27	Knickerbocker 100 Long Island 100	180	200
Col. & Green., prer.100 Col. H. Val. & Tol.100 Col. Spring. & Cin. 50	2619 14	274 16	N.Y. & Harlem			Homestake Min'g.100 Lehigh & Wilkesb.Coal	18	10 224	Manhattan	130 265 275	280
Con & Montreal			do Pref.100	1958 55	1934 58	Marshall Con.Coal.100 Maryland Coal100	134	18	Nassau100	153	160
Cl.I (B.C.&M. pf.100 Class IV. (Conc.)100 Con & Ports on 7,100	155	137 ¹ 0 155 ¹ 9	do Pref.100	3438 10934	314	Mindesota Iron100 New Central Coal .100		84	N.Y.Security & Tr.100 Peoples', Brooklya107	185	*****
Conp. & Passump.100	116	150	Y.Y N H.& Hartf.160 X.Y.& North., com. 100			N.Y.& Perry C. & I.100 Ontario 811. Min'g.100	41	42	Real Eelate L.& T.100 State	180	90
Connecticut River100 Cona. of Vt., pref 100	226 40	228 42	do pref.100 S.Y. Ont. & West100	15%	16	Pennaylvania Coal.50 Quickaliver Min'g.100	250 619	715	Union	750 800	850 875
Current River	531g 76	551g 78	N. Y. Phil. & Norf. 100 N. Y. Prov. & Bost. 100 #.Y.Susq.& West'n 100	7	74	do pref.100 Tenn.Coal&IronCo100 do pref.100	37 3419 80	41 36	MISC'LLANEOUS	175	
Danbury & Norw'lk.50 Day. & Micb., gu 50 do pf., gu 8.50 Del. & Bound Br'k100		178 173	do Pref.100 N. News & Miss. Val.Co	24	25	do pref.100 ELECTRIO LIGHT, &c.	cu		STOCKS AND THUSTS. Adams Express100	145	
Del, Lack. & West. 50	1324	134 1374	do pref.100	15 534	17 54	Brush Eleo, Light50	76	85	Am. Bank Note Co50 American Cattle	414	43
Denv. & Rio Gr100	164		No. Pennsylvania50 a Northern Central50	66	81 68	Brush Illuminat's 100 Consolidated100	45	50	Am. Cotton Oll100 do pref.100	14 84	15 30
do pref. 100 Dee M. & Ft. D'ge 100	53	53%	Northeastern	1384		Con. Elec. Storage Edison Gcn. Elec.100	75		do Tr. rec. 100 American Expres. 100	16 114	17
do pref.100 Det. Bay City & A.100 Det. Hills, & S. W.100	10	20	North'n Pao., com. 100 do Pref. 100 Norw.& Worcester. 100	214 6318	2112 6312	E lison Trust Edison Illuminat100	69	72	Am. Tobacco Co., pref		
Det. Lan. & North, 100	33	2C 36	Ogd. & L. Champ.100 Ohio & Miea100	1804 6 174	8	Edis'n Phon.Toy Mf.Co. Ft. Wayne Elec. Oo25 Julien Electric Co	8	3		8 6 3 10	84
do pref.100 Duluth S. S & Atl.100 do pref.100	4	7 19 8	do Pref.100 Onlo Southern100	13		Do Traction Co Spanish-Amer. L. & P.			Brookline (Mass.)L'd 5	44	339 44
E. Tenn. Va. & Ga.100 do 1st pref 100	719 69	8 72	Old Colony	1662	24	do pref 25	8		Cambria Iron50		00
do 2d pref100 East Pennavivania.50	17	18	Om. & St. L	8 94	9 96	do T.Sec.Ser.C.10 do do Ser.D.			Canton Co. (Balt.). 100 C. J. R'y's U. St'k YCs § 1st Pref.	101 11	95 024
Eastern (Mass.)100 do Frcf.100 Eastern in N. H100 Elliz, Lex. & Big S. 100 Elliz, Lex. & Big S. 100 Elliz, Market Market S. 100 Elliz, Lex. & Big S. 100 Elliz, Lex.	145 1074	147	Pennsylvania RR50	233 4978	244 59	ThomH. Internat.100 do pref100			2d Pref. Ulafin Co	101 1 103 1 1001-1	03
Eliz. Lex. & Big S. 100 Eliz. Lex. & Wimen't 604	107-4	108	Pennsylvania RR50 s Penn. & Northwest.50 s Pensacola & Atlan.100 Peoria Dec. & Ev100	2 15	4 16	Thom. Welding Co.100 do Europ. W.Co.100 U. S. Electric Co100		95	Chaffin Co	1024	014
do Pref	105	110	Peo. & Eastern	6	9 80	U. S. Illuminat. Co.100 Weatinghouse El. L.50		30	Cootinent'l Con.&imp. Cov. & Cin.Bridge,100	T 0 1	9 10
Fitchhurg, Pref100 Flint & Pere Marq.100	834	84	Petersburg 100 Phila. & Erie 50 s Phil. Germ. & Nor 50 s	130	34	GAS STOCKS. Balt. Consol. Gas .100	484	494	do pref.100 Dist. & C. Feed. Co.100	173 2	10
fla.Cen.& Peu.V.T.Cer		85	Phila. & Read. cert.50 Phila. & Trenton100	324 229	325 231	Bay State	26 (27	East Boston Land 4 Frenchman's Bay Ld. 4	478	35
do 1st pref.cum.100 do2dpf.non-cum.100			Phila. Wilm. & Balt. 50's Pitts. Cin. & St. L. 50's	25	59 27	Brooklyn, L. I Brooklyn25	118	120	do pref., 25	1024	
	193	200	Pitts. & Connell'e50's Pitts.Ft.W.& C.,guar.7	150 1	12 155	Citizens'20 Fulton Munleip.100		994 137	Henderson Bridge.100 Hillnois Steel100		03 201
Gr. Rapida & Ind .100 Gt. North. Ry. pref Gr. B. W. & St. P100	714	73	Pilte. Junct	45	26 47 30	Metropolitan100 Nassau	130		Iron Steamboat100 Keeley Motor 50 Lamton Stone Ser50	2	4
do Fref100 Har.Por.Mt.J. & L50,8			do Pref. 50 Pitts. Youngs. & Ash. 50	32	3612	People's	130 204	132	Lehigh Coal & Nav. 50 s Mauh'tt'n B'ch Co.100	493	50
Harti'd & Ct. West. 100 Housalouic praf., 100	51	55	do pref50 s Port. Saco & Porta. 100	128	28 4	Charlest'n.S.C., Gae.25 Chartiers Valley100	214	2239 28	Mayerick Land 10 # Maxwell Land Grant.	63	2 65
Hoas. & Tex.Cent. 100 Hunting. & Br.Top. 50	21	4	Port Royal & Augusta Ports. Gt.F.& Con. 100	100 [.	li	Chalaea, Mass100 Chicago Gas100 Cincip. G. & Coke.100	1154	16 394		75	20
do Pref.50 s Illinola Central100	93	95	Prov. & Spring100 Prov. & Worcester,100		256	East Boston	4119	43	Mt. Des. &E.S. Land. 5.	350.	50c. 201
do leased 1., 4p.c. 100 Iowa Central100 do Pref. 100	60 6 ¹ 9 20 ¹ 9	7	Rich. F. & P., com. 100		22	Hartford, Ct., G. L.25 Jamaica Pl'n, Mass100		62	National Lead Trust Nat. Linseed Oil Co Nat. Starch M. Co. 100	41	45 65
Icwa F. & Sloux City.			Rich. & W. P.Ter. 100	16		Jersey CityGas Light. Jersey C.& Hobok'n 20 Lawrence, Mass100			N. Y. Loan & Impr't North Amer.canColog	40 ;	50
Jef. M. & Ind., l'd. 100 Kan.C.Ft.S.&Mem.100		63	do Praf100 Richmond York R.&C. Rio Granda West1(0	95 1	00	Louisville Gas Light.	1364 1	37	Northwest Equip.100 . Oregon Improve100		24
Kan.C.Ft.S.& G.pf.100 Kan.C.Mem.& Bir.100	127 1	40	do pref.100 Rome W. & Ogd100	45 102 1	07	Lynn, Mass., G. L100 Mald. & Melrose100	1C0 1 145 1	62	do pref100 . Pacific Mail S3. Co.100	36	374
Kan.C.Cl'n & Sp'd.100 Kentucky Cent100			Rotland	54 63	64	Memphis Gas		45	Ponosylv. Steel100 - Pough, Bridge100 -		10
Keokuk & Des M100 do pref100	74		St. Joa.& G'd Ial'd.100 St. Louis & Cairo	¥78	10	New York City- Central	85	95	Proc. & Gam. Co. prf. 8% Pullm'n Palace Carlou X	182 119	36
do pref. 100 Keokuk & West'n. 100 Kingst'n&Pembrika50 Lake Eric & W		123	St. LouisAlt. & T. H. 100 do Pref. 100 St. L. Ark. & T. rec. 100	10 .	29 11	Equitable100	1	28 0	San Diego Land	09 11	11
Lake Erie & W100 do Pref.100 L. Sh. & Mich. 80100	55	56-8	St. L. AFK.& T. rec. 100 St. L. & P. F. 1st pref. 100 St. L. Van. & F. 11. 100	79	85	Standard Gas.nf.100	85	87 1	2d pref. cort100 St. Louis Tua. RR.100 s1 St. Louis Transfer Co.	10 1 1	11
Lehigh Valley	493	10	do Pref 100		••••	Newton & Wat'n100 Phila. Co. Nat. Gas. 50 s Pittaburg Gas Co50	24	246 8	Standard Oil Tr's.100 1 Sugar Refining Co	65 16 73 4 7	36 734
Little Schn'k'l50 e Long Island50	86	70 91	St. P. Minn. & Man. 100	1014 1 1714 319	.04	Pittaburg Gas Co50's Portland, Ma., G. L.50 St. Louis. Lacieda.100	******	80 15	Fex. & Pao. L'd Fr. 100 U. S. Express 100 Wagner Palace Car Co. 1		10
Lon. Evana. & St. L.100	······1	30	Shoro Line100 South Carolina100 Also pays accrned interes			do pref.100 Londor. s Quotation	····· ¹ ·	and the second division of the second divisio		33 (13	33
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THE CHRONICLE

[Vor. LI,

GENERAL QUOTATIONS OF STOCKS AND BONDS-CONCLUDED.

For Explanation see Notes at Head of First Page of Quotations.

Fo	r Explanation see	Votes at H	ead of First Page o	of Quotat	lons,
MISCELLANEOUSST'KS. Bid. Ask.	MANUFACT'G STOCKS	Bid. Ask.	BANK STOCKS.	Bld. Asl	INSURANCE STOCKS. Bid. Ask.
		1000 1010			
Weat End Land (Best.) s 224 224	Mass. Cotton1000 Mechanics' (F. R.) 100 Merchants' (F. R.) 100	88 92	Chicago. American Exch Nat	136	
Westingh.Air Br'ke.50 s MINING STOCKS	1 Merrimank, Mass 1000	$\frac{116}{1300} \frac{120}{1301}$	At as National	110 260	- Chestout St. Nat .10 115
(N. Y. & SAN. FRAN.)	Middlesex (Mass.).100 Nashua (N. H.) 500	1444 145	Chicago Nat100 Commercial Nat100		Comm'n wealth Nat. 50
Adams Cons	Naumktag (Mass.)100	600 605 1113 112	Continental Nat 100 First National100 Fort Dearborn Nat	145 330	Fourth St. Nat'1100
Allee	Newmarket 500	360 370 101	Fort Dearborn Nat Hide and Leather.100	100 137	Girard National40 101
Astoria 04	Pacific (Mass.)1000	1830 1840	Merchants' Nat100	500	Keystone Nat'1 50 66
Barcelona 100 '75	Pepverell (Me)500 Pocasset (F. R.)100 Rich Bord'n (F.R.)100	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Metropolitan Nat.100 Nat. Bk. of Amer100	350 139	
Beat & Belcher	Rich Bord'n (F.R.)100	98 F0	Nat. B'k of Illinois.100 Northwestern Nat.100	255	. Nat.Bk. N.Libertica.50 161
Breece		113	Union National100	189	Philadelphia Nat'l.100 246
Buiwer	Shove (Fall Riv.)100	240 250 100	Cincinnati. Atlas National 100	1021 105	Seventh National 100 102 Western National.50 102
Consel. California.100 3:50 4:00 Con. Imperial	Slade (Fall Riv)100 Stafford (Fall Riv.)100	65 120	Citizens' National.100 Commercial Bank 50	265	St. Louis. Nat. Bank of Com. 100 154 155
Challar	Stark Mills (N.H.)1000	1265 1275	Equitable Nat100	13710 140	Cummercial 100 425 450
Chryselite50 25 Comstock Tunnel 15	Tecumseh (F. R.)100 Thurudike (Mass.)1900	$\begin{array}{c} 103 \\ 1200 & 1210 \end{array}$	Fifth National100 First National100 Fourth National100	2741 277	Continental Nat'l.100 125 126 ¹ 2 Franklin
Consol. Cal. & Va 3.50 Crewn Point 100 2.00 2.40	Tremont & 4. (Mass) 100	132 1324 220	Fourth National 160 German National. 100	230	- Parath Madda - 1 200 000
Deadwood 1.50	Wampaneag (F.R.)100	121	Market National100	135 137	Laclede National 100 121
Denver City Con	Washingt'n (Mass)100 do pref	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	Merchants' Nat'l100 NationalLafayette100		
El Christo	Weetamoe (F. R.).100 York Ce. (Me.)750	995 1005	Ohio Valley Nat'l 100 Second National100		¹ ₂ St. Louis National.100 160 165 Third National100 120 ¹ ₂ 122
Father De Smet100 '40		1003	Third National100	164 165	San Francisco,
Gould & Corry 8.,100 1.80 2.10	Baltimore.		Western German100 New Orleans	27712 300	Anglo-Californian
Hale & Norcross100 2.00 2.15		9 E Q.	American Nat100 Bank of ' ommerce.10		Flist Nat'l Gold100 171 1734
Iron Silver	Citizens'10	20	Canal & Banking 100	187 175	FIRE INSUR?CE
Iron Hill. Kings.&Pembr'ke Iron '45		35	Citizens'		Hartford, Conn.
Lacrosse10 .06	Farmers' & Merch 40 Farmers' & Planters' 25	65	Hibernia National.100 Louisiana Nat100		
Little thi f	First Nat. of Balt 100	124 5	Metropolitan100 Mutual National .100	160	Hartfold 10 320
Mexican G. & Silv.100 2.20 2.70 Mono	Franklin	96 +8 128	Mutual National .100 New Orleans Nat. 100	$ \begin{array}{c cccccccccccccccccccccccccccccccccc$	National 100 143 Orient
Moulton '50	Howard1	10 1012	People's 50 State National 100	104 110	Phœvix
North Belle Jale 1.00	Marine	$\begin{array}{c} 38\\13\frac{8}{4} 14 \end{array}$	Traders'	918 9	12 New York, -
Ophir 10 3.50 Oriental & Miller	Me chants'100 National Exch'ge.100	145	Union National 100 Whitney National. 100		Alliance
Phœnix of Arizona '68 '80	People's20	19 194	New York,		Bowerv
Plymouth Consol 1.50 Potosl	Third National100	170 112	America	$ \begin{array}{c cccccccccccccccccccccccccccccccc$	
Rappahanock	Uniou	83 84 40	A-bury Park Nat. 100 Bewery	70	Cliy
Savage	Boston,		Broadway	285 300	Continental 100 235 250
Sierra Nevada100 2.20 2.70 Silver King 35	Atlantie	142 144 118	Butchera'&Drovers'25 Central National .100	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	
Standard	Blackstone100 Boston National100	11112 1113	Chase National100	300	Exchange
Utah	Boylston 100	1374 1374	Chemical100	4600 50	00 File Association 100 60 90
Yellow Jacket 2.20 2.60 BOSTON MINING.	Broadway100 Bunker Hill100	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	City	500 515 170 185	
Alleuez	Central 100	139 140	Columbia	225	Germania
Atlanile	Clty	100 100 ¹ 4 119 119 ¹ 9	Commerce	138 140	Greenwich
Butte & Boston	Commerce	136 137	Corn Exchange 100 Deposit 100	110	
Catalpa Silver 10/8/286. 30c.		173 177	East River	160	IIabover
Central	Continental 100 Eagle 100	1263 127	Fifth Avenue100	1600	Jefferson
Franklin	Ellatt	1334 134	Fifth National100	275	Kings Co. (B'klyn) 20 165 170 Knickerhocker 30 80 90
Kearsage	Exchange	133 1334	First Nat. of Staten Id	115	Lafayette (B'klyn).50 70 80
National	First National100	253 2534	Fourth National 100		Liberty
Pewable	Flist Ward100 Fourth National100	130 132 123 ¹ g 124	Gallatin National 50	300	Nassau (Brouklyn), 50 135 140
Ridge	Freeman'a 100	107 1074	Garfie'd100 German American75	120 125	New York Fire100 60 70
Tamarack	Glube	$\begin{array}{ccc} 100 & 100 \frac{1}{4} \\ 121 & 123 \end{array}$	German Exchange160 Germania 1(0		Niagara
Am. Linen (F. Riv) 1100 95 98	Hide & Leather 100	127 128	Greenwich 25	145	Pacifie
Amoekeag (N.H.) 1000 2090 2100	Howard100 Lincoln100 Manufacturers'100	$\frac{1111_2}{118} \frac{112}{120}$	Hanover	150	Peter Coeper
Appleton (Mess.) 100 665 675	Manufacturers' 100 Market 100	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	Importers' & Tr100 Irving	560 175	
Atlantie (Mass.)100 100 1004	Market (Brighton).100	101 1014	Leather Manufts100	256	Rutgers
Barnaby (Fall Riv.) 120 125 Barnard Mfg. (F.R.) 85 90	Massachusetts 100 Maverick 100	$\begin{array}{c} 107\frac{1}{4} \ 107\frac{1}{9} \\ 250 \ 260 \\ 139 \ 141 \end{array}$	Lincoln	95 105	Stuyvesant
Boott Cot. (Mass)1000 1370 1380	Mechan:cs'100 Merchants'100	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Manhatian	230	United States25 156 160 Westchester10 170 180
Boston Co (Mass)1006 1020 1035	Metropolitan1(0	99 9914	Mechanics'25 Mechanics' & Tr25	210	Williamsburg Ci y50 315 325
Boston Belting 100 2: 012 201	Monument	135 1354	Mercantile100	210	ANDE SORIP.
Beston Belting100 2:01/2 201 Bost. Duck (Mass.)700 1050 1100 Chace (Fall River).100 100	New England 100 North	167 170 142 144	Merchants'	123 128	Atlantie Mutual. 1886 10442 105 1837
Curcopee (Maes.)100 87 90	North America100	125 127	Metropolitan100	8	1838 105 106
Compa Co. (Conn.) 10 94	Old Boston100 People's100	$\begin{array}{cccc} 120 & 120 \\ 166 & 168 \end{array}$	Metropolis100 Mount Morris100	375	1890
Creat Milla (F.R.) 100 48 51	Redemption100 Republic100	140 141 170 1701g	Murray Hill50 Nassau	250	Comm'ol Mut.1873-82 60 65
Uryetal Spr. BI (F.R.) 40	Hevere	128 130	New York100	248	
UWIENT (Mase) 500 705 1900	Rockland100 Second National100	148 150 193 194	New York County.100 N.Y.Nat.Exch'nge100	135	N. Y. Stock
Edwards (Me.) 100 116 118 Everett (Masa)New x 82 9214 Filnt Mills (F.R.) 100 103 109	Security100 hawmut100	220 130 ¹ 9 131	Niuth National100 Nineteenth Ward 100	158 155	Lost splu Nort 10.000
Flint Mills (F.R.) 100 103 109	Shee & Leather1(0	974 972	North America70	195	Lust sale, Nov. 14 250
Gibe Y.Mills(F.R.)100 1154	State	125 125 4 1 t 2 4 1 1 2 1 9	North River30 Oriental25	200	Last sale, Nov. 8 850
Granite(F R) 1000 237 241	Suffelk 100 Toird National 100 Traders' 100		Pacific	160	. N. Y. Co. tou
Hamilton (Mass)100 + 1020 1025	Traders'100 T emont100	116 1164	People's	260 342	IN V Cuffee 400h 450a
Hartf Carnet (Ci.)100 96 100	Union	14212 14.1	Phewix	140	Last sale, Oct. 20 450
Holy ke W. Power 100 290	Webster 100	1013 102	Republic100	190	Lust sa c,
King Philip (F R.), 100 110 113	Winthrop100 Brooklyn.		Seavoard 100 S cond National100	160 325	Last sale. Nov. 13 1,500
Laconia (Me.) 400 Lancast'r M (N H)400 615 620	Breaklyn100 Flist National50		Se enth National .100 shoe & Leather 100	140	Last sal., June 1 19,500
L'rel Lake Mills (F .) 112	Fulton	195	St. Nicholas 100	125 130	Philadelphia Stuck 2,500 hld
Lawreuce (Mass.)1000 1540 1550 Lowell (Mass.)690 600 655	City National50 Commercial60	160	S are of N. Y100 find National 100	100 110	Chie. Board of Frade
Lowell Bicachery.100 141 14112	Lung Island 100	150	Tradesmep's 10	107	
Lowell Mach Shon 500 940 930	Mannfuotarara	200	United Status Nat 100	200	Chicago B uck
Lowell Mach. Shop. 500 840 850 Lyman M. (Mass.). 100 (93, 70 Mauch. ster (>H.) 100 15 3, 151	Long Island100 Manufacturers'. Mechanics'	200	United States Nat 100 Weatern National. (00 West Side 100	100 102	Chicago B uck

* Prices nominal. † Boston bank quotations are all ex-dividend, # Price per share-not per cent

NOVEMBER 15, 1890.]

THE CHRONICLE.

Luvestment Railvoad Intelligence.

The INVESTORS' SUPPLEMENT, a pamphlet of 150 pages, contains extended tables of the Funded Debt of Stales and Cities and of the Stocks and Bonds of Railroads and other Companies. It is published on the last Saturday of every other month—viz., January, March, May, July, September and November, and is furnished without extra charge to all regular subscribers of the CHRONICLE. Extra copies are sold to subscribers of the CHRONICLE at 50 cents each, and to others at \$1 per copy.

The General Quotations of Stocks and Bonds, occupying six pages of the CHRONICLE, are 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.		
		\$	\$	\$	8		
Alab'ma Miner's Allegheny Va Atch. T. & S. Fe Italf owned	Septemb'r.	20,033	17,336 206,340	1 005 140	1 707 000		
Atch. T. & S. Fe	4th wk Oct	1,014,775	946.078	1,925,143 25.812.749	21.462.461		
Half owned Tetal system.	4th wk Oct	54,890	48,760	1.376,984	21,462,461 1,207,715 23,238,800		
Bt L. & Sau F Halfowned Tot.S.L.&S.F. Agg. total Atlanta & Char.	4th wk Oct	631,301 232,997	226,214	27,821,032	23,238,800 4,886,819		
' Halfowned	4th wk Oct	54,060	1 47.964	1			
Agg. total	1st wk Nov	$\begin{array}{c c} 158,481 \\ 789,782 \\ 140,349 \end{array}$	$\begin{array}{c c} 145,486\\714,118\\116,241\end{array}$				
Atlanta & Char.	August	140.349	116,241	1,070,804	938,292	I.	
Atlanta & W Pr	October	19,690	9,910	109,470 381,675	69,547 365.817		
Atl. & Danville. B.&O.EastLines Western Lines	Septemb'r.	54,800 39,720	36,015	367.034	270.381		
Western Lines	October	1,732,585 513,604	1,744,354 508,123	15,590,348 4,705,798	14,184,843		
Total Bal. & O.Southw. Balt. & Potomac	October	2,246.199	2,252,482	20,296,146	4,151,807		
Balt & Poumae	4th wk Oct	70.495	73.493	1,950,813	1.770.761		
Beech Creek Buff.Roch.& Pitt Bur C Ban & N	Septemb'r.	$\begin{array}{r} 143.386 \\ 86.280 \\ 48.544 \end{array}$	144,327 70,759	$1,257,922 \\ 743,029$	1,192,161 592,112		
Bur C Rap & N	1stwk Nov	48,544	41,074	1,852,657	1,664,869		
Burl. & Northw. Burl. & Western Camden & Att	August.	81,013 5,720	$ \begin{array}{r} 80.012 \\ 9.684 \end{array} $	2,545,404 38,822	2,321,376 42.252		
Buri. & Western	August		7.019	39.117	37,271		
Canden & Att. Canadian Paetão Op. F'r&Yad. Val Cen. RR.& Bg.Co Central of N. J Central Paetão	1st wk Nov	78.642 429,000		670,651 13,700,102	613,197 12,844,184	1	
Op. F'r&Yad. Val	1st wk Nov	13,541 232,379		474,313		1	
Central of N.J	30 WK Oct. Septemb'r	232.379 1,237.244		6,661,414	6,040,128		
Central Pacific Central of S. C Central of S. C Centril Verm'nt. N.London Nor Ogd. & LakeCh	Septemb'r.	1,656,976	1,546,598	9,012,558 11,627,478 75,758	9,903,315 11,069,790		
Central of S. C.	August	7,901	7.186	75,758	64,070		
N.London Nor	WE Nov. 1	11.513	11.371			1	
Ogd. & LakeCh Tot. system. Char. Cin. & Chie	Wk Nov. 1	10,000	10,1241				
Char.Cin. & Chie	WE. NOV. 8	87,449 8,755	89,243	75.657			
Charlest'u & Sav Char. Sum. & No. Chat. R'me & Col. Chatt'n'ga Uni'n	Septemb'r.	49,837	42,181	500.844	440,349	1	
Char. Sum. & No.	August	5,937 31,500	1,768	37,584	18.105		
Chatt'n'gaUni'n	October	9,740	30,332 8,900	300.232 96,310	220,525 90.740		
OHOLDW, & DRUL	Sentemp'r. i	12,937	9,939	75,1:0 6,552,969 1,744,316	60.355		
Ches. & Ohlo Ches. O. & S. W.	October	154,184 213,029	141,420 220,596	6,552,969	5,166,229 1,748,285 46,785	1 2	
Ches. & Lenolr . Chie. & Atlantic.	August	7,245	6,448	47,446	46,785	1	
Chie. & Atlantic. Chie. Barl. & Q.	4th wkAug Septemb'r	72.833 3,244,468	70,183	1,801,732	1.431,659 24,435,668	10	
Chie.& East. Ill. Chie. Mil. & St.P.	1st wk Nov	74,176	59,683	25,919,120 2.716,403	2,255,786 21,465.361		
Chie, Mil. & St.P. Chie, & N'thw'n.	1st wk Nov	662,000	664,318			8	
	August	3,030,659 38,750	37.293	259,360	$\begin{array}{r} 18.509.057\\ 232,656\\ 13.913,780\\ 4.164.966\\ 2.717,747\\ 4.411,442\\ 1,172,551\end{array}$	10	
Chie. Rock 1.& P. Chie. St. L. & Pitt.	October	$38.750 \\ 1,756,431 \\ 622.172$	$\begin{array}{r} 1,792,005\\ 552,195\\ 122,783 \end{array}$	14,287,884 4,947,554 3,632,277	13,913,780	19	
		141,844		4,947,004	4,104,966	ÌÈ	
Unic.St.P M.&O.	Sentemh'r.	691.910	588,597	4,833,672	4,411,442	ł	
Chie, & W. Mleh. Chippewa Val	lat wk Nov	32.104 12,937	588,597 28,795 17,385	1,361,796	1,172,551		
Chippewa Val Cin. Ga. & Ports.	October	6.963	0.000	55,908	55,296 523,408	È	
Cin. Jack & Mae. Cin. N. O. & T. P.	1st wk Nov	13,033	11.585	569,501 3,683,355	523,408	F	
		$ \begin{array}{r} 143,807 \\ 68,994 \end{array} $	$139,607 \\ 70,704$	1,604,175	3,180,189 1,524,071	Ê	
N. Orl. & N. E. Ala. & Vicksb. Vicks. Sh. & P.	th wk Oct	68,994 40,701	39,070	1.015.632	845.150	P	
Vicks. Sh. & P.	th wk Oct	25,860 28,206	$26,045 \\ 29,252$	545,226 485,376 7,222,761	467,444		
		307,568	304.6831	1,000,101	467,444 474,277 7,471.131		
Cin. Northw'n. Cin. Wab.&Mich. Clev.Akron&Col	October	307,568 1,733 53,642	$2,308 \\ 51,193$	16.934'	15.901	F F	
Clev.Akron&Col	th wk Oet	25,160	21,241	482,480 703,548	445,495 616,129	Ê	
Clev. & Canton.	Septemb'r.	59,458	4-4.411	412,457	318,301	0	
Peo. & East'n.	th wk Oct	401,630 44,265	43,504	10,866,773		Ř	
		30,388	21,280	267,423	218,042		
Color, Midland. Col. H. V. & Tol. Colusa & Lake. Covin. & Macon. Day Ft. W.& Ch Deny. & Rio Gr	Detaber	33,100 316,682	25,164 241,946	1,592,296 2,471,391	1,381,352 2,055,129		
Colusa & Lake.	eptemb'r.	1.682	3,558 17,279	16,994	19,571		
Day Ft.W.& Ch.	October	15,613 44,722	48.871	117,798 406,156	85,595 408,262		
Deuv. & Rlo Gr. 1	st wk Nov	190.5000	159,000	7,384,897	6,696.091		
Deny, & Rlo Gr. 1 Des Moia, & No. Des M. & N'west	Detober	11,258 21,223	5,715 20,422	96,453	51,174	R	
Det. Bay C.& Alpic	Jetober	36,230	37,066	$\begin{array}{r} 182,442 \\ 449,518 \end{array}$	$151,674 \\ 424,614$	R	
Det.Laus'g & No 1 Dainth 8.S. & Atl	lstwk Nov	22,130	23,730	1.038.224	955,317	R	
E.Tenn. Va. & Ga.	ugust	39,509 584,594	30,453 485,808	1,975,685 4,318,922	$\frac{1,690,493}{3,539,829}$	88	
KROXV. & OHIOL	Jugust	. 68.472,	49.967	457,741 6,348,689	372,833	8	
Total system. I Elgin Jol. & East. 2	SLWR NOVI	161,970	141,995	6,348,689 371,148	5,288,578 154,167	88	
EllZ. Lex. & B.S (October	52,382 76,810	$24,391 \\ 77,392 \\ 1,325$	683.119	683,508	0	
Empire & D'blin (Evans. &Ind'plis 1	October	1,969	1,325	29,829 255,775	10,956		
Evansy, & T. H.	stwkNov	6,574 19,720	5,915	884,462	267,481 788,123	8	
rucuburg	ientemb'r /	$ \begin{array}{r} 19,720 \\ 602.026 \\ 50.485 \end{array} $	570,072 42,787	4,736,460 2,508,034	4,304.520	8	
Flint. & P. Marg. 1 Flor. Cent. & P. 4	th wk Oct	52,485 27,954	42,787	2,508,034 955,759	2.015.183 903,650	88	
						-	

	Harris	Latest 1	Surnings 1	legurteet,	Jun. 1 to 1	alest Date.
	ROADS,	Week or Mo	And in case of the local division of the loc	1880.	1890.	
						1889,
	Ft. W. & Hlo Gr.	October	30,110	10,561		
	Georgia Rit.	August	3.747	2,078 125,510	36,803	19,600
2	0co. 80. & Fia Gr. Rap. & Ind	Septemb'r.	69,445	84.521	339,438	213.720
R,	GID.R.& FL, W.		8,783	42,1+0	2.263,076 402,529	1.17(4.078
d	Other lines. Total all lines.	Int wk Nov	3.039	7,790 9,287 58,757	146,612	363,422 175,445
\mathbf{r}	Grand Arunk	WI NOV. 8	61,017 405,770 71,985		2,852,211 17,229,347	
V	Chio & Or. Tr. Det. Gr. H.& M.	Wk Nov. 1 Wk Nov. 1	71,985	78,113 23,924	3,147,101	6,006,1071
er	Guif & Chiengo. Housatonio	October	24,437 4,143 152,990	4,106	31,746	84,436
11	Humest'n&Shen	August October	152,190	134,097	1,015,648 136,794	770.977
d	Ill. Cen. (Ill. &So.) Cedar F. & Min.	COLODOF	1,455.707	1,451,169	11,723,397	122,804
•8	THU GOID TO	Oclober,	10,4+3	11,02 - 215,803	80,121	79,447 1,465,392
	Total all	October,	250.351 260.764 1.718.471	226.913	1.756,777	1,544,841
g	Ind.Dec.& West. Interoc'ule (Mx)	October	16,927	40.265	13,440,166 370,470	13,001,140 334,550
d		Soptemb'r. 1st wk Nov	125.200 36,706	67,605	1.402.723	1,269,972
	Iron Raliway J'k'ny.T.& K.Wa	October	3,201	3.286 37.718	30,642	34,744
-	I WRITE A DEC WICH	3d wk Oct.	20,942 7,082	6,27=	403.264 208,729	34.744 382,225 222,717
	K.C.F.S. & Mem.	1st wk Nov	10,295 93,205	5.069 86,434	301.654	610 L . 1 Z L
	K.C. Mem. & Bir. Kentucky Cent	4th wk Oet	37,927	35,153	4.054,162 973,468	3,994,852 820,080
	Keokuk & West	October 1st wk Nov	$109.809 \\ 8,225$	116.038	901,827 309,762	820,680 874.264 293,338
-	Knoy C.O. & L.	Septemb'r.	14,839	14,369	127,746	140,280
_	Knox. & Lincoln	July	3,762 18,068	16.538	115,196	93.421
	L. Erle All. & So L. Erle & West*.	October 1st wk Nov	6,460 56,540	6,698 53,854	56,896 2,596,234	51.913 2,402,488
9	L.Sh. & Mich.So.	July	1,701,812	1,591,028	11,625,661 295,510	10.421 023
15	L. Rock & Mem.	Oelober 4th wk Oet	25,231	22,788	295,510 460,675	470 800
0	Long Island Louis.& Mo.Riv.	October	331,222	291,104	3,360.365	8.607,496
9	Lonis. Ev.& St.L.	August 1st wk Nov	37,318 29.951	49,978 21,526	265.515 1,120,604	3,607,496 283,482 988,766 15,129,202
	LOUISV.& NAShv.	lat wk Nov	390 905 82,807	307,373 78,458	16,199.261 2,157,915	
27	Louis, N. A & Ch. Louis, N. A & Cor. Louis, N. O. & T.	Septemb'r.	1,784	2,026	11,267	2,045.462 10,328
$\frac{7}{7}$	Louisv.N.O. & T. Lou. St. L.& Tex.	1st wk Nov	75,600	81,244 5,443	2,388,345 332,807	2,280,169
1	Lyncho.&Dur'm Memphis & Chas	October	15,000 38,595	4,000	88,315	
3 7	Mexican Cent	1st wk Nov	127,997	33,509 111,974	1,497,874 5.316,850	1.378,905 5,227,413
1	Mexican R'way	1st wk Nov Wk Oct. 25	68,660	57,928 82,759	3.129.053 3.319.462	3.096,195 3.422,270
1	Mich. C. & C. 80. Mil. L. Sh. & West	July	1,193,764	1,145,443	8.036.704	1,378,443
2	MIIWAIIKEE & NOI	let wy Novi	69,376 25,900	07,801 25,137	3,358,791	2,992,533
6	Mineral Rauge Minneap. & St.1.	October	$11,200 \\ 165,770$	10,072 182,229	101,911 1,216,093	91.387
ĩ	M.SLP. & S.S.M.	October 1	200,444	215,841	1,661,031	$\begin{array}{c} 1.166.846\\ 1.260.438\\ 6.170.700 \end{array}$
74	Mo. Kan. & Tex. Kan. C. & Pac.	October	982,035 34,066	861,435	6,965,0,5	6,170,700
	Mobile & Birm.	4th wk Oet October	12,858 322,233	8,515 291,692	212,593	179,576
85	Monterev&M.G	Sentemb'r	41,962		2.745.51 6 343.486	2,439.608
0	Nash. Ch. & St. L. Nat. Red R. & T.		352.065 2,140	309,511 1.446	3,108,005	2,002.471
	N. Jersey & N.Y. New Orl. & Gull	septemb'r.	24,557	23,195	298,633	14.852 180.433
•	N. Y. C. & H. R. N. Y. L. E. & W.	October	3,278,919	3,436,316	119,256 30,075,104	139.103
•	N. Y. L. E. & W. N. Y. Pa. & Ohie	August	2,798,618	2,778,709	119,25630,075,10419,027,1194,6~5,63~4,6~5,63~	17,513,730
9	N. Y. & N. Eng.	Schrein 1.	0041041	010,044	4,400,714	4.147.84.1
9	N. Y. Ont. & W.a	Oetober I st wk Nov	41,910 48,155 145,716	$\begin{array}{r} 54.177 \\ 40.325 \\ 123.274 \end{array}$	438.093 1,974,751	1.668.039
5	N.Y. Susq. & W Norfolk & West.	Septemb'r. 1st wk Nov	145,716 153,187	$\begin{array}{r} 123.274 \\ 140.624 \end{array}$	1,153,688 6,063,680	1.010,372
3	N'theast'n (S. C.)	August	4.2.231	36,511	466, 209	5,152,841 400.320
5	North'n Central.	septembr. Ist wk Nov	608.278 653,019	563,555	4.99::810 20,246,754	4.410.746 18,496,280
)	Ohio & Miss Ohio & Northw	lst wk Nov	88,792 19,685	582,495 95,587 22,556	3,573,051	3,457,959
3	Col. & Maysy, 4	Detober	845	1.006	$ 188,229 \\ 7,964 $	179,926 9,347
3 L 7	Ohio River Ohio Southern	lst wk Nov October	15,201 59,844	13,329 57,031	588,501 453,775	499.841 427.653
7	Obio Val. of Ky. Omaha & St. L., 8	th wk Oct	6,128	5,718	190,417	132.904
	Oregon Imp. Co.	Septemb'r.	402.014	366,701	3,348,005	360,803 3.180,812
	Pennsylvanla s Peoria Dec.&Ev. 1	ientemh'r 🕴	14.994	5,428,733 12,961	49,044,173 056.5171	44,608,609
í	Petersburg	Soptemb'r.	39,125	33,955	408,073	624-631 357,567
;	Phila. & Érie Phila. & Read'g Coal & Iron Co. &	Septemb'r. 1	1.932,712	1,801,956	3,809,478 13,239,927	3.415.021 13,977,736
3	FILLS, UIL, WDL.L.	upo	477.478	369.539	3,006,850	2,631,966
	PHIS MDT. A CD. R	1010101	477,476	2,335	30,666	17.874
1	Pittsb. & West'n Pitts.Ciev.&T. Pitts.Pain.&F.	lugust	125,873 42,123	$\begin{array}{r} \textbf{1,801,956} \\ \textbf{1,748,222} \\ \textbf{369,539} \\ \textbf{2,335} \\ \textbf{127,741} \\ \textbf{48,538} \\ \textbf{30,596} \end{array}$	959,001 315,849 187,519	927.649 335.627
	Pitts. Pain. & F. Total system 1	August			187.518	199.743
	Pitt. Young. &A. E	septemb'r.	$\begin{array}{r} 44,034\\ 114,784\\ 22,305\\ 31.111\\ 12,410\end{array}$	$\begin{array}{r} 41.187 \\ 101.206 \\ 22,989 \end{array}$	1,057,617	1,865,807 855,103 106,003
	Pt. Royal & Aug. 1 Pt. Roy. & W. Car. 1	lugust	22,305	20.579	1,057,617 207,727 251,067	196.286 219.437
	Pres.&Ariz.Cen. (elober	12.010	11,099 21,790	108.097	105,179
	Quincy O.& K.C. (Rich.& Danville. (Detober	27,155 589,200	563.800	209,174	204,449 4.535,113 -
	Vir. Midland (Char.Col.&Au. (october	216,600 95,550	203,400 91,475	1,917,859 757,321	1,765,834 720,688
	Col. & Greenv. (letober	90,850	87.750 76,298	689,318	590,945
	West, No. Car. ()etober	85,100 172,150	137,341	786,622	723,788 1,136,288
	Georgia Pac Wash.O.& W Ashy & Spart	oclober	$\begin{array}{r} 172,150 \\ 16,250 \\ 13,400 \end{array}$	13,965 11,211	127,964 120,418	106,598
	Ashv. & Spart. C Total Sys'm. 1	st wk Nov	316,250	297,0201	1,142,879	100,210 9,976,487
	Rich. & Petersb. S Rio Gr. West	eptemb'r.	25,667 35,300	$25,541 \\ 27,550$	255,430 1,562,372	219,755 1,257,392
	Rome W. & Ogd. S	eptemb'r.	376,501	332,822	2,983.540	2,007,513
	St.L.A.&T.H.B's 1	st wk Nov	14,559	$10.843 \\ 24.918$	91,418 1,106,679	92.859 924,435
1	St.L. Ark. & Tex. 1 St. Paul & Dul'th	SUWK NOVE	103,117 167,490	102,600 180,990	3,358,690	3.034,958
1	St P. Min. & Man. ()etober 1	,329,843	,210,155	7.784.480	6,751,016
	East. of Miun. ()etober	108,954	136,466 84,915	561,209 909,331	418,654 701,073
ł	Tetal Sys'm. C	ctober, 1	,514,474 1	401,535	9,255.021 1,394,464	7,901,353
1	Tetal Sys'm. (C B.Ant.&Ar.Pass. 4 B.Fran.&N.Pac. 4 Sav. Am. & Men. (SciotoVal.&N.E.S	th wk Oct	33,972	19,281	672,801	650,810
	Sav. Am. & Men. (october	51,551 71,437	21,532 59.678	308,093 527,968	114,567 476,019
	CONTRACTOR CONTRACTOR	Supervision and				

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THE CHRONICLE.

ROADS.	Latest E	arnings R	eported.	Jan. 1 to 1	Latest Date.	
	Week or Mo	1890.	1889.	1890.	1889.	
		\$	\$	\$	\$	
Seattle L. S. & E.	lat wk Nov	8,630 131.731	6,093	357,135	236,789	
Bnenandoah Val	October	131.731	98,248	1,092.018	780,021	
Sloux City & No.	Septemb'r.	35,527		206,016		
	October	176,700	141,692	1,259,866	1,095,090	
Spar. Un. & Col.	August	11,358	10,406	79,191	73,490	
So. Pacific Co Gal.Har.&S.A.	Gantomhta	427,702	424,377	3,058,534	2,830,929	
Louis's West	Septemb'r.	111,199	100,113	851 965	773.434	
Morgan's L&T	Sentemb'r.	520 276	A63 594	851,065 3,857,785	773,434 3,565,904	
Louis'a West. Morgan'sL&T. N. Y. T. & Mex. Tex. & N. Orl.	Septemb'r.	29,323 182,849 1,271,948 3,493,919	23,990	151,675	117,119	
Tex. & N. Orl.	Septemb'r.	182,849	23,990 152,092	1.391.942	$117,119 \\ 1,202.817 \\ 8,490,202 \\ 200,004$	
Atiantic sys'm	Septemb'r.	1,271,948	1,164,155	9,310,998 25,584,723	8,490,202	
Pacific system	Septemb'r.	3,493,919	3,228,614	25,584,723	20.399.934	
Total of all	Septemb'r.	4,765,866	4,392,769	34,895,720	33,890,136	
So. Pac. RR	Contom 12	235,989	910 100	1 740 987	1 697 695	
No. Div. (Cal.) So. Div. (Cal.)	Septembr.	619,280	$219,109 \\ 516,419$	4 771 719	1,627,685 4,571,899	
Arizona Div	Septemb'r.	170,916	149,076	$\begin{array}{r} 1,740,267 \\ 4.771,719 \\ 1,467,576 \end{array}$	1.354.126	
New Mex. Dly.	Sentemb'r.	88159	75,340	764.099	705.215	
Arizona Dlv New Mex. Dlv. Biaten I. Rap. T. Stony Cl.&CMt	Septemb'r.	103,285 6,315 105,175	97.351		758,748	
Stony Cl.&CMt	Septemb'r	6,315	7,443 94,196	47,711	44.643	
Summit Branch.	septemp r.	105,175	94,196	762,046	866.516	
Lykena Valley	Septemb'r.	70,686	88,424	709,066	616,185 1	
Tal.& CoosaVal.	October	6,598	5.324		53,355	
Tenn. Midland Texas & Pacific.	Septembr.	160 207	$15,571 \\ 159,886$	5 071 147	131,557	
Tol. A. A.& N. M.	1st wk Nov	$\begin{array}{r} 18,220 \\ 169,297 \\ 21,761 \end{array}$	20,807	$\begin{array}{r} 151,158\\ 5,971,147\\ 976,135\end{array}$	5,492,959 825,684	
Tol. Col & Cin	1 at wk Nov	5,839	5,779	264,637	212,434	
Tol.& Ohio Cent. Tol.& O.Cen.Ex. Tol. P. & West. Tol. St. L. & K.C.	1st wk Nov	32,187	20 666		1,045,205	
Tol.& O.Cen.Ex.	October	10,221	8,196	87,935	79,292	
Tol. P. & West	1st wk Nov	18,830	18,071	802,810	784,836	
Tol. St. L. & K.C.	Ist WK NOV	31,675 2,680	21,210 2,637	1,299,249 22,319	863,646 19,491	
Tol.&So.Haven. Ulster & Del	Septemb'r.	35,484	30,776	287,090		
Union Pacific-	Selvembr.	00,101	00,110			
Or. S.L. & U.N.	August	662,631	619,049	4,885,459	4,128.250	
Or.Ry.& N. Co.	August	456,226	385,952	2,787,139		
St.Jo.&G'dIsl.	4th wk Oct	18,689	28,951	1,075,376	978,961	
Un.Pac.D.&G.	Argust	509,363	426.107 2,228,912	3,675,671	2,824,020 13,798,308	
All oth. lines Tot.U.P.Sya.	August	2,179,477 3,910,064	3 808 201	15.341,870 31,553,090	28 072 852	
Cent.Br.&L.L.		64.331	93.903	714,601	28,072,852 476,175	
Tot. cont'led	August	3.938.245	3.880.530	28.327.627	24,740,826	
Montana Un Leav.Top. & S.	August	86,020	72,926	601.194	476,530	
Leav.Top. & S.	August	2,740	2,485	$19,721 \\ 23,108$	18,811	
Man.Al.& Bur.	August	3,487	3,068 39,240	322,012	21,244 258,293	
Joint.own'd, ¹ 2 Grand total.	August	46,124	3,919,819	28,649,639	24.999.119	
U.S'kYds.&T.Co	Septemb'r	230,673	198,979	1,951,546		
Vermont Valley	Septemb'r.	20,688	20.057	146.361	143,168	
Vermont Valley Wabaah. Wab. Chest.&W.	1st wk Nov	259,000	272,207	11,108,100	10,997,403	
Wab. Chest.&W.	Sepiemb'r.	5.786	5,977		404 400	
Western of Ala. West Jersey W. V. Cen. & Pitts.	October	57,776	64,144	443,093	434,429	
West Jersey	Septemb'r.	144,889	$\begin{array}{r} 138,400\\ 61,302\\ 68,700\\ 18,128\end{array}$	1,285,164 697,970 3,078,471	1,203,941 549,106	
West.N.Y. & Pa.	lat wk Nov	91,626 68,700	68,700	3.078.471	2.949.400	
Wheeling & L. E.	1at wk Nov	1 21.558	18,128	994,597	2,949,400 765,757	
Wil. Col. & Aug.	August	58,303	53,037	608,170	542,172	
Wil. Col. & Aug. Wisconsin Cent.	1at wk Nov	105,582	93,851			
Wrightsv.& Ten.	Septemb'r.	8,258	9,461	62,825	57,846	
* Et Warna Ci	n & Louisv	bulant all	ad for both	Voora alnos	Inly 1	

* Ft. Wayne Cin. & Louisville included for both years since July 1. MNew coal extension operated since July 21 in 1890 and Utles Clinton & Bing, included for both years since July 1. (Mexican currency. g Main Line. i From October 1, 1890, the Great Northern runs its own trains over the Eastern's track from Hinekley to West Superlor.

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

For the 1st week of November the exhibit is very satisfactory, 68 roads showing in the aggregate 7.11 per cent gain over the corresponding week last year.

1st week of November.	1890.	1889.	Increase.	Decrease.			
_	\$	\$	\$	\$			
Ateh.T. & S.F. ays. (4 r'ds)	789.782	714.118	75.664				
Buffalo Roch. & Pitts	48,544	41.074	7,470				
Canadian Paclfle	429,000	396.000	33.000				
Cent. Vermont (3 roads)	87,449	89,243		1,794			
Chesapeake & Ohio	154,184	141,420	12,764				
Chicago & East. Illinois	74,176	59,683	14,493				
Chicago Mil. & St. Paul	662,000	664,318		2,318			
Chicago & West Mieblgan	32,104	28,795	3,309				
Cincinnati Jack. & Mack.	13.033	11,585	1,448				
Colorado Midland	33,100	25,164	7,936	*******			
Denver & Rio Grande	190,500	159,000	31,500	1.000			
Detroit Lans. & North	22,130	23,730	0.010	1,600			
Duluth 8, 8, & Atlantic	39,509	30,453	9,056	*******			
East Tenn. Va. & Ga	161,979	141,995	19,984	••••••			
Evansville & Indianap	6,574 19,720	$5.915 \\ 16.698$	659	******			
Evana. & Terre Haute Fiint & Pero Marquette.	52,485	42.787	3,022 9,698	••••••			
Grand Rapids & Indiana.	48,315	42,180	6.135	••••••			
Cincinnati R & Ft. W	48,313	7,790	973	••••••			
Otherlines	3,939	3,787	152	••••••			
Grand Trunk of Canada	405.770	426.691		20,921			
Iowa Central	36,706	35.144	1.562	20,021			
Kan. City Clin. & Spr	10,295	5,069	5,226				
Kan. City Ft. 8. & Mem	93,205	86.434	6,771				
Keokuk & Western	8,225	8.187	38				
Lake Erle & Western	56,546	53,854	2.692				
Louisv. Evansv. & St. L.	. 29,951	21,526	8,425				
Louiavillo & Nashville	3.0.905	367.373	23,532				
Louisville N. O. & Texas.	75,600	81,244		5,644			
Louisville St. L. & Texas.	6,889	5.443	1,446				
Mexican Central	127,987	111,974	16,013				
Mexican National	68,660	57,928	10,732	*******			
Milwankee L. Sh. & West.	69,376	67,801	1,575]				
Milwaukee & Northern	25.800	25.137	663				
New York Out. & West.	48,155	40,325	7,830				
Norfolk & Western	153.187	140,624	12,583				
Northern Pacific	653,019	582,495	70,524				
Ohio & Misslashppi	88,792	95,587	*******	0,795			
Ohio River	15,261	13,329	1,932	*******			
Peoria Decatur & Evansy.	14.924	12,961	1,963				
Pittsburg & Western	44,034	41,187	2,847				
Rich. & Dany. (8 roads)	316,250	297,025	19,225				
Rio Grande Western	35,300	27,550	7,750				
St. L. Alt. & T. II. Brches.	27,040	24,918	2,122				
St. Louis Ark. & Texas	103,117	102,600	517				
Seattle L. S. & Eastern	8,630	6,083	2.547 9.411	* • • • • • • • •			
Texas & Pacifio	169,297	159,886	0,411	******			

1st week of November.	1890.	1889.	Increase.	Decrease.
Tol. Ann Arbor & N. Mich.	21,761	20,807	954	
Tol. Col. & Cincinnati	5,839		60	*******
Toledo & Ohlo Central	32.187			*******
Toledo Peorla & Weatern.	18,830		759	
Toledo St. L. & Kan.Clty.	31,675	21,210	10,465	
Wabash (consol. system).				13,207
Western N. Y. & Penn	68,800			
Wheeling & Lake Erie	21.558			*******
Wisconsin Central	105,582	93,851	11,731	
Motol (CO monda)	0 505 100	(000 F00	405 100	
Total (68 roads)	6,525,439	6,092,529		52,279
Net Increase (7.11 p. c.)			432,910	

For the 4th week of October the final statement covers 92 roads and shows 5.26 per cent gain over last year,

4th week of October.	1890.	1889.	Increase.	Decrease.
	\$ -	\$	\$	\$
Previly report'd (56 roads)	7,853,703	7,572,185	472,744	191,226
At. Top. & S. F. system	1,044,772	946,078	98,694	*******
Roads j'tly owned 12	54,890	48,760	6,130	
St. Louis & S. Fran. sya.	232,997	226,214	6,783	
Roads j'tly owned 12.	54,060	47,964	6.096	
Cape Fear & Yadkin Val.	12,965	10,492	2,563	
Chicago & West Mich	56,643	35,377	21,266	*******
Cincinnati Jack, & Maek.	20,997	20,357	640	
Cin.N.O. &T. Pac. (5 roads)	307,568	304,683	2,885	
Cleveland Akron & Col	25,160	21,241	3,919	
Cleve. Cin. Chic. & St. L	401,630	392,354	9,276	
Peoria & Eastern	44,265	43,504	761	
Colorado Midland	55,922	44,089	11,833	
East Tennessee Va. & Ga.	236,477	208,098		
Flint & Pere Marquette	86.664	66,762	19,902	
Florida Central & Penin.	27,954	28,847		893
Grand Rapida & Indiana.	78,710	75,405	3,305	
Cincinnati R. & Ft.W	14,102			796
Other lines	7,236	6,368	868	
Kansas C. Mem. & Blrm.	37,927	35,153	2,774	
Keokuk & Western	13,784	12,275	1,509	
Little Rock & Memphis	25,251	16,535	8,716	
Louisv. N. Alb. & Chle	82.807	78.458	8,716 4,349	
Memphis & Charleston	38,595	33,509	5,096	
*Mexican Railway	68,841	82,759		13,918
Mobile & Birmingham	12.858	8,5t5	4,343	
Ohio Val. of Kentucky	6,128		410	
Rio Grands Weatern	77,000		24,100	
St. Joseph & Gr. Island	18,689			10,262
San Antonio & Ar. Pasa.	54,158		8,370	
San Francisco & No. Pae.	33.972	19.281	14.691	
Seattle L. S. & Eastern.	12.033		2,368	
Toledo Peoria & Western	26,888	26,751	137	
T + > (00	11 105 040	10 500 044	772.897	217,095
	11,125,646	10,009,944		211,000
Net increase (5.26 p.c.).			555,802	

* For week ending October 25.

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 October 18. The next will appear in the issue of November 22.

	Gross Ed	urnings —	-Net Ear	mings.
	1890. S	1889. \$	1890. S	1889.
Roads. Baltimore & Ohio—		φ		
Lines E. Ohio Riv.Oct. Jan. 1 to Oct. 31	1,732,585	1,744,354 14.184.843	671,516 5,103,378	757,021 4,993,099
Lines W. Ohio Riv.Oct.	513,604	508,128	112,604	158,244
Jan. 1 to Oct. 31		4,151,807	774,226	856,313 915,265
Total SystemOct. Jan 1 to Oct. 31	2,246,189	18,336,651	5,877,604	5,849,413
Cape F. & Yad. Val Oct.	59,828	40,435	26,912	20,348 144,965
Jan. 1 to Oct. 31 July 1 to Oct. 31	460,772 212,227	323,545 133,234	197,543 96,183	58,476
Chic. Mil. & St. Paul. Sept.	2,714,628	.2,550,195	1,021,750	1,027,637
Jan. 1 to Sept. 30 July 1 to Sept. 30	18,800,792 7,186,384	$17,849,203 \\ 6,740,285$	5,752,317 2,440,358	5,662,993 2,403,270
Clevel'd & Canton Sept.	59,458	42,477		14,468
Jan. 1 to Sept 30 July 1 to Sept. 30	412,457 166,084	$318,301 \\ 122,818$	141,438 64,155	101,362 41,088
Denv'r & R. Grande. Sept.	836,079	754,543 5,766,791	401,756 2,655,274	349,061 2,309,475
Jan. 1 to Sept. 30	6,356,397 584,594	485,808	165,099	211.726
East Tenn. Va. & Ga. Aug. Jan. 1 to Aug. 31	4,318,922	3,539,829 935,650	1,200,771	1,394,615 381,582
July 1 to Aug. 31	1,134,914 68,472	49,267		16,980
Knoxv. & OhioAug. Jan. 1 to Aug. 31	457,741	372,833	140,543	145,194
July 1 to Aug. 31	131,162	93,835		35,553
Total system Aug.	653,066 4,776,663	535,074 3,912,660	184,489 1,341,314	228,706 1,539,808
Jan. 1 to Aug. 31 July 1 to Aug. 31	1,266,076	1,029,485	372,477	417,135
Tilinols CentralOct.	1,455.707	1,453,169	559,933	669,287
Jan. 1 to Oct. 31 July 1 to Oct. 31	11,723,387 5,043,593	11,456,299 5,025,470	3,170,217 1,539,701	4,574,340 2,170,881
Cedar Falls & MOct.	10,413	11.020	def. 684	def- 2.118
Jan. 1 to Oct. 31	80,121	79,447	def. 34,426	def. 23,032
July 1 to Oct. 31	36,558	215,893	def. 12,610 72.355	79,139
Dub. & Sioux City.Oct. Jan. 1 to Oct. 31	250,351 1,676,656	1,465,392	328,516	381,648
July 1 to Oct. 31	804,137	681,871	199,161	215,878
Total Iowa linesOct.	260,764	226,913 1.544.841	71,671 294,090	77,021 355,616
Jan. 1 to Oct. 31 July 1 to Oct. 31	1,756,777 810,695	717,477	186,551	197,230
Nash, Chatt. & St. L.Oct.	352,065	309,511	152,493	129,137
Jan. 1 to Oct. 31 July 1 to Oct. 31	3,103,605 1,398,968	2,902,471 1,237,570	1,241,002 589,036	1,176,984 510,389
Ohlo River	71,649	64,914	36,632	38,094
Jan. 1 to Sept. 30	504,595 91.434	422,587	233,124 46,538	202,673 27,884
San Fran. & N. Pac.Oct. Jan. 1 to Oct. 31	672,801	71,407 650,610	221,902	222,462
July 1 to Oct. 31	340,810	317,021	154,587	135,432

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Interest Charges and Surplus.—The following roads, in addition to their gross and net earnings given above, also report charges for interest, &c., with the surplus or deficit above or below those charges.

	-Inter't, ret	stals, de.	-Bal. of Net	Earns.
	1890.	1889.	1890.	1899.
Roads.	\$	8	*	\$
Nash. Chatt. & St. L.Oct.	89,291	81,019	64,209	48,118
July 1 to Oet. at	338,975	317,017	250,063	192,472

ANNUAL REPORTS.

Great Northern Rallway.

(For the year ending June 30, 1890.)

(For the year ending June 30, 1890.) The St. Paul Minneapolis & Manitoba Railway was taken over by the Great Northern on February 1, 1800. The statis-tics of operations and earnings below are made up for the full twelve months ending with June 30, to give a proper com-parison with former years. The land grant of the company contains over 2,588,000 acres yet unsold, and the sales in 1889-90 amounted to \$613,959, an average of \$7:09 per acre. The report of President Hill will be found at length on another page, together with valuable tables, including the balance sheet as of June 30, 1890. The income account to Jannary 31, 1890, and the balance sheet of the St. P. M. & M. Company as of June 30, 1890, are also given. The earnings and expenses, compiled in the usual complete form for the CHRONICLE, are shown below for four years. The Great Northern proprietary lines are not included here, being stated separately by the company. The results are published on another page of this issue:

Miles oper, June 30, 1,935 2,648 3,030 3,006 Equipment— 246 240 250 259 Pass. & C., ears 156 210 224 224 Pass. & cars 6,184 7,951 8,253 8,299 Operations— 2,042,271 2,231,331 2,229,421 2,226,049 Pass. earried 1 10. 66,507,712 7,3819,169 72,711,953 74,614,650 Av. rate p. pass. p.m. 2'24 ets. 2'46 ets. 2'36 ets. 1'29,012,273 2,333,692 Fright ('us) car.1 m.450,932,450 559,795,053 407,068,580 554,752,349 Av. rate p. ton p.m 1'30 ets. 1'30 ets. 1'49 ets. 1'27 ets. Freight	Profitshed on anoth		VIIID ISSUE		
Miles oper, June 30. 1,935 2,618 3,030 3,006 Equipment- 246 240 250 259 Pass. & dc., ears. 156 210 224 224 Pass. & dr., ears. 156 210 224 224 Pass. arried 1 66,507,712 7,3819,169 72,711,933 74,614,630 Av. rate p. pass. p.m. 224 ets. 244 ets. 244 ets. 242 ets. Fright (Tus) earled. 1,734,210 2,069,428 1,907,101 2,335,692 Fright (Tus) earled. 1,734,210 2,069,428 1,907,101 2,335,692 Fright (Tus) earlings- \$\$ \$\$ \$\$ \$\$ \$\$ Av. rate p. ton p.m 1'36 ets. 1'30 ets. 1'27 ets. \$\$ \$\$ \$\$ Freight.		1886-87.	1887-88.	1898 89.	1889-90.
Equipment- 216 240 250 259 Pass. & & & & & & & & & & & & & & & & & &	Miles oper. June 39	1.935	2.648		
Locômôtives		-,		-,	0,000
Pass. 6c., cars 156 210 224 224 Freight, &c., cars 6,184 7,951 8,253 8,299 Operations- 2.042,271 2.281,331 2.220,421 2.226,049 Pass. carried 1 m 66,807,712 73,819,169 72,711,983 74,614,680 Av. ratep, pass, p.m. 2*24 ets. 2*46 cts. 2*57 cts. 2*42 cts. Pright (Tus) carried. 1,734,210 2,069,423 1,907,101 2,33,693 Pright (Tus) carried. 1,734,210 2,069,428 1,907,101 2,33,693 Fright (Tus) carried. 1,497,809 1,823,262 1,869,865 1,803,393 Froight		216	240	256	259
Freight, &c., cars 6,184 7,951 8,253 8,259 Operations Pass. carried 1 m 66,807,712 2,281,331 2,229,421 2,226,049 Pass. carried 1 m 66,807,712 73,849,169 72,711,943 74,614,680 Av.ratep. pass. p.m. 224 ets. 246 ets. 257 ets. 242 ets. Pright (1 ms) carried. 1,734,210 2,069,428 1,907,010 2,333,692 Fright (1 ms) carried. 1,734,210 2,069,428 1,907,010 2,333,692 Fright (1 ms) carried. 1,734,210 2,069,428 1,907,010 2,333,692 Fright (1 ms) carried. 1,734,900 1,823,202 1,863,865 1,727 ets. Earnings- \$ \$ \$ \$ \$ Freight					
$\begin{array}{llllllllllllllllllllllllllllllllllll$					
Poss. carried (No.) 2.042,271 2.231,331 2.222,421 2.226,049 Pass. carried 1 m 66,807,712 73.849,169 72,711,983 74,614,680 Av.ratep. pass. p.m. 2*24 ets. 2*46 ets. 2*57 ets. 2*42 ets. Pr/kht (Tus) carried. 1,734,210 2,069,423 1,907,101 2,33,692 Pr/kht (Tus) carr. 1.430,323,439 550,795,053 407,068,580 554,752,340 Av. rate p. ton p.m 1'36 ets. 1'30 ets. 1'49 ets. 1'27 ets. Fassenger	· · ·	0,202	1,00%	0,200	0,400
Pass. carried 1 m 66(s07,712 73,849,169 72,711,943 74,614,680 Av.ratep. pass. p.m. 224 ets. 246 ets. 257 ets. 242 ets. 242 ets. Fright (1'ms) carried. 1,734,210 2,069,428 1,907,101 2,33,692 Fright (1'ms) carried. 1,734,210 2,069,428 1,907,101 2,33,692 Fright (1'ms) carried. 1,736 ets. 1*30 ets. 1*30 ets. 1*27 ets. Earnings- \$ \$ \$ \$ \$ Passenger		0.010.001	0.001.004	0.000.101	
Av. rate p. pass. p.m. 2^{24} ets. 2^{24} ets. 2^{257} ets. 2^{24} ets. Fr'ght (t'ns) car.1 m.450,932,439 559,795,053 407,069,580 554,752,349 Av. rate p. ton p.m 1^{30} ets. 1^{30} ets. 1^{49} ets. 1^{27} rds. Earnings- 8 8 8 8 8 8 Passenger. 1,407,809 $1,893,262$ $1,869,865$ $1,803,303$ Freight. $6,151,747$ $7,277,333$ $6,075,637$ $7,071,788$ Mall,expr's,renits, & $378,592$ $461,310$ $641,064$ $702,750$ Total gross earns. $8,028,448$ $9,561,905$ $8,585,566$ $0,582,931$ Expenses- 1,108,829 $1,445,869$ $1,133,372$ $818,777$ Maint. of way, &c $1,128,939$ $1,445,809$ $1,133,372$ $818,777$ Maint. of cars. $401,458$ $497,766$ $424,426$ $503,331$ Motive power $1,223,07$ $457,078$ $466,033$ $548,961$ Transportation $753,618$ $98,159$ $1.997,413$ $1,286,949$ Aves. $212,368$ $5,6419,936$ <					
Fright (fus) car. I a. 450,932,439 559,795,053 407,068,580 554,752,349 Av. rate p. ton p.m 1'36 cts. I'30 cts. I'30 cts. I'30 cts. I'27 cts. Farsings- 8 8 8 8 8 Passenger. 1,407,809 1,823,262 1,869,865 1,808,393 Freight. 6,151,747 7,277,333 6,075,637 7,071,788 Mall,expr's,reutis, & 378,892 461,310 641,064 702,750 Total gross earns. 8,028,448 9,561,905 8,585,566 0,582,931 Expenses- Maint. of way, &c 1,108,829 1,445,869 1,133,372 818,777 Maint. of ors. 401,458 497,766 424,426 503,331 1,540,841 Transportation. 753,618 998,159 1,197,413 1,286,929 Geueral. 322,307 457,073 466,033 548,961 Taxes. 25,445 263,921 245,591 277,309 Total. 4,314,895 5,419,986 5,000,069 4,976,148 Net earnings. 3,713,553 4,141,919 3,586,499 4,606,783					
Fright (Uns) car, 1 m. 450/382, 498 559,795,053 407,068,580 554,752,340 Av, rate p. ton p.m 1'30 cts. 1'49 cts. 1'27 cts. Earnings \$ \$ \$ \$ \$ Passenger					
Ar. rate p. ton p.m., 1'36 cts. 1'30 cts. 1'49 cts. 1'27 cts. Earnings- \$ <				1,907,101	2,333,692
Earnings- \$			5 9,795,053 4		
Passenger	Av. rate p. ton p.m	1.36 cts.	1'30 ets.	1.49 ets.	1.27 cts.
Passenger	Earnings-	8	\$	s	8
Freight 6,151,747 7,277,333 6,075,637 7,071,788 Mail,expr's,reuts, &c 378,892 461,310 641,064 702,750 Total gross earns. 8,028,448 9,561,905 8,585,566 0,532,931 Expenses- Maint. of way, &c 1,108,829 1,445,869 1,133,372 818,777 Maint. of way, &c 1,108,829 1,445,869 1,133,372 818,777 Maint. of cars 401,458 497,766 424,426 503,331 Motive power 1,423,198 1,757,198 1,530,231 1,540,841 Transportation 753,618 998,159 1,197,413 1,286,929 General 232,307 457,078 466,033 548,961 Taxes 215,485 263,921 248,591 277,309 Total 4,314,895 5,419,986 5,000,066 4,976,148 Net earnings 3,713,553 4,141,919 3,586,499 4,606,783 P.ct. of exp. to earns 53.74 56.68 58.23 51.93 INCOME ACCOUNT FOR FIVE MONTHIS, FEB. 1 TO JUNE 30, 1830. 122,308 122,308 <		1.497.809	1.893 262	1 869 865	1 809 303
Mail, expr's, rents, &c 378,892 461,310 641,064 702,750 Total gross earns. 8,028,448 9,561,905 8,585,566 0,582,931 Expenses- 401,458 497,766 424,426 503,331 Maint. of way, &c 1,108,829 1,445,869 1,133,372 818,777 Maint. of ears 401,458 497,766 424,426 503,331 Motive power 1,423,198 1,757,198 1,530,231 1,540,841 Transportation 753,018 998,159 1,197,413 1,286,929 General	Freight				
Total gross earns. 8,028,448 9,561,905 8,585,566 9,582,931 Expenses	Mail ornr's route die	378 802	461 310		
$\begin{array}{l c c c c c c c c c c c c c c c c c c c$	articlea fr shears, co	010,000	201,010	011,004	104,100
$\begin{array}{l c c c c c c c c c c c c c c c c c c c$	Total gross come	0 000 110	0 561 005	0 502 500	0 500 021
Maint. of way, &c 1,198,829 1,445,869 1,133,872 818,777 Maint. of cars 401,458 497,766 424,426 503,331 Motive power 1,423,198 1,757,198 1,530,231 1,540,841 Transportation		0,0=0,440	9,001,000	0,000,000	0,000,001
Maint of curs					
Motive power 1,423,198 1,757,198 1,530,231 1,540,841 Transportation 753,618 998,159 1,197,413 1,286,929 General 322,307 457,078 466,033 549,961 Taxes 215,485 263,921 248,591 277,309 Total 4,314,895 5,419,986 5,000,060 4,976,148 Net earnings 3,713,553 4,141,919 3,586,499 4,606,783 P.et. of exp. to earns 53'74 56'68 58'23 51'93 INCOME ACCOUNT FOR FIVE MONTHS, FEB. 1 TO JUNE 30, 1830. Receipts- \$3,361,332 Gross earnings \$33,981,122 \$3,982,366 313,534 Other revenue 183,112 \$3,982,586 \$1,982,978 Disbursements- \$3,982,586 \$1,098 \$1,763,343 State ta 101,099 Rent of leased lines paid and matured 1,302,972 Rent of leased lines accrued, not due 413,529 \$3,982,586 Frofit and loss \$3,982,586 \$3,982,586					
Transportation		401,458		424,426	
Transportation	Motive power			1,530,231	1,540,841
General 322,307 457,073 466,033 548,961 Taxes 215,485 263,921 248,591 277,309 Total 4,314,895 5,419,986 5,000,060 4,976,148 Net earnings 3,713,553 4,141,919 3,586,499 4,606,783 P.ct. of exp. to earns 53.74 50.68 58.23 51.93 INCOME ACCOUNT FOR FIVE MONTHS, FEE. 1 TO JUNE 30, 1830. Receipls- \$3,361,332 Gross carnings 122,308 313,934 Dividends on stocks owned 313,934 0ther revenue 183,112 Disbursements- \$3,982,536 \$10,039 \$1,763,343 Rent of leased lines paid and matured 1,302,072 \$1,032 Profit and loss \$3,982,586 \$3,982,586	Transportation	753,618	998,159	1,197,413	1,286,929
Taxes	General.	322.307	457.073		548,961
Total	Taxes		263.921		
Net earnings 3,713,553 4,141,919 3,586,499 4,600,783 P.ct. of exp. to earns. 53.74 56.68 58.23 51.93 INCOME ACCOUNT FOR FIVE MONTHS, FEB. 1 TO JUNE 30, 1830. Receipts- \$3,361,332 122,308 Interest on bonds owned. 313,534 0ther revenue. 122,308 185,112 Disbursements- 53,952,536 53,952,536 10,090 10,090 Rent of leased lines paid and matured. 1,302,972 1,302,972 413,529 Profit and loss 413,529 \$3,982,586 \$3,982,586					-
Net earnings 3,713,553 4,141,919 3,586,499 4,600,783 P.ct. of exp. to earns. 53.74 56.68 58.23 51.93 INCOME ACCOUNT FOR FIVE MONTHS, FEB. 1 TO JUNE 30, 1830. Receipts- \$3,361,332 122,308 Interest on bonds owned. 313,534 0ther revenue. 122,308 185,112 Disbursements- 53,952,536 53,952,536 10,090 10,090 Rent of leased lines paid and matured. 1,302,972 1,302,972 413,529 Profit and loss 413,529 \$3,982,586 \$3,982,586	Total	4.314,895	5,419,986	5,000,060	4.976.148
P.et. of exp. to earns. 53.74 56.68 58.23 51.93 INCOME ACCOUNT FOR FIVE MONTHS, FEB. 1 TO JUNE 30, 1830. Receipts \$3,361,332 Interest on bonds owned. 122,308 Dividends on stocks owned. 313,834 Other revenue. 185,112 Disbursements \$3,982,536 Expenses of operating road. \$1,763,343 State tax 101,090 Rent of leased lines paid and matured. 1,302,072 Profit and loss 413,529 \$3,982,586 \$3,982,586					
INCOME ACCOUNT FOR FIVE MONTHS, FEB. 1 TO JUNE 30, 1830. Receipls- \$3,361,332 Gross carnings. \$122,308 Dividends on stocks owned. \$123,334 Other revenue. \$13,934 Other revenue. \$13,934 Disbursements- \$3,962,536 Disbursements- \$1,763,343 State ta \$1,00,939 Rent of leased lines paid and matured. \$1,302,972 Profit and loss. \$413,529 \$3,982,586 \$3,982,586					
Receipts \$3,361,332 Interest on bonds owned. 122,308 Dividends on stocks owned. 313,834 Other revenue. 183,112 Disbursements \$3,962,536 Expenses of operating road. \$1,763,343 State tax 101,080 Rent of leased lines paid and matured. 1,302,072 Profit and loss 413,529 \$3,982,586 \$3,982,586	P.et. of exp. to earns.	53.74	56.68	58.23	51.93
Receipts \$3,361,332 Interest on bonds owned. 122,308 Dividends on stocks owned. 313,834 Other revenue. 183,112 Disbursements \$3,962,536 Expenses of operating road. \$1,763,343 State tax 101,080 Rent of leased lines paid and matured. 1,302,072 Profit and loss 413,529 \$3,982,586 \$3,982,586	INCOME ACCOUNT	FOR FIVE MO	ONTHS. FEB. J	TO JUNE 30.	1890.
Gross éarnings					
Interest on bonds owned. 122,308 Dividends on stocks owned. 313,834 Other revenue 183,112 Disbursements- \$3,982,536 Expenses of operating road. \$1,763,343 State tax 101,039 Rent of leased lines paid and matured. 1,302,972 Profit and loss. 413,529 \$3,982,586 \$3,982,586					A0 001 000
Dividends on stocks owned. 313,334 Other revenue. 185,112 Disbursements- \$3,982,586 Expenses of operating road. \$1,763,343 State tax 101,080 Rent of leased lines paid and matured. 1,302,072 Profit and loss 413,529 \$3,982,586 \$3,982,586					
Other revenue	Interest on bonds ow	nea			122,308
Disbursements \$3,962,586 Expenses of operating road. \$1,763,343 State tax 101,089 Rent of leased lines paid and matured 1,302,972 Rent of leased lines accrued, not due. 401,653 Profit and loss 413,529 \$3,982,586 \$3,982,586	Dividends on stocks o	wпеа		************	313,834
Disbursements \$1,763,343 Expenses of operating road. \$1,763,343 State tax 101,090 Rent of leased lines paid and matured 1,302,072 Rent of leased lines accrued, not due. 401,653 Profit and loss 413,529 \$3,982,586 \$3,982,586	Other revenue				185,112
Disbursements \$1,763,343 Expenses of operating road. \$1,763,343 State tax 101,090 Rent of leased lines paid and matured 1,302,072 Rent of leased lines accrued, not due. 401,653 Profit and loss 413,529 \$3,982,586 \$3,982,586					
Expenses of operating road	m + +				\$3,982,386
State tax 101,080 Rent of leased lines paid and matured. 1,302,972 Rent of leased lines accrued, not due. 401,653 Profit and loss. 413,529 \$3,982,586 \$3,982,586	Disbursements				
Rent of leased lines paid and matured. 1,302,972 Rent of leased lines accrued, not due. 401,653 Profit and loss. 413,529 \$3,982,586 \$3,982,586		g road			\$1,763,343
Rent of leased lines accrued, not due					101,089
Profit and loss	Rent of leased lines p	aid and mat	ured		1,302,972
\$3,982,586	Rent of leased lines a	ccrued, not d	ue		
	Profit and loss				413,529
					\$3,982,586
The receipts of the St Paul M. & Man. RR. for the seven	The receipte of	the St Par	M & M	an RR for	

The receipts of the St. Paul M. & Man. RR. for the seven months to Jan. 31, 1890, were \$6,593,676; the operating ex-penses, taxes, interest, dividends, etc., were \$6,080,116, leav-ing \$513,560 surplus, which, added to the \$413,529 above, makes surplus for the twelve months \$927,089,

Louisville Evansville & St. Louis Consolidated RR.

(For the year ending June 30, 1890.)

The report of the General Manager refers to the consolida-tion of May 21, 1889, and says that the work on the Belleville Centralia & Eastern Railroad (this being the extension of the main line of the L. E. & St. L. RR., from Mt. Vernon to Belle-ville, Ill.) was commenced May 4, 1889. Contract for track-laying was made and work commenced in October, 1889; but, owing to failure of the contractor to account his contract, owing to failure of the contractor to carry out his contract, track laying was assumed by the company February 1, 1890, and the road was completed, with exception of station houses and ballasting, and turned over to operating department June

30, 1890. The length of railroad constructed during the year was 64:34 miles, and the present mileage of the company is as follows :

Miles. Operations, &c., for 1889-90 compared with the results in 1885-89 on the combined reads, were as follows :

EARNINGS AND EXPEN	YBRA,	
Miles operated Earnings-		1880-00, 373
Freight. Passengers. Mail, express, &c	\$717,645 312,669 96,725	\$731,633 320,125 111,654
Total Operating expenses and taxes	\$1,127,039 796,113	\$1,169,112 753,094
Net earnings		\$110,315
Not earnings. Other receipts.	1888-89, #330,501 20,546	1499-00, \$415,319 \$4,635
Total Deduct—	\$360,177	\$150,953
Interest on bonds Root of track Miscellaneous	\$251,365 14,155	\$329,618 17,591 133
Total Balance, surplus	\$265,520 \$94,657	\$347,342 \$103,611
Peorla Decatur & Evansví	lle Railwa	Y.

(For the year ending June 30, 1890.)

The report of Mr. D. J. Mackey, President, shows that the road operated consists of the following lines :

Leased from P. & P. U. Railway, Pekin to Peoria. 10 miles

The outlook upon the road for business is considered good, having a good crop of corn just grown, and much of last year's crop still on hand. The condition of the road is reported good, and the track now nearly all steel, and will during this year have remaining iron taken out—some eleven miles. The engines and equipment are in good condition, and there have been added to the car equipment 150 box cars for the past year.

Earnings, expenses, operations, etc., have been compiled for the CHRONICLE as follows:

OPERATIONS AND FISCAL RESULTS.								
	1887-88.	1888-89,	1899-90.					
Passengers earried	236,229	284,015	272,035					
Passengers carried one mile	5,104,873	6,641,311	6,503,433					
Aver. rate per passenger per mile.	380,444	2.65 ets.	2.63 cts.					
Freight carried (tons) Freight carried (tons) one mile	20 510 045	392,202	364,361					
Average rate per ton per mile	30,012,040	42,036,851 1.09 cts.	39,854,608 1°17 ets.					
Earnings-	*******	1 00 013.	1.11.692					
Passenger	\$164,325	\$175,650	\$173,111					
Freight	438,555	459,609	467.399					
Mail, express, &c	134,667	105,328	138,412					
Total earnings	\$757,547	\$740,587	\$778.912					
Operating expenses	480,046	458,549	456,461					
Net earnings	\$277,501	\$282,038	\$322,451					
	ACCOUNT.	4-0-1000	4000, LUL					
INCOME	ACCOUNT.	1888-89.	1889-90.					
Net carnings		\$252,038	\$322,451					
Other receipts		258,500	102,201					
Total		\$540,538	\$322,451					
Deduct-								
Interest on bonds		\$277.993	\$\$269,820					
Interest on equipment certificates Interest on floating debt		9,978	1,337					
Equipment certificates purchased.		39.250	11,034					
Rentais.		28,500	28,500					
Accounts canceled		12,267	20,000					
Total		\$367,938	\$347,691					
Balance		\$172,550 d	ef. \$25,240					

* Includes P. & P. Un. stock transferred, \$250,000.

GENERAL INVESTMENT NEWS.

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

Payment: CITY OF DES MOINES, IOWA.—On and after December 1, 1890, Coffin & Stanton, 72 Broadway, New York, will pay warrant funding bonds, issue of 1888, Nos. 26 to 31, inclusive. On an after January 1, 1891, second renewed funding and judgment bonds, Nos. 35 to 38 inclusive. On and after Febru-ary 1, 1891, renewed funding bonds, issue of 1888, Nos. 7 and 8. On and after May 1, 1891, warrant funding bonds of 1886, Nos 4 to 8 inclusive. Nos. 4 to 8 inclusive.

CITY OF NEW ORLEANS.—The following bonds will be re-deemed on demand, interest having censed November 8, 1890: \$5 bonds, Nos. 1,001 to 1,200, both inclusive: \$50 bonds, Nos 1,601 to 1,800, both inclusive; \$1,000 bonds, Nos. 1,441 to 1,578, both inclusive.

Sixty 7 per cent park bonds, to be paid on demand, with ac-crued in terest to date of payment, all interest ceasing February 1, 1831. Nos. 235 to 234, both inclusive.

CLEVELAND AKRON & COLUMBUS. -- First mortgage 6 per cent bonds of 1886, das Jan. 1, 1925 The whole issue will be prid on Jan. 1, 1891, at the office of J. A. Horsey, 17 William St., N. Y., interest ceasing on that date.

Central of Vermont.—The report for the year ended June 30 shows the following:

Gross	\$4,780,912	\$5,245,135	Inc. 464,223	ł
Expenses	. 3,358,734	3,636,028	Inc. 278,294	l
Net	\$1 422 178	\$1.609.107	Inc. 186,929	ł
Charges	1,364,963		Inc. 239,078	Ł
			D	ł
Balance	. \$37,215	\$5,066	Dec. 52,149	Ľ

fields of Virginia.

Chicago Gas.—At Chicago, Nov. 8, Judge McConnell en-tered a sweeping order disbarring the Trust from helding any stock, even a minority, in any other gas company or electric light company. This was in accordance with his decision rendered some days ago. The counsel for the Trust excepted to the entry of the order, and the Supreme Court will settle as to the legality of Judge McConnell's judgment. The case came up on the demurrers of the people to the attorneys for the Trust to the two counts contained in the in-formation filed against the Trust. The Court sustained the demurrers.

demurrers.

demurrers. Covington & Macon.—The committee of first mortgage bondholders of the Covington & Macon Railroad Company give notice that "no additional bonds will be admitted to the 'pool' after December 15, 1890. Up to that date persons may deposit their bonds with the Safe Deposit & Trust Company in Baltimore, and upon the payment of \$5 per bond and signing the bondholders' agreement they will be entitled to the benefit of any action which shall be taken in behalf of the bondholders' association." The committee say that the legal proceedings now pending will probably result in a decree for an early sale of the railroad company's property. an early sale of the railroad company's property.

Denver & Rio Grande—Colorado Midland—Denver & Rio Grande Western,—The most important railroad event of the week is the announcement of the opening on the 16th of the standard gauge route between Denver and Ogden. The Rio Grande Junction is completed, and a Denver dispatch says the Denver & Rio Grande and Colorado Midland management an-nounce the opening of their standard-gauge lines for through business on Sunday, Nov. 16. Arrangements are completed to run through Pullman and tourist sleeper cars between Den-ver, Colorado Springs, Pueblo, Leadville and San Francisco. The lines will be opened with a new and complete equipment, consisting of dining cars, chairs cars and day coaches. The Rio Grande new line passes through the canyon of the Arkan-sas, Salida, Leadville, Glenwood Springs and Grand Junction; the Colorado Midland passes through Manitou, Ute Pass, Leadville, Glenwood Springs and Grand Junction and Salt Lake City; both together passing through the finest scenery in America, and all trains running from the State line over the Rio Grande Western Road to Ogden, the latter road hav-ing been changed to standard gauge and ready for some time past to take the through business. Denver & Rio Grande—Colorado Midland—Denver & Rio past to take the through business.

In Chicago the Burlington announces the opening of the new through line from Chicago to San Francisco on November 16. The service will be double daily and runs from Denver over both the Colorado Midland and the Denver & Rio Grande from Denver to Grand Junction and thenoe via the Rio Grande Western to Ogden. It is claimed that the service will be the best in ovintement. best in existence.

Fort Worth & Rio Grande.—The members of the syndicate controlling the Fort Worth & Rio Grande Railway met in the office of H. B. Hollins & Co., and resolved to build direct to Llano after considering the report of the engineers who have been making a preliminary survey south of Comanche. The engineers show a very favorable route to iron fields in Mason and Llano counties. It had not been the immediate intention of the syndicate to build beyond the Gulf Col. & S. F. crossing on the Colorado River, but the reports of the engineers and the Bessemer iron prospects have caused a change of plan.

The Bessemer fron prospects have caused a change of plan. Houston & Texas Central.—At Galveston, Nov. 13, in the United States Circuit Court, in the case of S. W. Carey against the Houston & Texas Central Ry., Judge Pardee, after argu-ment, issued a decree dissolving a restraining order heretofore granted, and refusing the injunction prayed for by the com-plainants. The suit was brought by Carey as a stockholder in opposition to the assessment made upon the stock in carrying out the reorganization plan. See CHRONICLE issue of October 18, page 537. 18, page 537.

Lake Eric Alliance & Sonthern.—This road was to have been sold under foreclosure at Cleveland, Ohio, October 30, but the second and third mortgage bondholders filed a motion before Judge Ricks to prevent the sale. The road is sixty-one before Judge Ricks to prevent the sale. The road is similes long, running from Bergholz to Phalanx, Ohio.

Mobile & Girard.—At a meeting of the directors of the Mobile & Girard Railroad Company in Columbus, Ga., it was

voted to issue bonds to the amount of \$12,600 per mile for the extension from Troy., Ala., to Pollard, Brewton, or some other point, the total issue not to exceed \$4,000,000. A meeting of the stockholders will be held in Girard, November 22, to ratify the action of the directors. The work of extending the road is already in progress, and is being pushed forward rapidly.— Atlanta Comptitution Atlanta Constitution.

New Bonds and Stocks Anthorized or Offered -- The following is a list of new issues of securities now offered for sale, or soon to be offered :

New Fourier and Socks Animol field of Onlyred - The follow-ing is a list of new issues of securities now offered for sale, or soon to be offered :
STATES. CITIES, COUNTIES, &C.
ABLENE, KAN.-\$65,000 water bonds are to be issued.
ARGONIA, KAN.-\$7,000 6 per cent water bonds are authorized.
ABEDDEEN, WASH.-\$65,000 water bonds will be issued.
CARROLITON, ILL.-\$20,000 water bonds will be issued.
CANDERE, CL.-\$20,000 water bonds will be issued.
CLANDERE, CL.-\$20,000 water bonds will be issued.
CLANDERT, ILL.-\$20,000 water bonds will be issued.
DEL NOTRE, CL.-\$20,000 water bonds will be issued.
HURNY, SO. DAK.-\$60,000 school bonds are authorized.
HURNY, SO. DAK.-\$60,000 school bonds are authorized.
HURNY, SO. DAK.-\$60,000 water bonds will be issued.
LANCASTER, PENN.-\$275,000 water bonds are authorized.
HITCHCOCK COUNTY, MON.-\$100,000 court-house bonds will be issued.
MAPA, CAL.-\$20,000 bridge bonds will be issued.
MAPA, CAL.-\$20,000 water bonds are to be issued.
MAPA, CAL.-\$20,000 water bonds are to be issued.
MAPA, CAL.-\$20,000 water bonds are to be issued.
STALES, MARL, MARL.-\$10,000 school bonds are to be issued.
STALES, COUNTY, MON.-\$26,000 bridge bonds will be issued.
MAPA, CAL.-\$20,000 water bonds are to be issued.
STAL-\$20,000 water bonds are to be issued.
<l

New York Stock Exchange.—New Securities Listed.—The Governing Committee of the New York Stock Exchange have added to the list for dealings the following :

WABASU R. R. CO.-Additional issue of second mortgage 5 per cent fifty-year gold bonds, \$113,000, making total amount listed \$14,-000,000.

MICH-9-081 gold bonds, \$F19,000, making total michae micra (11), 000,000.
 CHICAG^A & EASTERVILLINOIS R. R. Co.—Additional issue of preferred stock, \$565,000, making total amount listed \$4,830,700.
 MICHIGAN CENTRAL R. R. Co.—Additional issue of 4 per cent mortgage currency coupon bonds, \$200,000, making total amount listed \$2,600,000.
 NORTHERN PACIFIC R. R. Co.—Additional issue of railroad and land grant consolidated mortgage 5 per cent gold coupon bonds, \$7,930,000, making total amount listed \$40,930,000.
 LEHIGH VALLEY RAILWAY Co.—Issue of first mortgage guaranteed 44 per cent gold bonds, \$6,300,000.
 OHIO RIVER R. R. Co.—Additional issue of general mortgage 5 per cent gold bonds, \$205,000, making total amount listed \$2,428,000.
 North American Commany.—This corporation was formed

North American Company.—This corporation was formed to take over the assets of the Oregon Trans-Continental Co., which it did on Aug. 18, 1890, issuing then in the statement to the New York Stock Exchange the exhibit of assets below given.

GIVEN. On Tuesday the following notice was sent ont: "New YORK. Nov. 11, 1890. "GENTLEMEN: You are requested to attend a meeting of the creditors of this company at 10 o'clock to-morrow morning. The company is solvent, but owing to the stringency of the money market and other disturbing circumstances, it may be necessary to ask your indulgence. "Respectfully yours, COCGATE HOYT, Vice-Prosident." Norally all the areaditors of the company researched to this is in

Nearly all the creditors of the company responded to this in-vitation at the meeting held on Wednesday, and it was de-cided that the interests of all the creditors would be protected if the entire matter were placed in the creations would be protected if the entire matter were placed in the hands of a committee. That committee was appointed, consisting of R. G. Rolston, President of the Farmers' Loan & Trust Company; C. H. Coster of Drexel, Morgan & Co.; William Salomon of Speyer & Co. and also representing the Deutsche Banke of Berlin; William Packefuler and Loach Schiff of Kuhn Loch & Co.

William Rockefeller, and Jacob Schiff of Kuhn, Loeb & Co. The following was sent out on Thursday through the news agencies:

agencies: A statement having appeared in the public prints that the committee appointed at a meeting of the creditors of the North American Company were appointed with authority to liquidate the said company, I desire, as the chairman of that committee, to state that the meeting was a meeting solely of the creditors of the North American Company, called at the instance of that company for the purpose of preventing the forcing of the securities held by the creditors as collateral for their loans for sale upon the market. And the said committee was appointed solely for the purpose of protecting their own interests, and in no wise for the purpose of liquidating the affairs of the North American Company. It will at once be seen that the appointment of the committee for such purposes was not only in the interest of those holding the obligations of the company, but also largely for the benefit of the North American stockholders. This course prevents any sacrifice of the collaterals held as

This course prevents any sacrifice of the collaterals held as security for the loans made by the North American Co. R. G. ROLSTON, Chairman of the Committee.

False reports having been circulated, the following official tatement was given out from the company's office on Thursday :

day : The reports as to the condition of the North American Company are unfounded and extremely mijust. The company has no outstanding out obligations, and its time loans are held by comparatively few per-sons and institutions of great financial strength, and are abundanily necured by colinterals, which, even at the puble prices provaling dur-ing the last few days, could have been sold for a sum sufficient to pay all its obligations, and leave a large and substantial surplus to the credit of the company. The company has also a large smount of valuable assets in the treas-my which are not piedgred at all, and is and always has been perfectly viewed by colintered at all, and uncertain condition of the market is was thought wise to eall the creditors together in order to get their rasurances that the assets of the company piedged to them as collat-given, and a committee of the company in proventing any needless sacri-tice of its accurities. The creditors were called together simply to satisfy them of the sound endition of the company and to obtain their co-operation. The company has made no assignment and intends to make none. The statem ent made to the Stock Exchange America 18, 1890

The statement made to the Stock Exchange August 18, 1890, gave the assets transferred as follows : Northern Pacific Ratiroad Co. pref......Shares 127,430

worracia i acino isantoau cos processes onaros 127,400	
Northern Paolile Railroad Co. comShares 210,151	
North. Pae. RR. Co. consol. mort. bonds	\$1,900,000
North. Pac. RR. Co. consol. mort. bonds	2,152,078
bo per cent paid on subscription	
Chiengo & Northern Pac first mort, bonds	766,000
Chicago & Northern Pacific stock	
Wisconsip Central Co. first mortgage bonds	545.000
Wisconsin Central Co income bonda	45,000
Wisconsin Central Co. common	
Oregon Improvement Co. commonShares 9,268	
St. Paul & Northern Paelfie RR. CoShares 4,289	
Oregon Iron & Steel CoShares 1.524	
Miseellaneous assets	130,000
Bills receivable, all secured by marketable collaterals	3,618,302
Cash	103,341 95
	100,041 00

"There have been deposited as of this date, August 18, 1890, for exchange, 386,425 shares of the capital stock of the Oregon & Trans-Coutinental Company, and certificates of the stock of the North American Company are being issued upon the sur-render of the certificates of deposit of the stock of the Oregon & Trans-Continental Company."

Ohlo & Mississippi.—The cable reports that a meeting of the English shareholders of the Ohio & Mississippi Railroad Company was held in London and a committee was appointed to call in the preference and common shares and to issue cer-tificates therefor to the holders, and to act generally in behalf of the English holders of securities in the company.

Philadelphia & Reading.—In Philadelphia the Port Read-ing Railroad Company has been organized under the auspices of the Philadelphin & Reading Railroad. The company will build a road from Bound Brook, N. J., to Staten Island Sound, of 20 miles, about six miles above Perth Amboy, to a point named Port Reading. A great coal shipping depot will be established on the Sound and extensive piers and docks will be erected. Tho cost of the railroad and wharves, it is said, will be about. \$1,200,000, and the company expects to ship 1,500,000 tons of coal a year to New York and New England at the new place. The authorized capital of the new road in-corporated in New Jersey is \$2,000,000.

Railroads in Massachusetts .- The following companies have made reports to the State for the quarter ending Sept. 30:

	-Boston d	Albany	-N. Y. & New Engl'd
	1889.	1890.	1889. 1890.
Gross earnings	\$2,388,234	\$2,369,430	\$1,548,436 \$1,662,419
Operating expenses.	1,514,011	1,423,633	935,011 1,064,484
Net earnings	\$874,223	\$945,847	\$613,425 \$597,935
Other. income			746 1,264
Total income	\$874,223	\$945,847	\$614,171 \$399,199
Int., rentals & taxes.	218,699	212,313	421,291 448,304
and a second			
Balance, surplus	\$655,524	\$733,534	\$192,880 \$150,895
	Old C	olony	
	1889.	1890.	1889. 1890.
Gross earnings		\$2,422,452	\$2,857,881 \$3,031,463
Operating expenses.	1,464,357	1,581,937	2,046,522 1,736,102
- Formerie on Formeter			
Net earninga	\$777,214	\$840,515	\$811,359 \$1,295,361
Other income	75,701	56,471	68,364 62,291
order incomortantin			00,001 00,001
Total	\$952,915	\$896,986	\$879,723 \$1,357,652
Int., rentale & taxes.	423,418	427,825	441,668 408,515
Balance, surplus	\$429,497	\$469,161	\$438,055 \$949,137
sources, sur fragers			
	Prov.		-Connecticul River
Gross carnings	\$402,990	1890. \$405.187	1589. 1890.
			\$306,666 \$318,364
Operating expenses.	231,121	251,038	181,854 190,924
Net carnings	\$171,869	\$154,149	\$124.812 \$127,440
Other income	14,931	11,313	
other meome	14,001	11,010	16,033 13,887
Total	\$186,800	\$165,462	\$140.845 \$141.327
Int., rentals & taxes.	114,633	129,538	33,406 29,846
auto, i curata ce ta aco.	111,000	100,000	20,040
Balance, surplus	\$72.167	\$35,924	\$107.439 \$111.481
manance, surprus	\$12,107	\$00,924	\$101,200 \$111,401

Railroads in N. Y. State.—The following reports for the quarter ending September 30 have been made to the Railroad Commissioners:

and the second second	-Alb. de l	Susq., de.~	-Rens. &	Saraloga.~
and the second	1889.	1890.	1889.	1890.
Gross earnings	\$991,948	\$972,941	\$821,674	\$886,755
Operating expenses	526,881	595,995	402,522	436,805
Net earnings	\$465,067	\$376,946	\$419,152	\$449,950
Interest, rentals & taxes	286,109	283,809	272,250	268,499
7.1				
Balance, surplus	\$178,958	\$93,137	\$146,902	\$191,451

16666	1890. 12,328,858	1949 \$303,633	Canada 1490. \$317,065 219,516
\$1,930,283 507,749		\$145,623 73,161	127,520 75,014
-Rome Wa	1. & Ogil	-N. Y. d	\$52,476 Northern.~ 1800.
575,579	600,340	\$167,926 119,543	\$133,444 101,077
9,884	9,009	784	\$32,411 232 \$32,643
	r.\$239,366	sur.\$30,342	33,314 def. 971
• • • • • • • • • • • • • • • •		1899, 2,075,801	1890. 1890. \$2,191,403 1,135,144
		\$386,745 21,500	\$1,059,259 21,500
	1849. *2.504.300 0 1,174,017 *1,330,283 1 007,749 *762,534 -Rome Wa 1889. \$1,064,033 1 075,579 *488,454 9,884 *408,538 201,137 r.\$247,201s	1899, 1890, 1899, 1890, 2328,858 1,174,017 1,031,709 \$1,330,283 \$1,297,149 007,749 078,749 \$762,534 \$718,400 -Rome Wal, & Oyd,	1890. 1800. 1880 82,501,300 \$2,328,858 1,174,017 1,031,709 \$1,930,283 \$1,207,149 \$145,623 007,749 578,749 75,161 \$702,534 \$718,400 \$70,459 -Rome Wal. 6 Opd. \$1,880, 1800, 1890, 1890, 1890, 1890, 1890, 1890, 1890, 1890, 1890, 1890, 1890, 1890, 1891, 19,543 \$1,984,554 \$508,290 \$488,454 \$508,290 \$489,538 \$512,359 \$49,167 251,137 273,902 \$18,925 r.\$247,201sr.\$239,366 sur.\$30,342

\$1,080,759 \$199.916

Suburban Rapid Transit.—The annual meeting of the stockholders of the Suburban Rapid Transit Company was held this week, and this board of directors was re-elected: J. Hood Wright, President; J. Pierpont Morgan, Cyrus W. Field, Samuel Spencer, Jay Gould, Russell Sage, John H. Hall, Charles Lanier, George Bliss and L. R. Pomeroy, Secretary and Treasurer. The report of the Treasurer showed the gross earnings during the last year to be \$212,846, as against \$166,387 for the previous year: net earnings. \$26,169: operating exfor the previous year; net earnings, \$26,169; operating ex-penses, \$157,898; taxes, \$19,279.

Sugar Trust.—Judge Pratt appointed as receivers for the Sugar Trust, H. O. Havemeyer, S. V. White and General Henry W. Slocum. The appointments were received with much favor. Each gives a bond of \$500,000 with two or more surcties, and they took formal possession of the Trust assets on Wednesday.

Texas & Pacific.—The daily Stockholder says: "It is not generally known that in sixteen months more the interest on Texas & Pacific second mortgage incomes becomes a fixed charge, and in default of the payment of the interest the road may pass to the control of the holders of those bonds. Fol-lowing is the text of one of the provisions of the mortgage: "On and after March 1, 1892, the trustee of the mortgage securing this bond, in case of non-payment of full interest at 5 per cent per annum, shall, on request of the holders of not less than one-third of the bonds outstanding, enter into pos-session of the mortgaged property and manage the same un-der the direction of a committee appointed by a majority of the bondholders, until payment of interest in full." the bondholders, until payment of interest in full."

Third Avenue Horse Railroad (N. Y.)-At the annual meet-ing of the Third Avenue Railroad Company, President Hart, in his report, said :

in his report, said : In my last annual report it was stated that the nature of the change of motive power had been the subject of careful study. The duplex cable system was unanimously declared the most reliable and satisfactory motive power. We met with an adverse declsion of the Court of Ap-peals in not granting us the right of changing our motive power. The General Term rendered a decision adverse to the report of the Kaliroad Commissioners in our favor. The Court of Appeals, however, upon a new phase of the case being presented, rendered a favorable decision for us. The last Legislature passed a law referring auch matters to the likitroad Commissioners, and upon this act we secured the right to change our motive power. The business of the year has been indeed gratifying. Last year's musiness, 1889, over 1882, shows an increase of \$97,014 88, making a total for the two years of \$278,996 02, or 5.579,920 passengers. We fully expect to have our cable road in operation by Oct. 1, 1891. The receipts of the road from car passengers for the year are \$1,-633,342 46, or 33,668,849 passengers.

Toledo Findlay & Springfield.—A Toledo dispatch says that this road has been purchased by the Cincinnati Hamilton & Dayton for \$250,000. It extends from North Baltimore to Bowling Green, Ohio, a distance of fifteen miles. Possession is to be given December 1.

Union Paelfic.—There are no definite facts as to the pur-chase of a large or a controlling interest in Union Pacific stock by Mr. Jay Gould and his associates. From Boston the Herald

by Mr. Jay Gould and his associates. From Boston the Herald reports Mr. Adams as saying: "This is a revival of the old story that was put in circula-tion some five or six years ago. I don't know anything about it. The directors may be able to tell you, but I do not believe that any request has been made by anybody for Mr Gould and his friends to assume the management of the road; neither do I believe that Mr. Gould has said so. "To get a control of Union Pacific stock would be a task of enormous proportions even for Gould. About one-third of the entire \$60,000,000 of stock is held in New England, one-third in New York and the remaining third abroad. Mr. Gould until very recently has not had a share of the stock. What he may have done of late I do not know, of course. If he talked as he is reported to have doue, it is with some special object in view, but I do not believe that he made the assertions credited to him." to him.

GREAT NORTHERN RAILWAY COMPANY.

FIRST ANNUAL REPORT-FOR YEAR ENDING JUNE 30, 1890.

The Great Northern came into possession of the roads leased to it on February 1, and the results for that period are given in the income account further below; but for the purpose of comparison the following statements are submitted, showing the results for the year ending June 30, 1890, from the opera-tion of the lines heretofore included in the annual reports of the St. Paul Minneapolis & Manitoba Railway: GROSS EARNINGS.

			1		1		
Per Cent.	18	390.		Twelve Months.	1889.		Per Cent.
18.8710 73.7957 1.2377 2.3801	7,07	3,392 1,787 3,610 3,084	$\frac{71}{30}$	Passenger. Freight Express. Mail.	\$1,869,86 6,075,63 95,93 263,88	$\begin{array}{c} 6 \ 52 \\ 5 \ 04 \end{array}$	$21.7767 \\ 70.7575 \\ 1.1172 \\ 3.0732$
3.7155	35	6,055	66	Miscellaneous	203,88		3.2754
	\$9,58	2,931	55		\$8,586,56	5 56	
			0	PERATING EXPENSI	es.		
Per Cent.	1	3 90.		Twelve Months.	1839.		Per Cent.
27·389 32·791	\$1,28	6,929 0,840	00	Conducting Transp'n Motive Power	\$1,197,413 1,530,231	3 39	25·201 32·205
17.425		8,776		{ Maint'nce of Road } { and Structures }	1,133,372		23.853
$10.712 \\ 11.683$	50	3,331 8,960	29	.Maintenance of Cars. General Expenses	421,420		8·933 9·803
11.085			-				
	\$4,69				\$4,751,473		
SUMMARY OF EARNINGS AND EXPENSES.							
1890).			Twelve Months.			1889.
\$9,582,9 4,698,8	31 55 38 39			Gross Earnings Operating Expenses.		\$8,5 4,7	86,565 56 51,475 69
4,884,0 277,3	93 16 08 65			Net Earnings Taxes.		\$3,8 2	35,039 87 48,591 33
\$4,606,7	84 51			Net Income		\$3,5	86,498 54
	49.03	Oper	ati	ng Expenses per cent Earnings	of Gross		55.34
	51.93	Oper	ati	ng Expenses and Taxes of Gross Earnings	per cent		58.23
\$3,1 1,5	193 82 566 04	Gros .Ope	s T rat	raffic Earnings per Mile ing Expenses per Mile	of Road. of Road.		\$2,928 98 1,620 78
\$1,6	327 78	.Net	Tra	affic Earnings per Mile	of Road.		1,308 20
*3.0	000 46		Av	arage Miles under Oper	ation		2.931 59

....Average Miles under Operation...... 2.93159"Includes W. & S. F. R'y, 146.91 miles and D.W. & P. R'y, 69.84 miles. COMPARATIVE STATISTICS OF FREIGHT TRAFFIC TIONS DURING LAST TWO FISCAL YEARS. OPERA-

and the second se	1889.	1890.
Freight Train Milcage		
Tons Carried One Mile Earnings from Freight Traffie	407.068.580	554,752,349
Average Earnings per Ton per Mile	\$00.0149	\$7,071,78771 \$00.0127
COMPARATIVE STATISTICS OF PASS TIONS DURING LAST TWO	ENGER TRAF	FIC OPERA-

1889. (1890.

Passenger Train Mileage Miles of Cars in Passenger Trains Number of Passengers Carried Number of Passengers Carried One Mile Earnings from Passenger Trains Earnings per Train Mile Earnings per Car Mile Earnings per Passenger	11,073,021 2,229,421 72,711,983 \$2,353,203 34 \$01*30 \$00*213 \$00*84	11,588,385 2,226,049 74,614,680 \$2,319,614 34 \$01.27 \$00.20 \$00.81
Earnings per Passenger. Earnings per Passenger per Mile	\$00.84	

There was a decrease in passenger revenue from a de-crease in the average rate per mile amounting to..... with an increase of revenue from an increase in busi-ness of.... \$107,593 30

46,121 38

There was a falling off in first-class single-trip passenger business, as ecompared with the preceding year of..... with an increase in the second-class single-trip busi-ness of. \$176,359 54 91,274.51

This change in the class of passenger traffic carried, in con-nection with an increase of \$39,360 83 in excursion business, which is done at a low average rate per mile, is the principal cause for the decrease in the average rate per passenger per mile for the year.

MILES OF ROAD LEASED FROM ST. P. M. & M. RAILWAY. June 30, 1890. 2,774.67

PROPRIETARY LINES OPERATED UNDER CONTRACT. D. W. & P. R diway-Watertown, So. Dak., to Huron, So. Dak., W. & S. F. R.diway-Willmar, Minn., to Sloux Falls, So. Dak., M. C. Radway-Sand Coulee Junction to Sand Coulce...... 69·84 146·91 14·52

231.27

During the year track was removed from line Breckenridge ground Janction to Baruesville Junction, 28:49 miles, this line having report.

been replaced by the construction of the road from Moorhead to Wahpeton.

There was constructed during the year an extension of the West Side Branch, Great Falls, to the works of the Boston & Montana Smelter, 4.27 miles. This line was put in operation by Great Northern Railway July 1, 1890. EQUIPMENT.

Class.	On Hand	Added	Total on
	June 30,	During	Hand June
	1889.	Ycar.	30, 1890.
Locomotives Passenger Equipment Freight Equipment	$256 \\ 224 \\ 8,253$	3 	$259 \\ 224 \\ 8,299$

The net receipts of the St. Paul Minneapolis & Manitoba

The net receipts of the St. Paul Minneapolis & Manitoba Railway Land Department for the past fiscal year were \$203,-287 75; out of these, land grant bonds of that company to the aggregate amount of \$200,000 00, principal, were redeemed. Pursuant to the conditions of the lease and agreement with the St. Paul Minneapolis & Manitoba Railway Company, the collateral trust bonds of that company, amounting to \$8,000,-000 00 principal, were paid and canceled during the fiscal year. As provided in the lease to this Company, the St. Paul Min-neapolis & Manitoba Railway Company will build its line to the Pacific Coast, on Puget Sound, a distance of about 800 miles. To furnish the funds for this extension the St. Paul Minneapolis & Manitoba Railway Company has executed its mortgage to the Central Trust Company of New York to se-cure the payment of the principal and interest of its sterling bonds to the amcunt of £6,000,000, hearing interest at four per cent per annum; the payment of the principal and interest of the same heing guaranteed by your Company. Subscriptions have been made for the first £2,000,000 of this issue, the entire proceeds of such subscription heing now in hand and availa-ble for the prosecution of the work. It is expected that this extension will be completed to Puget

proceeds of such subscription being now in hand and available for the prosecution of the work. It is expected that this extension will be completed to Puget Sound, at or near Seattle, Washington, prior to Jan. 1, 1893. A large portion of the Pacific Extension has already been located, leaving the existing Montana Extension line near Fort Assinniboine, Montana, and running thence westward on as direct a course as possible. An extremely favorable pass over the main range of the Rocky Mountains has been found for this line, permitting a maximum grade on the eastern approach of 52°8 feet per mile, no tunnel being necessary. The descent on the western slope will also be favorable, both as regards grade and curvature. When this extension has been completed your Company will have a continuous rail line from Lake Superior, St. Paul and Minneapolis to the Pacific Coast shorter than any existing trans-Continental railway, and with lower grades and less curvature. Its cost and capitalization will also be much less than those of any other line to the coast. It is expected that, with the foregoing favorable conditions, the heavier products of the Pacific Coast region, which up to this time could seek markets only by ocean routes, can be moved eastward to the older sections of the country. The volume of traffic upon the Montana Extension, from Minot to Great Falls, continues to show a gratifying increase. The net returns from this line for the past fiscal year upon capital invested were quite as good as those from any of the older divisions.

older divisions.

The business of the Northern Steamship Company's vessels is prosperous. This steamship line is not only profitable as an investment, but by directly connecting your system of rail-ways with the trunk lines at eastern lake ports, the business of the former is relieved from embarrassments heretofore result-ing from the frouver disturbances in rates on the rail lines ing from the frequent disturbances in rates on the rail lines centering in Chicago.

During the past year there has been completed by the Mon-tana Central Railway Company an extension from its existing Sand Coulee Branch as far as Monarch on its way to the Neihart and Barker mining districts. These districts contain large deposits of lead and silver ores, which will find their outlet over this line and form a valuable feeder to the main line line.

An extension is also being completed during the present fall by the St. Paul Minneapolis & Manitoba Railway Com-pany from Grafton in the lower Red River Valley northwest-erly to Cavalier, a distance of about 33½ miles. This branch runs into a fertile farming section heretofore unsupplied with convenient ruleway corruine. convenient railway service.

The same company has extended a branch from its main line at Great Falls, Mont., to the smelting works of the Bos-ton & Montana Consolidated Copper & Silver Mining Com-

ton & Montana Consolidated Copper & Silver Mining Com-pany. The policy of improving the property, which has given such good results in the past, is still being followed. The steel rails of 56 pound section, originally laid on the line between St. Cloud and Hinckley, although as yet comparatively little worn, are being replaced by rails of 75 pound section, of pat-tern uniform with the rails of like weight already down upon other portions of your railways. With the completion of these replacements the 75 pound rail will be continuous from Barnesville to West Superior, as well as to St. Paul, nermit-ting the use of locomotive engines of maximum weight and power without excessive track wear.

power without excessive track wear. The erection of shops and plant for repair of freight cars upon a scale commensurate with the volume of the Company's freight equipment is well under way at St. Cloud, ou the grounds acquired for that purpose, as mentioned in a former

THE CHRONICLE NOVEMBER 15, 1890.] 683 A circular was therefore distributed among the stockholders asking a response to the question whether the Board should not hereafter be composed of nine directors, to be divided into classes, as provided by your Company's charter. Answers were given by a very large majority of the stockholders, all in the afilrmativo, and in compliance therewith due steps have been taken to make the suggested increase, so that hereafter the Board will be composed of nine directors, three in each class, and the official terms of three directors will expire an-nually. Their successors will be elected for three years. The ercetion of a large brick round house at Minneapolis Junction is also in hand. The traffic and net earnings of the Montana Central and Enstern Minnesota railways, respectively, have largely in-creased during the year, as a reference to the statements cov-ering the same, appended hereto, will show, and each has furnished a heavy and paying traffic to the parent Company. By the lease to your Company of the railways of the St. Paul Minneapolis & Manitoba system the interests and opera-tions of your Company have been so greatly calarged that six directors seemed to the Board and to the President too small a number to answer the future purposes of your Company. The creetion of a large brick round house at Minneapolis JAMES J. HILL, President. _____ GREAT NORTHERN RAILWAY COMPANY. STATEMENT COVERING OPERATIONS OF ROAD FOR FIVE MONTHS ENDING JUNE 30, 1800. To Conducting Transportation, Motivo Power, Maintenance and Contena Expenses. State Tax. Rent of Leased Lines, paid and matured.. \$1,302,972.26 Rent of Leased Lines, necrued, not yet duo 401,653.33 \$1,763,343 37 101,089 26 621.254 53 $\substack{\textbf{1,704,625}\\413,528}_{84}$ Profit and Loss..... \$3,982,587 00 \$3,982,587 66
 70 Cost of Properties and Securities ac-quired from St. P. M. & M. Ry....\$19,230,000 00

 New Equipment.
 39,562 71

 Additions and Improvements.
 46,505 17

 State of the securities owned.
 \$19,336,127 89
 GENERAL RALANCE SHEET. By Capital Stock..... Proceeds from Properties Sold..... Proceeda from Securities Sold..... \$20,000,000 00 67,133 67 777,280 83 CURRENT LIABILITIES. Audited Vouchers Unpaid. Unpaid Pay Rolls. Rental under Lease from St. P. M. & M. R'y Co., duo Jaiy 1, 1890. Due Other Compaules and Individuals.. \$394,991 47 301,521 09 911,110 00 44,157 01 1,631,779 57 Rental under Lease from St. P. M. & M. R'y Co., accrued, not yet due..... State Taxes not yet due..... \$401,653 33 43,694 43 1,190,732 43 445,347 76 413,528 84 CURRENT ASSETS. Profit and Loss..... CUBRENT ASSE Cash in hands of E. Sawyer, Treasurer.. Cash in hands of E. T. Nichols, Assistant Treasurer... Advanced Charges... Duo from U. S. Postal Department.... Duo from U. S. Postal Department.... Due from U. S. Transpertation... Due from Other Comp's and Individuals \$174.341 97 777,128 89 160,642 83 0,005 09 58,863 03 17,506 35 928,386 39 2,125,874 55 253,181 22 Material Supply..... \$23,355,070 67 \$23.355.070.67 GREAT NORTHERN RAILWAY AND PROPRIETARY LINES, SHOWING MILEAGE, BONDED DEBT, CHARGES, ETC., JUNE 30, 1890. STATEMENT A.-LINE LEASED FROM 6T. PAUL MINNEAPOLIS & MANITOBA RAILWAY. STATEMENT D .- MONTANA CENTRAL RAILWAY. RAILWAT. Milleage, 2,774.67. Bonded Debt. St. Paul & Pacific Railway, 7 per cent. Steeond Mortgage, 6 per cent. Second Mortgage, 6 per cent. Consolidated Mortgage, 6 per cent. Consolidated Mortgage, 6 per cent. 13,651,000 00 Consolidated Mortgage, 4 per cent. 13,651,000 00 Montana Extens'n, First Mort., 4 p. c. Total Total *Interest.* \$25,620.00 299,600.00 480,000.00 340,560.00 800,640.00 614,295.00 298,720.00 STATEMENT E .- EASTERN RAILWAY COMPANY OF MINNESOTA, This company owns very extensive docks, warehouses, elevators, etc., in West Superior and Duluth, and furnishes Lake terminals for the entire Great Northern system. Its mileago being short, its debt shows a relatively high figure per mile, which is occasioned by the cost of the terminal properties. \$2,859,435 00 STOCK. Guar. Div. of 6 p. c. on Capital Stock. 20,000,000 00 1,200,000 00 Grand total.....\$72,785,000 00 \$4.059.435 00 terminal properties. 71-29 \$5,000,000 00 4,500,000 00 225,000 00 63,122 46 3,156 12 Bondod Debt per Mile.... Interest charges per Mile.... Dividend Charges... \$19,024 60 \$1,030 55 432 48 Total Fixed Charges per Mile \$1,463 03 Nore,-Of the above bonds \$6,000 Montana Extension and \$100 First Mortgage are owned by the Oreat Northern Railway Company. * Of these honds \$50,000 are owned by the Eastern Railway of Minnesota and \$200,000 by the Great Northern Railway Com-STATEMENT B .- WILLMAR & SIOUX FALLS BAILWAY. Gapital Stock. Capital Stock. Bonded Debt. Interest Charges. Bonded Debt per Mile. Interest Charges per Mile. 146.91 \$1,500,000 00 2,625,000 00 157,500 00 17,868 08 1,072 08 146.91 pany. All of the above stock is owned by the Great Northern Railway Company. STATEMENT F .- MINNEAPOLIS UNION RAILWAY. This company owns the passenger (terminals at Minneapolis, Minn., including Union Depot and double-track stone-arch bridge across the Mississippi River. All the above stock and bonds are owned by Great Northern Co.

 Alleases
 2:50

 Capital Stock.
 2:50

 Bonded Debt.
 2,700,000 00

 Interest Charges.
 156,500 00

 Interest Charges per Mile.
 62,600 00

 All the abave stock is owned by the Great Northern Rallway Company.

 STATEMENT C .- DULUTH WATERTOWN & PACIFIC RAILWAT. Mileage. Capital Stock. Bonded Debt. Interest Charges. Bonded Debt por Mile. Interest Charges per Mile. 69.84 69*84 \$730,000 00 1,375,000 00 \$2,500 00 19,688 00 1 181 23 1,181 28 All the above stock and bonds are owned by Great Northern Co. STATEMENTS OF PROPRIETARY COMPANIES. MONTANA CENTRAL RAILWAY COMPANY FOR THE YEAR ENDINO JUNE 30, 1890. \$493,443 15 14,178 47 3,600 00 390,000 00 86,408 57 \$964,006 21 23.623 98 \$987,030 19 \$987.630 19 MONTANA CENTRAL RAILWAY CO .- GENERAL BALANCE SHEET. 5 -\$12,343,497 22 71,740 16 18,515 24 LIABILITIES. Cash in hands of E. Sawyer, Treasurer... Due from other Compan's and Individuals Material Supply. Profit and Loss. Less for year ending June 30, 1690.....

 Audited Vonchers Unpaid.
 \$91,859 66

 Unpaid Pay Rolls.
 \$8,205 67

 Unpaid Coupons due July 1, 1890, and prior
 \$93,150 00

 Due other Companies and Individuals.
 \$14,473 62

 50,080 69 249,336 58 86,409 57 1,139.690 95 7,076 57 162,923 01 Taxes not yet dao..... \$12,646,767 32 \$12,646,767 32

MONTANA CENTRAL-EARNINGS AND EXPENSES PER MILE. 1890. 1889. Increase. Decrease. Average Miles Operated..... 179.09 178.00 Gross Earnings, per Mile of Road..... Operating Expenses, per Mile of Road..... \$5,382 80 .2,811 12 \$3,551 77 2,395 73 \$1,831 03 415 39 Surplus Earnings, per Mile of Road.... Taxes, per Mile of Road..... \$2,571 68 79 17 \$1,156 04 84 75 \$1,415 64 \$5 58 Net Earnings, per Mile of Road..... \$2,492 51 \$1,071 29 \$1,421 22 EASTERN RAILWAY COMPANY OF MINNESOTA FOR THE YEAR ENDING JUNE 30, 1890. \$506,816 48 27,250 51 89,758 50 4,842 64 217,062 52

 To Operating Expenses.

 "Taxes.

 "Rent of Lines Leased.

 "Interest and Exchange.

 "Interest Paid and Accrued.

 \$737,805 37 79,447 07 8,254 85 15,237 21 4,986 15 \$845.730 65 \$845,730 65 EASTERN RAILWAY COMPANY OF MINNESOTA-GENERAL BALANCE SHEET. To Cost of Railway. Cost of Elevators A and X..... \$7,684,600 87 528,419 98 \$5,000,000 00 4,500,000 00 CURRENT LIABILITIES. \$8,213,020 85 825,347 53 57,012 25 Cost of Equipment..... Additions and Improvements..... \$9,095,380 63 342,695 78 62,792 00 Stocks and Bonds Owned..... 274,607 02 56,250 00 1,967 55 Real Estate Owned Accrued Interest not yet due...... Taxes not yet due..... CURRENT ASSETS. Cash in hands of E. Sawyer, Treasurer.. Cash in hands of E. T. Nichols, Vice-Pres. Bills Receivable. Advances to Duluth Terminal Railway.. Due from Other Co.'s and Individuals... \$19,689 58 1,458 69 25,000 00 28,973 39 39,295 73 114,417 39 53.039 63 Material Supply. Profit and Loss. Add for Year Ending June 30, 1890..... \$159,512 99 4,986 15 164,499 14 \$9,832,824 57 \$9,832,824 57 EASTERN RAILWAY COMPANY OF MINNESOTA-EARNINGS AND EXPENSES PER MILE. 1890. Miles Operated..... 71.29 Gross Earnings per Mile of Road..... Operating Expenses per Mile of Road.... \$10,349 35 7,109 22 Surplus Earnings per Mile of Road... Taxes per Mile of Road..... \$3,240 13 382 25 Net Earnings per Mile of Road.. \$2,857 88 8T. PAUL MINNEAPOLIS & MANITOBA RAILWAY COMPANY. STATEMENT COVERING THE OPERATION OF THE ROAD FOR SEVEN MONTHS TO JANUARY 31 ONLY. 6,130,747 76 69,215 49 4,452 00 185,973 63 203,287 75 By Earnings. "Interest on Bonds Owned....." "Dividends on Stock Owned..." "Income from Other Sources..." "Land Department (twelve months). \$300,000 00 300,000 00 300,000 00 900.000 00 " Transferred to Sinking Fund from Land Department....." Profit and Loss.... 203,28775513,56054\$6,593,676 63 \$6,593,676 63 **GENERAL BALANCE SHEET JUNE 30, 1890** To Cost of Railway, Equipment and Lands. New Equipment..... By Capital Stock..... \$20,000,000 00 \$78,524,786 98 30,682 51 FUNDED DEBT \$78,555,469 49 198,990 87 Other Properties...... NEW LINES UNDER CONSTRUCTION. Pembina Mountain Branch..... Boston & Montana Smelter Line..... 55,843 39 50,853 79 106,697 18 GENERAL ASSETS. Due from Agents. Due from U. B. Transportation. Due from Other Companies and Iudi-viduals. \$22,155 67 29,586 18 203.315 26 52,785,000 00 255,057 11 \$72,785,000 00 CASH ASSETS. SINKING FUND.* 1n hands of E. Sawyer, Asst. Treasu'er In hands of Trustees 1st Mort, Bonds. \$77,767 71 9,263 74 Expended for Redemption of Land Grant Bonds for year ending June 30, 1889, and prior years... Expended during year ending June 30, 1890... Balance now available... 87.031 45 \$3,520,000 00 200,000 00 71,801 87 \$3,791,801 87 8,029 11 7,998 19 Sinking Fund Cousoildated Mig. Bonds State and Territorial Taxes not yet due Audited Vouchers unpaid..... Unpaid Pay Roll... Due Other Companies and Individuals \$141,205 15 28,350 06 167,069 65 336,624 86 2,273,792 07 Profit and Loss..... \$79,203,246 10

\$79,203,246 10

Balance.

THE CHRONICLE.

[VOL. LI.

\$3,977,801 87 186,000 00

\$3,791,801 87

684

THE CHRONICLE.

The Commercial Times. .

COMMERCIAL EPITOME.

FRIDAY NIGHT, Nov. 14, 1890.

The spasms of monetary stringency by which financial circles have been disturbed for several weeks past culminated on Tuesday in a semi-panic, causing several important failures and leaving the Clearing House to revive the expedient as a measure of relief which has been employed on occasions of similar emergency, namely, that of issuing loan certificates to be used in the settlement of balances. Mercantile circles were largely affected, especially in their speculative aspects, by the disordered finances, and to-day were half panicky in tone, with sharp declines in values. The weather is all that could be desired for the season.

Lard on the spot has been depressed by the state of the money market. But production is greatly reduced from former seasons. A statement from the West that the swine marketed are only half-fattened is confirmed by the fact that in this market well-fattened swine bring more than pigs, when they are usually 15 or 20 per cent lower. The speculation in lard futures was stronger early in the week, but to day was almost panicky. Lard on the spot closed at 5 90c. for prime city, $6\cdot25@6\cdot27\frac{1}{2}c$ for prime Western and $6\cdot30@6\cdot70c$. for refined to the Continent.

DAILY CLOSING PRICES OF LARD FUTURES.

	Sal.	Mon,	Tues.	Wed.	Thur.	Fri.						
December delivery	6.29	6.34	6.33	6.33	6.34	6.25						
January delivery	6.54	6.60	6.59	6.61	6.61	6.51						
February delivery 0.	6.66	6.72	6.70	6.73	6.70	6.64						
March delivery	6.77	6.83	6.50	6.85	6.80	6.75						
May delivery				7.06	7.01	7.00						

Pork has slightly declined, and closes dull; quoted at \$11 00 @\$11 75 for mess, \$10 25@\$10 75 for extra prime and \$12 50@ \$13 75 for short clear. Beef not plenty, and about steady; quoted : extra mess, \$7 25@\$7 50 ; packet, \$9@9 50 per bbl.; extra India mess, \$13@\$16 per tierce and family at \$10@\$11 per bbl. Beef hams steady at \$12 50 per bbl. Cut-meats declined ; the same facts which curtail the production of lard increases the out-turn of cut-meats; quoted : pickled bellies, $5\frac{1}{6}$ @ $6\frac{1}{4}$ c., including those averaging 12@10 lbs, at $5\frac{1}{5}$ @ $5\frac{3}{4}$ c.; also pickled shoulders, $5\frac{1}{6}$ @ $5\frac{1}{4}$ c., and hams, $8@8\frac{1}{2}$ c.; smoked shoulders, $6@6\frac{1}{4}$ c. Stearine is quoted at $7\frac{1}{2}$ @ $7\frac{1}{6}$ c. and oleomargarine, $6@6\frac{1}{6}$ c. Butter dull at 22@30c. for creamery. Cheese quiet at $8\frac{1}{4}$ @ $9\frac{1}{6}$ c. for State factory, full cream.

Coffee on the spot was to-day dull and weak at 175_{60} $173_{4c.}$, with early sales at 177_{6c} . Mild grades were quiet. Rio options to-day opened dearer, but declined under the adverse financial situation, closing barely steady, with sellers as follows:

November 17.200.	February 15.650.	May
December 17.10c.	March15.306.	June15.100.
January16.200.	April	
3	1	1

-showing a slight decline from last Friday.

Raw sugars are a fraction cheaper ; fair refining Muscovado quoted at 4%c. and centrifugal of 96 degrees test at 51% (55%c. The London market was easier, and consumption in this country greatly curtailed by the partial failure of the fruit crop. Refined sugars are also lower at 6 11-16c. for crushed and 61%c. for granulated. Molasses dull and weak. Rice also depressed. The tea sale on Wednesday went off at easier prices.

prices. Kentucky tobacco is dull, and sales for the week are limited to 300 hhds. Seed leaf continues active; sales for the week foot up the pretty full aggregate of 4,090 cases, as follows; 1,000 cases 1889 crop, N. Y. State Havana, 13½@20c.; 500 cases 1889 crop, Wisconsin Havana, 9@12c.; 550 cases 1889 crop, Zimmer's Spanish, 12@16c.; 500 cases 1889 crop, Dutch, 12@14c.; 500 cases 1889 crop, Ohio seed leaf, 7½@10½cc.; 240 cases 1888 crop, Pennsylvania seed leaf, 12½@13½cc.; 300 cases 1889 crop, do., 9@13c.; 150 cases 1889 crop, do. Havana seed, 13@ 30c.; 100 cases 1889 crop, New England Havana, 16@45c.; 250 cases sundries, 6@35c.; also 670 bales Havana, 75c.@\$1 15, and 400 bales Sumatra, \$1 95@\$2 75. On the Metal Exchange Straits tin bas declined, leading to

On the Mctal Exchange Straits tin bas declined, leading to a more active closing, the sales aggregating 95 tons at 20.80c. on the spot and for November, 20.75@20.80c. for December and 20.95c. for March. Ingot copper remains entirely nominal, and domestic lead is down to 5c. The interior iron markets are firm for prompt delivery, but weak for the first quarter of 1891.

Spirits turpentine is dull and easier at $40\frac{1}{2}$ @41c. Rosins easier for low grades at \$1 45@\$1 50 for strained, but choice grades scarce and dearer. Petroleum has declined; refined in bls. 7.50c. and in cases 9.65c.; crude in barrels 7.15c.; naphtha 7.20c.; crude certificates closed at 72 $\frac{5}{2}$ @72 $\frac{3}{2}$ c. per bbl. Wool and hops have exhibited some weakness in values. FRIDAY, P. M., November 14, 1590, 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 278,284 bales, against 300,366 bales last week and 319,189 bales the previous week, making the total receipts since the 1st of Sept. 1890, 2,680,117 bales, against 2,519,690 bales for the same period of 1889, showing an increase since Sept. 1, 1890, of 160,419 bales.

COTTON.

Receipts al-	Sat.	Mon.	Tues.	Wed.	Thurs,	Fri.	Tolul.				
Galveston	7,738	9,721	4,456	9,774	7,812	4,997	41.428				
El Paso, &c						963	963				
New Orlcans	15,512	14,511	30,315	6,335	9,024	12,068	93.765				
Mobile	2,112	4,768	2,049	529	877	2.341	12,976				
Florida						871	871				
Savannah	8,093	11,951	7,299	7,180	8,469	6,031	49.643				
Brunsw'k, &c.			******			1,600	1,600				
Charleston	2,729	5,498	2,805	2,206	2,019	923	16,210				
Port Royal,&c						195	198				
Wilmington	1,353	1,400	1,109	1,207	1,099	679	6,937				
Wash'gton, &c		******				294	294				
Norfolk	2,945	4,339	3,478	2,414	3,644	2,622	19,442				
West Point	3,874	2,822	4,232	3,748	4,327	4,090	23,093				
N'wp't N's, &c.						1,093	1,093				
New York		620	435				1.055				
Boston	631	320	16	1,610	470	736	3.783				
Baltimore						1,036	1,036				
Philadelph'a,&c	195	162		65	183	. 239	997				
Totals this week	45.782	56.112	62.347	35,158	37.984	40.901	278 284				

For comparison we	give the	following	table	showing	the
week's total receipts,	the total	since Sept	ember	1, 1890.	and
the stock to-night, con	apared wi	th last year	r.		

	1	390.	18	389.	Slock.		
Receipts to Nov. 14,	This	Since Sep.	This	Since Sep.	1890.		
	Week.	1, 1890.	Week.	1, 1889.	1990.	1830.	
Galveston	44,428	516,659	41,107	456,779	103,435	103,218	
El Paso, &c.	903	3,307	386	1,917			
New Orleans.	93,765	668,007	92,900	739,609	201,589	232,292	
Mobile	12,876	120,749	11,970	113,427	25,217	16,039	
Florida	871	22,034	464	9,392		******	
Savannah	49,643	514,315	56,089	500,296	120,841	111,937	
Bruns., &o.	1,600	69,785	5,578	68,875	10,295	15,454	
Charleston	16,210	224,878	18,728	185,804	60,393	63,229	
P. Royal, &c	198	301	106	400			
Wilmington.	6,937	112,972	9,456	73,376	22,636	14,138	
Wash'in,&c	294	786	288	750			
Norfolk	19,442	250,733	26,440	174,809	33,533	34,642	
West Point.	23,093	134,932	18,332	147,086		******	
NwptN.,&c	1,093	8,098	2,439	10,422	1,103	1,953	
New York	1,055	7,236	2,679	14,596	65,334	89,509	
Boston	3,783	9,644	2,858	8,761	15,000	12,100	
Baltimore	1,036	7,157	2,143	4,990	2,731	4,499	
Phil'del'a, &c	997	8,524	2,525	8,410	4,444	4,612	
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Receipts at—	1890.	1889.	1888.	1887.	1886.	1885.						
Galv'ston, &c	45,391	41,493	25,485	42,937	36,189	34,699						
New Orleans	93,765	92,900	75,209	89,724	74,913	102,771						
Mohlle	12,876	11,970	7,777	12,945	9,126	9,697						
Bavannah	49,643	56,089	44,657	41,075	45,604	38,108						
Charl'st'n, &o	16,408	18,834	19,844	21,582	17,625	29,933						
Wilm'gt'n,&c	7,231	9,744	8,656	12,230	8,127	4,317						
Norfolk	19,442	26,440	28,564	28,090	44,423	28,660						
W't Point, &o	24,186	20,771	38,624	28,451	19,072	13,102						
Al'others	9,342	16,247	13,553	7,782	13,615	9,134						
Tot. this week	278,284	294,483	262,369	284,816	263,596	270,421						
Bince Sept. 1.	2680.117	2519,699	2092,109	2625.161	2157.612	2165.357						

The exports for the week ending this evening reach a total of 211,662 bales, of which 105.648 were to Great Britain, 24,675 to France and 31,339 to the rest of the Continent. Below are the exports for the week, and since September 1, 1890.

Exports	Week Ending Nov. 14. Exported to-				From Sept. 1, 1890, to Nov. 14, 1890 Exported to-				
from-	Great Brit'n.			Great Britain.	France	Conti- nent.	Total.		
Gaiveston	83,861	4,597	6,682	45,140	211,503	14,491	87,689	263,682	
New Orleans	15,364	19,128	26,483	60,975	233,299	101,801	129,460	464,560	
Mob. & Penc'la	7,101			7,101	30,061			30,061	
Savannah	6,761		19,143	25,904	50,393	8,814	160,800		
Brunswick					46,329		4,850	50,679	
Charleston			9,158	9,158	42,858	16,830		135,493	
Wiimington			5,532	5,532	55,570		80,589	86,159	
Norfolk	13,759		5,000	18,759	104,003	7,209	11,000	123,212	
West Point	8,250		3,300	11,850			6,100	49,160	
N'port Nws, &c					150			150	
New York	7,835	950	1,435	10,220		6,980	51,459	197,716	
Boston	5,970		75	6,045	29,283		456	29,739	
Baltimore	6,747		4,531	11,278	22,599	2,950	17,498	43,047	
Philadelp'a,&c					2,204		977	3,181	
Total	105,648	24,875	81,339	211,662	1,000,689	158,075		1,695,846	
Total, 1889	131,023	34,221	59,446	224,693	996,567	208,581	391.909	1,596,960	

THE CHRONICLE.

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	On Shipboard, not cleared—for							
Nov. 14 at-	Great Britain.	France.	Other Foreign	Coast- wise.	Total.	Leaving Stock.			
New Orleans Mobile. Charleston Savannah Galveston Norfolk. New York Other ports	25,615 8,000 11,000 6,300 36,538 3,000 7,300 18,000	24,362 None. None. 100 2,114 4,000 650 None.	38,007 None. 18,000 9,600 6,664 3,000 7,900 11,000	4,099 None. 1,000 4,400 3,615 4,000 None. None.	92,083 8,000 30,000 20,400 48,931 14,000 15,850 29,000	$\begin{array}{r} 109,506\\ 17,217\\ 30,395\\ 100,441\\ 54,504\\ 19,538\\ 49,534\\ 27,209\end{array}$			
Total 1890	115,753	31,226	94,171	17,114	258,264	408,344			
Total 1889 Total 1888	105,210 99,903	$16,551 \\ 15,740$	123,256 76,678	27,952 27,628	272,969 219,949	430,673 466,748			

The speculation in cotton for future delivery at this market The speculation in cotton for future delivery at this market opened the week under review with a firmer feeling. The important decline which had taken place in the previous two months had brought prices down to comparatively low figures. This led not only to the covering of contracts, but to some buying for the rise. But on Monday the report for November from the Department of Agriculture was made public. It was immediately construed from its estimate of an outturn of 187 pounds to the acre as indicating a crop of 8,000,000 bales or more. A subsequent explanation from the Statistician of the Department, saying that the outturn per acre this season is not estimated at any more than the out-turn last season, led to a reduction of crop estimates as low as acre this season is not estimated at any more than the out-turn last season, led to a reduction of crop estimates as low as 7,450,000 or 7,500,000 bales, and caused some advance here and at Liverpool. But the disturbed state of financial circles on the Stock Exchange caused a quick decline. On Wednes-day there was an irregular opening, the early months being cheaper and the later months dearer, but all almost immedi-taly advanced with indications of liberal buying for the rise ately advanced, with indications of liberal buying for the rise, ately advanced, with indications of liberal buying for the rise, as well as covering of contracts. But the bull movement showed very little strength on Thursday morning. Later on, however, there was a buoyant market, on a demand to cover contracts, prompted mainly by the belief that unsettled rates of exchange and dissatisfaction of planters with prices will curtail the crop movement for some time to come. To-day Liverpool disappointed our bulls, and the whole market de-clined. Cotton on the spot was steady and became more active on Tuesday. The demand was mainly for home con-sumption. To-day the market was quiet and barely steady at 9%c. for middling uplancts.

The total sales for forward delivery for the week are 717,700 bales. For immediate delivery the total sales foot up this week 3,201 bales, including 400 for export, 2,801 for consumption, —- for speculation, and — in transit. Of the above — bales were to arrive. The following are the official quotations for each day of the past week-November 8 to November 14.

UPLANDS.	Sat.	Mon	Tues	Wed	Th.	Pri.
Ordinary	7	7	7	7	7	7
Strict Ordinary	7716	7716	7716	77:6	7716	7718
Good Ordinary	8516	816	8316	05.0	95.16	0316
Good Ordinary.	0318	O'IA Ogi		8516	8516	8516 81116
Strict Good Ordinary	834	834	834	834	81116	01116
Low Middling	9318	9316	9316	9318	9116	9116
Strict Low Middling	9716	9716	9716	9716	938	938
Middling.	958	958	958	958	938	958
Good Middling	978	978	978	978	10	10
Strict Good Middling	10116	10116	10116	10118	104	104
Middling Fair	1012	1012	1012	1012	1034	1034
Fair	11	11	11	11	114	114
	1		1			
GULF.	Sat.	Mon	Tues	Wed	Th.	Fri,
Ordinary	7318	7316	7316	7316	7516	7516
Strict Ordinary	738	758	758	758	734	734
Good Ordinary	812	812	810	812	858	858
Strict Good Ordinary	81518	81516		81016		9
Low Middling		938	938	938	938	938
Strict Low Middling	958	958	958	958	91116	91116
Middling	0.2		013		91516	01516
Middling.	9'316	91316	91316	91016	91016	91516
Good Middling.	10116	1011-	10116	10116	10318	10316
Strict Good Middling	1014	104	104	104	10916	109:6
Middling Fair	101116	101116	101116	101116	11118	11116
Fair.	111316	11316	11316	11316	11816	1191A
STAINED.	Sat.	Mon	Tues	Wed	Th.	Fri.
Good Ordinary	634	634	634	634	634	634
Strict Good Ordinary	738	738	738	736	738	738
Low Middling	8516	8518	816	8516	814	84
Middling	916	918	918	918	9116	9116

MARKET AND SALES.

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

	SPOT MARKET	SALE	SALES OF SPOT AND TRANSIT.						
	CLOSED,		Con- sump.	spec- ul't'n	Tran- sit.	Total.	Sales of Futures.		
Monday	Steady Easy Steady	400	405 501 753			405 901 753	51,000 180,400 137,800		
Wed'day . Thursday	Steady		· 433 478		••••	433 478	$136,500 \\ 118,800$		
-	Steady	400	231 2,801			231 3,201	93,200		

	lðwir	SALES A	ND PRI rehensiv		FUTUR	es are	shown	by	the
Salessince Sep.1,'90*	Total sales this week. Average price, week.	Friday, Nov. 14- Sales, total Prices paid (range) Clesing	Thursday, Nov. 13– Bales, total Prices paid (range) Closing	Wednesd'y, Nov.12- Bales, total Prices paid (range) Closing	Tuesday, Nov. 11— Bales, total Prices paid (range) Closing	Monday, Nov. 10– Sales, total Prices pald (range) Closing	Saturday, Nov. 8– Sales, total Prices paid (range) Closing	FUTURES.	Markel, Prices a
5,884,200	717,700	Lower. 93,200 9.32@10.07 Dull.	Variable. 118,800 9·21/@10·03 Firmer.	Variable. 136,500 9·17@10·02 Firmer.	Firmer. 137,800 9·20æ 9·97 Firm.	Lower, 180,400 9.172 9.96 Steady.	Firmer. 51,000 9·31@10·07 8teady.	Total Sales.	Markel,
376,900	7,700 9-25	Aver 9.35 2,600 9.32@ 9.38 9.32— 9.33	Aver. 9.25 9.21@ 9.34 9.35- 9.38	Aver 9.20 1,600 9.17@ 9.24 9.27- 9.28	Aver 9.20 1,200 9.19- 9.20 9.20	Aver 9.21 400 9.170 9.21 9.16- 9.18	Aver 9.31 - 200 9.29- 9.31 9.29- 9.31	November.	-
829,800	62,700 9•40	Aver 9.43 8,000 9.40@ 9.46 9.40— 9.41	Aver 9.42 8,100 9.39 & 9.47 9.47 - 9.48	Aver. 9.37 15,200 9.30@ 9.41 9.42- 9.44	1,200 1,200 9.20 9.31 9.34 9.34 10,000 9.31 9.34 10,000 9.34 10,000	Aver 9.34 15,600 9.29@ 9.40 9.31— 9.32	Aver 9.48 5,800 9.47@ 9.49 9.46— 9.47	December.	
1,588,500	176,900 9.50	Aver9.53 20,700 9.51@9.56 9.51—9.52	$\begin{array}{c} {\rm Aver} \ldots \begin{array}{l} 9{\cdot}42 \\ {\rm S}, 100 \\ 9{\cdot}39 \\ 9{\cdot}47 \\ 9{\cdot}47 \\ 9{\cdot}47 \\ 9{\cdot}48 \\ 9{\cdot}57 \\ 9{\cdot}57 \\ 9{\cdot}58 \\ 9{\cdot$	Aver	Aver 9.45 36,100 9.40@ 9.50 9.43- 9.44	Aver 943 50,300 9.382 9.49 9.41- 9.42	ver:. 9.58 11,400 9.56a 9.59 9.56- 9.57	January.	
672,600	82,900 9-57	$ \begin{array}{c} \operatorname{Aver} \ldots 9.53 \ \operatorname{Aver} \ldots 9.61 \ \operatorname{Aver} \ldots 9.67 \ \operatorname{Aver} \ldots 9.75 \ \operatorname{Aver} \ldots 9.84 \ \operatorname{Aver} \ldots 9.92 \ \operatorname{Aver} \ldots 9.92 \ \operatorname{Aver} \ldots 10.00 \ \operatorname{Aver} \ldots 1$	$ \begin{array}{c} \operatorname{Aver} \ldots 9.25 \ \operatorname{Aver} \ldots 9.42 \ \operatorname{Aver} \ldots 9.53 \ \operatorname{Aver} \ldots 9.61 \ \operatorname{Aver} \ldots 9.67 \ \operatorname{Aver} \ldots 9.74 \ \operatorname{Aver} \ldots 9.85 \ \operatorname{Aver} \ldots 9.93 $	$ \begin{array}{c} \operatorname{Aver}_{1.} 9\cdot46 \operatorname{Aver}_{1.} 9\cdot53 \operatorname{Aver}_{1.} 9\cdot60 \operatorname{Aver}_{1.} 9\cdot69 \operatorname{Aver}_{1.} 9\cdot78 \operatorname{Aver}_{1.} 9\cdot78 \operatorname{Aver}_{1.} 9\cdot93 \operatorname{Aver}_{1.} 9\cdot98 Av$	$\begin{array}{c} \begin{array}{c} . 9 \cdot 20 \\ . 1 \\ . 200 \\ . 9 \cdot 20 \\ . 9 \cdot 20 \\ . 9 \cdot 20 \\ . 9 \cdot 34 \\ . 9 \cdot 20 \\ . 9 \cdot 34 \\ . 9 \cdot 21 \\ . 9 \cdot 34 \\ . 9 \cdot 54 \\ . 9 \cdot 54 \\ . 9 \cdot 54 \\ . 9 \cdot 56 \\ . 9 \cdot 57 \\ . 9 \cdot 5$	$\begin{array}{c} \operatorname{Aver} 9.21 \ \operatorname{Aver} 9.34 \ \operatorname{Aver} 9.43 \ \operatorname{Aver} 9.51 \ \operatorname{Aver} 9.51 \ \operatorname{Aver} 9.57 \ \operatorname{Aver} 9.57 \ \operatorname{Aver} 9.51 \ \operatorname{Aver} 9.57 \ Ave$	Aver 9.65 5,900 9.63 9.66 9.62 9.63	February.	DAILY PR
873,400	164,000 9.63	Aver 9.67 21,600 9.64@ 9.70 9.64- 9.65	Aver9.61 Aver9.67 13,100 9.577 9.657 9.622 9.72 9.64-9.65 9.70-9.71	Aver 9.60 32,500 9.56 @ 9.65 9.66- 9.67	Aver 9.57 32,500 9.53 @ 9.62 9.56 _ 9.57	Aver. 9.55 35,700 9.50 # 9.62 9.53 - 9.54	Aver 9.70 9.68 2 9.71 9.67 - 9.68	March.	PRICES AND
382,000	79,700 9-71	Aver 9.75 10,100 9.71@ 9.79 9.72- 9.73	Aver 974 11,900 9.71 ø 9.80 9.78 9.79	Aver 9.69 19,000 9.65 2 9.75 9.75 - 9.76	Aver 9.66 16,200 9.622 9.72 9.65- 9.66	9.55 Aver 9.63 700 20,500 9.62 9.58 <i>a</i> 9.72 9.54 9.62 9.63		April.	SALES OF
354,200	85,100 9.80	Aver 9.84 10,400 9.81@ 9.88 9.81— 9.82	Aver 9.85 14,200 9.80@ 9.90 9.88- 9.89	Aver 9.78 19,000 9.652 9.75 9.75- 9.76 9.742 9.83 9.83- 9.85	Aver 9.73 19,000 9.70@ 9.81 9.73 9.74	Aver 9.72 17,100 9.66@ 9.78 9.70- 9.71	Aver 9.87 8,400 9.85 @ 9.89 9.85 — _	May.	FUTURES
164,000	35,900 9 88	Aver 9.92 A 4,000 9.89 2,996 8 9.89 - 9.90 9	Aver 9-93 4,800 9-88 @ 9-99 9-96 9-97	Aver 9.87 3,800 9.94 @ 9.91 9.90 - 9.92	Aver 9.82 5,000 9.79 <i>a</i> 9.88 9.81- 9.82	Aver 9-81 13,800 9-76 <i>a</i> 9-87 9-78- 9-79	Aver 9.94 4,500 9.92@ 9.96 9.92— 9.93	June.	FOR
33,100	8,800 9.96	Aver10.00 9.99 a1,200 9.99 a10.03 9.95 - 9.97	Aver 9.99 1,400 9.97@10.00 10.02-10.04	Aver 9.93 9.92 9.93 9.97 9.93	2 Aver 9.93 4 2,100 8 9.88@ 9.95 2 9.88— 9.95	Aver 9.88 2.000 9.85@ 9.91 9.86- 9.88	Aver10.03 1,700 10.02@10.04 9.98-10.00	July	EA CH MONTH
32,100	14,000 9-99	Aver10.00 9.99 #1.200 9.99 #10.03 10.00 #10.07 10.00 #10.07 10.00 #10.07 10.00 #10.07	$\begin{array}{c} \operatorname{Aver}_{-} & \begin{array}{c} 9\cdot93 \\ \operatorname{Aver}_{-} & \begin{array}{c} 9\cdot93 \\ \operatorname{Aver}_{-} & \begin{array}{c} 9\cdot93 \\ \operatorname{Aver}_{-} & \begin{array}{c} 10\cdot01 \\ 2_1 \\ 0 \\ 9\cdot85 \\ 9\cdot97 \\ 9\cdot96 \\ 9\cdot97 \\ 9\cdot97 \\ 9\cdot97 \\ 10\cdot02 \\ 10\cdot04 \\ 10\cdot06 \\ -10\cdot08 \end{array} \end{array}$	Aver 9.87 Aver 9.93 Aver 9.98 400 9.843 9.90 9.90 9.92 9.97 9.93 9.96210.00 9.964 9.92 9.97 9.93 9.96210.00 10.01-10.08	$\begin{array}{c} \operatorname{Aver}_{-} 9^{-73} \operatorname{Aver}_{-} 9^{-82} \operatorname{Aver}_{-} 9^{-93} \operatorname{Aver}_{-} 9^{-93}$	$\begin{array}{c} {\rm Aver} & 9.72 \ {\rm Aver} & 9.8081 \ {\rm Aver} & 9.88 \ {\rm Aver} & 7.992 \ {\rm Aver} \\ 9.66 \ 9.78 \ 9.78 \ 9.76 \ 9.87 \ 9.85 \ 9.991 \ 9.90 \ 9.96 \ 9.96 \ 9.96 \ 9.96 \ 9.96 \ - \ 9.88 \ 9.90 \ - \ 9.92 \ - \ - \ 9.92 \ - \ - \ 9.92 \ - \ - \ - \ 9.92 \ - \ - \ - \ - \ - \ - \ - \ - \ - \ $	Aver: 9.87 Aver: 9.94 Aver: 10.03 Aver: 10.07 Aver: 9.85 & 9.89 9.92 9.961 10.02 21000 1.005 21000 - 9.85 & 9.89 9.92 9.961 10.02 21004 10.05 21007 9.85 9.92 9.961 9.98 - 10.00 10.04 - 10.06	August.	
-		Aver	Aver		Aver	Aver		September.	
		Aver	Aver	Aver	Aver	Aver	Aver	October.	

* Includes sales in September, 1390, for September, 228,300; Septem ber-October, for October, 349,300. The we have included in the above table, and shall continue each week to give, the average price of futures each day for each month. It will be found under each day following the abbreviation "Aver." The average for each month for the week is also given at bottom of able. Transferable Orders-Saturday, 9'35c.; Monday, ---c.; Tuesday, 9'20c; Wednesday, 9'30c.; Thursday, 9'40c.; Friday, ---c.

The following exchanges have been made during the week: 08 pd. to exch. 100 May for June. | 10 pd. to exch. 500 Dec. for Jan. 15 pd. to exch. 300 Nov. for Dec. | 38 pd. to exch. 100 Jan. for June.

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, those for Great Britain and the anoat are this week stetuns, and consequently all the European figures are brought down to Thursday evening. But to make the totals the complete figures for to-night (Nov. 14), we add the item of exports from the United States, including in it the exports of Friday only.

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THE CHRONICLE.

plant and a second s					-
					E.
	1890.	1889.	1888.	1887.	1
Stock at Liverpool bales	668,000	522,900	321,000	489.000	Ł
	27,000		8.000	38,000	E
Stock at London	21,000	11,000	0,000	00,000	n
			0.20.000		t.
Total Great Britain stock.	695,000			527,000	£.
Steek at Hamburg	2,600	1,600	2,000	3.000	t.
Stock of Dechants	01,000	23,900	8,400	33,300	t.
Stock at Bremen		4.000		22.000	E.
Stock at Amsterdam	4,000				L
Stock at Rotterdam	200	300		300	t.
Stock at Antwerp	3,000	5,000	600	000	Ł
Stock at Havre	133.000	110,000	93,000	172.000	L
	3,900	3,000	2,000	2,000	L
Stock at Marseilles					£.
Stock at Barcelona	47,000	30,000	33,090	37,000	e.
Stock at Genoa	4,000	6,000	4,000	4,000	e.
Stock at Triests	4,000	4,000	5,000	11,000	e.
Otoca de Alteoro contrati contrati					ł.
Malal Clumble and al shaalta	266,800	102 000	. 152,300	285,500	1
Toial Continental stocks	200,800	100,500	· 102,000	200,000	11
					U
Total European stocks	961,800	732,800	481,300	812,500	11
India cotton affoat for Europe.	19.000	30,000	29,000	30,000	Ł
Amer. cott'n afloat for Europe.	612,000	653.000	461.000	017,000	L
			33,000	55.000	t.
Egypt, Brazil, &e., afit for E'r'po	70,000	44,000			L
Stock in United States ports	666,608	793,642	686,697	707,586	L
Stock in U. S. interior towns	253,747	191,554	234,542	341,109	
United States exports to-day.	39.874	39,177	59,034	26,100	
Onited otates exports to day.	001014	00,111	00,001		
Wedel addible committee	0.003.000	0.004 170	1 004 572	0.010.003	L
Total visible supply	2,023,029	2,094,170	1,034,070	2,049,380	1
Of the above, the totals of Amer	ican and of	tber descri	ptionsarea	as follows:	
American-					
Liverpool stock bales	392,000	341,000	229,000	293,000	Ł
Continental stocks	160,000	102,000	78,000	109,000	Ł
				217,000	
American affoat for Europe	612,000	653,000	461,000	617,000	
United States stock	666,608	703,642	686,697	767,586	1
United States interior stocks	233.747	191,554	234.542	311,199	Ł
United States exports to-day.	39,874	39,177	59,034	26,100	1
outou outou exports to uny.	GOJOTE	00,411	00,001		
Watal Amorilaam	0 101 000	11 020 272	1 740 070	0 152 008	Ł
Total American	2,124,220	2,030,373	1,748,273	2,103,880	{
East Indian, Brazil, &c					
Liverpool stock	276.000	181.000	92,000	196.000	Ł
London stock	27.000	17,000	8,000	38,000	
Lontinental stocks	106,800	91,800	74.300	176.500	
India affoat for Europe	19,000	30,000	29,000	30,000	
Egypt, Brazit, &c., afloat	70,000	44,000	33,000	55,000	
					L
Total East India, &c	498.800	363,800	236,300	495,500	F.
Fotal American		2,030,373	1 748 979	0 133 995	
A Otal American	2,124,220	2,030,373	4,140,213	4,103,835	Į.
					Ľ
Total visible supply	2,623,029	2,394,173	1.984.573	2.649.335	1
Price Mid. Upt., Liverpoot	5516d.		5111ad.		1
Price Mid. Upl., New York	9 380.	1040.	100.	10380.	Ł
Erico Mid. Upi., New 1018	0.480	10-10.	100.	10.80	Ŧ

The imports into Continental ports this week have been 113,000 bales.

The above figures indicate an *increase* in the cotton in sight to-night of 238,856 bales as compared with the same date of 1889, an *increase* of 638,456 bales as compared with the corresponding date of 1888 and a *decrease* of 26,356 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 1889—is set out in detail in the following statement.

Totai, all	Total, new towns	Newberry, S. C Raleigh, N. C Tarboro, N. C Louisville, Ky.* Little Rock, Ark. Brenham, Texas. Houston, Texas.	Total, old towns.	Augusta,Ga Columbus, Ga Maongan, Ga Montgomery, Ala Selma, Ala. Memphis, Tenn. Nashville, Tenn. Dallas, Torast. Bherman, Texas Shreveport, La. Vleksburg, Miss. Columbus, Miss. Eufaula, Ala. Vleksburg, Miss. Columbus, Miss. Eufaula, Ga.t. Atlanta, Ga.t. Atlanta, Ga.t. Atlanta, Ga.t. Atlanta, Ga.t. Atlanta, Ga.t. Atlanta, Ga.t. Atlanta, Ga.t.	Towns,	
216,571	50,883	$\substack{\substack{402\\1,546\\412}\\4,437\\1,023\\42,560$	165,688	$\begin{array}{c} 12,733\\ 3,197\\ 3,288\\ 5,383\\ 5,383\\ 5,383\\ 5,383\\ 5,383\\ 5,383\\ 5,383\\ 5,383\\ 2,330\\ 2,330\\ 2,330\\ 2,556\\ 2$	Re This week.	Moven
1,622,145	563,804	$\begin{array}{r} 8,900\\ 20,610\\ 5,540\\ 2,716\\ 24,540\\ 18,214\\ 483,284\end{array}$	1,058,341	127,28943,10443,59043,59049,586229,6396229,6396229,6396229,63936,95837,09537,09537,09536,95836,959 36,959 36,95936,959 36,959 36,95936,959 36,959 36,95936,959 36,959 36,95936,959 36,959 36,95936,959 36,959 36,95936,959 36,959 36,95936,959 36,95936,959 36,959 36,95936,959 36,95936,959 36,95936,959 36,959 36,95936,959 36,95936,959 36,959 36,95936,959 36,95936,959 36,95936,959 36,95936,959 36,95937,959 36,95936,959	Receipts. s Since Sept. 1, '90.	Movement to November 14.
181,161	49,652	402 2,031 356 3,468 41,915	131,509	$\begin{array}{c} 9,653\\ 3,038\\ 3,038\\ 3,757\\ 29,156\\ 29,156\\ 29,156\\ 29,156\\ 29,156\\ 3,757\\ 1,08$	Shipm'ts This week.	ember 14
282,020	28,273	5 990 753 8,567 2,260 15,703	253,747	$\begin{array}{c} 30,074\\ 30,074\\ 5,411\\ 6,4761\\ 6,4761\\ 93,383\\ 4,387\\ 10,465\\ 2,901\\ 2,901\\ 2,901\\ 2,9166\\ 5,106\\ 2,901\\ 2,901\\ 2,916\\ 3,345\\ 3,355\\ 3,$	Stock Nov. 14.	, 1890.
176,225	38,045	$1,000 \\ 1,325 \\ 642 \\ 642 \\ 3,871 \\ 1,575 \\ 29,126 \\$	138,180	$\begin{array}{r} 12,580\\ 2,300\\ 3,300\\ 5,407\\ 3,656\\ 31,936\\ 2,004\\ 2,004\\ 2,004\\ 2,004\\ 2,004\\ 2,551\\ 2,551\\ 2,551\\ 1,262\\ 1,268\\ 1,420\\ 2,5130\\ 1,262\\$	Ike This week.	Moven
1,491,889	525,942	9,136 9,905 2,386 2,891 28,796 17,142 455,686	965,947	96,971 41,980 38,089 53,599 53,599 53,599 199,983 7,401 30,569 25,869 25,869 25,869 25,987 75,987 25,987 25,987 25,987 25,987 25,987 25,987	Receipts. Since Sept. 1, '89.	Movement to November
168,152	42,389	$1,000 \\ 1,144 \\ 506 \\ 18 \\ 3,217 \\ 686 \\ 35,818 $	125,763	$\begin{array}{c} 12,553\\ 2,160\\ 2,900\\ 4,773\\ 3,584\\ 1,598\\ 2,127\\ 3,584\\ 1,598\\ 2,127\\ 3,2127\\ 3,2127\\ 3,764\\ 1,953\\ 3,764\\ 1,024\\$	Shipm'ts This week.	ember 15,
222,057	30,503	1,224 2,304 8,854 2,936 15,185	191,554	$\begin{array}{c} 4,952\\ 6,611\\ 2,250\\ 7,286\\ 1,2386\\ 4,2386\\ 4,2386\\ 1,2$	Stock Nov. 15.	1889.

* Louisville figures "net" in both years. t Last year's figures are for Griffin. t This year's figures estimated.

The above totals show that the old interior stocks have increased during the week 34,179 bales, and are to-night 62,193 bales more than at the same period last year. The receipts at the same towns have been 27,508 bales more than the same week last year, and since Sept. 1 the receipts at all the towns are 130,256 bales more than for the same time in 1889.

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

Week ending	CLOSI	NO QUOTA	TIONS FOR	MIDDLIN	O COTTON	- 80
Nor. 14.	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Gaiveston New Orioane Mobile Charloston Witmington Boston Battimore Philadelphia Angnsta Memphis St. Louis	9916 9716 9716 914 914 914 914 914 914 914 914 914 914	991x 930 9716 914 914 914 914 914 914 914 914 914 9516 9516 9516	9 kg 9 kg 9 hg 9 hg 9 hg 9 hg 0 hg 0 hg 10 9 kg 10 9 kg 10 9 kg 10 9 hg 10 9 hg 10 10 10 10 10 10 10 10 10 10	815 939 939 95 95 95 95 95 95 95 95 95 95 95 95 95	916 979 956 956 914 956 914 956 916	019 019 019 019 019 019 019 019 019 019
Cincinnati	958 934	0 ⁷ 10 0 ⁵ 9 9 ⁵ 8	9 ⁵ 9 9 ⁵ 9	958 958	9316 959 959	0316 959 959

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

Atlanta Columbus, Ga. Columbus, Miss	9 878	Montgomery	918	Rateigh Rome Seima	9% 9%
Eufaula		Natchez	9110	Shroveport	0.0

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

Week		Receip	ts at the	Ports.	Stk at	Interior	Torons.	Rec'pts	from P	lant'ns,
En	ding-	1888.	1880.	1800.	1888.	1889.	1890.	1888.	1889.	1890.
Oct.	10	250,014	273,609	296,119	139,007	111,205	99,174	292,101	308,053	315,009
4.0	17	263,263	804,501	\$11,313	174,971	138,874	135,671	298,587	331,670	347,710
89	24	270,707	320,678	813,451	198,880	157,613	176,504	291,116	339,817	353,384
84	\$1	279,536	308,215	815,188	221,902	178,506	217,812	303,058	329,108	384,996
Nov.	7	272,091	300,135	300,366	245,139	213,981	246,610	293,828	835,613	329,064
95	14	263,369	294,488	278,284	256,480	222,057	282,020	275,710	302,661	313,094

The above statement shows: 1.—That the total receipts from the plantations since September 1, 1890, are 2,948,524 bales; in 1889 were 2,729,312 bales; in 1888 were 2,333,214 bales. 2.—That, although the receipts at the outports the past week were 278,284 bales, the actual movement from plantations was 313,694 bales, the balance going to increase the stocks at the interior towns. Last year the receipts from the plantations for the same week were 302,561 bales and for 1888 they were 925 710 bales 275,710 bales.

AMOUNT OF COTTON IN SIGHT NOV. 14.—In the table below we give the receipts from plantations in another form, and add to them the net overland movement to Nov. 1, and also the takings by Southern spinners to the same date, so as to give cubstantially the amount of cotton now in sight.

0	1890.	1889.	1888.	1887.
Receipts at the ports to Nov.14 Interior stocks on Nov. 14 in	2,680,117	2,519,699	2,092,109	2,625,161
excess of September 1	268,407	209,613	241,105	360,964
Tot. receipts from plantat'ns Nat overland to November 1.				
Southern consumpt'n to Nov.1	157,430 99,000		162,465 90,000	
Total in sight November 14.	3,204,954	2,930,612	2,585,679	3,276,080
Northern spinners takings to			-	

November 14...... 531,396 388,600 554,887 590,624 It will be seen by the above that the increase in amount in eight to-night, as compared with last year, is 269,332 bales, the excess as compared with 1888 is 619,275 bales and the loss from 1887 reaches 71,126 bales.

WEATHER REPORTS BY TELEORAPH.—Our telegraphic ad-vices from the South continue of a very satisfactory character, indicating that under the influence of favorable weather con-ditions the gathering and marketing of the crop are making excellent progress. Little rain has fallen as a rule and the temperature has been higher. *Galveston, Texas.*—It has been showery on one day of the week, the rainfall reaching seven hundredths of an inch. Average temperature 70, highest 78, lowest 61. *Palestine, Texas.*—The weather has been dry all the week. The thermometer has averaged 62, the highest being 78 and

The thermometer has averaged 62, the highest being 78 and

the lowest 46. Huntsville, Texas.—We have had rain on two days of the week, the precipitation being one inch and ninety-five hundredths. The thermometer has averaged 66, ranging from 48 to 84.

Dallas, Texas.-There have been showers on two days of the

Dallas, Texas.—There have been showers on two days of the week to the extent of sixty-eight hundredths of an inch. The thermometer has ranged from 44 to 78, averaging 61. San Antonio, Texas.—We have had showers on two days of the week, the rainfall reaching sixty-one hundredths of an inch. Average thermometer 66, highest 86, lowest 46. Luling, Texas.—Rain has fallen on one day of the week to the extent of thirty hundredths of an inch. The thermome-ter has averaged 66, the highest 86 and the lowest 46. Columbia, Texas.—It has been showery on one day the past week, the precipitation reaching thirty-four hundredths of an inch. The thermometer has averaged 63, ranging from 44 to 82. to 82.

Cuero, Texas.—Dry weather has prevailed all the week. The thermometer has ranged from 40 to 84, averaging 62. Brenham, Texas.—We have had one shower during the

week, the rainfall reaching sixty one hundredths of an inch. Average thermometer 68, highest 88, lowest 48. Belton, Texas.—It has rained lightly on one day of the week, the precipitation being one hundredth of an inch. The thermometer has averaged 65, the highest being 78, and the lowest 52.

Weatherford, Texas.-We have had hard rain on two days of the week, the rainfall reaching three inches and one hun-dredth. The thermometer has ranged from 30 to 82, aver-

aging 56. New Orleans, Louisiana.—Rain has fallen on one day of the week to the extent of three hundredths of an inch. The

thermometer has averaged 68. Shreveport, Louisiana.—The week's precipitation has been one inch and forty-six hundredths. Average thermometer 60, highest 80, lowest 49.

Columbus, Mississippi.—No rain has fallen during the week. The thermometer has averaged 65, the highest being 78, and the lowest 50.

Leland, Mississippi.—Rainfall for the week forty-eight hundredths of an inch. The thermometer has averaged 65.3, ranging from 50 to 83.

Clarksdale, Mississippi.—Cotton is being picked rapidly. There has been rain during the week to the extent of fifty hundredths of an inch.

Little Rock, Arkansas.-Telegram not received.

Helena, Arkansas.—It has rained lightly on two days of the week, the precipitation reaching seventy-eight hundredths of an inch. Cotton is coming in rapidly. The thermometer has ranged from 42 to 75, averaging 56. Memphis, Tennessee.—Picking has been interrupted by rain, which has fallen on four days of the week to the extent of one inch and forty-six hundredths, but marketing progresses well.—Average thermometer 56, bichest 76, lowest 48.

well. Average thermometer 56, highest 76, lowest 43. Nashville, Tennessee.—There has been rain on four days of the week, the precipitation reaching twenty-six hundredths of an inch. The thermometer has averaged 60, the highest being the week, the precipitation reaching twenty-six numercutes of an inch. The thermometer has averaged 60, the highest being 78 and the lowest 46. *Mobile, Alabama.*—The weather has been excellent all the week—no rain—and picking is progressing actively. The thermometer has averaged 66, ranging from 53 to 81. *Montgomery, Alabama.*—We are having excellent weather for picking, as no rain has fallen in over three weeks. The thermometer has ranged from 46 to 82, averaging 67. *Selma, Alabama.*—The weather has been clear all the week. Average thermometer 68, higest 88, lowest 51. *Auburn, Alabama.*—There has been no rain all the week. The thermometer has averaged 65.9, the highest being 78, and

The thermometer has averaged 65.9, the highest being 78, and the lowest 49.

the lowest 49. Madison, Florida.—Telegram not received. Columbus, Georgia.—We have had rain on one day of the week to the extent of sixteen hundredths of an inch. The thermometer has ranged from 55 to 70, averaging 63. Savannah, Georgia.—We have had rain on two days of the week, the rainfall being forty-five hundredths of an inch. Av-erage thermometer 66, highest 79 and lowest 52. Augusta, Georgia.—The early part of the week was clear and pleasant, but in the latter portion there has been rain on two days, the rainfall reaching thirty-eight hundredths of an inch. Cotton suffered much from the past cold wet weather. two days, the rannal reaching thrty-eight hundredths of an inch. Cotton suffered much from the past cold wet weather, and the waste will be considerable. Cotton now being picked and coming in freely. The thermometer has averaged 65, the highest being 80 and the lowest 46. *Charleston, South Carolina.*—We have had rain on one day of the week, the precipitation being sixteen hundredths of an inch. The thermometer has averaged 68, ranging from 58 to 77

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Stateburg, South Carolina.—It has rained on one day of the week, the precipitation reaching fifteen hundredths of an inch. The thermometer has ranged from 48 to 74, averaging inch. 65.2.

Wilson, North Carolina .- Rain has fallen on one day of the week to the extent of sixteen hundredths of an inch. Average

thermometer 62, highest 77, lowest 40. The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock November 13, 1890, and November 14, 1889.

	Nov. 13, '90.	Nov. 14, '89.
	Feet.	Feet.
New OrleansAbove low-water mark. MemphisAbove low-water mark.	5.7 12.6	3·2 11·7
Nashville Above low-water mark.	3.6	16.6
ShreveportAbove low-water mark. VicksburgAbove low-water mark.	3·9 18·6	13.4 Missing.
States and States		- ALAUGALIG.

Nore,-Reports are now made in feet and tenths.

INDIA COTTON MOVEMENT FROM ALL PORTS.-The receipts and shipments of cotton at Bombay have been as follows for the week and year, bringing the figures down to Nov. 13.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

	Shipm	ents this	s week.	Shipm	ents sinc	Receipts.		
	Great Brit'n.	Continent.	Total.	Great Britain	Conti- nent.	Total.	This Weck.	Since Jan. 1.
1890 1889 1888 1887		5,000 4,000	5,000 4,000	$373,000 \\ 217,000$	868,000 633,000	$1,389,000 \\1,241,000 \\850,000 \\1,065,000$	$17,000 \\ 6,000$	$1,927,000 \\1,739,000 \\1,315,000 \\1,522,000$

	Shipme	nts for th	e week.	Shipments since January 1.			
	Great Britain.	Conti- nent.	Totat.	Great Britaín,	Continent.	Total.	
Calcutta – 1890 1889 Madras –				25,000 35,000	103,000 45,000	128,000 80,000	
1890 1889 All others-				$56,000 \\ 61,000$	11,000 18,000	67,000 79,000	
1890 1889	4,000	4,000 3,000	4,000 7,000	102,000 108,000	56,000 61,000	158,000 169,000	
Total all— 1890 1889	4,000	4,000 3,000	4,000 7,000	$183,000 \\ 204,000$	170,000 124,000	353,000 329,000	
	EXPOI	TS TO E	UROPE FF	ROM ALL IN	DIA.		

Shimments	18	390.	18		18	358.
to all Europe from-	This wcck.	Since Jan. 1.	This wcck.	Since Jan. 1.	This week.	Since Jan. 1
Bombay. All other ports.		1,389,000 353,000		1,241,000 328,000		
Tota1	8,000	1,742,000	12,000	1,569,000	14,000	1,110,000

ALEXANDRIA RECEIPTS AND SHIPMENTS.—Through arrange-ments we have made with Messre. 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, November 12.	18	390.	18	889.	18	88.
Receipts (cantars*) This week Sinco Sept. 1.	1	80,000 51,000		60,000 12,000		40 ,000 93,000
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
Exports (bales)— To Liverpool To Continent	12,000 9,000		13,000 7,000			

1,000|138,000||20,000|111,000||14,000||80,000 Europe * A cantar is 98 pounds.

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

32s Oop. Twist. 8¼ tbs. Shirtings. Cott'n Mid. Upids 32s Oop. Twist. 8¼ tl Shirting d. d. s. d. s. d. s. s. d. s. d. s. s.	98. 198.	Cott'n Mid. Uplds
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	d. 222223	$\begin{bmatrix} d. \\ 6^{1}_{4} \\ 6^{1}_{16} \\ 5^{3}_{4} \\ 5^{11}_{16} \\ 5^{3}_{4} \end{bmatrix}$

EUROPEAN COTTON CONSUMPTION FOR OCTOBER.—We have received to-day (Friday), by cable, Mr. Ellison's figures for October, the first month of the new cotton season. We have also received the revised totals for last year and give them for comparison. The spinners' takings in *actual* bales and pounds have been as follows:

In October.	Great Britain.	Continent.	Total.
For 1890.			
Takings by spinnersbales	274,000	181,000	455,000
Average weight of bales.ibs	469	• 453	462.6
Takings in pounds	128,506,000	81,993,000	210,499,000
For 1889.			
Takings by spinnersbales	244,000	164,000	408,000
Average weight of bales.lbs.	464	440	455
Takings in pounds	113,443,000	72,230,000	185,673,000

According to the above, the average weight of the deliveries in Great Britain is 469 pounds per bale in October this season, against 464 pounds during the same time last season. The Continental deliveries average 453 pounds, against 440 pounds last year, and for the whole of Europe the deliveries average 462°6 pounds per bale, against 455 pounds last season. Our dispatch also gives the full movement for this year and last year in bales of 400 pounds.

In October.	Great Britain.	Continent.	Totat.
For 1890. Spinners' stock October 1 Takings in October	86.000 321,000	199.000 205,000	285,000 526,000
Totsl supply Consumption 4 weeks	407,000 312,000	404,000 332,000	811,000 644,000
Spinners' stock Nov. 1	95,000	72,000	167,000
For 1889. Spinners' stock October 1 Takings in October	55,000 283,000	181,000 180,000	236 ,000 463,000
Total supply Consumption 4 weeks	338,000 292,000	301,000 320,000	699 ,000 612,000
Spinners' stock Nov. 1	46,000	41,000	87,000

The foregoing indicates that spinners' stocks are now 167,000 bales, against 87,000 bales last year. The cable further atates that the average weekly rate of consumption in Great Britain for October this year is stated by Mr. Ellison to have been 78,000 bales. Last year the weekly average was 76,000 bales, but deduction from the month's totsl of 12,000 bales was made on account of stoppage of spindles. Continental spindles consumed weekly this October 83,000 bales, against 80 000 bales a year ago. 80,000 bales a year ago.

JUTE BUTTS, BAOGING, &C .- The demand for jute bagging JUTE BUTTS, BAODING, CC.—The demand for jute obgging during the week under review has been of a jobbing character, the orders being as a rule for small lots and mainly from out-of-town buyers. In prices there has been no change, quota-tions ruling at 534c. for 134 lbs., 634c. for 134 lbs., 7c. for 2 lbs, and 734c. for standard grades. The market has been quiet in the state of the formation and a market has been quiet in jute butts at 114c. for paper grades and 1%@2c. for bagging quality.

THE AGRICULTURAL DEPARTMENT'S REPORT FOR NOVEM-BER.—The Agricultural Department's report on cotton for No-vember is given below:

vember is given below: The cotton returns for November to the Department of Agriculture areas with rates of yield per acra. The consolidation, considering areas with rates of yield, with correction only of obvious errors, makes the average yield 187 pounds of lint per acre. It is about the same as the yield of last year, and better than the returns of yield inst No-vember, which were exceeded by the results of the final investigation. Bome of the returns report killing frosts, which did net extand to a large area on the southern side of the cotton beit. Much will, there-fore, depend on the weather of November and December, not only in perfecting growth, but in saving the cross. Should the sease continue favorable and the views of correspondents prove conservative, the re-sult may be slightly larger than is here indicated. The quality of lint has been deteriorated by excessive rains and injured by discoloration. The estimated yields by States are as follows: Virginia, 163 pounds; North Carolina, 182; South Carolina, 175; Georgia, 165; Florida, 103; Alabama, 160; Mississippi, 200; Lonisiana, 235; Texas, 196; Arkan-eas, 225; Tennesece, 191.

sas, 225; Tennessee, 191. SHIPPING NEWS.—The exports of cotton from the United States the past week, as per *latest mail* returns, have reached 217,454 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

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

					Reval.	Barce-		
			Havre	Bremen	Ant	lona.	Vera	
	Liver-	Lon-	& Dun-	& Ham-	werp.	Genoa de	Cruz &	
	pool.	den.				Naples.		
New York.	7.157	678	950		835	200		10.220
N. Orleans.			23.575		366	2,500		72.528
Galvesion .	22,777		5.000		5,622	-,	20	33.619
Savannah .	4.354			17,286	4,958			34.992
Brunswick.	8,293			4.350	3,000	0,020		12.843
Charleston.	3,295			9,950				13.245
	5.014	******			*****		*****	11.544
Wilmingt'n				8,500	*****	******	*****	
Norfolk	6,994	*****					*****	10,894
West Point		******	*****	*****				2,821
Boeton	6,056	******					50	8,106
Baltimore.	4,826 -	100	2,306	700				7,932
Philadelp'a	910						******	910
	States and states and							
Total]	01.263	778	40,300	53.7371	11.781	6,525	70 :	217,454
					,			

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

Wessels carly ving content from United States ports, &co.
BUENAVENTURA, ateamer (Span.), at New Orleans, for Liverpool. Fire was discovered P. M. of Nov. 11 in the atern hardnway of ateamer Huenaventura, with 2,3°C bales of ooton aboard. It is estimated that 800 bales neo damaged.
MERAV, ateamer (Br.), at Brunawick. The cargo of Birtish steamship Meray, Captain Duncan, was fired Nov. 7, b/ the consession of two pleose of cotton rerews in hold under the main hatoh. The ateamship had 3,000 bales of cotton on board, valued at \$170,000, The cotton is fully insured in Union Marine insurance Company. The cotton is fully insured in Union Marine insurance Company. The cotton belongs to Cole, Simking & Do, and others. The whole cargo will have to be taken out, so that the loss can be estimated.

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Pri.
Liverpool, steam d.	984	964	964	9.64	Pat	904
Do late delly'y.d.	****			****		
Havre, steam	516	618	516	5 ₁₀	716	716
Do saiic.						10
Sremen, steam c.	300716	38 2718	382718	30 3716	94	39
Do indirect.c.						
Hamburg, steam.c.	380710	380710	38 2716	380710	38	24
Do via indirect.c.			****			
Amet'd'm, steam.c.	35°	35*	35*	35*	40*	40*
Do indirectd.						
Reval, steamd.	1704 0937	1764 0942	1764 09.9	1764 2 922		
Do saild.						
Sarceiona.steam d.	34	34	24	14	14	14
Genos, steam d.	816	316	518	810	510	316
Frieste, steamd.	14	14	14	14	14	14
Antwerp, eteam d.	18	18	18	19	18	2.0

Per 100 ibe.

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

	Oct. 21.	Oct. 31.	Nov. 7.	Nov. 14.
Sales of the weekbales				
Of which exporters took Of which speculators took		4,000		
Salse American	35,000	36,000	38,000	37,000
Actual export Forwarded	87,000	73,000	78,000	71,000
Cotal stock—Estimated Of which American—Estim'd	513,000 246,000	539,000 271,000	597,000 325,000	
Total import of the week	125,000	110,000	141,000	150,000
Of which American Amount affoat	305,000	345,000	315,000	305,000
Of which American	290,000	330,000	300,000	290.000

The tone of the Liverpool market for spots and futures each day of the week ending Nov. 14, and the daily closing prices of spot cotton, have been as follows:

, spol.	Saturday	Monday.	Tuesday.	Wednes.	Thursd'y.	Friday.
Markst, 1:45 P. M.	Dull.	Supported	Ouil and irragular.	Better.	Moderate demand.	Firmer.
Mid.Upl'ds.	538	5 ³ 8	5516	5516	5518	5616
3ales 3pec. & exp.	6,000 500	8,000 500	7,000 1,000	8,000 1,000	8,000 500	8,000 1,000
<i>Futures.</i> Market, 1:45 P. M.	Steady at 1-64@2-64 advauce.	Easy at 1-84 @ 2-64 daclina.	Quiet at 1-64 de- cline.	Steady.	Firm at 2-64 a6- vance,	Steady at 2-64 ad- vance.
Market, 4 P. M.	Quist but steady.	Easy.	Quiei.	Barely steady.	Quiet aud 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.

	Sal., Nov. S.			8.	Me	an., 1	tov.	10.	Tues., Nov. 11.			
	Open	High	Low.	Clos.	Open	High	Low.	Clos.	Dpen	High	Low.	Clos.
	d.	d.	đ,	d.	d,	đ.	d,	d.	d.	d.	d.	d.
November	5 18	5 19	5 18	5 19	5 18	517	5 15	515	5 15	5 15	5 15	5 16
NovDec	5 18	5 19	5 18	519	5 10	5 17	515	515	515	5 16	515	5 16
DecJau	5 19	5 20	5 19	5 20	5 17	5 18	616	517	6 15	617	516	5 17
JanFeb	5 21	5 21	5 21	5 \$1	5 19	5 26	518	5 18	518	5 19	5 15	5 19
FebMarch.		5 23	5 23	5 23	6 21	5 22	5 26	5 20	5 20	521	5 90	5 21
MchApril		5 26	5 25	5 26	5 23	5 24	5 22	5 22	5 22	5 23	5 22	5 23
April-May		5 28	5 27	5 28	5 28	5 28	5 24	5 25	5 24	5 25	6 31	5 25
May-June	5 30	5 30	5 30	5 90	5 28	5 28	5 27	5 27	5 27	5 28	5 27	5 28
June-July	5 32	532	5 32	5 32	5 30	5 31	5 29	5 29	5 29	5 30	5 29	5 30
July-Aug	5 34	5 35	5 34	5 35	5 32	5 33	5 31	5 32	5 51	5 32	5 51	5 32
AugSept	5 32	5 32	5 32	5 32	5 30	5 31	5 29	5 30	5 29	5 30	5 29	5 30
Wed., Nov. 12.		1 1										
	W	ed., 1	iov.	12.	Thu	T #17	Nov.	13.	F	1., N	ov. 1	.4.
		ed., N High				1	1	13. Clos.			ov.	
		1				1	1				_	
November	Open	High	Low.	Clos.	Open	High	Low.	Clos.	Open	High	Low.	Clos. d. 5 16
November NovDec	Open d.	High d.	Low.	Clos. d.	Open d.	High d.	Low.	Clos.	Open d.	High d.	Low. d. 516 510	Clos. d. 518 516
	Open d. 515	High d, 5 15	Low. d. 5 14	Clos. d. 5 14	Open d. 5 17	High d. 517	Low. d. 515	Clos. d. 5 16	Open d, 517	High d. 517 517 518	Low. d. 518 510 510	Clos. d. 5 18 5 16 5 16 5 18
NovDec	Open d. 515 515 518	High d. 5 15 5 16	Low. d. 514 514	Clos. d. 514 514	Open d. 5 17 5 17	High d. 517 517	Low. d. 518 518 518 518 519	Clos. d. 5 16 5 16 5 16 5 16 5 19	0pen d, 517 517 517 520	High d. 517 517 518 520	Low. d. 5 18 5 10 5 10 5 10	Clos. d. 5 18 5 16 5 18 5 19
NovDec DecJan	Open d. 515 515 518 518	High d. 515 516 618	Low. d. 5 14 5 14 5 14 5 14 5 17 5 19	Clos. d. 514 514 515 517 520	Open d. 517 517 517 517 510 523	High d. 517 517 517 520 523	Low. d. 518 518 518 518 519 521	Clos. d. 516 516 516 519 621	Open d, 5 17 5 17 5 17 5 20 5 22	High d. 5 17 5 17 5 18 5 20 5 23	Low. d. 516 510 510 519 5,81	Clos. d. 5 16 5 16 5 16 5 18 5 19 5 21
NovDec DecJan JanFeb	Open d. 515 515 516 518 520 520 522	High d, 515 516 516 518	Low. d. 514 514 514 514 517 519 522	Clos. d. 514 514 515 517 520 522	Open d. 517 517 517 517 510 523 521	High d. 517 517 517 520 523 524	Low. d. 518 518 518 518 518 521 521 523	Clos. d. 516 518 516 519 621 521	Open d. 5 17 5 17 5 17 5 17 5 20 5 22 5 25	High d. 5 17 5 18 5 20 5 23 5 28	Low. d. 516 510 516 519 5,81 523	Clos. d. 5 16 5 16 5 16 5 16 5 16 5 19 5 21 5 24
NovDec DecJan JanFeb FebMarch.	Open d. 515 515 518 518 520 522 525	High d. 515 516 518 518 520 523 523 525	Low. d. 514 514 514 514 514 517 519 522 524	Clos. d. 514 515 515 517 520 522 524	Open d. 517 517 517 517 517 510 523 521 520	High d. 517 517 517 520 529 524 526	Low. d. 516 516 518 518 519 521 523 525	Clon. d. 5 16 5 16 5 16 5 19 6 21 5 21 5 26	Open d. 517 517 520 522 525 525 527	High d. 517 517 518 520 523 526 527	Low. d. 516 516 519 5,81 523 520	Clos. d. 516 516 516 518 519 521 524 526
NovDec DecJan JanFeb FebMarch. MehApril April-May May-June	Open d. 515 515 518 520 522 525 527	High d. 515 516 518 520 523 525 525 527	Low. d. 5 14 5 14 5 14 5 14 5 17 5 19 5 22 5 24 5 26	Clos. d. 514 515 517 520 522 524 527	Open d. 517 517 517 517 517 529 521 529 521 520 529	High d. 517 517 517 520 521 524 526 520	Low. d. 518 518 518 518 518 521 523 525 528	Clon. d. 5 16 5 16 5 16 5 19 6 21 5 21 5 26 5 29	Open d. 517 517 520 522 525 525 527 529	High d. 517 517 518 520 523 526 527 526 527 529	Low. d. 5 16 5 10 5 16 5 19 5 21 5 23 5 20 5 28	Clos. d. 518 516 516 516 516 518 521 521 521 526 528 529
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NovDec DecJan JanFeb FebMarch. Meh-April April-May May-June June-July July-Aug	Open d. 515 515 516 520 522 525 527 520 531	High d. 5 15 5 16 5 18 5 20 5 23 5 25 5 25 5 27 5 30 5 32	Low. d. 514 514 514 517 519 522 524 526 528 528 531	Clos. d. 5 14 5 15 5 17 5 20 5 22 5 24 5 27 5 29 5 31	Open d. 5 17 5 17 5 17 5 10 5 29 5 21 5 20 5 29 5 29 5 29 5 31 5 33	High d. 517 517 520 529 524 526 520 520 531 533	Low. d. 518 518 518 518 518 521 523 525 528 530 539	Clon. d. 5 16 5 16 5 16 5 19 6 21 5 21 5 21 5 26 5 29 5 29 5 29 5 31 5 33	Open d, 517 517 520 522 525 525 525 527 529 531 633	High d. 5 17 5 18 5 20 5 23 5 26 5 27 5 29 5 53 6 51	Low. d. 5 16 5 10 5 10 5 10 5 10 5 23 5 23 5 20 5 28 5 30 5 30 5 33	Clos. d. 516 516 516 519 521 524 526 529 531 635
NovDec DecJan JanFeb FebMarch. MehApril April-May May-June June-July	Open d. 515 515 516 518 520 522 525 525 527 520	High d. 515 516 518 520 523 525 525 527 530	Low. d. 514 514 514 514 517 519 522 524 526 526 528	Clos. d. 514 515 517 520 522 524 527 529	Open d. 5 17 5 17 5 17 5 10 5 23 5 21 5 20 5 29 5 29 5 31	High d. 517 517 517 520 521 526 526 520 531	Low. d. 518 518 518 518 518 518 519 521 523 525 528 530	Clon. d. 5 16 5 16 5 16 5 19 6 21 5 21 5 26 5 29 5 29 5 31	Open d, 5 17 5 17 5 20 5 22 5 25 5 25 5 25 5 29 5 31	High d. 517 518 520 523 526 527 529 533	Low. d. 5 16 5 10 5 16 5 19 5 23 5 20 5 28 5 29 5 28 5 20	Clos. d. 518 516 516 516 516 518 521 521 521 526 528 529

BREADSTUFFS.

FRIDAY, November 14, 1890.

The markets for flour and meal have been quite unsettled

The markets for flour and meal have been quite unsettled in the past few days, in sympathy with the downward course of cereals, and to-day became wholly demoralized. No reli-able figures could be had on which to base quotations. Those given below must be regarded as nominal, with reductions of 10@25 cts. per bbl. necessary to effect sales with any freedom. The wheat market made some show of firmness at times early in the week, but latterly has declined rapidly. The movement of the crop in the Northwest showed a materially increased amount, and the money market became so strin-gent as to cause forced sales to be made. To-day the market was at one time almost panicky, but there was some recovery on a demand to close up "short" contracts. The lower prices have led to a material increase in purchases for export, and the sales to-day for shipment reached 96,000 bushels, includ-ing No. 2 Turkish red at 97½@99c. ing No. 2 Turkish red at 971/2@99c.

DAILY CLOSING FRICES OF NO. 2 RED WINTER WHEAT.

Sai.	Mon.	Tues.	Wed.	Thurs.	Fri.
November dellvery0. 10318	10348	10378	10438	102	9978
December dalivery0. 10438	10418	10478	10538		10178
January delivery 0. 105%	105 ³ 8	$106^{1}8$	10658	10438	10238
Febroary delivery 0		1074	10778	10558	10358
March delivery		$108^{5}8$	10918	107	10478
May dallvary0. 16812	10312	10878	10 + 38	10738	105%
July dellvery0. 1034	104	10138	104%	103	10158

Indian corn has also made an important decline, and the speculation to day was for a time in a semi-panic. There is no improvement in crop accounts nor any change in legiti-mate influences, but the stringent money markets were all-powerful in depressing values. The lower prices on the spot greatly stimulated business, and shippers took 200,000 bushels No. 2 mixed at 58@ 593%c. afloat and for early arrival.

DAILI QLUGING	- LUIONG	OL UO'	A MILA	PD HOPE	1.0	
	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
November dellvery	5878	5914	59	5958	5838	56%
December deliveryC.	5912	60	595a	6014	59	5712
January delivery c.	5958	60	60	6058	5938	5818
May delivery	6058	61	6058	6138	60	5912
and go at the go to the						

Oats have not declined so much as wheat and corn, but were to day much depressed by the same influences, and that, too, without producing the increased spot trade which caused some recovery in wheat and corn. n

AILY	CLOSING	PR	ICES ()F	NO.	2	MIXED	OATS	

Sat	Mon.	Tues.	Wed.	Thurs.	Fri.
November delivery 0. 4812	4858	4858	4948	4858	4758
December deliveryc. 4918	494	494	49%	49 2	48
January delivery 0	50		5012	504	49
May delivery	514	514	51%	5138	50

Rye and barley are so unsettled that our figures must be

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

		UR.	
Fine bbl.	\$2 90 @\$3 50,	Patent, winter	
Superfine	3 400 3 75	City shipping, extras.	5 150 5 30
Extra, No. 2	3750 400	Rye flour, superfine	3850 420
Extra, No. 1	4 200 4 50	Fine	@
Clears			
Stralghts			2757 300
Patent, apring			@ 3 25
Buckw. flour 100 lbs.,			
Duck for hour 200 thois		AIN.	
Wheat-	0. C.	(Corn, per bush	
Spring, per bush	93 21 10	West'n mixed	56 0 584
Red winter No. 2 1			56120 5814
Red winter	85 2105	Western yellow	5740 594
White	95 21 05	Western white	59 0 61
Rvo-	00 01.00	WOOVCIAL WALLOOSSES	00 0 01
Western, per bash.	67 7 72	Oate-Mixed bu.	46 70 49
	67 10 72 70 10 73		1912 2 55
State and Jarsey		White No. 2 mixed	
Barley, Western			4714 0 4812
Canadian	90 @1 00	No. 2 white	5140 524
State	87 10 95		

AGRICULTURAL. DEPARTMENT REPORT. - The Agricultural Department's report on the cereal crops was issued on Novem-

ber 10, and is given below : The November returns to the Department of Agriculture of rates of yield per sore make the average for corn 19.9 bushels; potatoes, 57-5 bushels; buckwheat, 14.5 bushels; hay, 1.20 tons; tobacco, 718 punds

yield per sore make the average for corn 19.9 bushels; potatoes, 57.5 bushels; buckwheat, 14.5 bushels; hay, 1.20 tons; tobacco, 713 pounds. The corn crop makes the smallest yield reported, excepting only that of 1881, which was 18.6 bushels. That of 1887 was 20.1 bushels. It is 83 per cent of the average of the last ten years, a period which in-cluded four unusually poor years, and only 73 per cent of last year's crop. The indicators of recent returns have been so uniform that the estimate for permanent record will not be likely to change this figure unless by a slight fraction. The decline of the last decade is not dus to impairment of fertility, but to unfavorable meteorological influences. The highest rates are in New England, as usual; New York averages 25.3; Fennsylvania, 27.5; Ohio, 20.7; Michigan, 26.7; Indians, 24.3; Illinois, 25; Iows, 26; Missouri, 25.8; Kansas, 11.3; Neuraska, 20.3. The principal decline is in the corn surplus States. The average rate of yield of potatoes is 57.5 bushels. The condition of the orop in October was lower than in any reported previous crop, except in 1887, being 61.7, against 61.5, when the rates of yield was 56.9 bushels per acre. It imports ecarcity and warrasts high prices. The last set of yield of potatoes is 50.00, 46; Indian, 37; Illi-nols, 30; Iowa, 48; Misouri, 39; Kansas, 98; Nebraska, 27; Minnesots, 68; Maine reports 95; New Hampahire, 90, and Vermont, 95. The yields of the hay crop are large, as a rule, throughout the country. The cane sugar (rop will be a large one, and sugar beets have done well west of the Missouri, Indicating a probably rapid development of the sugar industry.

The movement of breadstuffs to market is indicated in the statement below, prepared by us from the figures of the New York Produce Exchange. We first give the receipts at West-ern lake and river ports, arranged so as to present the com-parative movement for the week ending Nov. 8, 1890, and since August 1, for each of the last three years:

Receipts at-	Flour.	Wheat.	Oorn.	Oats.	Barley.	Rye.
	Bbls.198lbs	Bush.60 lbr	Bush.58 lb.	Bush.82 lb	Bush,497	Bu. 56 1ba
Ohloago	91,011	444,395	1,036,498	1,282,278	642,995	72 238
Milwankee	51,299	250,513	21,460	69,000	830.050	32,480
Duluth	105,721	563.183			8,050	575
Minneapolis.		1,720,200				
Foledo	1,117	82,562	230.660	2,588		939
Detroit	3,846	71,140	32.996	27,630	36,781	
Olaveland	9,956	43,800	42,252	94,100	17,144	
St. Louis	18.491	302,820	283,915	155,310	82,511	10,490
Paoria	1,650	21,500	191.400	355,000	36.0 30	4,4(0
Tot.wk. '90.	286,117	S,508,917	1,819,191	1,985,901	1.173.214	121.122
dama wk.'89.	317,368	4,885,511	1,422.980	1,446,215	1.098.225	149.976
3ama wk.'88.	203,589	2,638,279	1,532,165	1,473,318	924,103	133.321
Since Aug. 1.	-					
1890	3,425,696	40,770.693	32,901,522	33,287,985	13,955,888	1,645,487
1889	3,685,143	53,740,760	38,458,213	50,474 517	9,636,8 6	8,400.077
1888	3,527,650	45,462,238	32,368,457	\$2,818,109	10,068,908	2,766,791
The expo		the sev	eral seat	oard por	ts for th	ie week

ending Nov 8, 1890. are shown in the annexed statement:

Exports from-	Wheat.	Oorn.	Flour.	Oats.	Rye.	Peas.
	Bush.	Bush.	Bbls.	Bush.	Bush	Bush.
New York	181,412	173,077	52.027	4,646	8,198	3,048
Soston	8,000	1,340	40,425			
Portland.	00.005		80,010	3,300		10.000
Montreal. Philadel	98,385		$28.010 \\ 5.000$		*****	43,037
Saltim're		39.070	36.505		*****	******
N. Orl'ns.	15,045		463		******	
N.News						
Sichm'd .						
Tot.week. 8'me time		273,281	162,430	7,916	8,198	46,085
1889		1,219,313	242,895	2,123	35,581	58,769

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, Nov. 8, 1890:

ports, and in transit by water, Nov. 8, 1890:									
	Wheat,	Oorn,	Oats,	Rye,	Barley.				
In store at-	bush.	bush.	bush.	bush.	bush.				
New York	1,850,473	1,057,431		48.307	345,325				
Do atloat		41,900			30,000				
Albany		49.500	137,900	18,500	41,550				
Baffalo	1,252,305	723.411	236,600		1,070,710				
	5.082.566	1.520.079	800.391	323.632					
Chicago					754,924				
Milwaukee.			1,496	66.934	425.813				
Duluth	1,364,227	171	27,411	7.111	22,063				
Toledo	1,250,103	208,411	17,-46	32.515					
Detroit	422,157	12.602	30,668	13,371	363.493				
Oswego	30,000	86,000			590,000				
St. Louis	3,038,498	51,576	60,247	2,036	38,798				
Do afloat	71,000								
Cincinnati	15,000	2,000	19.000	1,000	146.000				
Suston	3,713	91.261	99.020	186	61,890				
foronto			1,100		27,656				
Montreal	87.479	11,034	80,836	28,195	54,145				
Philadelphia		120.041	139,719						
Peoria		46,690	297,584	21,264	39,238				
Indianapolis		2,635	21,428						
Baltimore		83.191	109.831	22,634					
		00,101		22,00 ±					
Minneapolis }	4,217,388		1,979		23,299				
St. Paul.		91 1.10	DOROK						
On Mississippi	1 100 005	31,146	68,585	10.000					
On Lakes	1,109,305	998.678	164,125	18.000	417,154				
On canai & river.	729,000	1,253,300	115,300	59,800	268,300				
Tot. Nov. 8, '90.		6,385,063			4,720,388				
Tot. Nov. 1, '90.		7,017,335		717,321	1.846.679				
Tot. Nov. 9, '89.		6,966,403	6,6×5,241	1,307,149	2,482,598				
Tot. Nov. 10, '88.	34,340,610	9,250,753	8,456,296	1,556.092	1,624,662				
Tot. Nov. 12, '87.		6,933,369			3,215,569				
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THE DRY GOODS TRADE.

NEW YORK, Friday P. M., November 14, 1890.

NEW YORK, Friday P. M., November 14, 1890. The market for dry goods has presented few new features of noteworthy interest during the week under review. Busi-ness was more quiet than otherwise in the wholesale branches of the trade. The weather was unseasonably mild, and there-fore unfavorable for the distribution of heavy fall and winter fabrics, and transactions in this relation were comparatively light. The demand for spring and summer goods at first hands was considerably below the average of preceding weeks, many of the larger buyers having already placed their early orders, while operations on the part of others were doubtless deterred to some extent by the stringency of the money mar-ket. As a whole, the jobbing trade was quiet, but "jobs" in prints, dress goods, &c., were freely distributed by some of the leading houses by means of low prices. Collections are reported unusually good by commission merchants, importers reported unusually good by commission merchants, importers and jobbers alike, despite the monetary stringency in this sec-tion of the country.

DOMESTIC WOOLEN GOODS.—The commission houses con-tinued to make liberal deliveries of men's-wear woolens in execution of former orders, but new business was light and irregular. Low grade spring cassimeres were in fair request, as were some of the finer qualities, but transactions were light in the aggregate. Light-weight worsted and serge suit-ings were quiet in demand but fairly active in movement, and stocks are so well in hand that prices remain firm. Heavy wool and worsted suitings were in fair request, but desirable makes are in meagre supply, and transactions were therefore restricted in volume. Heavy overcoatings were rather more active in some quarters, very fair orders for low grade beavers, &c., having been placed (for immediate de-livery) with some of the mill agenis. Satinets and doeskin jeans continued in moderate request and steady, and there was a light business in flannels and blankets, but wool and worsted dress goods were fairly active in some quarters. DOMESTIC COTTON GOODS.—The exports of cotton goods from this port for the week ending Nov. 11 were 2,346 DOMESTIC WOOLEN GOODS .- The commission houses con-