





### THE FINANCIAL SITUATION.

Among the events of the week the appointment of ex-Governor Foster of Ohio as Secretary of the Treasury, made public last Saturday afternoon, was received with marked satisfaction. The business of the country has been checked, and is to-day in a kind of waiting mood, very largely because of the discussions at Washington with reference to currency changes and the uncertainty respecting Congressional action on that subject. At such a time, to have a strong, sound and practical man put at the head of the financial department of the Government not only ensures a good executive officer, but affords new evidence of the intention of the Administration to make no change in its financial policy. This appointment, too, promises happily to supply another need; the current session of Congress closes the coming week, and all irritation from the fear of inconsiderate action in that quarter will be at an end, but the Government will still continue an important factor in our money market, and it is assuring to have a person of practical business experience, well acquainted with affairs, at the head of the Treasury.

It is unreasonable to anticipate that as soon as Congress leaves Washington confidence will return and enterprise will be resumed in its former volume. Business after once being checked never takes on its lost activity as soon as the cause or causes of the depression are displaced, any more than robust health can be the immediate sequence of the removal of disease. No doubt we shall be free from an important source of anxiety on the fourth of March, and if no other disturbing condition intervenes will gradually make progress towards recovery. So far as an easy money market is a favoring element, it seems as if that condition was pretty well assured. To be sure the bank reserves have fallen off of late weeks and there is a continuation of gold exports. The gold export is a feature in the situation the extent of which cannot be measured, though the circumstances under which the movement is renewed this week are such as to indicate the probability of further shipments. On the other hand, if a demand were to spring up for our securities, that demand would most likely so far affect exchange rates as no longer to permit gold exports; and such a demand seems to be a very reasonable expectation under present prospects as to railroad earnings and business development.

Aside from the gold movement the indications favor easy money. We are manufacturing currency at the rate of  $4\frac{1}{2}$  millions a month. Our bank reserves last Saturday showed over 15 million dollars surplus, which was nearly 12 million dollars more of surplus than at the same date of the year before, and an aggregate of \$119,513,700 gold and legal tenders, against \$110,635,100 of gold and legal tenders at the same date of 1890. This better condition of our banks, too, it should be remembered, exists after a loss through Government operations of 9 millions of currency in January and we presume at least as much more in February. These accumulations in the Sub-Treasury during these two months are likely to re-appear in bank in March, if we may judge from the large pension payments in prospect, the warrants for 21 millions of which have already been drawn. Furthermore, according to the natural course of the money currents the interior movement of currency ought to again set towards this city shortly.

As a result of the lower bank reserves disclosed by last Saturday's returns, added to the continued takings of currency from the banks by the Government in excess of its disbursements, and the good inquiry from customers for accommodation, there is a firmer feeling in the market for money. On call, so far as represented by bankers' balances, the extremes have been  $4\frac{1}{2}$  and 2 per cent, averaging not much in excess of 3 per cent, at which renewals have been made. The minimum at the banks and trust companies is still 3 to 4 per cent, but this week comparatively few are loaning at the lower rate. The supply has been abundant from all quarters and until Thursday the highest rate at the Stock Exchange was 3 per cent; on that day there was an inquiry after the loans had been made up and the rate was forced up to  $4\frac{1}{2}$  per cent, but liberal offerings brought about a reduction to 3 per cent by the close. Time money has been in fair supply from foreign bankers and from institutions other than banks, but the demand has increased and rates are now firm at 4 per cent for sixty to ninety days,  $4\frac{1}{2}$  per cent for four months and 5 per cent for five, six and seven months on good Stock Exchange collateral. In commercial paper the demand has fallen off, owing to the banks being able to find other employment for their funds, while many of them have pretty full lines of paper already. The supply continues good, and consequently rates are firmer at five per cent for sixty to ninety-days endorsed bills receivable,  $5\frac{1}{2}$ @ $5\frac{3}{4}$  per cent for four months commission house names and 6@7 per cent for good single names having from four to six months to run.

European money markets remain without essential change; discounts in London of sixty to ninety days bank bills closed yesterday at  $2\frac{7}{8}$  per cent. The Bank of England gained £287,000 gold this week, which was the result, as we are advised by special cable, of an import from Portugal and France of £57,000, of receipts from the interior of Great Britain of £401,000 and of an export to Brazil of £171,000. The open market rate for money at Paris yesterday was  $2\frac{5}{8}$  per cent, at Berlin  $2\frac{3}{4}$  per cent and at Frankfurt  $2\frac{1}{4}$  per cent. The new German loan which was issued this week was largely over subscribed for, some of the reports saying 30 to 35 times over. There has for some time been periodical mention by cable of an important house being in an embarrassed condition; this week it was first stated that the house had been tided over preparatory to the settlement, and finally that it had been permanently relieved and that all anticipated trouble from that source has been averted. The Bank of France lost £44,000 gold and the Bank of Germany since last report shows an increase of about £681,000 of this metal.

Our foreign exchange market has been dull and steady this week, growing firmer on Thursday. Messrs. Heidelberg, Ickelheimer & Co. will ship to-day \$602,611 gold to Berlin as an indirect exchange operation. Brown Bros. made no change in their rates during the week. Kidder, Peabody & Co. advanced the sight rate to 4 89 on Wednesday. The Bank of British North America reduced on Tuesday to 4 86 for long and 4 88½ for short and the Bank of Montreal kept posted 4 86 for 60 days and 4 88½ for sight during the entire week. The market closed with nominal rates at 4 86 for long and 4 88½@4 89 for short. Actual business in sterling was done yesterday at 4 84½@4 85½ for long, 4 87½@4 88 for short, 4 88½@4 88½ for cable transfers, 4 83½@4 84 for prime commercial and 4 83½@4 83½ for documentary bills.



While trade remains rather quiet, a very encouraging feature of the situation is found in the fact that railroad earnings for current weeks compare so well with the remarkably heavy totals of last year. For the third week of February we have received returns thus far from 41 roads, and these are summarized in the usual place in another part of this issue. In that week there was much bad weather the present year, with overflows of the rivers in various sections of the country. Thus on the Ohio River Road traffic was entirely suspended on account of floods, and consequently there were no earnings whatever the present year. Then the Western New York & Pennsylvania reports that its earnings were diminished because of damage and interruptions from high water on the Allegheny Valley and Reynoldsville & Falls Creek roads, mines being flooded and coal traffic as a consequence suspended. In some other sections high water and overflows also worked much mischief. Nevertheless the 41 roads from which we have returns in their aggregate earnings show a gain over the corresponding week in 1890 of \$231,948, or 6.83 per cent. It is proper to say that very marked improvement on one or two special roads has greatly helped the general exhibit, the Canadian Pacific for instance having gained \$103,000. For the second week of February our statement covers a much larger number of roads—92 altogether—and the aggregate increase for that week reaches \$317,471, or 5.20 per cent. In these weeks last year the showing was very satisfactory, there having been a gain of 11.02 per cent for the second week and of no less than 15.90 per cent for the third week, which makes the further increase the present year all the more noteworthy.

The Pennsylvania Railroad return for the month of January, issued this week, is also a very encouraging document. The road must have had a much smaller grain traffic than a year ago, as we show in another article that it delivered only 508,977 bushels of flour and grain at New York in January, 1891, against 1,077,576 bushels in January, 1890, while the total deliveries at Philadelphia by the Pennsylvania and all other routes were only 982,439 bushels the present year, against 3,130,814 bushels in January last year. But notwithstanding the loss on that account, the so-called lines east of Pittsburg and Erie reflect a gain as compared with the corresponding month in 1890 of \$170,164 in gross and of \$141,173 in net. This follows a gain of no less than \$613,565 in gross and \$225,250 in net last year, and of \$334,767 in gross and \$74,876 in net the year preceding. In other words, while gross earnings for the month now are \$5,312,475, only three years before, in 1888, they were but \$4,193,979, and the net earnings of \$1,447,219 compare with \$1,005,920. On the Western lines we have the comparison only with last year, and in that case the changes are not very important. There is a decrease of \$87,918 in gross earnings, but as this was attended by a decrease of \$87,811 in expenses, the loss in net earnings has been but \$107. Below we furnish a comparison of the gross and net earnings on the Eastern lines for a series of years in our usual form.

Lines East of Pitts. & Erie.	1891.	1890.	1889.	1888.	1887.	1886.
January.	\$.	\$.	\$.	\$.	\$.	\$.
Gross earnings.....	5,312,475	5,142,311	4,528,746	4,193,979	3,851,771	3,421,536
Operat'g expenses.	3,865,256	3,836,265	3,447,930	3,188,050	2,637,420	2,460,095
Net earnings...	1,447,219	1,306,046	1,080,790	1,005,920	1,214,351	961,511

The Philadelphia & Reading is another road which presents a very good return for the month of January. For the Railroad Company the gross receipts are \$1,712,

090, against \$1,566,730, and the net receipts \$728,975, against \$603,757. The fixed charges did not differ much from a year ago, but the expenditures for permanent improvements aggregated only \$41,452, against \$91,235, and as a result of that fact, and the increase in net income, there is a surplus above charges and expenses for January, 1891, of \$147,544, against a deficit below charges in January, 1890, of \$45,769. On the Coal & Iron Company, colliery improvement and other expenditures were much in excess of a year ago, but as the receipts from mining increased nearly \$300,000, the deficiency for the month (after allowing for the month's proportion of the fixed charges) is only \$57,182, as against a deficiency in January, 1890, of \$101,679. Altogether, the improvement for the month in the final result on the Railroad Company and the Coal & Iron Company combined is \$237,810. For the two months of the new fiscal year the improvement amounts to \$302,989.

There are some more roads also distinguished for improvement, though on the other hand there are a few instances where the returns are unsatisfactory. The Central of Georgia reports net of only \$221,880 for January, 1891, against \$311,554 in January, 1890. This road, as is known, is making heavy outlays for improvements and betterments, and, besides this, comparison is with a month last year when there was a gain of \$80,854 in the net. The Northern Central has lost \$63,548 in net the present year, but that road likewise had a very heavy gain last year—\$45,880. The Illinois Central (including the Iowa lines, which are now leased) gains \$129,659 in gross the present year but loses \$41,436 in net. The Baltimore & Ohio figures for January were published by us last week, showing a loss of \$96,510 in net, this following, however, a gain of no less than \$220,422 last year. The Erie loses \$35,217, after an increase in 1890 of \$69,942. The Cleveland Cincinnati Chicago & St. Louis gained nearly \$100,000 last year, and this year loses \$3,439. All the rest of the roads from which we have had returns thus far for January record improvement in net the present year. The Union Pacific in January, 1890, was blocked by snow-storms, and as a consequence lost heavily in net. Still the gain the present year is a great deal larger than the loss last year, reaching \$618,770. We may refer also to the St. Paul, with net of \$518,915, against \$453,244; the Rome Watertown & Ogdensburg, with net of \$122,773, against \$109,763; the Baltimore & Potomac, with \$43,026, against \$34,056; the West Virginia Central & Pittsburg, \$31,521, against \$21,728; the Nashville Chattanooga & St. Louis, \$133,892, against \$125,347; the Cape Fear & Yadkin Valley, \$23,173, against \$18,084; the Detroit Bay City & Alpena, \$22,326, against \$17,145; and the Staten Island, \$2,241 net, against \$3,294 deficiency last year.

Our stock market has continued dull, with the course of prices irregular. The last two days there was a little more activity, but chiefly in the specialties. Pacific Mail had a sharp rise on what were considered favorable prospects for the passage of the Shipping Bill, but yesterday lost part of the advance. New York Susquehanna & Western common and preferred shares declined, on the falling through of the plan for the purchase of the stock of the road; the annual statement submitted, however, was quite favorable. Mobile & Ohio stock has continued its upward course, and at one time touched 40 this week. Among the granger properties St. Paul and Union Pacific



have been strong, while Burlington & Quincy and Atchison have been weak.

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

Week Ending February 27, 1891.	Received by N. Y. Banks.	Shipped by N. Y. Banks.	Net Interior Movement.
Currency.....	\$2,191,000	\$1,979,000	Gain. \$212,000
Gold.....	200,000	306,000	Loss. 106,000
Total gold and legal tenders	\$2,391,000	\$2,285,000	Gain. \$106,000

With the Sub-Treasury operations and the gold exports, the result is as below.

Week Ending February 27, 1891.	Into Banks.	Out of Banks.	Net Change in Bank Holdings.
Banks' interior movement, as above	\$2,391,000	\$2,285,000	Gain. \$106,000
Sub-Treas. operat's and gold exports	10,600,000	13,700,000	Loss. 3,100,000
Total gold and legal tenders	\$12,991,000	\$15,985,000	Loss. \$2,994,000

Bullion holdings of European banks.

Banks of	February 26, 1891.			February 27, 1890.		
	Gold.	Silver.	Total.	Gold.	Silver.	Total.
	£	£	£	£	£	£
England.....	23,313,735	.....	23,313,735	23,436,464	.....	23,436,464
France.....	48,630,300	49,703,000	98,333,300	50,075,000	49,943,000	100,018,000
Germany.....	29,015,333	14,507,667	43,523,000	27,416,000	13,708,000	41,124,000
Aust.-Hung'y.	5,422,000	16,556,000	21,978,000	5,436,000	16,247,000	21,683,000
Netherlands..	4,205,000	5,544,000	9,749,000	4,807,000	5,690,000	10,497,000
Nat. Belgum.	2,846,667	1,423,333	4,270,000	2,754,000	1,377,000	4,131,000
Tot. this week	113,433,035	87,734,000	201,167,035	113,924,464	86,965,000	200,889,464
Tot. prev. w'k	112,437,020	87,415,000	199,852,020	113,422,853	86,887,000	200,309,853

### THE MINT REPORT OF GOLD AND SILVER PRODUCTION FOR 1890.

The Mint's figures of the production of the precious metals during 1890 have been awaited with no little concern. So much of interest just now centres upon silver that the gold result holds a secondary place in public estimation. But Mr. Leech, the Director of the Mint, has issued his report this week, and from the abstract he has sent us and from his former reports we have prepared the following statement giving the production in the United States of both metals, in ounces and also in dollar values, since 1879. Prior to 1879 we consider Mr. Valentine's estimates the more reliable.

Calendar Years.	Gold Production.		Silver Production.	
	Dollars.	Fine Ozs.	Dollars.	Fine Ozs.
1879.....	38,900,000	1,881,787	40,800,000	31,550,000
1880.....	38,000,000	1,741,500	39,200,000	30,320,000
1881.....	34,700,000	1,678,612	43,000,000	33,260,000
1882.....	32,500,000	1,572,187	46,800,000	36,200,000
1883.....	30,000,000	1,451,250	46,200,000	35,730,000
1884.....	30,800,000	1,489,950	48,800,000	37,800,000
1885.....	31,800,000	1,538,325	51,600,000	39,910,000
1886.....	35,000,000	1,693,125	50,000,000	39,440,000
1887.....	33,000,000	1,598,375	53,350,000	41,280,000
1888.....	33,175,000	1,604,841	59,195,000	45,780,000
1889.....	32,800,000	1,587,000	64,646,464	50,000,000
1890.....	32,845,000	1,588,880	70,464,645	54,500,000

Of gold, our mines appear to have turned out only a trifle more last year than in the previous year, the total value of the yield in 1890 being \$32,845,000, against \$32,800,000 in 1889. This result is a little unexpected, in view of the activity which has prevailed in the mining industry generally. We do not know what conclusion with regard to future years is authorized; but this lack of expansion in the product of late years, while all business has been prosperous, does not favor the idea of expansion hereafter. Possibly Mr. Leech, the present Mint Director, is more strict in making up his total than his predecessors have been; if so, no correct inference can be drawn from the results

of a comparison with former estimates. We gather from his printed report for 1889 that he now seeks to eliminate all estimate. This he is able to do, he thinks. In his opinion, the product of gold from our mines is susceptible of very accurate determination, since, as he states, the entire amount (except the small portion which enters directly into consumption as jewelry) finds its way very promptly to the institutions of the Mint service.

As to the silver production, the foregoing compilation affords a very striking record. Going back only five years to 1886, when the production was 39,440,000 ounces, the increase in the annual output of the mines reaches now a little over 15 million ounces; or going back to 1880 the increase this year is over 24 million ounces. Of course it is impossible to measure the effect of the higher price in 1890 on the production of that year. We must assume that it had some effect, but the life of the speculation was of so short duration that its influence may be easily overestimated. The rise in the value of bullion was rapid, and so was the decline; and after the decline set in it was almost continuous, so that the general influence upon new enterprises would naturally be of a discouraging nature. Besides, the cause of the decline was the accumulation of silver bullion here, and that fact showed all who were wise about the silver outlook that the scheme which our legislation had in view of cornering silver had failed, and therefore that there was no hope for another advance until the world had absorbed the surplus. We would add that as the growth in production in 1890 was only about the same in amount as in each of the previous two years (about 4½ million ounces), we are not forced to look to any special stimulus to account for the increased production.

With regard to the distribution of the year's output of the mines, this preliminary statement of the Director does not furnish enough material to make up the record. As to gold imports and exports the net loss is given at only \$3,715,712, while of silver there was an excess of imports reaching \$4,168,528. This is the first year for a very long time that our exports of silver have not been in excess of the imports. For the calendar year of 1889 the Mint Bureau made up the excess of exports at \$14,788,666. Of course it was our speculation that turned the current, and it was the turning of the current that broke our speculation. Of the industrial use of the two metals in the United States in 1890 Mr. Leech makes the amount \$18,105,901 gold and \$9,231,178 silver. Adding the consumption of gold in the arts (\$18,105,901) to the net export of gold (\$3,715,712) would give us \$21,821,613; deducting that total from the year's production (\$32,845,000) would leave \$11,023,387 which has been added to the stock of gold in the country during the twelve months. Of silver, so far as the Mint figures disclose the situation they indicate a considerable addition to the stock of bullion held in the United States. As the information Mr. Leech now furnishes is so meagre we may not interpret the statements correctly; but if we do we should say that the increase of silver bullion in the country during 1890 was as subjoined.

Total production of silver.....	Ounces. 54,500,000
Bought by the Government.....	37,594,374
Used in the arts.....	9,231,178
Total.....	46,825,552
Less net import.....	4,168,528
Net amount taken out of market.....	42,657,024
Added to unsold bullion on the market, ounces.....	11,842,976



We find no mention in Mr. Leech's preliminary statement of the amount of silver that comes into the United States from Mexico, &c., in the form of ores and base bullion and which is refined here; that movement reached 9,214,419 ounces of fine silver in 1889. We presume, however, that this item has been allowed for in stating the import and export results.

With regard to the world's production of gold and silver in 1890, Mr. Leech says he has as yet obtained information only from a few of the producing countries other than the United States. He remarks, however, "as a mere approximation," subject of course to revision hereafter, that "the gold product of the world for the calendar year 1890 was \$118,490,000, "a falling off of \$3,007,000 from 1889, and that the "silver product of the world was 130,650,000 fine "ounces." We have prepared from the Mint reports for former years the world's silver production, and give the results below. This is the statement we compiled last year by grouping the countries and reducing the kilograms in the Mint reports to ounces.

SILVER PRODUCTION OF THE WORLD (in ounces).

In Ounces.	United States.	Mexico.	South and Cent. Amer.	All other Countries.	Total World.
1878....	34,960,000	20,891,000	9,133,095	8,491,905	73,476,000
1879....	31,550,000	19,459,774	13,534,733	9,705,493	74,250,000
1880....	30,320,000	19,459,774	13,534,733	11,476,493	74,791,000
1881....	33,260,000	21,402,605	13,534,733	10,692,662	78,890,000
1882....	36,200,000	22,610,747	15,012,030	12,647,173	86,470,000
1883....	35,730,000	22,866,987	19,918,687	10,631,346	89,177,000
1884....	37,800,000	21,079,662	15,308,668	7,408,670	81,597,000
1885....	39,910,000	24,833,614	16,784,193	10,124,203	91,652,000
1886....	39,440,000	25,500,221	17,936,434	10,379,345	93,276,000
1887....	41,260,000	29,054,560	15,592,817	10,233,623	96,141,000
1888....	45,730,000	31,995,370	18,447,846	12,664,784	108,888,000
1889....	50,000,000	42,939,156	18,447,846	13,381,998	124,769,000
1890....	54,500,000	42,939,156	18,447,846	14,762,998	130,650,000

\* The estimates for 1890 for most countries other than the United States, the Director of the Mint states, are mere approximations, as owing to the brief time since the close of the last calendar year he has obtained complete returns from only a few of the leading producers.

No deductions from the foregoing would be of any use, as Mr. Leech telegraphs us that he has not even received the figures for Mexico. Hence we add for 1890 the estimate of Mr. Leech for total production and his figures for the United States; for Mexico we repeat last year's total, and for all other countries we simply add enough to make the aggregate correspond with the estimate Mr. Leech makes—130,650,000 ounces.

### TEXAS, NATIONAL BANKS, AND FARMERS' ALLIANCES.

Two weeks ago we wrote an article showing that the large and rapid extension of national banks during late years had been almost wholly among the agricultural classes of the Southern and Western States. As banks never go where they are uncalled for, such a movement in progress not only indicated an active demand in the sections referred to, but also expressed in an emphatic way how unrepresentative of farmers' opinions and acts must be the hostility expressed and the resolutions adopted by the Farmers' Alliance conventions against the national banking system. Our contention was that the facts which that investigation disclosed made it very doubtful whether there was any considerable opposition to these national organizations outside of a noisy few, who are the lighter characters that naturally enough rise to the surface in any popular movement. In illustrating our argument we cited the recent devel-

opment of the system in Texas, and in doing so made an erroneous statement, which brings us back to the subject to-day. We are greatly obliged to those of our subscribers in that State who have brought the error to our notice. Quite a number have done so. Their kind attention has enabled us to make a correction the need for which we might otherwise have overlooked.

It will be remembered that in using Texas as an illustration it was found that 99 national banks were organized in that State during the two years ending with October 31, 1890. Our misstatement consisted in asserting that State banks might have been organized instead of these national institutions had the promoters so desired. It seems that the State banks now existing in Texas were organized long ago, the present constitution prohibiting the granting of any more State charters; so that our assumption that State charters could have been obtained was not correct. But Mr. Morris E. Locke, President of the Central National Bank of Dallas, writes us that private banks are permitted and that "people here [in Texas] have to choose "between national banks and private banks." Mr. Locke adds that "in the southern portion of the "State, which was first settled, there are a large "number of private banks. Some of the banks that "do the largest business in that portion of the State "are private banks. This remark is true of Galveston "and Austin, where the largest bank in each town is a "private bank, and is in a measure true of Houston "and San Antonio, where in each case the second "largest institution is a private bank." \* \* \* "In "the northern part of the State, which is newer and "more progressive in its tendencies, the national bank "system prevails, and everywhere there is a tendency "among private banks to reorganize as national banks."

These statements all have an important bearing on this discussion, and are especially interesting because they give additional force to our argument. Certainly if there was any aversion among agricultural classes to national banks such as is expressed in the resolutions of the Farmers' Alliance, here is an easy way to show it. Nothing in the nature of a bank could be more readily put into running order than a private bank; and if the farmers in any degree indicated hostility to national institutions and a preference for private organizations by giving their deposits a direction corresponding with such preference, bank promoters would be only too quick to follow the suggestion. For it is an expensive undertaking to start a national bank. The directors of any institution formed under the national law where the capital is \$150,000 or less, before they are authorized to commence banking business, have to purchase and lodge with the Treasurer of the United States one-fourth of the capital in United States bonds; and as there are no bonds now available except the fours, they must use them and pay the present market price, which is, say, 120 or over.

Under this requirement a national bank with \$150,000 capital, before it can open its doors for business, must invest \$45,000 in bonds, which bonds, moreover, mature in 1907; so that at the date named when the bonds fall due the bank will get only \$37,500 for its investment of \$45,000. Of course the bank is allowed to take out 90 per cent of the face of the bond in currency, but even with this privilege the investment is a losing one, and if it were not that national banks are much better liked by depositors than any other form of organization for banking purposes which the law permits, no one could



afford to make the purchase. Finally, after a national bank is organized it is required to prepare under oath periodic reports of its condition and business for the Comptroller of the Currency, and to submit to visitations and examinations by an officer of the Government, none of which the private banks or the old State banks have to do or suffer. Yet in face of all these disadvantages under which the national organizations exist, they are increasing rapidly, while private banks and even the old State banks which have special charters are decreasing. Now we would like to ask whether this growth on the one hand and contraction on the other, under the circumstances related, are evidence of hostility or of attachment on the part of the people—the depositors—to these national institutions?

But go a step further with the investigation and we get even a clearer view of the attitude of the people of Texas on this question. Here is a little statement showing the nature of the hold the banks which these wise-acres wish to abolish have recently obtained in that State. We give the capital, surplus and undivided profits in one item, and following that the individual deposits and number of organizations, for the two dates. The first date is December 19, 1890, which covers the return made under the last call, and the second date is for the return made a little over two years previous—October 4, 1888.

Texas National Banks.	Dec. 19, 1890.	Oct. 4, 1888.
Capital stock paid in.....	\$23,196,980 00	\$11,805,700 00
Surplus.....	3,532,197 85	2,776,767 43
Undivided profits.....	3,123,189 38	1,128,945 91
Total capital, surplus, &c.....	\$29,852,367 23	\$15,711,413 34
Individual deposits.....	\$31,506,351 01	\$15,784,698 56
Number of banks.....	193	100

What a peculiar method of expressing hostility these figures disclose! In a little over two years the number of banks, the aggregate of capital and the amount of the deposits have just about doubled. The total deposits now reach  $31\frac{1}{2}$  million dollars, and all of that vast amount the people of Texas, if we must believe the Farmers' Alliance resolutions, have entrusted to the care and keeping, not of institutions they like but of institutions they dislike. It must be remembered too that our statement includes chiefly the country districts, and therefore mainly the agricultural classes. We showed two weeks ago that the most important cities are only partially represented in these figures. Mr. Locke, the President of the Central National Bank of Dallas, now says, as quoted above, that in Galveston and Austin the largest bank in each city is a private bank, and even in Houston and San Antonio the second in size is a private bank. Besides, the distinction between banks located at larger or smaller centres of trade is of minor importance, since the separation in the character of the business between country and city in a State like Texas is not marked; while in the South everywhere the bank has a closer connection with the producers of the leading crop it helps to produce and market, and hence becomes more nearly representative of the people within the circle of its business activities, than in the Middle and Eastern States.

We had only a single thought in writing on this subject. Politicians are a remarkably timid class of men, and they have been scared by these harsh and arrogant resolutions into believing that it would be bad politics to improve our national banking law or speed its growth. From year to year for a long time now there have been amendments to the law pressed upon the attention of

Congress. Some of these amendments generally are advanced more or less each session, but they fail of success somewhere between the two houses. There are one or two for instance which are now pending, and which would if passed aid materially in the formation of small banks throughout the farming districts. We refer to the proposals to modify the law so that the deposit of bonds as a preliminary to commencing business should be reduced to a nominal amount and that banks depositing bonds should receive circulating notes to the par value of the bonds. A bill covering these points was introduced by Senator Sherman last July, and we commented on it at the time. It ought to be passed, if it can be crowded through during the days which remain of the session. What we have said above shows that such modifications of the act as this measure proposes would facilitate bank organizations, and from the favor with which these institutions are received in Texas and in other Southern and Western States, we have a right to assume that the legislation would be popular.

#### THE CHICAGO & ALTON REPORT.

That the Chicago & Alton should have been able to maintain its old rate of dividends under conditions which have forced all its neighbors to reduce their rate of distribution, is proof at once of the exceptionally strong position which the Alton property holds and of the careful way in which it has for so many years been managed. Still, the conditions have proved very trying even to the Alton, and except for the fact that the property was put in such excellent shape when railroad affairs were yet in a state of prosperity, the result might have been different. As it is, the adverse effects of the situation with which the road, in common with others, has had to contend, are apparent from a mere casual examination of the annual report for the late calendar year, now submitted to its stockholders.

On the operations of the twelve months ending December 31, 1890, the company shows a surplus of \$81,117 above the amount required for interest, rentals, and the ordinary dividends at the regular rate on the outstanding common and preferred stocks. All things considered this is not an unsatisfactory exhibit. But in the years when conditions were more favorable the company was able not only to provide for interest and dividends out of its earnings, but also to pay in the same way for additional property, cars, real estate, new buildings and new tracks, and also for bonds purchased for the sinking fund. The sum spent for these various purposes in 1890 was \$373,497, and if this is taken into account there is, instead of a surplus of \$81,117 on the 1890 operations, a deficit of \$292,380. The sum in question, representing as it does either new property acquired or mortgage debt reduced, is by very few companies in the West charged against income. Still, it is interesting to have the calculation on this basis, since the Alton has for so many years provided for capital expenditures directly out of earnings. The only effect of the change in the present case will be that instead of taking the necessary money out of current income it will be taken out of accumulated income. This accumulated income at the end of 1890 amounted to \$2,423,509 and at the end of 1889 to \$2,715,890—that is, there was an income balance of that sum after providing for all previous capital expenditures—and this balance is not entirely nominal either, for we see that on December 31, 1890, the



company held \$935,796 of actual cash and \$422,601 of bills receivable and amounts due, making \$1,358,397 together, while current liabilities were reported as only \$645,093 and rentals accrued but not due \$108,374.

The contrast between the present and the past, in the matter of income, is very striking, and serves to show how severely the Alton has suffered from a situation for which it is not responsible, and which it has played no part in bringing about. Its management, as is known, built no new mileage in recent years, and refrained from extending the system west of the Missouri River. This policy was not entered upon because of a lack of progressiveness on the part of those guiding the property's affairs, for the management has been live and energetic, but because such a policy seemed the best to pursue under the circumstances. The situation ten years ago was in some respects peculiar. The Alton had built an extension to Kansas City, and this extension might have been continued on beyond the Missouri River. But the management did not fail to notice that new mileage was being added with great recklessness all over the West, and they foresaw that the only effect would be to cause utter demoralization in the end, just as actually happened.

It was recognized that a trans-Missouri system of roads under the Alton's control would afford certain advantages, but the Alton managers felt that there was little room for an additional system, in view of the large extent of new mileage already provided, and to build it, therefore, would be simply to make the demoralization surer and more pronounced. Accordingly, no further extensions were undertaken. Of course the Alton people had great confidence in the favorable location of their lines, connecting, as they do, such important traffic centres as Chicago, St. Louis and Kansas City—a circumstance which they were justified in thinking must in any event give them a strong hold on the traffic to and from those centres. It is possible, also, that it was thought that the Missouri River would remain a natural dividing line between the systems east and west; but this expectation, if it was really entertained, was not realized.

We recall these facts here because they give emphasis to the change in results which has occurred. As said above, the net income of 1890, while being \$81,117 in excess of the amount required for interest, rentals and dividends, fell \$292,380 short of meeting such requirements and the outlays for new property and the purchase of bonds for the sinking fund. Now contrast with this the situation just ten years before, that is in 1880. In that year the results made up in the same way showed a *surplus* of \$921,037. In other words, there is a difference in favor of the earlier year of nearly 1½ million dollars. Still another way of showing the difference is by comparing the earnings at the two periods. The 1890 gross earnings are only \$7,065,753, while the 1880 earnings were \$7,687,226, and the net stands at \$2,683,751, against \$3,477,985. In other words, the gross is over \$620,000 less than ten years ago and the net nearly \$800,000 less. If we compare with the best of previous years, the loss is still heavier. Thus in 1887 gross was almost nine million dollars (\$8,941,356), against only a little over seven million dollars in 1890, and the net in the same interval declined nearly a million dollars, or from \$3,671,183 to \$2,683,751. Comparing 1890 with the year before (1889), we have a decrease of \$450,863 in gross and of \$261,129 in net. There are quite a number of roads which lost in net in the late year, but the Chi-

cago & Alton stands almost alone among the larger companies in having sustained a loss in gross.

The road gained slightly in its local tonnage in 1890 over 1889, but lost somewhat in its through tonnage. If we go back to the year of heaviest tonnage, we find quite a falling off in both local and through freight—that is, the road transported 2,634,474 tons of local freight in 1890, against 3,083,412 tons in 1887, and moved 765,231 tons of through freight, against 1,039,708 tons. Of course there will be differences of opinion as to whether the falling off in through freight (the falling off in local freight certainly cannot be explained in that way) is to be ascribed to the fact that the Alton has no lines west of the Missouri River, while many of its competitors have, thus placing it under some disadvantage in that respect. The Alton managers, however, do not hesitate to declare that their road has suffered because of the practice of unfair methods by rival roads. At least that is the explanation given of the falling off in the late year, President Blackstone saying that “the multiplication of competing railroads “and the legal restrictions imposed upon railroad “managers have led to a condition of railroad affairs “in which strife and desperate measures to secure “traffic characterize the methods of railroad manage- “ment on many Western lines.” But even assuming that the loss in through traffic has resulted from the lack of a trans-Missouri system, the fact must not be overlooked on the other hand that having no such system of lines the Alton has no deficit to meet on their behalf. Moreover, the decline in rates has played as prominent a part as the contraction in tonnage, and this decline in rates certainly could not have been avoided by the construction of new lines west of Missouri—on the contrary that difficulty must have been further aggravated by such a course.

In truth the reduction in rates has been a depressing influence of great importance. Even in the late year there was a further decline, the average per ton per mile being 0.883 cent, against 0.918 cent in 1889, this apparently small difference involving a loss in net earnings of \$181,891. But the decline in this case is trivial alongside of the decline which has taken place since 1880. We have shown that as compared with 1887 (a year of very heavy traffic) there was in 1890 a decided contraction in both local and through freight; but if we compare with 1880, when, as already said, the income statement indicated a surplus above charges, dividends, &c., of nearly a million dollars, there is no contraction at all, but rather an increase, and the reduction in income therefore between 1880 and 1890 follows entirely from the lower rates. The through freight moved in 1890 was not quite as large as in 1880, being 765,231 tons, against 805,879 tons, but the local freight was very much larger at 2,634,474 tons, against 2,265,909 tons; and the tonnage movement one mile (local and through) for 1890 was 519,689,191 tons, against 481,474,730 tons for 1880. At the same average rates the larger tonnage of 1890 would necessarily have yielded a larger revenue than the smaller tonnage of 1880. As it was, however, the average realized in 1890 was only about seven-eighths of a cent per ton per mile (0.883 cent), against over 1 1-5 cent (1.206) in 1880, and this really constitutes the chief element of trouble.

In a word, the older roads, like the Alton, have suffered in a double way from the multiplication of competing lines and the building of unnecessary new mileage generally. In the first place, through the presence of



the new lines these older roads have been prevented from getting their full share of the increase in traffic coming with the development of the country, and in the second place they have had to accept greatly reduced rates for the transportation work done. Either one or the other might have been easily endured; but both coming together the effect has been injurious and oppressive.

President Blackstone in his "General Remarks," and which we quote at length in another part of this issue, refers to that feature of the situation, and presents a clear and forcible analysis of the causes which have led up to the present state of things. He points out that, though thousands of millions of dollars of railroad stocks are receiving no return to-day, the Western public is demanding still lower rates, and in nearly all the State legislatures bills inimical to railroad interests are under consideration. The States having encouraged the railroads, and investors and capitalists having advanced their money in good faith on the understanding and agreement that the carriers were to be allowed to charge fair and reasonable rates, the railroads ought to have been protected against unnecessary and reckless new competition, instead of being placed completely at the mercy of such new rivalry. The railroads having lived up to their part of the contract Mr. Blackstone pertinently asks whether the States have fulfilled their part. "Have they permitted them (the carriers) to receive the reasonable compensation for the use of their capital and for their services to which they have been fairly entitled?" He also asks if any good reason can be given for depriving the railroads of participation in the general business prosperity of the country, "or for depriving them of the right to profit by participating in common with other classes of persons in the general increase of values of property, when the fact cannot be denied that railroads have done more than all else to increase such values." We think our friends in the West will find it difficult to make satisfactory answers to these questions.

#### SEABOARD GRAIN RECEIPTS.

Grain receipts at the Northern Atlantic seaboard cities reveal much the same characteristics as do the receipts at the Western primary markets—that is, the totals for current periods fall materially below those of a year ago, and the falling off is mainly accounted for by the great contraction in one principal cereal, namely corn, though oats have also contributed somewhat to the same result. As is known, the yield of all three of the great cereal crops—wheat, corn and oats—was short last season, but nevertheless in some recent weeks the wheat arrivals both in the West and at the seaboard have been running in excess of last year. One reason for this is found in the comparatively large movement of spring wheat from the Northwest, and still another is found in the fact that the receipts in 1890 had not been very heavy.

In considering the effects of changes in the grain yield between one season and another, the fact is usually overlooked that the circumstance is one affecting the traffic of the leading trunk lines to the seaboard as well as the traffic of the roads running through the Western producing sections. We have an excellent illustration going to show the importance of the matter to the trunk lines in the receipts at New York during the month of January. In that month of the present year the New York Central brought in only 1,676,413 bushels of

grain, against 2,096,883 bushels in the same month last year; the Erie fared even worse, bringing in only 1,045,358 bushels, against 2,885,897 bushels, while the other leading roads showed the same general results, the Pennsylvania bringing in only 508,977 bushels, against 1,077,576 bushels; the Lackawanna 326,670 bushels, against 1,227,906 bushels; the West Shore 1,743,491 bushels, against 2,316,397; and the Lehigh Valley 837,047 bushels, against 1,442,547.

Counting the arrivals by all the various roads, rail and water, the grain receipts at New York in January, 1891, amounted to only 6,596,307 bushels, while in January, 1890, they were as much as 11,543,689 bushels. Some of the neighboring cities suffered an even more decided contraction. Thus at Baltimore the deliveries this year were only 1,897,905 bushels, as against 6,866,236 bushels last year, while Philadelphia received only 982,439 bushels against 3,130,814 bushels. Boston makes a much better comparison than any of these, and yet shows a loss like the rest, having received only 2,396,119 bushels in 1891, against 3,586,165 bushels in January, 1890. The following table indicates the grain movement at the four seaboard cities in question for the last four years. It should be stated that our totals include in all cases flour and meal reduced to their equivalent in wheat and corn.

RECEIPTS AT SEABOARD CITIES.

	1891.	1890.	1889.	1888.
January.	Bush.	Bush.	Bush.	Bush.
New York.....	6,596,307	11,543,689	9,505,434	6,023,316
Boston.....	2,396,119	3,586,165	2,475,549	1,576,500
Philadelphia.....	982,439	3,130,814	1,769,031	934,552
Baltimore.....	1,897,905	6,866,236	3,485,658	1,204,709
Total.....	11,872,770	25,126,904	17,235,872	9,789,077

We see from this that the combined receipts at the four cities were this year considerably less than half what they were last year, reaching only 11,872,770 bushels, against 25,126,904 bushels. At New York the loss is almost entirely in corn and oats. Of the former the receipts this year were 1,272,700 bushels, against 4,555,386, and of the latter 1,512,000 bushels, against 3,074,000 bushels. At the other points the falling off is also mainly in corn, though there is, too, a slight decrease in wheat. Baltimore last year in January received 4,283,751 bushels of corn, this year only 498,431 bushels. Philadelphia then got 2,246,150 bushels, now only 271,713 bushels. At Boston the corn receipts last year were much smaller than at the neighboring cities and hence the loss the present year has been correspondingly less, which explains why that point makes a much better comparison in its total grain receipts than either Baltimore, Philadelphia or New York. Boston last year in January received 1,842,608 bushels of corn, and the drop the present year has been to 759,253 bushels, its loss in this cereal being nearly equal to its entire loss on all the cereals.

In view of the prominent part which special cereals are thus seen to be playing in the total movement, it seems desirable to make an analysis of the receipts for the late calendar year, and accordingly we have prepared the statement given further below to show the kinds of grain delivered at New York in the twelve months of 1890 as compared with the twelve months of the four years preceding.

It will be observed from that table first of all that the wheat receipts in 1890 were very small—the smallest of all the years given—and reached only 15,794,857 bushels. The amount does not differ much from that for 1889, but compares with a total nearly three times as great in 1887, when the wheat deliveries here amounted to 45,222,425 bushels; and in 1886 they were almost as large,



being 41,546,610 bushels. The bearing of this on the movement for the current year lies in the fact that as the wheat receipts in 1890 (the year with which the 1891 figures will be compared) were so very small, it seems unlikely that there will be much further loss in 1891 on the same cereal. Even the corn receipts of 1890, it will doubtless be somewhat of a surprise to find, were not quite up to those of 1889 at this point. The deliveries of oats, on the other hand, were about 10 million bushels larger than in 1889, and larger also than in other years, so that in that particular there appears chance for a falling off in 1891—in fact, in January of the current year there was a falling off in that cereal as also in corn, as already noted, while the wheat receipts showed an increase. It will be noticed that, notwithstanding the large receipts of oats last year, the total grain deliveries for the twelve months of 1890, though being in excess of those for the twelve months of 1889 and 1888, do not come up to those of either 1887 or 1886. The reason is that the wheat movement was so much heavier in these earlier years.

KINDS OF GRAIN RECEIVED AT NEW YORK.

Calendar Year.	1890.	1889.	1888.	1887.	1886.
Flour.....bbls.	5,835,885	5,612,481	6,089,462	6,355,924	5,580,498
Corn meal.....bbls.	181,953	174,961	162,499	135,767	117,838
Corn meal.....sacks.	472,861	422,009	429,397	429,489	404,082
Wheat.....bush.	15,791,837	15,973,258	20,104,435	45,222,425	41,646,010
Corn.....bush.	34,261,466	35,647,467	24,150,595	20,231,422	32,789,951
Oats.....bush.	83,744,000	93,261,150	23,050,832	22,296,030	20,139,820
Barley.....bush.	4,295,640	4,253,290	8,791,488	4,200,138	4,505,180
Rye.....bush.	1,228,898	1,462,070	238,539	435,991	230,799
Pears.....bush.	619,014	435,010	804,300	821,168	471,113
Malt.....bush.	5,028,538	4,091,288	4,600,888	4,931,980	4,718,697
Total grain.....bush.	94,969,908	85,013,533	77,141,013	97,509,142	104,400,129
Flour reduced to bush.	23,359,232	25,391,163	27,402,579	28,601,058	25,112,241
Meal reduced to bush.	1,681,529	1,545,661	1,508,779	1,390,004	1,307,696
Grand total..bush.	122,013,669	112,550,356	106,052,370	127,500,804	130,910,066

Going one step further now, and comparing the receipts over the different routes, it is found that two roads chiefly got the benefit of the increase in grain receipts in 1890 as compared with 1889. These two roads are the Erie and the Lehigh Valley. The former brought in 25,380,417 bushels, against only 18,385,025 bushels, and the Lehigh Valley 13,375,104 bushels, against 7,113,434 bushels. The annexed indicates the deliveries by each of the various routes.

RECEIPTS OF GRAIN AT NEW YORK BY ROUTES.

Calendar Year.	1890.	1889.	1888.	1885.
	Bush. P.C.	Bush. P.C.	Bush. P.C.	Bush. P.C.
N. Y. Cent.	18,022,105 14.77	18,191,501 16.16	18,996,845 17.91	38,079,712 28.50
Erie.....	25,380,417 20.80	18,385,025 16.33	10,409,906 15.47	24,979,551 19.73
Penna.....	7,372,997 6.01	8,582,714 7.64	8,784,272 8.28	15,229,591 12.02
D. L. & W.	5,918,659 4.85	6,301,386 5.60	4,450,768 4.20	5,718,428 4.52
West Sh..	17,772,041 14.57	15,922,917 14.14	13,463,510 12.70	10,001,299 7.90
Lehigh V.	13,375,104 10.98	7,113,434 6.32		
Balt. & O.	1,043,659 0.86	922,629 0.82	6,451,175 6.06	959,959 0.75
Var. R.Rs..	1,333,736 1.09	698,548 0.62		
Tot. R.R.	90,918,718 73.94	76,119,054 67.63	68,556,476 64.64	92,968,540 73.42
Riv. & o'w.	1,609,551 1.32	2,436,407 2.16	3,474,619 3.26	3,738,904 2.95
Canal.....	30,135,400 24.74	88,995,895 80.21	34,021,275 32.08	29,930,587 23.66
Total all.	122,013,669 100.0	112,550,356 100.0	106,052,370 100.0	126,637,431 100.0

It will be noticed that the canal in 1890 brought in less grain, not only in ratio but in quantity, than in the year preceding, and the same is true of the deliveries by the New York Central and the Pennsylvania. The West Shore, on the other hand, delivered 17,772,041 bushels, against 15,922,217 bushels, and the Baltimore & Ohio shows a trifling increase, its total deliveries, however, at New York being not much more than a million bushels.

As regards some of the other seaboard cities the case is different. Thus at Philadelphia the 1890 total grain receipts were nearly double those of 1889, being 35,214,826 bushels, against 18,588,142 bushels. But as the corn deliveries were 17,949,350 bushels, against only 5,962,500 bushels, it is not difficult to discover the

source of the great increase. Baltimore shows total receipts of 46,435,134 bushels, against 42,349,047 bushels in 1889 and only 30,275,840 bushels in 1888. With deliveries of corn at that point in 1890 of 21,093,894 bushels, against 18,354,018 bushels in 1889 and but 6,943,839 bushels in 1888, it is apparent to what extent this latter cereal has affected the total grain movement. Boston actually received less corn in 1890 than in 1889 (the receipts were 9,659,010 bushels, against 11,437,394 bushels), and though the port gained in oats and some of the other cereals, the effect of the loss in corn was to leave the total grain deliveries only slightly larger than in 1889. As a result of the heavy movement of corn to Philadelphia and Baltimore, the two latter points in 1890 had a much larger proportion of the total grain deliveries at the four seaboard cities than in other years, as may be seen from the following.

RECEIPTS OF GRAIN AT SEABOARD CITIES.

Calendar Year.	1890.	1889.	1888.	1887.
	Bush. P.C.	Bush. P.C.	Bush. P.C.	Bush. P.C.
New York	122,013,669 52.04	112,550,356 55.26	106,052,370 57.99	127,500,804 57.00
Boston...	30,815,742 13.14	30,189,033 14.82	29,401,549 18.08	31,921,497 14.87
Philadel.	35,214,826 15.02	18,588,142 9.13	17,158,523 9.38	25,093,809 11.10
Baltim're.	46,435,134 19.80	42,849,047 20.79	30,275,840 16.56	39,252,205 17.54
Total.....	234,479,371 100.0	203,878,568 100.0	182,889,282 100.0	223,713,316 100.0

New York, it will be seen, had only 52.04 per cent of the total in 1890, against 55.26 per cent in 1889 and 57.99 per cent in 1888, and Boston had only 13.14 per cent, against 14.82 per cent and 16.08 per cent, while Philadelphia had 15.02 per cent, against 9.13 per cent and 9.38 per cent, and Baltimore 19.80 per cent, against 20.79 per cent and 16.55 per cent. With a smaller corn movement the current year, we may suppose that the proportions will again tend to approach the old basis.

IMPORTS AND EXPORTS OF GOLD AND SILVER AT SAN FRANCISCO.

The details of imports and exports of gold and silver through the port of San Francisco for the month of January have been received this week and we give them below, together with the returns for previous months of the fiscal year 1890-91. The imports of specie during January have been smaller than in any previous month of the fiscal year except July, but have been much heavier than in January of 1890. The arrivals of gold have reached \$526,948, mainly from Australia, and of silver there has been received from miscellaneous sources \$224,614. The total imports of both gold and silver for the seven months are considerably in excess of the corresponding period of 1889-90. The exports of gold for the month have been \$177,478, of which the greater portion went to the Hawaiian Islands and the remainder to China and Central America. The shipments of silver were all Mexican dollars and destined to China and Japan. The aggregate exports for the seven months are much below the same months of 1889-90, the exports then being \$1,037,010 gold and \$1,115,836 silver. The exhibit for January and the seven months is as follows:

IMPORTS OF GOLD AND SILVER AT SAN FRANCISCO.

MONTHS.	GOLD.			SILVER.		
1890-91.	Coin.	Bullion.	Total.	Coin.	Bullion.	Total.
July.....	\$ 1,482	26,592	28,074	\$ 50,245	161,830	212,125
August....	495,500	55,481	550,981	143,304	213,781	357,085
Septemb'r.	717,086	51,682	768,768	200,926	200,773	401,699
October...	2,303,496	54,641	2,358,137	372,934	290,946	663,930
November.	977,671	41,057	1,018,728	73,831	232,681	306,512
December.	623,656	45,369	669,025	72,845	313,532	386,377
January...	489,210	37,738	526,948	31,922	192,692	224,614
Tot. 7 mos.	5,608,101	312,560	5,920,661	946,057	1,606,285	2,552,342

EXPORTS OF GOLD AND SILVER FROM SAN FRANCISCO.

MONTHS.	GOLD.			SILVER.		
1890-91.	Coin.	Bull'n.	Total.	Coin.	Bullion.	Total.
July.....	\$ 91,870	\$ 839	\$ 92,709	\$ 345,054	\$	\$ 345,054
August....	100,566	2,425	102,991	496,913		496,913
September.	99,795	3,080	102,875	321,866		321,866
October...	159,814	540	160,354	350,278		350,278
November.	171,026	955	171,981	500,217	43,000	543,217
December.	233,033	3,850	236,883	1,158,805		1,158,805
January...	176,602	876	177,478	297,373		297,373
Tot. 7 mos.	1,032,706	12,565	1,045,271	3,456,508	48,000	3,504,508



## Monetary & Commercial English News

[From our own correspondent.]

LONDON, Saturday, February 14, 1891.

The Bank of England on Tuesday and Wednesday repaid to the Bank of France two out of the three millions sterling advanced by it in November, and either to-day or on Monday will repay the other million. In spite of the reduction thus caused in the Bank's reserve, there is very little change in the value of money. At the fortnightly settlement at the Stock Exchange, which began on Monday, loans were made at from  $2\frac{1}{4}$  to  $2\frac{1}{2}$  per cent. On Tuesday the three months' Treasury bills were placed at about 19-16 per cent, and in the open market the discount rate is scarcely better than  $2\frac{1}{8}$  per cent.

In the first three months of the calendar year, which are the last three months of our financial year, the collection of the revenue is much larger than in any other quarter, because the bulk of the direct taxation is then in, and usually this gives the Bank of England control over the outside market. But this year it has failed to do so up to the present, mainly because the Bank of England is paying Messrs. Barings' acceptances, and partly also because toward the end of last year the joint-stock and private banks accumulated exceptionally large balances. Owing to this, the decline in the reserve has not affected rates as much as was expected, and it is believed that the directors of the Bank of England are now borrowing largely from the outside market in the hope of raising rates for the purpose of stopping the gold shipments to South America, preventing an expected drain to Berlin consequent upon the issue of the new German and Prussian loans, and also with the aim of attracting gold from New York. It is clear that if the Bank cannot stop shipments and attract some of the metal, its stock of gold will soon become so small that we shall be in as bad a position as we were twelve months ago.

The silver market is dull and depressed. Early in the week the price rose to 46 $\frac{1}{2}$ d. per ounce, but it fell again on Wednesday, to 46 $\frac{1}{4}$ d., and yesterday to 46d. per ounce. There is no demand for the Continent, and the Indian demand is very small. As this is the most active export season in India, rates in Bombay and Bengal are usually at this time of the year very high; but this year the abundance of money is such that the rates of discount both in Bengal and Bombay are barely 3 per cent.

As stated above, the joint-stock and private banks lent freely to Stock Exchange borrowers on Monday at from  $2\frac{1}{4}$  to  $2\frac{1}{2}$  per cent, the demand being exceedingly small. Within the Exchange the carrying-over rates were lower than a fortnight previously. Indeed, borrowers often found it difficult to employ the money they had taken at the same rates that they were paying for it. In the American department rates ranged from about  $2\frac{1}{2}$  to about  $3\frac{1}{2}$  per cent. In the international market they averaged only about 2 per cent, and in the market for British railway stocks they were still lower; in many cases indeed sellers had to pay a rate for postponing delivery. It is evident that operators are still diminishing their risks. The most inactive department perhaps is the American, the general public holding almost entirely aloof. Recent experience has inspired a deep-rooted distrust of railroad management. Silver inflation is causing some apprehension, and there is doubt as to the commercial situation. Over and above all this there continues here a large lock-up of capital. Alarm has in a large measure subsided, and it is now hoped that we shall escape serious difficulties; yet there is some uneasiness, and the public and professional operators are unwilling as yet to increase their risks.

In the international department prices are considered entirely too high. For years past English investors have been selling foreign government bonds, and speculation in these has almost ceased here. No doubt there is still a considerable amount of Egyptian, Turkish, Portuguese and Spanish stocks held here, while our holdings of South American stocks are perhaps larger than those of all the rest of Europe put together. But there is a fear that there may be before long a break-down in Portugal and Spain, and the condition of South America is very disquieting. The public is investing pretty largely in British railway stocks, and as the supply in the market is very small, prices are well maintained. The only department in which there is any active speculation is that for gold shares. As yet the general public is not operating very freely; but those who are already interested are buying

quietly so as to reduce the average price at which they hold the shares, and there is a better demand than for a long time past both for the Continent and for South Africa.

Now that Dr. Plaza, the Argentine financial representative here, has returned from Berlin, the negotiations for the sale to the Argentine Government of the Buenos Ayres Waterworks are expected to begin again; and although there is a very great difference between the two parties, it is hoped that an arrangement will be arrived at, as it is felt that the Government cannot afford to make enemies of the leading financial houses of London. Meantime the delay in completing the sale and in carrying into effect the plan for funding the coupons of the debt has given rise to much dissatisfaction. The news from Buenos Ayres, too, is disquieting. The financial policy of the present Government has disappointed all parties and excited much opposition in the Republic. The Minister of the Interior, General Roca, is suspected of plotting against the popular candidate for the Presidency, General Mitre. Owing to this, to the general distress of the population, and to the paralysis of trade, political apprehensions are greatly feared. The one reassuring piece of intelligence is that the wheat crop this year is exceptionally good and that the wool-clip also is large. The Republic consequently will have an unusual quantity both of grain and wool to export, and that, it may be hoped, will give relief to the agricultural community. Matters are going from bad to worse in Uruguay and the insurrection in Chili continues. The censorship of the telegraphs is so strict that very little information reaches us. Such as we get is to the effect that the insurgents are losing ground, and that there is much probability, therefore, that the President will succeed. On the other hand, there appears to be no doubt that the President has incurred a large floating debt, and that there has also been a large issue of inconvertible paper.

Mr. Neugass, whose difficulties last October so greatly depressed the American market, and gave rise to much apprehension, is about to turn his business into a limited company to facilitate the liquidation of his affairs. It is estimated that even at present prices the assets exceed the liabilities about £400,000, but many of the assets are not readily realizable. Mr. Neugass is to take the whole of the ordinary shares, and about a million and a quarter sterling of debentures are to be created and given to the creditors as additional security. As the assets are realized the debentures are to be withdrawn and canceled. According to the plan the liquidation is to be completed at the latest in June of next year.

We are threatened with a disastrous struggle between the ship-owners and those employed by them. Last year, it will be recollected, most of the ship-owners at home and in the colonies formed a great federation for the purpose of resisting the work-people's union. The work-people have since been improving their organization, and a desperate struggle seems now impending. The question at issue is mainly whether the members of the trades union are to have a preference in employment, the owners insisting upon their right to employ non-union men if they please, and the men refusing to work with the latter. The trades unionists feel that their best means of resistance is a general strike, and it is threatened now that the men will be called out at all the shipping ports. If this is done, there will be an utter disorganization of the trade of the whole country, and much suffering, not only to the parties immediately engaged but to the working classes in every industry. The railway traffic returns for the past three weeks show handsome increases compared with the corresponding weeks of last year; but it is to be borne in mind that for the first four weeks of the year there were decreases, owing to the strike in Scotland and the unusually severe weather. The present increases are probably due to the sending forward of goods that were then held back.

The dealers in the Argentine railway market, disgusted at the persistent fall in stocks, this week addressed a letter to the houses which have brought out here Argentine railway companies, inquiring as to the causes of the delay in carrying out the plan for issuing bonds in lieu of guarantee and asking what is the prospect of an early realization of the plan. Yesterday one of the principal houses replied that Congress has passed an act authorizing the funding both of the guarantees and the coupons, that the text is expected in London in a few days, and that when it is received negotiations will be resumed with Dr. Plaza, and it is hoped they will be speedily and satisfactorily concluded.



A German loan of 10 millions sterling and a Prussian loan of 12½ millions sterling will come out this evening or Monday. The rate of interest is 3 per cent, the issue price about 84½, and every facility respecting deposits will be given. The instalments will be spread over the whole year, and for the first time the French plan of taking subscriptions all over the country is adopted. Coupons are payable in London, but subscriptions are not invited here.

The wheat market continues quiet.

The rates for money have been as follows:

London	Bank Rate.	Open Market Rates.						Interest allowed for deposits by		
		Bank Bills.			Trade Bills.			Joint Stock Banks.	At Call.	7 to 14 Days.
		Three Months.	Four Months.	Six Months.	Three Months.	Four Months.	Six Months.			
		Jan. 9.	Jan. 10.	Jan. 11.	Jan. 12.	Jan. 13.	Jan. 14.			
Jan. 9.	4	2½	2½	2½	3¼	3¼	3¼	2½	2	2½
" 10.	4	2	2	2	3	3	3	2½	2	2½
" 11.	3½	1¾	1¾	1¾	2½	2½	2½	1½	1½	1½
" 12.	3	1¾	1¾	1¾	2½	2½	2½	1½	1½	1½
" 13.	3	2	2	2	2½	2½	2½	1½	1½	1½

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

Rates of Interest at	February 13.		February 6.		January 30.		January 23.	
	Bank Rate.	Open Market.	Bank Rate.	Open Market.	Bank Rate.	Open Market.	Bank Rate.	Open Market.
Paris.....	3	2½	3	2½	3	2½	3	1½
Berlin.....	2	2½	3¼	2½	4	2½	4	2½
Hamburg.....	3½	2½	3½	2½	4	2½	4	3
Frankfort.....	3½	2½	3½	2½	4	2½	4	3½
Amsterdam.....	3	2½	3½	2½	3½	2½	4	3½
Brussels.....	3	2½	3	2½	3	2½	3	3½
Madrid.....	4	4 nom.	4	4 nom.	4	4 nom.	4	4
Vienna.....	4	3½	4	3½	4½	4½	4½	4½
St. Petersburg.....	5½	4½	5½	4½	5½	4½	5½	4½
Copenhagen.....	4	4	4	4	4	4	4	4

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:

	1891.	1890.	1889.	1888.
	Feb. 11.	Feb. 12.	Feb. 13.	Feb. 15.
Circulation.....	24,054,270	23,469,425	23,160,295	23,142,183
Public deposits.....	9,583,133	8,420,416	9,412,455	8,994,080
Other deposits.....	20,201,155	22,878,567	23,298,068	23,566,066
Government securities.....	11,451,208	13,862,609	14,499,861	16,260,774
Other securities.....	29,597,054	20,942,646	21,707,001	19,275,945
Reserve.....	16,061,405	14,780,800	14,758,529	15,184,213
Coin and bullion.....	23,665,735	22,049,725	21,718,824	22,126,893
Prep. assets to liabilities per ct.	41 3-16	40½	44½	46½
Bank rate.....per ct.	3	6	3	2½
Consols.....	97 3-10	97 5-16	98 15-16	—
Clearing-House returns.....	142,858,000	128,208,000	127,699,000	140,922,000

Messrs. Pixley & Abell write as follows:

Gold.—The demand for gold has decidedly fallen off, and although arrivals are readily absorbed, the price is considerably lower. The Bank has lost £2,128,000 during the week, of which £2,000,000 has been returned in part re-payment of loan made by the Bank of France to the Bank of England. £121,000 has been received. Arrivals: From Australia, £95,000; Natal, £57,000; Buenos Ayres, £31,000; total, £183,000. Shipments: To India, 5th and 12th inst., £59,525.

Silver.—Silver remained for a day at the price quoted in our last, but with pressing orders to sell from New York fell to 46d. on the 7th. Partices have been somewhat above India, and special orders have taken the silver on offer. A recovery took place afterwards, and today we quote 46¼d. Arrivals: From New York, £61,000; Buenos Ayres, £3,000. Shipments: To India, 5th inst., £68,500; 12th inst., £36,700.

Mexican Dollars.—These coin are 1½d. under silver; only a few have arrived during the week. Shipments: To Hong Kong, in silver coin, £31,393.

The quotations for bullion are reported as follows:

GOLD.			SILVER.		
London Standard.	Feb. 12.	Feb. 5.	London Standard.	Feb. 12.	Feb. 5.
	s. d.	s. d.		d.	d.
Bar gold, fine.....oz.	77 9	77 10½	Bar silver.....oz.	46¼	46½
Bar gold, containg.....			Bar silver, containg.....oz.	46½	
20 dwts. silver.....oz.	77 10	77 11¼	Ing 5 grs. gold.....oz.	47	
Span. doubloons.....oz.			Cake silver.....oz.	40 15-16	50 5-16
S. Am. doubloons.....oz.			Mexican dols.....oz.	45	45½

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

	1890-91.	1889-90.	1888-89.	1887-88.
Wheat.....cwt.	26,102,650	25,489,018	29,201,525	22,618,122
Barley.....	11,395,773	8,768,551	10,527,622	9,273,821
Oats.....	6,037,800	6,324,872	8,141,551	8,254,968
Peas.....	690,971	352,376	995,539	1,684,602
Beans.....	1,578,590	1,530,927	1,342,939	1,139,983
Indian corn.....	12,286,373	13,263,083	11,127,342	10,214,186
Flour.....	6,765,205	7,775,473	6,938,493	8,654,356

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

	1890-91.	1889-90.	1888-89.	1887-88.
Imports of wheat.....cwt.	26,102,650	25,489,018	29,201,525	22,618,122
Imports of flour.....	6,765,205	7,775,473	6,938,493	8,654,356
Sales of home-grown.....	18,996,097	21,185,775	16,763,459	19,865,213

Total.....51,863,952 57,450,266 52,903,477 51,137,691

	1890-91.	1889-90.	1888-89.	1887-88.
English wheat, per qr.—				
Average price, week.....32s. 5d.		28s. 9d.	29s. 7d.	30s. 5d.
Average price, season.....32s. 3d.		30s. 0d.	32s. 0d.	30s. 2d.

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

	This week.	Last week.	1890.	1889.
Wheat.....qrs.	1,715,500	1,681,000	1,885,500	2,256,000
Flour, equal to qrs.	363,000	375,000	259,000	233,000
Maize.....qrs.	805,000	330,000	550,000	293,500

#### English Financial Markets—Per Cable.

The daily closing quotations for securities, &c., at London, are reported by cable as follows for the week ending Feb. 27:

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Silver, per oz.....d	44½	44½	44½	44½	44½	44½
Consols, now, 2½ per cts.	97½	96½	97	96½	96½	96½
do for account.....	97½	96½	97½	97	97	96½
French rentes (in Paris) fr.	95 77½	95 77½	95 70	95 70	95 77½	95 50
U. S. 4½s of 1891.....	104½	104½	104½	104½	104½	104½
U. S. 4s of 1907.....	122½	122½	122½	122½	122½	123
Canadian Pacific.....	77½	77	77½	77½	78½	79
Chic. Mil. & St. Paul.....	57	56½	56½	56½	56½	57½
Illinois Central.....	99	99	99	98½	99	98½
Lake Shore.....	114½	114½	114½	114	114½	114½
Louisville & Nashville.....	77½	77½	77½	77	77½	77½
Mexican Central 4s.....	75½	74½	75½	75½	75½	73½
N. Y. Central & Hudson.....	105½	104½	104½	104½	105	103
N. Y. Lake Erie & West'n	20½	20½	20	19½	20	20½
do 2d cons.....	103½	103½	103½	103	103½	103½
Norfolk & Western, pref.....	57½	57½	56½	56½	56½	56½
Northern Pacific, pref.....	74½	74½	74½	74	73½	73½
Pennsylvania.....	52½	52	52½	51½	51½	51½
Philadelphia & Reading.....	16½	16½	16½	16½	16½	16½
Union Pacific.....	45½	45½	45½	45½	46	46½
Wabash, pref.....	18½	18½	18½	18½	18½	18½

#### Commercial and Miscellaneous News

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

- 4,521—The First National Bank of Tnepele, Miss. Capital, \$50,000. Sweeney T. Harkey, President; Fleetwood Elliott, Cashier.  
4,522—The Ohio National Bank of Washington, D. C. Capital, \$200,000. Joseph D. Taylor, President; ———, Cashier.  
4,523—The Berlin National Bank, Berlin, N. H. Capital, \$50,000. Alfred R. Evans, President; A. H. Eastman, Cashier.

The name of "The National Commercial Bank of Mobile," (No. 1,817) of Mobile, Ala., has been changed to "The Alabama National Bank of Mobile."

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 \$10,939,700, against \$9,893,398 the preceding week and \$7,301,779 two weeks previous. The exports for the week ended Feb. 24 amounted to \$1,943,103, against \$5,769,989 last week and \$6,433,781 two weeks previous. The following are the imports at New York for the week ending (for dry goods) Feb. 19 and for the week ending (for general merchandise) Feb. 20; also totals since the beginning of the first week in January.

#### FOREIGN IMPORTS AT NEW YORK.

For Week.	1888.	1889.	1890.	1891.
Dry Goods.....	\$3,917,303	\$3,365,276	\$4,300,116	\$3,994,902
Gen'l mer'dise.....	6,380,004	5,586,498	6,555,955	6,944,798
Total.....	\$10,297,307	\$8,951,764	\$10,856,071	\$10,939,700
Since Jan. 1.				
Dry Goods.....	\$26,296,981	\$26,761,592	\$29,249,694	\$24,296,632
Gen'l mer'dise.....	49,605,014	52,352,030	48,961,517	53,090,589
Total 8 weeks..	\$75,901,995	\$79,113,622	\$78,211,211	\$77,387,221

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 Feb. 24 and from January 1 to date:

#### EXPORTS FROM NEW YORK FOR THE WEEK.

	1888.	1889.	1890.	1891.
For the week..	\$6,454,232	\$6,003,660	\$6,810,204	\$4,943,103
Prev. reported.	41,288,122	48,610,922	46,424,017	44,839,914
Total 8 weeks..	\$47,742,354	\$54,614,582	\$53,234,251	\$49,833,017

The following table shows the exports and imports of specie at the port of New York for the week ending Feb. 21 and since Jan. 1, 1891, and for the corresponding periods in 1890 and 1889:

#### EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

Gold.	Exports.		Imports.	
	Week.	Since Jan. 1.	Week.	Since Jan. 1.
Great Britain.....	—	\$64,979	—	—
France.....	—	—	—	—
Germany.....	\$603,000	2,394,377	—	104,660
West Indies.....	32,500	576,722	—	420,017
Mexico.....	—	1,075	—	6,954
South America.....	158,000	445,449	—	19,462
All other countries.....	—	—	23,280	173,831
Total 1891.....	\$793,500	\$3,483,502	\$23,286	\$914,624
Total 1890.....	572,180	926,948	16,230	1,059,429
Total 1889.....	813,893	2,298,650	103,125	1,129,890



Silver.	Exports.		Imports.	
	Week.	Since Jan. 1.	Week.	Since Jan. 1.
Great Britain.....	\$189,200	\$2,046,702	.....	.....
France.....	.....	191,000	.....	.....
Germany.....	.....	.....	.....	\$20,439
West Indies.....	30,400	69,868	2,130	33,285
Mexico.....	14,220	35,025	.....	93,775
South America.....	32,000	34,228	.....	74,453
All other countries.....	.....	27,400	3,159	97,535
Total 1891.....	\$265,820	\$2,404,223	\$5,289	\$319,487
Total 1890.....	694,600	4,002,269	17,940	248,127
Total 1889.....	543,515	2,606,947	36,527	242,148

Of the above imports for the week in 1891 \$15,879 were American gold coin and \$2,130 American silver coin. Of the exports during the same time, \$190,500 were American gold coin.

**Coins.**—The following are the current quotations in gold for various coins:

Sovereigns.....	\$4 86	2/4 89	Fine silver bars.....	97 2/2	98
Napoleons.....	3 85	2/3 89	Five francs.....	92 2/2	95
X X Reichmarks.....	4 75	2/4 79	Mexican dollars.....	76 1/2	78
25 Pesetas.....	4 80	2/4 85	Do uncommenced.....	78	75
Span. Doubloons.....	15 55	2/15 75	Peruvian sols.....	4 80	4 85
Mex. Doubloons.....	15 50	2/15 70	English silver.....	76	78
Fine gold bars.....	par	2/3 89	U.S. trade dollars.....	76	78

—Subscriptions will be received until Tuesday next at 3 P. M. by Messrs. Kuhn, Loeb & Co. and Hallgarten & Co. for \$5,000,000 of Louisville & Nashville Railroad Company's unified fifty-year 4 per cent gold bonds at 85 per cent and accrued interest. These bonds will be issued simultaneously in New York, London, Frankfurt and Switzerland, thereby creating an international market for them. The total issue is limited to \$75,000,000, and is secured by a mortgage upon the main line of the Louisville & Nashville Road, and on all its lines in the States of Kentucky and Tennessee; also by a deposit of \$23,898,100 of the bonds and shares, including a majority of the securities of all the important lines which the Louisville & Nashville Company controls by stock-ownership. Of these new unified bonds there have been set aside for the redemption and extinction of prior bonds \$41,826,660, of which amount \$5,289,000 are owned by the company. An abstract of the mortgage was given in the CHRONICLE, Vol. 51, page 613.

—Attention is called to the first annual report of the United States Guarantee Company for December 31, 1890, which shows assets of \$288,810, unearned premium reserve and all other liabilities \$32,493, leaving surplus to policy-holders \$256,316. The company commenced business January 30th, 1890 upon a capital of \$200,000, which was increased to \$250,000 in July last. It issued 9,455 bonds during the eleven months, and its net income was \$71,322. It confines its business strictly to bonding officers and employees of financial and commercial corporations. It is said that this is the first instance wherein a guarantee company has shown a net surplus upon its operations during its first year, after meeting all losses, organization and other expenses, and setting aside one-half of its premium revenue for reserve liability, as required by law.

—The 46th annual report of the New York Life Insurance Company is published in the CHRONICLE to-day. The company keeps up its pace of great progress in new business, income, assets, surplus, etc. In 1890 the new insurance issued was \$159,576,065, against \$68,521,452 in 1885; the income was \$32,158,100, against \$16,121,172; the insurance in force at end of the year, \$569,338,726, against \$259,674,500; the assets, \$115,947,819, against \$66,864,321; the surplus as to liabilities, \$14,898,450, against \$10,188,215. These figures are eloquent, and speak more loudly than any elaborate argument in favor of the company. The progress shown in five years is something remarkable.

—An important offering of \$3,093,000 thirty-year 5 per cent gold bonds issued upon the Minneapolis Street railway system will be opened for subscription on Wednesday, March 4, at the offices of Messrs. J. Kennedy, Tod & Co., in this city. The property covered by the mortgage includes 87 miles of track, real estate to the value of \$1,100,000 and equipment to the value of \$1,000,000. On subsequent pages of to-day's CHRONICLE may be found full particulars of the bonds and an abstract of the mortgage. Attention is also called to the advertisement in this issue offering the bonds at 95 and accrued interest.

—The 31st annual statement of the Equitable Life Assurance Society reports a new business for 1890 of \$203,826,107; assurance in force Dec. 31st, \$720,662,478; income in 1890, \$35,086,633; assets Dec. 31, 1890, \$119,243,744, with a surplus of nearly \$24,000,000. The progress of this company has been extraordinary, and the amount of new business coming into its office surpasses the most sanguine estimates.

—The Imperial Bank of Canada, whose card has appeared for many years in the CHRONICLE, has opened a branch at Prince Albert, N. W. T., and thus marks its character as a progressive institution occupying new territory.

—Messrs. Coffin and Stanton, bankers of this city and London, will pay interest due March 1st on quite a number of bonds, the list of which will be found in our advertising columns.

**FOREIGN TRADE OF NEW YORK—MONTHLY STATEMENT.**—In addition to the tables on another page, made up from weekly returns, we give the following figures for the full months, also issued by our New York Custom House. The first statement covers the total imports of merchandise.

## IMPORTS INTO NEW YORK.

Month.	1890-91.			1889-90.		
	Dry Goods.	General Merchandise.	Total.	Dry Goods.	General Merchandise.	Total.
July.....	\$14,214,708	\$7,289,011	\$21,503,719	\$12,052,320	\$2,788,962	\$14,841,282
August.....	\$11,149,487	\$8,851,047	\$20,000,534	\$11,793,529	\$1,255,059	\$13,048,588
September.....	\$12,758,878	\$6,362,654	\$19,121,532	\$12,885,387	\$2,620,037	\$15,505,424
October.....	\$11,792,788	\$5,055,806	\$16,848,594	\$8,009,501	\$5,076,518	\$13,086,019
November.....	\$7,837,489	\$4,758,239	\$12,595,728	\$8,897,369	\$2,769,743	\$11,667,112
December.....	\$8,167,949	\$1,627,747	\$9,795,696	\$10,578,806	\$2,833,785	\$13,412,591
January.....	\$14,218,505	\$28,331,248	\$42,549,753	\$16,566,805	\$2,161,338	\$18,728,143
Total.....	\$80,170,542	\$32,271,552	\$112,442,094	\$81,382,199	\$20,500,431	\$101,882,630

## EXPORTS FROM NEW YORK.

Month.	Total Merchandise.		Month.	At New York.	
	1890-91.	1889-90.		1890-91.	1889-90.
July.....	\$27,311,440	\$28,394,127	July.....	\$17,173,323	\$13,787,330
August.....	\$20,080,926	\$1,541,187	August.....	\$12,978,344	\$13,324,502
September.....	\$20,789,666	\$28,833,707	September.....	\$15,769,706	\$12,018,108
October.....	\$2,059,531	\$1,841,284	October.....	\$16,061,811	\$12,202,036
November.....	\$26,508,032	\$27,717,301	November.....	\$10,154,869	\$11,178,000
December.....	\$4,126,559	\$2,399,948	December.....	\$10,704,233	\$10,997,988
January.....	\$27,000,139	\$26,506,491	January.....	\$16,794,558	\$15,223,323
Total.....	\$206,326,293	\$207,237,045	Total.....	\$126,667,144	\$83,727,785

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

Date.	Receipts.	Payments.	Balances		
			Coin.	Coin Cert's.	Currency.
Feb. 21.....	\$2,681,985	\$2,069,567	\$151,812,675	\$11,513,987	\$8,318,062
" 23.....	.....	.....	Holiday.....	.....	.....
" 24.....	\$2,876,026	\$2,740,018	\$151,989,829	\$11,618,915	\$8,171,987
" 25.....	\$3,103,831	\$2,444,615	\$152,140,633	\$11,639,062	\$8,660,251
" 26.....	\$2,533,477	\$2,557,688	\$151,970,142	\$12,001,121	\$8,444,473
" 27.....	\$3,649,513	\$3,209,792	\$151,987,429	\$12,576,256	\$8,291,772
Total.....	\$14,843,932	\$13,021,680	.....	.....	.....

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

GAS COMPANIES.		Bid.	Ask.	GAS COMPANIES.		Bid.	Ask.
Brooklyn Gas-Light.....	117	119	People's (Brooklyn).....	60	62		
Citizens' Gas-Light.....	100	103	Williamsburg.....	130			
Bonds, 5s.....	106	103	Bonds, 6s.....	108			
Consolidated Gas.....	95 1/2	96 1/2	Metropolitan (Brooklyn).....	100	105		
Jersey City & Hoboken.....	170		Municipal—Bonds, 7s.....				
Metropolitan—Bonds.....	110	115	Fulton Municipal.....	130	132		
Mutual (N. Y.).....	118	120	Bonds, 6s.....	100	106		
Bonds, 6s.....	109	102	Equitable.....	118	118		
Nassau (Brooklyn).....	133		Bonds, 6s.....	105	108		
Scrap.....	100	102					

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

Shares.		Shares.	
20 3d Avenue RR. Co.....	282 1/2	100 Brunswick Co.....	16 1/2
100 N. Y. & Cuba Mail RR. Co.....	40	25 People's Gas L. Co., Bklyn. 86 1/2	86 1/2
5 New York Concert Co.....	16	2 Nassau Nat. Bank, Bklyn 270 1/2	270 1/2
25 Edison Electric Illuminating Co. of Brooklyn.....	80	5 Nassau F. Ins. Co., Bklyn 150	150
114 Brooklyn City RR. Co.....	175 1/2	40 Nassau Gas-L. Co., Bklyn 133	133
20 Gansevoort Bank.....	110	Bonds.....	.....
4 United States Trust Co.....	811 1/2	\$1,000 Seattle L. & East Ry	.....
20 Holland Trust Co.....	217 1/2	Co. 1st 6s, 1931.....	101
2 Continental Insurance Co.....	246	\$100 Nassau Gas Light Co. of	.....
120 National Broadway Bank.....	290	Brooklyn, reg. certificate.....	102
5 Howard Insur. Co., 95 per cent paid in liquidation.....	\$4 lot	\$30,000 United Electric Traction Co. 6 per cent bonds.....	\$1,750

The following were also sold at auction:

Shares.		Bonds.	
6 Continental Insur. Co.....	245	\$10,000 Cincinnati 7 1/2 p. c. bonds, 1902 (endorsed).....	127 1/2
200 Brooklyn City RR. Co.....	175	\$3,000 Cincinnati 7 1/2 p. c. bonds, 1902.....	128 1/2
90 Amer. Exch. Nat. Bank.....	154 1/2	\$1,000 Jersey City 7s, Imp.....	111
13 Market & Fuit. Nat. Bank.....	220	\$1,000 Jersey City 7s, Imp.....	101 1/2
700 East Tenn. Va. & Georgia RR. (old stock).....	\$25 lot	1892.....	101 1/2
500 Ohio Central RR. Co.....	\$250 lot	\$11,000 Tenn. 6s, 1890.....	68 1/2
18 St. Louis Ore & Steel Co.....	\$20 lot	.....	.....
50 Universal Life Ins. Co.....	\$5 lot	.....	.....
10 Anchor Life Ins. Co.....	\$2 lot	.....	.....

## Banking and Financial.

## Spencer Trask &amp; Co.,

**BANKERS.**  
Nos. 16 and 18 Broad Street, New York City.  
ALBANY, N. Y. SARATOGA, N. Y. PROVIDENCE, R. I.  
**TRANSACT A GENERAL BANKING BUSINESS.**  
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## SPECIAL NOTICES.

**CITY BONDS AND OTHER FIRST-CLASS INVESTMENTS** adapted for savings' banks, trust funds, and careful investments of individuals are made a prominent specialty in the business of Messrs. BLAKE BAOS & Co., Bankers, of New York and Boston. See card in the columns of the CHRONICLE.



# The Bankers' Gazette.

## DIVIDENDS.

Name of Company.	Per Cent.	When Payable.	Books Closed, (Days inclusive.)
<b>Railroads.</b>			
Clev. Cin. Chic. & St. L., pf. (quar.)	1 1/4	April 1	Mar. 14 to April 5
Delaware & Hudson (quar.)	1 1/4	March 16	Feb. 26 to Mar. 16
Manhattan (quar.)	1 1/2	April 1	Feb. 29 to April 1
<b>Miscellaneous.</b>			
National Starch, com., (quar.)	1	March 14	Mar. 1 to Mar. 15

WALL STREET, FRIDAY, FEBRUARY 27, 1891—5 P. M.

**The Money Market and Financial Situation.**—The close holiday on Monday served to shorten the business of the week. The attitude of the markets is yet one of halting and waiting, but after Congress has adjourned one chief cause for hesitation will be removed. This, however, is not equivalent to saying that the event named is going to be followed by an immediate boom at the Stock Exchange. The situation is simply this—that whatever vitality there may be under the market, and whatever inclination there is on the part of heavy operators to enter into new engagements, will then be more free to assert itself. In addition to the silver question, which has been up all the time, we have now the Shipping Bill and, recently, the Lard Bill, which have a direct bearing on the prices of several active stocks.

As usual in dull times, the occasional activity and the fluctuations in prices are most noticeable in specialties. These are influenced by special causes, as the Burlington by reduction of the dividend, Pacific Mail by the Shipping Bill, Susquehanna by the talk of negotiations for the property, and other stocks by similar special causes not applicable to the general list.

The January returns of the Pennsylvania Railroad and the Philadelphia & Reading, which have come out this week, make a very good exhibit of earnings, and these two leading companies have much to do in controlling the Philadelphia market. St. Paul also makes a favorable showing, and rumors about Union Pacific place the gain in net earnings for January at high figures.

There seems to be a slight improvement at the West in the tone of feeling regarding railroads and rather less disposition to pass State laws which will bear heavily upon them.

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

The Bank of England weekly statement on Thursday showed an increase in specie of £287,000, and the percentage of reserve to liabilities was 38.72, against 39.08 last week; the discount rate remains unchanged at 3 per cent. The Bank of France shows a loss of 1,100,000 francs in gold and a decrease of 300,000 francs in silver.

The New York Clearing House banks in their statement of Feb. 21 showed a decrease in the reserve held of \$3,708,400, and a surplus over the required reserve of \$15,373,025, against \$18,492,700 the previous week.

The following table shows the changes from the previous week and a comparison with the two preceding years in the averages of the New York Clearing House banks:

	1891. Feb. 21.	Differen' from Prev. week.	1889. Feb. 21.	1890. Feb. 23.
Capital	\$ 67,119,700		\$ 60,862,700	\$ 60,762,700
Surplus	65,375,800		57,620,900	52,402,600
Loans and disc'ts	493,522,100	Inc. 1,558,000	414,574,000	408,955,000
Circulation	3,540,300	Inc. 5,900	3,336,600	4,360,000
Net deposits	416,562,700	Dec. 2,351,900	427,737,200	438,299,400
Specie	83,903,400	Dec. 4,476,500	82,911,400	90,022,900
Legal tenders	35,604,300	Inc. 768,100	27,723,700	35,292,100
Reserve held	119,513,700	Dec. 3,708,400	110,635,100	125,315,000
Legal reserve	104,140,575	Dec. 583,725	106,934,300	109,574,850
Surplus reserve	15,373,025	Dec. 3,119,675	3,700,800	15,740,150

**Foreign Exchange.**—The business in exchange has been dull and rates steady, with very little change from last week. There has been no special point of interest, except that \$602,611 gold is engaged for to-morrow's steamers. Actual rates are: Bankers sixty days' sterling, 4 83/4 @ 4 85 1/4; demand, 4 87 1/4 @ 4 88; cables 4 88 1/4 @ 4 88 1/4.

Posted rates of leading bankers are as follows:

February 27.	Sixty Days.	Demand.
Prime bankers' sterling bills on London..	4 86	4 88 1/2 @ 4 89
Prime commercial	4 83 1/2 @ 4 84	
Documentary commercial	4 83 1/2 @ 4 83 1/2	
Paris (francs)	5 19 3/4 @ 5 18 3/4	5 17 1/2 @ 5 16 3/4
Amsterdam (guilders)	39 1/2 @ 40	40 3/4 @ 40 1/2
Frankfort or Bremen (reichmarks)	95 1/4 @ 95 3/4	95 3/4 @ 95 1/2

The following were the rates of domestic exchange on New York at the undermentioned cities to-day: Savannah, buying par, selling 1/4 to 1/2 premium; New Orleans, commercial, 25c. per \$1,000 premium; bank, \$1 00 per \$1,000 premium; Charleston, buying 1-16 to par, selling 1/8 premium; St. Louis, par; Chicago, 90c. per \$1,000 discount.

**United States Bonds.**—There have been very few public sales and quotations remain firm. The daily purchases are shown in the following statement, kindly furnished us by the Treasury Department.

	4 1/2 Per Cents due 1891.				4 Per Cents due 1907		
	Offerings.	Purchases.	Prices paid.		Offerings.	Purchases.	Prices paid.
Feb. 21....	Nil.	Nil.	Par with interest to maturity.				
" 23. ...	Nil.	Nil.					
" 24. ....	\$7,000	\$7,000					
" 25. ....	91,500	91,500					
" 26. ....	90,550	90,550					
" 27. ....	52,100	52,100					
Total. ...	241,150	241,150					

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

	Interest Periods	Feb. 21	Feb. 23.	Feb. 24.	Feb. 25.	Feb. 26.	Feb. 27.
4 1/2s, 1891. .... reg.	Q.-Mch.	*101 7/8		*101 7/8	*102	*102	*101 7/8
4 1/2s, 1891. .... coup.	Q.-Mch.	*103		*103	*103 1/4	*103	*103
4s, 1907. .... reg.	Q.-Jan.	*120 5/8		*120 5/8	*121	*121	*121
Do stamp'd Int. pd.	Q.-Jan.	*118 3/8		*118 3/8	*119	*119	*119
4s, 1907. .... coup.	Q.-Jan.	*120 3/4		*120 3/4	*121 1/4	*121	*121
Do ex-cp. to July, '91	Q.-Jan.	*118 3/8		*118 3/8	*119	*119	*119
6s, cur'cy, '93. .... reg.	J. & J.	*109		*109	*109 1/4	*110	*110
6s, cur'cy, '96. .... reg.	J. & J.	*112		*112	*112 1/4	*113	*113
6s, cur'cy, '97. .... reg.	J. & J.	*114		*114	*114	*115	*115 1/2
6s, cur'cy, '98. .... reg.	J. & J.	*117		*117	*117 1/8	*117	*118
6s, cur'cy, '99. .... reg.	J. & J.	*120		*120	*120	*120	*120

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

**Government Purchases of Silver.**—The Government purchases of silver in February are shown in the following statement. The Government having purchased during the month of February the 4,500,000 ounces required by law, no further purchases will be made until Monday, March 1, 1891.

	Ounces offered.	Ounces purchased.	Price paid.
Previously reported.....		2,644,602	\$0.98 3/4 @ \$1.02 3/4
February 23.....		Nil.	@
" 25.....	1,203,000	608,000	\$0.9795 @ \$0.98 1/4
" 27.....		Nil.	@
*Local purchases.....		243,676	@
*Total in month to date..		4,496,278	\$0.9795 @ \$1.02 3/4

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

**State and Railroad Bonds.**—State bonds had very few transactions and sales of the week included \$89,000 Tenn. set. 3s at 70 1/2 @ 71, and \$2,000 5s (small) at 101; \$1,000 Ala. class "A" at 104; \$10,000 Virginia 6s def. trust refts. stamped at 8 3/4.

Railroad bonds had a little activity at times in a few issues and the tendency was rather towards weakness. Atchison incomes declined on free sales and to-day close at 42 1/2, against 44 1/2 last week; the 4s close at 77 3/4, against 78. Richmond Terminal 5s have been fairly active at easier prices, though 2 1/2 per cent comes off for the coupons due next Monday. Rio Grande Western 4s have been quite strong and freely bought on the good earnings of the road. Iron Mountain 5s are up to 93 and they will now cover the old Cairo & Fulton section of the road as a first lien. Atlantic & Pacific incomes are down to 11 1/2, and Texas & Pacific 2d mortgage incomes sold quite freely early in the week and are quoted at 32 1/2 bid to-day. Mobile & Ohio generals sold freely in round lots, and close at 70.

**Railroad and Miscellaneous Stocks.**—The bank statement showed a decrease in reserves on Saturday, the 21st, but this had little effect on stocks. The market was very dull on that day, and after the strict holiday on Monday it opened Tuesday morning with moderate London selling, on rumors of trouble with some broker's firm there, which were soon tided over. On Wednesday the tendency was towards weakness, with Burlington & Quincy stock and Atchison incomes in the lead; but on Thursday the tone was better and the general list showed more strength, led by Pacific Mail. To-day there was a renewal of the weakness in particular stocks, with Burlington & Quincy touching 80%. Pacific Mail selling from 41 down to 37 1/4 (closing at 38 1/4), and Atchison at 26 3/4.

Among particular stocks about the strongest at one time was Pacific Mail, on the prospect that the Shipping Bill would pass Congress. Susquehanna & Western pref. has fallen sharply on the announcement that the deal was off, though it is not known that there was ever any definite negotiation pending. The Western stocks have been inclined to weakness, with Burlington in the lead and St. Paul and Union Pacific rather exceptions in being well supported. The January reports of Pennsylvania RR. earnings and Reading earnings are both good.

Sugar on a fair business for the week closes dull at 7 1/2, against 7 3/4 last week; Cotton Oil common at 21, against 21 1/4; Lead at 19, against 19 1/4.

Silver certificates have shown considerable dealings and still keep low on the prospect that nothing will be done by this Congress; they close at 97 3/4, against 97 1/4.



NEW YORK STOCK EXCHANGE—ACTIVE STOCKS for week ending FEBRUARY 27, and since JAN. 1, 1891.

STOCKS.	HIGHEST AND LOWEST PRICES						Sales of the Week, Shares.	Range of sales in 1891.	
	Saturday, Feb. 21.	Monday, Feb. 23.	Tuesday, Feb. 24.	Wednesday, Feb. 25.	Thursday, Feb. 26.	Friday, Feb. 27.		Lowest.	Highest.
<b>Active RR. Stocks.</b>									
Atchafson Top. & Santa Fe....	28 28 1/4		27 1/2 27 1/2	26 3/4 27 1/4	26 1/4 27	26 3/4 27 1/2	28,050	26 1/4 Feb. 26	32 1/4 Jan. 12
Atlantic & Pacific.....	5 5 3/4		5 5 3/4	5 5 3/4	5 5	5 5 3/4	200	5 Jan. 3	6 Jan. 12
Canadian Pacific.....	74 1/2 75 3/4		75 3/4 75 3/4	75 3/4 75 3/4	76 1/4 76 1/4	76 1/4 77	2,265	72 1/4 Jan. 6	77 Feb. 27
Canada Southern.....	50 3/4 50 1/2		50 1/2 50 1/2	50 1/2 50 1/2	50 3/4 50 3/4	50 1/2 50 1/2	1,295	48 1/4 Jan. 26	52 1/2 Feb. 11
Central of New Jersey.....	116 119		115 116	115 116	116 1/2 116 1/2	116 1/2 116 1/2	2,356	106 Jan. 26	119 1/2 Feb. 9
Central Pacific.....	29 30		29 29 3/4	28 3/4 29 1/4	29 29	29 29	220	29 Feb. 24	31 Jan. 26
Cheapeake & O.—Vol. Tr. cert.	18 1/2 19 1/4		18 1/2 19 1/4	18 1/2 19 1/4	18 3/4 18 3/4	18 1/2 19	100	17 Jan. 2	19 1/2 Feb. 9
Do do 1st pref.....	52 1/2 52 3/4		52 3/4 52 3/4	51 1/2 51 1/2	52 52 1/2	50 1/2 50 1/2	1,507	44 Jan. 2	54 1/4 Feb. 10
Do do 2d pref.....	33 1/4 33 1/4		32 1/2 32 1/2	32 1/2 32 1/2	32 1/2 32 1/2	32 3/4 33	800	29 Jan. 2	34 1/2 Feb. 10
Chicago & Alton.....	125 128		125 128	125 128	125 128	125 128	.....	127 Feb. 11	130 Jan. 5
Chicago & Atl. Benef. Tr. Rec.....	11 12		10 12	10 12	10 12	10 12	58,857	80 3/4 Feb. 27	93 3/4 Jan. 14
Chicago Burlington & Quincy.....	83 3/4 84 1/2		83 1/4 83 1/4	81 3/4 83 1/2	81 3/4 82 3/4	80 3/4 82 1/2	206	83 Jan. 3	94 1/4 Jan. 20
Chicago & Eastern Illinois.....	48 48 1/2		48 48 1/2	48 48 1/2	47 48	47 48	.....	48 1/4 Jan. 2	52 Jan. 13
Do do pref.....	91 91		90 1/2 92	90 1/2 90 1/2	90 91	90 91	56,835	50 3/4 Jan. 2	57 1/4 Jan. 14
Chicago Milwaukee & St. Paul.....	55 1/2 55 3/4		54 1/2 55 1/2	54 1/2 55 1/2	55 56 1/4	55 3/4 56 3/4	510	105 1/4 Jan. 2	113 Feb. 10
Do do pref.....	112 112 3/4		112 1/2 112 1/2	112 1/2 112 1/2	112 1/2 112 1/2	112 3/4 112 3/4	2,030	104 1/4 Jan. 2	108 1/2 Jan. 14
Chicago & Northwestern.....	107 107		106 3/4 106 3/4	106 3/4 107	106 3/4 107 3/4	107 107	24,295	103 1/4 Jan. 26	108 1/2 Jan. 12
Do do pref.....	135 135		134 134	135 138	135 140	137 137	700	123 1/2 Jan. 25	127 Jan. 14
Chicago Rock Island & Pacific.....	67 1/4 68 1/2		67 1/4 67 1/2	66 3/4 67 1/2	67 67 3/4	67 3/4 68 1/4	.....	66 3/4 Jan. 2	72 1/2 Jan. 14
Chicago St. Paul Minn. & Om.....	24 1/2 25 1/2		24 26	25 25	24 1/2 24 1/2	24 1/2 24 1/2	.....	23 1/2 Jan. 2	27 Jan. 14
Do do pref.....	83 85		83 85	83 85	82 84	82 85	.....	77 1/2 Jan. 29	84 1/2 Feb. 11
Cleve. Cin. & St. L.....	63 63		63 63 1/4	61 63 1/4	61 3/4 62 1/2	62 3/4 62 3/4	4,590	59 3/4 Jan. 2	65 1/2 Jan. 13
Do do pref.....	92 96		92 96	91 97	95 95	94 95 1/2	100	94 Jan. 31	98 Jan. 9
Columbus &ocking Val. & Tol.....	26 1/2 26 1/2		26 27	26 1/2 27	26 26 3/4	26 3/4 27	600	25 1/4 Jan. 2	28 Jan. 12
Delaware & Hudson.....	137 137 1/2		135 136	133 1/2 133 1/2	133 134 1/2	134 1/2 134 1/2	1,570	130 1/4 Jan. 2	139 1/2 Feb. 7
Delaware Lackawanna & West.....	138 1/2 138 3/4		137 1/2 138 1/2	136 3/4 137 3/4	137 138 1/2	137 1/2 138	27,800	131 Jan. 2	140 3/4 Feb. 10
Denver & Rio Grande.....	18 1/2 19 1/2		18 1/2 18 1/2	18 1/2 18 1/2	18 18 1/4	18 18	900	17 1/2 Jan. 2	20 1/2 Jan. 12
Do do pref.....	60 3/4 60 3/4		60 1/2 60 1/2	60 60 1/2	59 3/4 60 1/2	60 60	1,745	57 Jan. 2	63 1/2 Jan. 14
East Tennessee Va. & Ga.....	7 1/2 8		7 1/2 8	7 1/2 8	7 1/2 8	7 1/2 8	200	7 Jan. 2	8 1/4 Jan. 14
Do do 1st pref.....	62 65		62 65	62 65	62 65	62 65	.....	60 1/4 Jan. 2	66 Jan. 14
Do do 2d pref.....	17 18 1/2		17 18 1/2	17 18 1/2	17 17	17 18	200	16 Jan. 7	19 1/2 Jan. 14
Evansville & Terre Haute.....	111 1/2 111 1/2		110 115 1/2	112 1/2 115 1/2	112 1/2 115 1/2	113 115	100	111 1/2 Feb. 5	115 Jan. 7
Great Northern, pref.....	84 84		83 85	82 85	82 84	81 1/4 82	605	72 Jan. 2	86 1/2 Jan. 7
Illinois Central.....	96 97		96 3/4 96 3/4	95 1/2 96	95 1/2 97	95 3/4 96	565	95 1/4 Feb. 27	103 1/4 Jan. 14
Iowa Central.....	6 1/4 7		6 1/4 7	6 7	6 7	6 7	.....	6 1/2 Jan. 10	7 1/2 Jan. 14
Do do pref.....	22 24 1/2		22 24 1/2	22 24	22 24	22 24	.....	20 Jan. 3	24 1/2 Feb. 5
Lake Erie & Western.....	14 1/4 14 1/4		14 1/4 15	14 1/4 14 1/4	14 1/4 14 1/4	14 1/4 14 1/2	400	13 1/2 Jan. 26	15 1/4 Feb. 5
Do do pref.....	57 58		57 1/2 58	56 3/4 57 1/2	57 1/2 58	57 1/2 57 1/2	1,085	54 3/4 Jan. 2	59 1/4 Feb. 11
Lake Shore & Mich. Southern.....	112 112 1/2		111 1/2 111 1/2	111 111 1/2	111 112	111 1/2 111 1/2	2,900	106 1/4 Jan. 2	113 1/2 Feb. 9
Long Island.....	88 91		87 1/2 87 1/2	89 89	89 1/2 89 1/2	88 3/4 88 3/4	434	86 Jan. 3	91 Feb. 9
Louisville & Nashville.....	74 1/4 75 1/4		74 3/4 75	74 3/4 75 1/4	74 3/4 75 1/4	75 1/4 75 1/4	14,469	71 3/4 Jan. 2	79 1/2 Jan. 14
Louis, New Alb. & Chicago.....	23 1/2 23 1/2		23 1/2 23 1/2	23 25	23 25	23 1/2 23 1/2	406	19 Jan. 8	27 Jan. 15
Manhattan Elevated, consol.....	103 1/2 105		103 1/2 105	103 105	104 104 1/2	104 104 1/2	340	97 Jan. 2	106 1/2 Feb. 2
Mexican Central.....	21 1/2 21 1/2		21 23 1/2	21 23 1/2	21 23 1/2	21 23 1/2	250	19 1/2 Jan. 2	24 1/4 Jan. 4
Milwigan Central.....	92 95		94 1/4 94 1/4	92 95	90 94	90 95	13	91 Jan. 2	96 Feb. 3
Milwaukee Lake Sh. & West.....	73 1/2 77		73 1/2 77	77 77	80 80	80 80	500	73 Feb. 19	93 Jan. 15
Do do pref.....	100 105		101 103	105 105 1/2	104 104 1/2	105 1/2 105 1/2	470	100 Feb. 18	111 Jan. 14
Minneapolis & St. Louis.....	4 5		4 5	4 5	4 4 1/2	4 4 1/2	500	4 Feb. 26	6 1/4 Jan. 10
Do do pref.....	10 13		10 13	10 13	10 10 1/2	9 1/2 10 1/2	700	9 1/2 Feb. 27	12 1/2 Jan. 14
Mo. K. & Tex., ex. 2d m. bonds	11 1/4 12 1/4		11 1/2 12 1/4	11 1/2 12 1/2	12 1/2 12 1/2	12 1/2 12 1/2	205	11 1/2 Jan. 7	14 Jan. 12
Do do pref.....	21 1/4 21 3/4		21 1/2 21 1/2	21 21	20 3/4 20 3/4	20 3/4 20 3/4	526	20 1/4 Jan. 2	24 Feb. 7
Missouri Pacific.....	67 1/2 67 3/4		66 1/2 67	66 1/2 66 3/4	66 3/4 67 1/2	67 67 1/2	5,790	60 1/4 Jan. 2	68 1/4 Feb. 6
Mobile & Ohio.....	36 3/4 39		38 1/2 39 1/2	38 3/4 40	39 1/2 40 1/4	38 3/4 39	6,635	26 Jan. 2	40 1/4 Feb. 26
Nashv. Chattanooga & St. Louis.....	95 95		93 95	93 96	92 96	94 96	50	93 Jan. 21	95 Jan. 6
New York Central & Hudson.....	103 1/2 103 1/4		102 1/2 103	102 103	102 1/2 102 1/2	102 1/2 102 1/2	558	100 3/4 Jan. 22	104 1/2 Feb. 3
New York Chic. & St. Louis.....	14 14		13 1/4 14 1/4	13 1/4 13 1/4	13 3/4 13 3/4	13 3/4 13 3/4	500	11 1/2 Jan. 2	14 1/2 Feb. 10
Do do 1st pref.....	67 67		68 68	64 68	64 67 1/2	64 68	250	57 Jan. 2	70 Jan. 29
Do do 2d pref.....	29 30		29 29 3/4	29 29	29 29 1/2	29 29	850	23 Jan. 2	31 1/4 Jan. 14
New York Lake Erie & West'n.....	19 1/4 19 3/4		19 1/2 19 1/2	19 1/2 19 3/4	19 1/2 19 3/4	19 1/2 19 3/4	1,110	19 Jan. 26	21 1/4 Jan. 10
Do do pref.....	52 1/2 54		54 54	54 54	52 52 1/2	52 1/2 53 1/2	.....	48 1/2 Jan. 2	54 1/2 Jan. 15
New York & New England.....	36 1/4 36 3/4		35 3/4 36 1/4	35 3/4 36 1/4	35 3/4 36 1/4	36 1/4 36 1/4	6,316	32 1/2 Jan. 2	41 1/4 Jan. 13
New York New Hav. & Hart.....	267 270		268 271	268 270	269 269	268 270	392	254 1/4 Jan. 9	271 Feb. 3
New York Ontario & West.....	17 1/2 17 1/2		17 1/2 17 1/2	17 17 1/2	17 1/2 17 1/2	17 1/2 17 1/2	1,455	15 1/2 Jan. 2	17 1/2 Feb. 10
New York Susquehanna & West.....	9 10 3/4		8 1/2 9 1/2	8 1/2 9	8 1/2 9 1/2	8 1/2 8 3/4	10,022	7 3/4 Jan. 6	11 1/4 Feb. 17
Do do pref.....	34 1/2 37		33 1/2 36 1/4	34 34 1/2	32 34 1/4	31 31 3/4	9,110	28 1/4 Jan. 6	40 1/4 Feb. 18
Norfolk & Western.....			16 16	15 16 1/2	15 16 1/2	15 16	25	14 1/2 Jan. 5	16 1/4 Jan. 14
Do do pref.....	28 1/2 28 1/2		27 1/2 28 1/2	27 1/2 27 3/4	27 1/2 28	27 3/4 27 3/4	5,288	21 1/2 Jan. 2	30 Jan. 14
Northern Pacific.....	72 1/2 72 1/2		71 1/2 72 1/2	71 1/2 72	71 1/2 72 1/2	71 1/2 72 1/2	13,016	63 1/2 Jan. 2	74 Jan. 30
Ohio & Mississippi.....	17 21		16 1/2 17	16 17	17 17 1/2	17 1/2 18	800	16 1/2 Feb. 24	19 1/2 Jan. 17
Ohio Southern.....	74 78		75 75	75 75	74 78	73 78	.....	14 Jan. 2	18 Feb. 7
Oregon Ry. & Navigation Co.....	21 1/2 23		21 23	21 23	22 23 1/2	21 1/2 23 1/2	15	19 Jan. 5	21 Jan. 12
Oregon Sh. L. & Utah North.....	20 1/2 20 1/2		20 20 1/2	20 20 1/2	20 19 1/2	19 3/4 19 3/4	720	14 1/2 Jan. 7	20 1/2 Feb. 18
Peoria, Decatur & Evansville.....	32 1/2 32 1/2		32 32 1/2	32 32 1/2	32 3/4 32 3/4	32 1/2 32 1/2	2,424	31 Jan. 26	34 1/2 Jan. 8
Phila. & Read. Vol. Trust Cert.....	13 14		13 14	13 14	13 13 1/2	13 14	100	12 1/2 Jan. 7	15 1/2 Jan. 14
Pittsburg Cinn. Chic. & St. L.....	49 53		49 52 1/2	49 52 1/2	49 52 1/2	49 52	48	Jan. 6	55 Jan. 13
Do do pref.....	19 19		18 1/4 18 1/2	18 1/4 18 1/2	18 1/2 18 1/2	18 1/2 18 1/2	9,170	16 Jan. 2	19 1/2 Feb. 7
Richmond & West P't Terminal.....	75 1/2 76 1/2		75 1/2 76 1/2	75 1/2 76 1/2	75 76	74 3/4 76	.....	67 1/2 Jan. 2	76 Feb. 10
Rio Grande Western.....	36 3/4 37		36 3/4 37	36 3/4 37	37 37	37 38	970	23 Jan. 2	37 1/2 Feb. 5
Rome Watertown & Ogden's.....	104 106		104 104 1/2	103 103	104 106	104 106	1,035	55 1/4 Jan. 2	73 1/2 Feb. 27
St. Louis Alton & T. H., pref.....	120 127 1/2		120 127 1/2	120 127 1/2	120 127 1/2	120 127 1/2	375	100 Jan. 5	106 Feb. 3
St. L. Ark. & Tex., trust rec.....	10 11		10 11	9 11	9 9 1/2	10 10	150	9 1/4 Feb. 26	12 1/4 Jan. 14
St. Lou. & San Fran. 1st pref.....	55 55		54 60	55 60	55 56	50 60	208	55 Feb. 16	70 Jan. 16
St. Paul & Duluth.....					26 1/2 26 1/2		100	24 Jan. 15	26 1/2 Jan. 9
Do do pref.....	108 108		106 107 1/2	105 107	106 106	106 106	.....	85 Jan. 5	88 Jan. 9
St. Paul Minn. & Manitoba.....	30 3/4 30 3/4		30 3/4 30 3/4	30 30 1/2	30 31	30 3/4 30 3/4	600	100 Jan. 2	111 Feb. 6
Southern Pacific Co.....	14 1/4 14 1/4		14 1/4 14 1/4	14 1/4 14 1/4	14 1/4 14 1/2	14 1/4 14 1/2	2,260	14 Jan. 2	16 1/4 Jan. 26
Texas & Pacific.....	18 19		17 1/2 18 1/2	17 1/2 18 1/2	17 1/2 18	17 1/2 18	110	16 3/4 Jan. 2	20 1/2 Jan. 13
Tol. Ann Arbor & N. M.....	60 70		60 70	60 70	60 70	60 70	.....	61 Jan. 13	61 Jan. 13
Toledo & Ohio Central.....	84 90		87 87	84 90	84 90	84 90	10	81 1/2 Jan. 12	88 Feb. 16
Union Pacific.....	44 1/2 44 3/4		44 1/2 44 1/2	44 1/2 44 1/2	44 1/2 45 1/2	45 1/2 46	29,488	41 1/2 Jan. 26	48 1/2 Jan. 14
Union Pacific Denver & Gulf.....	22 22		22 22	23 23	23 23	22 1/2 24	130	21 Jan. 2	24 1/2 Jan. 11
Wabash.....	18 1/4 18 1/4		18 1/4 18 1/4	18 1/4 18 1/4	18 1/4 18 1/4	18 1/4 18 1/4	20</		



## NEW YORK STOCK EXCHANGE PRICES (Continued)—INACTIVE STOCKS.

(† Indicates actual sales.)

INACTIVE STOCKS. † Indicates unlisted.	Feb. 27.		Range (sales) in 1891.	
	Bid.	Ask.	Lowest.	Highest.
<b>Railroad Stocks.</b>				
Alabama & Vicksburg.....	100	35		
Albany & Saratoga.....	100	165	170	167 Feb.
Atlanta & Charlotte Air L.Y.	100	94	96	107 Feb.
Bellefonte & South, Ill. pref.	100	120		
Boston & N. Y. Air Line pref.	100	101		
Brooklyn Elevated.....	100	120		
Buffalo Rochester & Pitts.	100	35 3/4	36 3/4	20 Jan.
Preferred.....	100	77 7/8	74 Jan.	77 3/8 Feb.
Burl. Cedar Rapids & Nor.	100	22	33	25 Feb.
California Pacific.....	100	11 1/2	14	
Cedar Falls & Minnesota.....	100	2	5	4 1/2 Jan.
Cleveland & Pittsburg.....	50	149	148	152 Jan.
Columbia & Greenville pf.	100	4 1/2	5 1/2	4 1/2 Feb.
Des Moines & Fort Dodge.....	100	15	25	12 Feb.
Preferred.....	100	4 3/4	5 1/2	5 1/2 Feb.
Duluth S. Shore & Adian. pf.	100	12	15	12 1/2 Jan.
Preferred.....	100	20	23 1/2	18 1/2 Jan.
Flint & Pere Marquette.....	100			81 Jan.
Preferred.....	100	8	10	6 1/2 Jan.
Georgia Pacific.....	100	7	8	6 1/2 Jan.
Green Bay Wm. & St. Paul.....	100	2	3	2 Jan.
Houston & Texas Central.....	100	90		90 1/2 Jan.
Illinois Central leased lines.....	100	14	16	15 Feb.
Kanawha & Michigan.....	100	1 1/2	3 1/2	1 Feb.
Keokuk & Des Moines.....	100	7		7 Jan.
Preferred.....	50			28 Feb.
Klugston & Pembroke.....	100			30 1/2 Jan.
Louisv. Evans. & St. Lo., cons.	100	55		63 Jan.
Preferred.....	100	15		18 Jan.
Louisville St. L. & Texas.....	100	75	87 1/2	85 Jan.
Maboning Coal.....	50	90	98	105 Jan.
Preferred.....	50			36 Feb.
Memphis & Charleston.....	25			5 Jan.
Mexican National.....	100			145 Jan.
Morris & Essex.....	50			104 Jan.
N. Y. & Western.....	100	20 1/2	21	17 1/2 Jan.
N. Y. & Northern pref.....	100	6	9	6 Jan.
Peoria & Eastern.....	100	1150		149 Jan.
Pitts. Ft. Wayne & Chicago.....	100			150 1/2 Jan.

\* No price Friday; latest price this week.

## NEW YORK STOCK EXCHANGE PRICES.—STATE BONDS FEBRUARY 27.

SECURITIES.	Feb. 27.		SECURITIES.	Feb. 27.		SECURITIES.	Feb. 27.	
	Bid.	Ask.		Bid.	Ask.		Bid.	Ask.
Alabama—Class A, 4 to 5.....	103	105	New York—6s, loan.....	102	.....	S. C. (cont.)—Brown consol. 6s, 1893	95	96 1/2
Class B, 5s.....	101 1/2	.....	North Carolina—6s, old.....	30	.....	Tennessee—6s, old.....	62 1/2	.....
Class C, 4s.....	98	102	Funding act.....	10	.....	Compromise, 3-4-5-6s.....	70	.....
Currency funding 4s.....	1920	.....	New bonds, J. & J.....	20	.....	New settlement, 6s.....	103	104 1/2
Arkansas—6s, fund. Hol. 1899-1900	9	16	Chatham RR.....	4	6	5s.....	103	.....
do. Non-Holford.....	190	160	Special tax, Class 1.....	4	6	3s.....	70 3/4	71
7s, Arkansas Central RR.....	.....	.....	Consolidated 4s.....	96 1/2	98	Virginia—6s, old.....	50	.....
Louisiana—7s, cons.....	105	.....	6s.....	1919	125	Gs, consolidated bonds.....	50	.....
Stamped 4s.....	92	92 1/2	Rhode Island—6s, con. 1893-1894	.....	.....	Gs, consolidated, 2d series, reots.	40	.....
Missouri—Fund.....	1894-1895	104	South Carolina—6s, non-fund. 1888	3	4	Gs, deferred, trust receipts.....	8	8 1/2

\* New York City Bank Statement for the week ending Nov 5, 1890, is as follows. We omit two ciphers (00) in all cases.

BANKS. (00s omitted.)	Capital.	Surplus.	Loans.	Specie.	Legals.	Deposits.
Bank of New York.....	2,000,000	1,748,4	12,020,0	2,640,0	250,0	11,400,0
Manhattan Co.....	2,050,0	1,393,3	10,638,0	1,961,0	410,0	10,442,0
Merchants'.....	2,000,0	894,8	8,050,7	1,858,6	153,0	6,694,2
Mechanics'.....	2,000,0	1,899,1	7,801,0	1,022,0	488,0	5,991,0
America.....	3,000,0	1,926,2	13,357,0	2,195,6	688,7	12,545,0
Phoenix.....	1,000,0	556,8	4,884,0	966,0	75,0	4,435,0
City.....	1,000,0	2,435,0	9,784,2	2,017,4	532,0	9,440,7
Traders'.....	750,0	99,2	2,032,6	213,1	148,4	1,878,6
Chemical.....	300,0	6,425,9	21,681,1	5,040,8	1,000,5	22,450,7
Merchants' Exchange	300,0	141,8	3,148,7	516,5	237,2	3,487,7
Gallatin National.....	1,000,0	1,484,2	5,319,1	775,3	247,5	4,286,3
Butchers' & Drovers'.....	300,0	301,7	1,634,1	400,0	70,1	1,747,5
Mechanics' & Traders.....	200,0	243,8	2,587,0	102,0	372,0	3,008,0
Greenwich.....	200,0	182,6	1,163,8	177,1	137,7	1,165,2
Leather Manufacturers.....	600,0	595,5	3,041,9	382,8	148,6	2,377,0
Seventh National.....	300,0	81,1	1,452,9	363,6	29,0	1,585,2
State of New York.....	1,200,0	490,4	3,469,9	603,1	208,0	2,942,1
American Exchange.....	5,000,0	1,930,7	15,629,0	3,001,0	239,0	12,388,0
Commerce.....	5,000,0	3,423,8	18,039,9	1,827,1	1,898,4	11,782,0
Broadway.....	1,000,0	1,639,3	6,333,4	1,244,2	133,9	4,579,3
Mercantile.....	1,000,0	925,2	7,422,8	1,818,3	767,7	7,964,3
Pacific.....	1,422,7	395,1	2,551,0	319,7	101,3	2,125,2
Republic.....	1,500,0	983,1	10,252,5	1,532,3	618,3	10,153,9
Chatham.....	450,0	711,7	5,742,2	678,4	359,0	5,557,7
Peoples'.....	200,0	301,0	2,335,2	272,0	141,4	2,906,7
North America.....	700,0	543,3	4,669,5	320,7	384,1	4,363,7
Hanover.....	1,000,0	1,557,2	13,046,6	3,355,8	837,2	13,844,9
Irving.....	500,0	295,2	2,797,0	368,2	144,5	2,563,0
Citizens'.....	800,0	411,0	2,673,1	642,3	120,7	3,019,8
Nassau.....	500,0	227,4	2,377,0	433,3	342,8	3,376,8
Market & Fulton.....	750,0	725,2	4,075,4	605,7	289,9	3,891,4
St. Nicholas.....	500,0	108,9	1,937,4	175,3	130,5	1,717,8
Shoe & Leather.....	500,0	263,9	2,475,0	417,0	286,0	2,888,0
Corn Exchange.....	1,000,0	1,141,3	6,401,2	1,016,6	227,0	5,890,9
Continental.....	1,000,0	317,4	4,256,1	825,8	337,7	4,541,4
Oriental.....	300,0	392,2	2,100,0	151,8	141,0	2,040,0
Importers & Traders.....	1,500,0	4,858,8	20,832,0	4,532,0	1,013,0	21,184,0
Park.....	2,000,0	2,423,5	19,290,0	4,168,0	1,620,0	22,332,0
East River.....	250,0	143,9	1,217,7	243,8	82,1	1,137,8
Central National.....	3,200,0	1,662,0	16,903,7	4,285,1	881,6	17,475,0
Second National.....	2,000,0	540,2	6,422,0	835,0	676,0	6,448,0
Ninth National.....	750,0	305,5	4,455,0	1,280,0	101,0	5,099,0
First National.....	500,0	6,701,3	21,993,8	957,1	322,7	15,521,1
Third National.....	1,000,0	244,0	4,269,6	2,907,0	784,5	18,554,9
N. Y. Nat'l Exchange	300,0	141,8	1,445,0	311,0	89,0	1,263,3
Bowery.....	250,0	464,8	2,700,0	556,0	155,0	2,822,0
New York County.....	200,0	521,4	2,612,2	730,0	110,0	3,078,4
German-American.....	750,0	250,4	2,892,2	460,0	51,8	2,597,3
Chase National.....	500,0	917,1	10,442,5	2,874,4	707,6	12,405,5
Fifth Avenue.....	100,0	781,4	4,189,9	1,177,3	140,3	4,593,0
German Exchange.....	200,0	466,1	2,709,1	191,3	688,0	3,329,1
Germania.....	400,0	443,4	2,690,1	192,2	281,7	3,060,5
United States.....	500,0	657,7	4,151,4	771,4	46,7	4,558,2
Lincoln.....	300,0	304,3	3,545,0	494,4	200,4	4,156,4
Garfield.....	200,0	328,4	3,147,4	495,3	183,4	3,725,8
Fifth National.....	150,0	319,0	1,835,9	335,2	268,5	2,023,9
Bank of the Metrop.....	300,0	572,6	3,303,8	798,9	394,1	4,715,9
West Side.....	200,0	242,1	1,956,0	274,0	284,0	2,039,0
Seaboard.....	500,0	166,6	3,432,0	570,0	337,0	3,915,0
Sixth National.....	200,0	384,0	1,531,0	194,0	122,0	1,280,0
Western National.....	8,500,0	256,6	10,320,4	2,083,1	471,4	9,140,4
First National, B'klyn	300,0	761,1	4,142,8	719,3	174,3	4,030,0
Total.....	80,672,7	82,213,1	803,277,0	73,995,4	21,816,0	386,574,8

\* No statement has been issued since Nov. 5, 1890.

## New York City, Boston and Philadelphia Banks:

BANKS.	Capital & Surplus.	Loans.	Specie.	Legals.	Deposits.	Trans'n	Clearings.
N. York.....	\$	\$	\$	\$	\$	\$	\$
Jan. 24.....	132,495,5	395,557,2	90,162,0	35,205,8	405,471,3	3,562,8	621,779,4
" 31.....	132,495,5	389,688,9	90,268,9	36,433,4	411,044,7	3,505,0	583,264,6
Feb. 7.....	132,495,5	397,802,0	88,810,1	35,518,4	416,313,3	3,407,1	863,491,1
" 14.....	132,495,5	491,064,1	88,385,9	34,836,2	418,917,6	3,534,4	808,749,9
" 21.....	132,495,5	493,522,1	83,903,4	35,604,3	416,562,7	3,540,3	550,308,2
Boston.....							
Feb. 7.....	65,942,9	135,553,8	9,140,2	4,891,6	130,878,8	3,232,0	95,324,8
" 14.....	65,942,9	156,111,4	9,374,9	4,706,4	129,839,0	3,231,8	90,343,5
" 21.....	65,942,9	155,352,9	9,768,0	4,625,3	128,436,0	3,251,0	89,380,5
Phila.....							
Feb. 7.....	35,793,7	98,843,0	26,742,0	98,893,0	2,172,0	60,978,3	
" 14.....	35,793,7	97,750,0	25,938,0	94,192,0	2,177,0	60,933,1	
" 21.....	35,793,7	97,262,0	25,550,0	93,489,0	2,181,0	62,581,3	

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

## City Railroad Securities—Brokers' Quotations.

Atlantic Av., B'klyn. St'k.	120	126	Dry Dock E. B'y & B.—		
Gen. M., 5s, 1909.....& O	103	107	Scrap 6s.....	F&A	101
B'klyn. St. & F. R. Stk.	24	27	8th Ave.—Stock.....		200
1st mort., 7s, 1900.....J&J	110	112	8th Ave.—Scrap, 6s, 1914	105	107
B'way & 7th Av.—St'k.	198	200	42d & Gr'd St. F'y.—St'k.	235	242
1st mort., 5s, 1904 J&D	105	107	1st mort., 7s, 1893.....& O	105	107
2d mort., 6s, 1914.....J&J	104	106	42d St. Manh. & St. N. Ave.	37	40
B'way 1st, 6s, gen. '05.....	104	106	1st mort., 6s, 1910.....M&S	112	114
2nd 5s, int. as rent., '05.....	95	97	2d M., Income, 6s.....J&J	60	67
Brooklyn City—Stock.....	175	176	Honst. W. St. & P. F'y.—Stk.	200	.....
1st mort., 5s, 1902.....J&J	100	103	1st mort., 7s, 1894.....J&J	100	107
B'klyn. cross-st. 5s, 1908.....	108	110	Ninth Ave.....	102	102
Bkn. C. & N. Ave., 1038 J&J	100	102	Second Ave.—Stock.....	110	.....
Central Cross-st.—St'k.....	160	.....	1st mort., 5s, 1910.....M&N	104	106
1st mort., 6s, 1922.....M&N	117	120	Sixth Ave.—Stock.....	210	230
Cent. Pk. N. & E. Riv.—Stk.	117	120	Third Ave.—Stock.....	230	240
Consols. 7s, 1902.....J&D	115	117	1st M., 5s, 1937.....J&J	107	110
Dry Dk. E. B. & B'y.—Stk.	135	140	Twenty-third St.—Stock.....	230	.....
1st mort., 7s, 1893.....J&D	103	105	1st mort., 7s, 1893.....	105	107

## Bank Stock List—Latest prices of bank stocks this week.

BANKS.	Bld.	Ask.	BANKS.	Bld.	Ask.	BANKS.	Bld.	Ask.
America.....	212 1/2	.....	Gallatin.....	310	320	New York.....	240	250
Am. Exch.....	155	.....	Garfield.....	300	.....	N. Y. County.....	600	1000
Ashbury Park.....	125	.....	German Am. 120	125	.....	N. Y. Nat. Ex.....	130	140
Bowery.....	202	312	German Ex.....	320	340	Ninth.....	153	162
Broadway.....	200	.....	Germania.....	300	.....	19th Ward.....	150	.....
Batches & De.....	170	.....	Greenwich.....	140	.....	N. America.....	170	.....
Central.....	131	137	Hanover.....	350	360	North River.....	.....	.....
City.....	340	.....	Ind. River.....	140	.....	Oriental.....	210	.....
Chatham.....	375	.....	Mad. River.....	330	.....	Park.....	370	.....
Chemical.....	4900	4900	Irving.....	190	200	People's.....	330	340
Citizens.....	170	180	Leather Mfs.....	245	.....	Phenix.....	290	295
Columbia.....	250	.....	Lincoln.....	800	.....	Produce Ex.....	110	120
Commerce.....	190	197	Madison Sq.....	100	112	Republic.....	155	160
Continental.....	138	.....	Manhattan.....	180	185	Seaboard.....	.....	.....
Corn Exch.....	110	120	Market Fnl.....	230	240	Shenandoah.....	125	130
Deposit.....	110	120	McNichols.....	200	210	Sherut.....	125	.....
East River.....	160	.....	M'Cahs & Tre.....	200	220	Shoe & Leath.....	160	162
11th Ward.....	150	.....	Mercantile.....	230	.....	St. Nicholas.....	120	122
15th Ave.....	1700	.....	Mercants.....	163	128	State of N. Y.....	407	112 1/2
Fifth.....	300	.....	Merchants Ex.....	121	.....	Third.....	.....	100
First.....	2000	.....	Metropolitan.....	6 1/2	6 1/2	Trade men's.....	300	.....
Fourth.....	171	174	Metropoli.....	350	.....	Union Bank.....	300	.....
14th Street.....	175	.....	Morgan.....	300	.....	Western.....	100 1/2	100 1/2
Fourth.....	171	174	Murray Hll.....	180	.....	West Side.....	300	.....
			Nassau.....	160	.....			



**BOSTON, PHILADELPHIA AND BALTIMORE STOCK EXCHANGES.**

Active Stocks. ‡ Indicates unlisted.	Share Prices — not Per Centum Prices.						Sales of the Week, Shares.	Range of sales in 1891.	
	Saturday, Feb. 21.	Monday Feb. 23.	Tuesday, Feb. 24.	Wednesday Feb. 25.	Thursday, Feb. 26.	Friday, Feb. 27.		Lowest.	Highest.
Atch. T. & S. Fe (Boston) 100	28 28½		27½ 27½	26½ 27½	26½ 27½	26½ 27½	26,637	26½ Feb. 26	32½ Jan. 12
Atlantic & Pac. 100	*5 ..... 4½		5 5	*5 ..... 4½	*5 ..... 4½	*5 ..... 4½	110	4½ Feb. 26	6 Jan. 12
Baltimore & Ohio (Balt.) 100	*86 89		87½ 88	*86 88	*88 ..... 88	*85 88	14	87½ Feb. 24	93½ Jan. 12
1st preferred " 100	.....		*113½	*113½	*113½	*113½	130	127 Jan. 7	130½ Jan. 20
2d preferred " 100	.....		202½ 203	201 203	203 203	202½ 203	303	113 Jan. 6	113½ Jan. 20
Boston & Albany (Boston) 100	180 183		*180 ..... 181	182 182	182 182	181½ 181½	176	192 Jan. 3	205 Jan. 20
Boston & Lowell " 100	208 208		208 208	207½ 207½	207½ 207½	207 207½	161	198 Jan. 5	209½ Feb. 12
Boston & Maine " 100	19½ 19½		19½ 19½	19 19½	19 19½	19 19	215	163½ Jan. 2	20½ Jan. 19
Central of Mass. " 100	38 39		38½ 38½	38 39	38 38	37½ 38½	115	34½ Jan. 2	40 Feb. 2
Preferred " 100	83 83		83 83	82 83	81½ 82½	80½ 82½	6,611	80½ Feb. 27	93½ Jan. 13
Chic. Bur. & Quin. " 100	83½ 83½		83 83	82 83	81½ 82½	80½ 82½	4,000	1 Jan. 2	57½ Jan. 14
Chic. Mil. & St. P. (Phil.) 100	*55½ 55½		*54½ 55	55 55½	55½ 56½	55½ 56½	150	43 Jan. 5	51 Jan. 9
Chic. & W. Mich. (Boston) 100	50		*50 ..... 50	*50 ..... 50	48 49	48 48	24	23½ Jan. 28	24 Jan. 5
Cin. San. & Cleve. " 50	5½ 5½		*5½ 6	.....	*5½ 5½	5½ 5½	200	5½ Feb. 4	7 Jan. 6
Cleve. & Canton " 100	*18½ 20		*18½ 19½	18½ 18½	*18½ 19½	*18½ 19	100	18½ Jan. 2	20¼ Jan. 15
Preferred " 100	.....		83 83½	83 83½	83 83	83 83	165	Jan. 7	169 Jan. 15
Eastern " (Boston) 100	*83 83½		83 83½	83 83½	83 83	83 83	97	82½ Jan. 26	85½ Jan. 5
Fitchburg pref. " 100	.....		83 83	82 82	82 82	82 82	20	Jan. 5	25 Feb. 13
Fl. & Pere Marq. " 100	..... 83		*22 22	*21½ 22½	*21½ 22½	*21½ 22½	81	Jan. 26	85 Feb. 13
Preferred " 100	..... 22½		*22 22	*21½ 22½	*21½ 22½	*21½ 22½	17½	Jan. 2	23 Feb. 10
Hunt. & Br. Top. (Phila.) 50	45 45½		*49½ 50	50 50	50½ 50½	50½ 50½	2	44 Jan. 19	46½ Jan. 9
Preferred " 50	49½ 50		50 50	50 50	50½ 50½	50½ 50½	925	49 Jan. 5	51 Feb. 3
Lehigh Valley " 50	145 150		*145 150	145 150	145 150	145 150	140	Jan. 13	146 Feb. 11
Maine Central (Boston) 100	21½ 21½		21½ 21½	21½ 21½	21½ 21½	21½ 21½	2,206	20¼ Jan. 2	24½ Jan. 14
Mexican Central " 100	36½ 36½		35½ 36½	35½ 36½	35½ 36½	35½ 36½	1,968	33½ Jan. 2	41½ Jan. 15
N. Y. & N. Eng. " 100	111½ 111½		111½ 111½	110½ 111	111 111½	111 111	145	109 Jan. 2	116½ Jan. 15
Preferred " 100	66 68½		66 66	66 66	68½ 68½	66 66½	52	65½ Jan. 5	66½ Feb. 6
Northern Central (Balt.) 50	28½ 28½		27½ 28½	27½ 27½	27½ 28	27½ 27½	4,690	21½ Jan. 2	29½ Jan. 13
Northern Pacific (Phila.) 100	72½ 72½		71½ 72½	71½ 71½	71½ 72	71½ 72½	4,002	63½ Jan. 2	74 Feb. 10
Preferred " 100	168 168		168 168	167½ 167½	168 168	168 168	70	166 Jan. 2	168 Jan. 6
Old Colony " (Boston) 100	51 51		50½ 50½	50½ 50½	50½ 51	50½ 51	2,063	50½ Jan. 2	52½ Jan. 14
Pennsylvania " (Phila.) 50	30 30		*28 30	28 30	30	30	29	Jan. 15	32 Feb. 10
Philadel. & Erie. " 50	16½ 16½		16 16½	16 16½	16 16½	16½ 16½	5,128	157½ Jan. 27	17½ Jan. 7
Phila. & Reading " 50	5		.....	.....	.....	.....	4½	Feb. 5	6½ Jan. 12
Summit Branch (Boston) 50	44½ 44½		44½ 44½	44 44	45½ 45½	45½ 45½	1,118	42 Jan. 26	48½ Jan. 5
Union Pacific " 100	229½ 229½		229½ 229½	229½ 229½	229½ 229½	229½ 229½	12	25 Jan. 5	230 Feb. 5
United Cos. of N. J. (Phila.) 100	*84 8½		*84 8½	84 8½	8½ 8½	*84 8½	225	7½ Jan. 2	9 Feb. 11
Western N. Y. & Pa. (Phila.) 100	.....		.....	.....	.....	.....	.....	.....	.....
Miscellaneous Stocks.									
Bell Telephone (Boston) 100	192½ 193		191 192	190½ 192	191½ 193½	193 194	590	x184 Jan. 29	220 Jan. 14
Bost. & Montana " 25	41½ 41½		43 43½	42½ 43	43½ 44½	43½ 43½	2,537	39½ Jan. 21	44½ Feb. 26
Butte & Boston. " 25	15½ 15½		15 16½	15 16	15½ 16	16 16	1,008	13½ Jan. 2	17 Jan. 14
Calumet & Hecla " 25	255 260		260 260	*255 260	*257 260	260 260	10	246 Jan. 3	263 Feb. 9
Canton Co. " (Balt.) 100	.....		*52 56	*53 54½	*53 55	*54 55	100	49½ Jan. 27	55 Feb. 27
Consolidated Gas " 100	*47½ 48		47½ 47½	47½ 47½	47½ 47½	47½ 48	172	45½ Jan. 7	49 Jan. 14
Erie Telephone (Boston) 100	*47½ 48		47½ 47½	47½ 47½	47½ 48	47½ 47½	82	46½ Jan. 3	50 Jan. 7
Lamson Store Ser. " 50	22 22		22 22	21½ 21½	21 22	21½ 21½	76	20 Jan. 6	24 Jan. 9
Leh'g Coal & Nav. " Phil. 50	47½ 48		47½ 47½	47½ 47½	47½ 47½	47½ 47½	1,212	47½ Feb. 4	48½ Feb. 10
N. Eng. Telephone (Boston) 100	*50 51		50½ 51	*50 ..... 50	*50 ..... 50	*50 ..... 50	5	Jan. 3	52 Jan. 9
North American. (Phil.) 100	18 18		18 18	18 18	18½ 18½	18½ 18½	1,360	12½ Jan. 2	19½ Feb. 17
Sugar Refineries " (Bost'n) 100	84½ 84½		*83½ 84½	82½ 82½	83½ 83½	84 84	350	57 Jan. 2	89½ Feb. 10
Thomson-H'n El. " 25	46½ 46½		45½ 46	46 46	46 46	46 46	325	42 Jan. 2	49 Jan. 31
Preferred " 25	25½ 25½		25½ 25½	25½ 25½	25½ 25½	*25½ 27	224	25 Feb. 5	26 Jan. 5
West End Land. " 25	*22 ..... 21½		22 22	21½ 22	21½ 21½	*21½ ..... 21½	805	21½ Jan. 26	23½ Feb. 7
* Bid and asked prices; no sale was made.									
x Ex rights.									

Inactive Stocks.	Bid.	Ask.	Inactive stocks.	Bid.	Ask.	Bonds.	Bid.	Ask.
Prices of February 27.			Thom. Europ. E. Welding (Boston) 100	60	.....	Penna. Consol. 5s, r. .... 1919, Var	112½	.....
Atlanta & Charlotte (Balt.) 100	92	95	Water Power. " " 100	3½	3½	Collat. Tr. 4½ g. .... 1913, J&D	.....	.....
Boston & Providence (Boston) 100	250	252	Westinghouse Elec. " 50	11½	12	Pa. & N. Y. Canal, 7s. .... 1906, J&D	120	.....
Camden & Atlantic pf. (Phila.) 50	30	32	Bonds—Boston—			Consol. 5s. .... 1939, A&O	.....	101½
Catawissa. .... " 50	7½	8	At. Top. & S. F. 100-Fr. 4 g. 1919, J&J	.....	76½	Perkionien, 1st ser., 5s, 1913, Q-J	.....	.....
1st preferred. .... " 50	.....	.....	100-year income 5 g., 1939, Sept.	42½	42¾	Phila. & Erie gen. M. 5 g., 1920, A&O	112½	.....
2d preferred. .... " 50	155	.....	Burl. & Mo. River Exempt 6s, J&J	.....	116	Gen. mort., 4 g. .... 1920, A&O	98½	.....
Central Ohio. .... (Balt.) 50	49½	50	Non-exempt 6s. .... 1918, J&J	105	.....	Phila. & Read. new 4 g., 1958, J&J	80½	.....
Charl. Col. & Augusta. .... 100	20	25	Plain 4s. .... 1910, J&J	87	.....	1st pref. income, 5 g., 1958, Feb. 1	53	53
Cheshuro preferred. .... (Boston) 100	.....	.....	Chic. Burl. & Nor. 1st 5, 1926, A&O	101	102	2d pref. income, 5 g., 1958, Feb. 1	34	.....
Connecticut & Passa. .... " 100	120	.....	2d mort. 6s. .... 1918, J&D	100½	101	3d pref. income, 5 g., 1958, Feb. 1	27	28
Connecticut River. .... " 100	220½	.....	Debiture 6s. .... 1896, J&D	100	101	2d, 7s. .... 1893, A&O	109	110
Delaware & Round Br. (Phila.) 100	170	.....	Chic. Burl. & Quincy 4s. 1922, F&A	88	.....	Consol. mort. 7s. .... 1911, J&D	128½	130
Har. Ports. Mt. Joy & L. .... 50	79	.....	Iowa Division 4s. .... 1919, A&O	90	92	Consol. mort. 6 g. .... 1911, J&D	115	.....
Kan. Cy Ft. S. & Mem. (Boston) 100	.....	.....	Chic. & W. Mich. gen. 5s, 1921, J&J	96½	97	Improvement M. 6 g., 1897, A&O	105	.....
K. Cy Ft. S. & Gulf pf. .... 100	.....	.....	Consol. of Vermont 5s, 1913, J&J	89	.....	Con. M., 5 g., stamped, 1922, M&N	101¾	.....
K. Cy Mort. & Birm. .... 100	45	.....	Current River, 1st, 5s, 1927, A&O	99	.....	Phil. Wilim. & Balt., 4s, 1917, A&O	.....	.....
Little Schuylkill. .... (Phila.) 50	67	68	Det. Lans. & Nor'n M. 7s, 1907, J&J	108¾	110¾	Pitts. C. & St. L., 7s. .... 1900, F&A	115	115¾
Manchester & Law. .... (Boston) 100	.....	.....	E. Eastn 1st mort. 6 g., 1906, M&S	122	124	Po'keepsie Bridge. 6 g., 1936, F&A	50½	.....
Maryland Central. .... (Balt.) 50	.....	.....	Free. Elk. & M.V., 1st, 6s, 1933, A&O	116	117	Schnyl. R. E. Side, 1st 5 g., 1935, J&D	104½	105
Mine Hill & S. Haven. .... (Phila.) 50	66½	.....	Unstamped 1st, 6s. .... 1933, A&O	116	117	Stauben. & Ind., 1st m., 5s, 1914, J&J	105½	106
Nesquehoning Val. .... 50	54	.....	K. C. C. & Spring, 1st, 5 g., 1925, A&O	99	100	United N. J., 6 g. .... 1894, A&O	106	.....
Northern N. H. .... (Boston) 100	80	.....	K. C. F. S. & M. con. 6s, 1925, M&N	109	.....	Warren & Fran., 1st, 7s, 1896, F&A	107½	107½
North Pennsylvania. (Phila.) 50	80	.....	K. C. Mort. & Bir., 1st, 6s, 1927, M&S	93	.....	Bond—Baltimore—		
Parkersburg. .... (Balt.) 50	.....	.....	K. C. St. Jo. & C. B., 7s., 1905, J&J	111½	120	Atlantic & Balt., 1st 7s, 1907, J&J	119	120
Pennsylvania & N. W. (Phila.) 50	.....	.....	L. Rock & Ft. S., 1st, 7s., 1905, J&J	97	99½	Income 6s. .... 1900, A&O	104	106
Raleigh & Gaston. .... (Balt.) 100	.....	.....	Louis. Ev. & St. L., 1st, 6g, 1926, A&O	.....	.....	Baltimore & Ohio 4 g., 1935, A&O	101½	102
Rutland. .... (Boston) 100	60	4	2m., 2-6 g. .... 1936, A&O	.....	.....	Pitts. & Conn., 5 g., 1925, F&A	107	109
Preferred. .... 100	100	.....	Mar. H. & Ont., 6s. .... 1926, A&O	101½	.....	Staten Island, 2d, 5 g., 1926, J&J	101	.....
Seaboard & Roanoke. (Balt.) 100	100	120	Exten. 6s. .... 1923, J&D	100½	72¾	Bal. & Ohio S. W., 1st, 4 g., 1990, J&J	95½	96
1st preferred. .... 100	83	83½	Mexican Central, 4 g., 1911, J&J	72¾	.....	Cape F. & Yad., Ser. A., 6g, 1916, J&D	103	104
West End. .... (Boston) 50	84½	85	1st consol. incomes, 3 g., non-cum.	36¼	.....	Series B., 6 g. .... 1916, J&D	102	103
Preferred. .... 50	84½	85	2d consol. incomes, 3s, non-cum.	23	.....	Series C., 6 g. .... 1916, J&D	102	103
West Jersey. .... (Phila.) 50	.....	.....	N. Y. & N. Eng., 1st, 7s, 1905, J&J	123	.....	Cent. Ohio, 4 g. .... 1930, M&S	101	103
West Jersey & Atlan. .... 50	.....	.....	1st mort. 6s. .... 1905, J&J	115	.....	Charl. Col. & Aug. 1st 7s, 1895, J&J	106	108
Western Maryland. .... (Balt.) 50	10	11	2d mort. 6s. .... 1902, F&A	105	.....	Ga. Car. & Nor. 1st 5 g., 1929, J&J	102½	103
Wilm. Col. & Augusta. .... 100	100	110	2d mort., scaled, 5s. .... 1902, F&A	103	105	North. Cent. 6s. .... 1929, J&J	114	119
Wilmington & Weldon. .... 100	110	.....	Ogden. & L. C., Con. 6s, 1920, A&O	103½	.....	6s. .... 1904, J&J	116	117
Wisconsin Central. (Boston) 100	20	20½	Inc. 6s. .... 1920, F&A	.....	25	Series A, 5s. .... 1926, J&J	108	110
Preferred. .... 100	50	.....	Rutland, 1st, 6s. .... 1902, M&N	.....	.....	4½s. .... 1925, A&O	103	.....
Wor. St. Nash. & Roeb. .... 100	.....	.....	2d, 5s. .... 1898, F&A	100	.....	Oxt. & Clark, Int. 4 g., 6 g., 1937, M&N	100	101½
MISCELLANEOUS.			Allegany Val., 7 3 10s, 1899, J&J			109	.....	101½
Allouez Mining. .... (Boston) 25	2½	3	Atlantic City 1st 5s, g., 1919, M&N	104	105½	Piedm. & Conn., 1st, 5 g., 1917, F&A	113	113½
Alumto Mining. .... 25	16	.....	Belvidere Del., 1st, 6s., 1902, J&D	.....	.....	Pitts. & Connells, 1st 6s., 1906, M&S	118	120
City Passenger RR. .... (Balt.) 25	81½	82½	Catawissa, M., 7s. .... 1900, F&A	.....	.....	2d Series, 6s. .... 1911, M&S	117	118
Bay State Gas. .... (Boston) 50	28½	29	Char. Cin. & Chic. 1st 5g, 1947, Q-J	.....	.....	3d Series, 6s. .... 1916, M&S	110	112
Boston Land. .... 10	5½	6	Clearfield & Jeff., 1st, 6s, 1927, J&J	.....	.....	4th Series, 6s. .... 1921, M&S	80	.....
Centennial Mining. .... 10	15½	15¾	Connecting 6s. .... 1900-04, M&S	.....	.....	5th Series, 5s-4-5s. .... 1926, M&S	101½	102½
Fort Wayne Electric 100	12½	13	Del. & B'd Brk., 1st, 7s, 1905, F&A	125½	.....	West Va. C. & P. 1st, 6 g, 1914, J&J	109½	109¾
Franklin Mining. .... 25	16½	17	Easton & Am. 1st M., 5s, 1920, M&N	112	.....	West'n N. C. Consol. 6 g, 1914, J&J	120	.....
Frenchman's Bay L'nd 5	5½	6	Elmfr. & Wilim., 1st, 6s, 1910, J&J	118	.....	Wilm. Col. & Aug. 6s., 1910, J&D	118	120
Huron Mining. .... 25	3½	.....	Hunt. & Br'd Top, Con. 5s., 95-A&O	101	.....	MISCELLANEOUS.		
Illinois Steel 100	68	70	Lehigh Nav. 4½s. .... 1914, Q-J	108¾	.....	Baltimore—City Hall 6s. .... 1900, Q-J	118	119
Keatsburg Mining. .... 25	11½	12¾	2d 6s, gold. .... 1897, J&D	111	112	Fundings 6s. .... 1900, Q-J	118	119
Morris Canal guar. 4 (Phila.) 100	185	.....	General mort. 4½s, g, 1924, Q-F	102½	.....	Water 5s. .... 1916, M&N	125	125½
Preferred guar. 10 100	37½	38	Lehigh Valley, 1st 6s. .... 1898, J&D	113½	.....	Funding 6s. .... 1916, M&N	.....	.....
Osceola Mining. .... (Boston) 25	7	7½	2d 7s. .... 1910, M&S	136½	.....	Exchange 3½s. .... 1930, J&J	106½	107
Pewabic Mining. .... 100	190	192	Consol. 6. .... 1923, J&D	129½	.....	Chesapeake Gas, 6s. .... 1900, J&D	112	112½
Pullman Palace Car. .... 25	93	.....	North Penn. 1st, 7s. .... 1896, M&N	112	.....	Consol. Gas, 6s. .... 1910, J&D	112	112½
Quincy Mining. .... 25	145	148	Gen. M. 7s. .... 1903, J&J	124	.....	5s. .... 1939, J&J	99½	99¾
Tamarack Mining. .... 25	145	148	Pennsylvania gen. 6s, r., 1910, Var	127½	.....	Equitable Gas, 6s. .... 1913, A&O	107½	109
Thomson Elec. Welding 100	180	180	Consol. 6s, c. .... 1905, Var	.....	.....	Virginia (State) 3s, r. .... 1913, A&J	645	65



## NEW YORK STOCK EXCHANGE PRICES (Continued).—ACTIVE BONDS FEB. 27, AND SINCE JAN. 1, 1891.

RAILROAD AND MISCEL. BONDS.				RAILROAD AND MISCEL. BONDS.			
Interst.	Period.	Price Feb. 27.	Range (sales) in 1891.	Interst.	Period.	Price Feb. 27.	Range (sales) in 1891.
			Lowest. Highest.				Lowest. Highest.
At. Top. & S. F.—100-yr. 4 g. 1889	J & J	77½	77½ Feb. 80 Jan.	N. Y. Central—Extend., 5s. 1893	M & N	102½	101½ Jan. 102½ Feb.
100-yr. income 5 g. 1889	Sept.	42½	42½ Feb. 53 Jan.	1st. coupon, 7s. 1903	J & J	125 b.	120½ Feb. 127½ Jan.
Atl. & Pac.—W. D. Inc. 6s. 1910		11½	11½ Feb. 14 Jan.	Deben. 5s. coup., 1884. 1904	M & N	110 a.	109 Jan. 110 Jan.
Guaranteed, 4 g. 1937	J & J	71½	71½ Jan. 75 Jan.	N. Y. & Harlem—7s. reg. 1900	M & N	120 b.	121½ Feb. 122½ Jan.
Brooklyn Elevated 1st 6 g. 1924	A & O	111½	109½ Jan. 112½ Jan.	N. Y. Chic. & St. L.—4 g. 1937	A & O	93½	91 Jan. 95½ Jan.
Can. South.—1st guar., 5s. 1908	J & J	107½	105 Jan. 107½ Feb.	N. Y. Elevated—7s. 1906	J & J	112 b.	111 Jan. 112½ Jan.
2d, 5s. 1913	M & N	99½	95½ Jan. 100 Feb.	N. Y. Lack. & W.—1st, 6s. 1921	J & J	130 b.	127½ Jan. 132 Jan.
Central of N. J.—Cons. 7s. 1899	Q—J	116	115 Jan. 116 Feb.	Construction, 5s. 1923	F & A	108½	108 Feb. 108½ Feb.
Consol., 7s. 1902	M & N	121 b.	121 Jan. 122 Feb.	N. Y. L. E. & W.—1st, con. 7g. 1920	M & N	136½	133 Jan. 137½ Feb.
General mortgage, 5s. 1987	J & J	110½	107 Jan. 110½ Feb.	Long Dock, 7s. 1893	J & J	107	105 Jan. 107 Feb.
Leh. & W. L. cons. 7s., as. ed. 1900	Q—M	112 b.	110 Jan. 113 Jan.	Consol., 6 g. 1935	A & O	117½	115 Jan. 118 Feb.
do mortgage, 5s. 1912	M & N	97 a.	97 Feb. 97 Feb.	2d. consol., 6 g. 1969	J & D	100½	96½ Jan. 101½ Feb.
Am. Dock & Imp., 5s. 1921	J & J	107 b.	106 Jan. 108½ Jan.	N. Y. Ont. & W.—1st, 6 g. 1914	M & N	115 a.	111½ Jan. 115 Feb.
Central Pacific—Gold 6s. 1898	J & J	112½	112½ Jan. 112½ Feb.	Consol. 1st, 5 g. 1930	J & D	96½	92½ Jan. 97½ Feb.
Ches. & Ohio—Mort. 6 g. 1911	A & O	111	110 Jan. 117 Jan.	N. Y. Sus. & W.—1st ref., 5 g. 1937	J & J	98 b.	94 Jan. 100½ Feb.
1st consol. 5 g. 1939	M & N	100½	95½ Jan. 100½ Feb.	Midland of N. J.—6 g. 1910	A & O	115 b.	112 Jan. 115½ Jan.
R. & A. Div.—1st con., 4 g. 1889	J & J	69½	67 Jan. 71½ Feb.	Norfolk & W.—100-year, 5 g. 1900	J & J	93½	93 Jan. 100½ Feb.
do 1st con., 2-4 g. 1889	J & J	73 a.	68 Jan. 73 Feb.	North. Pac.—1st, coup., 6 g. 1921	J & J	115 b.	113 Jan. 116½ Jan.
do 2d con., 4 g. 1889	J & J	73 a.	68 Jan. 73 Feb.	General, 2d, coup., 6 g. 1933	A & O	118½	110½ Jan. 114 Feb.
Ches. O. & So. W.—6 g. 1911	F & A	105½	104 Jan. 107½ Jan.	General, 3d, coup., 6 g. 1937	J & D	109 b.	107½ Jan. 113½ Jan.
Chic. Burl. & Q.—Con. 7. 1903	J & J	122½	121½ Jan. 123 Jan.	Consol. mort. 5 g. 1989	J & D	84½	82 Jan. 85½ Jan.
Debuture 5s. 1912	M & N	100 a.	98½ Jan. 100½ Jan.	North Pac. & Mon.—6 g. 1938	M & N	108½	104 Jan. 109 Feb.
Denver Division, 4s. 1923	F & A	88 b.	88 Jan. 95 Jan.	No. Pacific Tr. Co.—6 g. 1933	J & J	108 b.	105 Jan. 108½ Jan.
Nebraska Extension 4s. 1927	M & N	86	86 Jan. 88½ Jan.	Ohio & Miss.—Cons. s. l.—7. 1898	J & J	111½	111½ Jan. 112 Feb.
Chic. & E. Ill.—1st, s. l., 6s. 1907	J & D	114½	113 Jan. 114½ Feb.	Consol., 7s. 1898	J & J	111½	111½ Jan. 111½ Jan.
Consol. 6 g. 1934	A & O	119 b.	120 Jan. 121 Jan.	Ohio Southern—1st, 6 g. 1921	J & D	107½	103½ Jan. 107½ Jan.
General consol. 1st, 5s. 1937	M & N	96½	95 Jan. 98½ Jan.	General mort., 4 g. 1921	M & N	62½	55 Jan. 63 Feb.
Chic. Gas. L. & C.—1st, 5s. 1937	J & J	87½	83½ Jan. 89 Jan.	Omaha & St. Louis—4 g. 1937	J & J	57½	53 Jan. 58½ Jan.
Chic. Mil. & St. P.—Con. 7s. 1905	J & J	122 b.	120 Jan. 125½ Feb.	Oregon Imp. Co.—1st, 6 g. 1910	J & D	103	90 Jan. 103½ Feb.
1st. Southwest Div.—6s. 1909	J & J	111 b.	110 Jan. 112 Jan.	Ore. R. & Nav. Co.—1st, 6 g. 1909	J & J	109½	107½ Jan. 109½ Jan.
1st. So. Min. Div.—6s. 1910	J & J	111½	110 Jan. 114 Feb.	Consol., 5 g. 1925	J & D	92½	92 Jan. 94 Jan.
1st. Chic. & Pac. W. Div.—5s. 1921	J & J	104½	104 Jan. 106½ Jan.	Penn. Co.—4½ g. coupon 1921	J & J	105½	105½ Jan. 106 Jan.
Chic. & Mo. Riv. Div.—5s. 1926	J & J	96 b.	95½ Jan. 98 Jan.	Peo. Dec. & Evanav.—6 g. 1920	J & J	103 b.	100 Jan. 101 Jan.
Wis. & Minn. Div.—6 g. 1921	J & J	101 b.	101 Jan. 103 Jan.	Evansville Div.—6 g. 1920	M & N	103	103 Jan. 103 Feb.
Terminal, 5 g. 1914	J & J	101	100½ Feb. 102½ Jan.	2d mort., 5 g. 1926	M & N	68½	66 Jan. 70½ Feb.
Gen. N. & 4 g. series A. 1889	J & J	85½	84½ Jan. 87 Feb.	Peoria & East. consol. 4s. 1940	A & O	78½	75 Jan. 80 Feb.
Milw. & North.—M. L., 6s. 1910	J & D	111	107½ Jan. 112 Feb.	Income, 4s. 1990	April.	22 a.	18 Jan. 22 Jan.
1st. con., 6s. 1913	J & D	110½	107 Jan. 111 Feb.	Phila. & Read.—Gen., 4 g. 1958	J & J	80½	78½ Jan. 82 Feb.
Chic. & N. W.—Consol. 7s. 1915	Q—F	136½	136½ Jan. 139½ Jan.	1st pref. income, 5 g. 1958	Feb.	53½	53 Jan. 58 Jan.
Compon. gold, 7s. 1902	J & D	129½	125 Jan. 127½ Feb.	2d pref. income 5 g. 1958	Feb.	33½	34½ Jan. 38½ Jan.
Sinking fund 6s. 1929	A & O	114½	115 Feb. 115 Feb.	3d pref. income 5 g. 1958	Feb.	26 b.	26½ Feb. 30 Jan.
Sinking fund 5s. 1929	A & O	107½	105 Jan. 108½ Feb.	Pittsburg & Western—4 g. 1917	J & J	79½	75½ Jan. 81 Feb.
Sinking fund debent. 5s. 1933	M & N	106 b.	106½ Jan. 109 Feb.	Rich. & Danv.—Cons., 6 g. 1915	J & J	118	115 Jan. 118 Jan.
25-year debenture 5s. 1909	M & N	104½	104½ Jan. 105½ Feb.	Consol., 5 g. 1936	A & O	87½	87½ Feb. 91½ Jan.
Extension 4s. 1926	F & A	96	96 Feb. 100 Jan.	Rich. & W. P. Ter.—Trust 6 g. 1897	F & A	97½	97 Feb. 100½ Jan.
Chic. Peo. & St. Louis—5 g. 1928	M & N	99½	97½ Jan. 100½ Jan.	Con. 1st & col. trust, 5g. 1914	M & N	74½	63½ Jan. 75 Feb.
Chic. R. I. & Pac.—6s. coup. 1917	J & J	125 b.	124 Jan. 127½ Feb.	Rio G. Western—1st, 4 g. 1939	J & J	77½	74 Jan. 77½ Feb.
Extension & col. 5s. 1934	J & J	97	96½ Jan. 99½ Jan.	R. W. & Ogden—Cons., 5s. 1922	A & O	106½	105 Jan. 107 Jan.
Chic. St. L. & Pitt.—Con. 5 g. 1932	A & O	99 b.	100 Feb. 100 Feb.	St. Jos. & Gr. Island—6 g. 1925	M & N	86 a.	84 Jan. 92½ Jan.
Chic. St. P. M. & O.—6s. 1930	J & D	117½	116 Jan. 119 Jan.	St. L. Alt. & T. II.—1st, 7s. 1894	F & J	109 b.	110 Jan. 110 Jan.
Cleveland & Canton—5 g. 1917	J & J	86 b.	87½ Jan. 90½ Feb.	2d. pref., 7s. 1894	F & A	105	104½ Feb. 107 Jan.
C. C. & I.—Consol. 7 g. 1914	J & D	120	120 Jan. 132 Feb.	St. L. & Tex. Tr. rec. 1st, 6s. 1st rec.	1914	81	78½ Jan. 82 Feb.
General consol. 6 g. 1934	J & J	120½	117 Jan. 118 Jan.	2d, 6s. 1936	F & A	19½	19 Jan. 21 Jan.
Col. Coal & Iron—6 g. 1900	F & A	102 b.	102 Jan. 106 Jan.	St. L. & Iron Mt.—1st, 7s. 1892	F & A	102	101½ Feb. 105 Jan.
Colorado Mid'd—Con. 4 g. 1940	F & A	69 a.	69½ Jan. 71 Jan.	2d, 7 g. 1892	M & N	107½	105 Jan. 107½ Feb.
Col. H. Val. & Tol.—Cons. 5 g. 1931	M & N	85½	80½ Jan. 86 Jan.	Cairo & Fulton—1st, 7 g. 1891	M & N	100½	98½ Jan. 100½ Feb.
General, 6 g. 1904	J & D	87	84 Jan. 87 Feb.	Cairo Ark. & Texas—7 g. 1897	J & D	105½	103½ Jan. 106 Feb.
Donver & Rio Gr.—1st, 7 g. 1900	M & N	116 b.	116 Jan. 119½ Feb.	Gen. Ry. & land gr., 5 g. 1931	A & O	93	91½ Jan. 93½ Jan.
1st consol., 4 g. 1936	J & J	82½	79 Jan. 83 Feb.	St. L. & Class B.—6 g. Cl. A. 1906	M & N	112 b.	110 Jan. 110 Jan.
Det. B. City & Alpena—6 g. 1913	J & J	94 b.	91 Jan. 96½ Feb.	6 g. Class B.—1906	M & N	111½	111 Jan. 112½ Jan.
Det. Mac. & M.—1st grants. 1911	A & O	30 b.	29½ Jan. 32½ Feb.	6 g. Class C.—1906	M & N	112 b.	111 Jan. 111½ Jan.
Dul. & Iron Range—5s. 1937	A & O	102 a.	95 Jan. 100 Jan.	General mort., 6 g. 1931	J & J	110 a.	108 Jan. 110 Jan.
Dul. So. Sh. & Atl.—5 g. 1937	J & J	93 b.	95 Jan. 99 Feb.	S. P. M. & M.—Dak. Ext., 6 g. 1910	M & N	117½	115 Jan. 118 Jan.
E. Tenn. V. & G.—Con. 5 g. 1936	M & N	101½	101 Jan. 104 Jan.	1st consol., 6 g. 1933	J & J	116 b.	114½ Jan. 117 Feb.
Knoxville & Ohio—6 g. 1925	J & J	103½	103½ Jan. 105½ Feb.	do reduced to 4½ g. 1937	J & J	101 b.	102 Feb. 102½ Feb.
Eliz. Lex. & Big San.—6 g. 1902	M & N	94½	90 Jan. 95 Jan.	Montana Extension 4 g. 1937	J & D	86 a.	80 Jan. 87 Jan.
Fr. W. & Den. City—6 g. 1921	J & D	103½	99½ Jan. 105 Jan.	San A. & Aran. P.—1st, 6 g. 1916	J & J	73½	62 Jan. 74 Feb.
Gal. H. & San An.—W. Div. 1st, 5 g. M & N	94	93½ Jan. 94 Jan.		1st, 6 g. 1926	J & J	73 b.	62 Jan. 73½ Feb.
Han. & St. Jos.—Cons. 6s. 1911	M & N	117	114½ Jan. 117 Jan.	Shen. Val.—1st, 7 g. Tr. rec. 1909	132 b.	126½ Jan. 132 Feb.	
Illinois Central—4 g. 1932	A & O	96½	96 Feb. 96½ Jan.	Gen'l 6 g. Tr. rec. asst'd 1921	256 b.	61½ Jan. 61½ Jan.	
Int. & Gt. No.—1st, 6 g. 1919	M & N	113 b.	111 Jan. 115 Jan.	So. Car.—1st, 6 g. ex coup. 1920	107	103 Jan. 107 Feb.	
Coupon, 6 g. trust rec. 1909	M & N	72½	72 Jan. 76 Jan.	Income, 6s. 1931	24½	13 Jan. 25 Feb.	
Iowa Central—1st, 5 g. 1938	J & D	81 b.	80½ Jan. 84 Jan.	So. Pac. Ariz.—6 g. 1909-10	J & J	102 b.	101½ Jan. 103½ Jan.
Kentucky Central—4 g. 1987	J & J	82	78½ Jan. 82½ Jan.	So. Pacific, Cal.—6 g. 1905-12	A & O	111½	112 Jan. 112½ Jan.
Kings Co. El.—1st, 5 g. 1925	J & J	98½	98½ Jan. 100½ Jan.	1st. consol., gold, 5 g. 1938	A & O	100 b.	99 Jan. 101 Jan.
Laclede Gas—1st, 5 g. 1919	Q—F	80 a.	78 Jan. 82½ Jan.	So. Pacific, N. M.—6 g. 1911	J & J	102 b.	102½ Jan. 103½ Jan.
Lake Erie & West.—5 g. 1937	J & J	107 b.	105½ Jan. 109½ Jan.	Tenn. C. I. & Ry.—Ten. D. 1st, 6 g. 1910	A & O	92 b.	86 Jan. 94 Jan.
Lake Shore—Con. op., 1st, 7s. 1907	J & J	121½	120½ Jan. 122½ Jan.	Birm. Div. 6 g. 1917	J & J	94 b.	93 Jan. 96½ Jan.
Consol. coup., 2d, 7s. 1903	J & D	124 a.	125 Jan. 124 Jan.	Tex. & Pac.—1st, 5 g. 2000	J & D	87½	85½ Jan. 89½ Jan.
Long Island—1st. con., 5 g. 1931	Q—J	114½	110½ Jan. 114 Feb.	2d, income, 5 g. 2000	March.	32½	31 Jan. 35½ Jan.
General mortgage, 4 g. 1938	J & D	91½	90 Jan. 92½ Jan.	Tol. A. A. & N. M.—6 g. 1924	M & N	98	93 Jan. 98 Feb.
Louisv. & Nashv.—Con. 7s. 1898	A & O	114 b.	113 Jan. 114½ Feb.	Tol. A. A. & G. Tr.—6 g. 1921	J & J	106 b.	104 Jan. 107 Feb.
N. O. & Mob.—1st, 6 g. 1930	J & J	118	114 Jan. 118 Feb.	Tol. & Ohio Cent.—5 g. 1935	J & J	105½	102½ Jan. 107½ Jan.
do 2d, 6 g. 1930	J & J	106 b.	107 Feb. 108 Feb.	Tol. Peo. & West.—4 g. 1917	J & J	74½	74 Jan. 77 Jan.
E. H. & N.—1st, 6 g. 1919	J & D	111 b.	112½ Jan. 112½ Jan.	Tol. St. L. & Kan. O.—6 g. 1916	J & D	86½	83½ Jan. 91 Jan.
General, 6 g. 1930	J & D	113 b.	113 Feb. 113½ Jan.	Union Pacific—6 g. 1899	J & J	113½	113½ Jan. 114 Feb.
Collateral trust, 5 g. 1931	M & N	103 a.	101 Jan. 103½ Feb.	Sinking fund, 8s. 1893	M & N	111½	103 Jan. 111½ Feb.
Louis. N. A. & Ch.—1st, 6s. 1910	J & J	103	103 Jan. 111 Jan.	Collat. trust 4½ g. 1918	M & N	71½	69 Feb. 72 Jan.
Consol., 6 g. 1916	A & O	85½	84½ Jan. 95 Feb.	Kansas Pacific—1st, 6 g. 1895	F & A	108 b.	110½ Jan. 111 Jan.
Louis. St. L. & Texas—6 g. 1917	F & A	84	78 Jan. 88 Jan.	1st, 6 g. 1890	J & D	111 b.	111 Jan. 111 Jan.
Metro. Elevated—1st, 6 g. 1908	J & J	114 b.	111½ Jan. 115 Feb.	Denver Div.—6 g. 1899	M & N	111 b.	111 Jan. 111 Jan.
2d, 6s. 1899	M & N	107	104 Jan. 107 Feb.	1st consol., 6 g. 1919	M & N	110½	108 Jan. 111 Feb.
Mich. Cent.—1st, con., 7s. 1902	M & N	122 b.	122 Jan. 123½ Jan.	Oregon Short Line—6 g. 1922	F & A	103	102½ Jan. 106½ Jan.
Consol., 5s. 1902	M & N	107 b.	107½ Jan. 108 Feb.	Ore. S. L. & U. H. N.—Con. 5 g. 1919	A & O	77½	77 Feb. 80½ Feb.
Mil. Lake Sh. & W.—1st, 6 g. 1921	M & N	123½	118½ Jan. 123½ Jan.	U. P. Den. & Gulf con. 5 g. 1939	J & D	80½	79 Jan. 82 Jan.
Exten. & Imp., 5 g. 1929	F & A	99 b.	98 Jan. 101½ Jan.	Union Elevated—6 g. 1937	M & N	109 b.	106 Jan. 109½ Jan.
M. K. & T.—1st 4s. g. 1990	F & D	77	74½ Jan. 79½ Feb.	Virginia Mid.—Gen. m. 5s. 1936	M & N	86½	81 Jan. 89½ Feb.
2d 4s. g. 1990	F & A	40½	36½ Jan. 44½ Jan.	do stamped guar. M & N	89½	83 Jan. 90 Feb.	
Mo. Pacific—1st, con., 6 g. 1920	M & N	110½	105½ Jan. 110½ Feb.	Wabash—1st, 5 g. 1939	M & N	100½	98 Jan. 102 Feb.
3d, 7s. 1906	M & N	114 b.	115 Jan. 115 Jan.	2d mortgage, 5 g. 1939	F & A	70½	70 Feb. 77½ Jan.
Pac. of Mo.—1st, ext., 4 g. 1931	F & A	98 b.	97 Feb. 100 Jan.	Debut. M., series B. 1939	J & J	29 b.	30 Feb. 35 Jan.
2d mortgage, 7s. 1898	J & J	101½	99½ Jan. 100½ Feb.	West Shoro—Guar. 4s. 1931	J & J	102½	100 Jan. 103 Jan.
Mobile & Ohio—New, 6 g. 1927	J & D	113½	112 Jan. 115½ Feb.	West N. Y. & Pa.—1st, 5 g. 1937	J & J	100	98 Jan. 101 Feb.
General mortgage, 4s. 1938	M & N	80	63 Jan. 70 Feb.	2d mort., 3g., 5s. 1927	A & O	33	30½ Jan. 35½ Feb.
Mutual Union Tel.—6 g. 1911	M & N	103 b.	102 Jan. 105½ Jan.	West. Un. Tel.—Col. tr. 5s. 1938	J & J	100 a.	98 Jan. 100 Feb.
Nash. Ch. & St. L.—1st, 7s. 1913							



## NEW YORK STOCK EXCHANGE PRICES.—INACTIVE BONDS—(Continued)—FEBRUARY 27.

SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.
<b>Railroad Bonds.—(Cont.)</b> (Stock Exchange Prices.)								
Central Pacific—Gold bds, 6s, 1895			Gal. H. & S. A.—2d mort., 7s, 1905	100		Oregon & California—1st, 5s, 1927		
Gold bonds, 6s, 1896	1093½		West. Div., 2d 6s, 1931			Oregon Imp't—Cons., g. 5s, 1939	72	74
Gold bonds, 6s, 1897	111½		Gal. So. & Fla.—1st, g. 6s, 1927	96½		Oreg. Ry. & Nav.—Col. tr. g. 5s, 1919		90
San Joaquin Br., 6s, 1900	100		Grand Rap. & Ind.—Gen. 5s, 1924	90		Penn.R.R.—P.C.&S.L.—1st, 6s, 1900		
Cal. & Oregon—Ser. B, 6s, 1892	96½	101½	Green B. W. & St. P.—1st 6s, 1911	75	80	Pitts. Ft. W. & C.—1st, 7s, 1912	140	142½
Mort. gold 5s, 1939	96½	100	2d income, all subs. paid	25		2d, 7s, 1912	130	
Land grant, 5s, g., 1900	96½	100	Housatonic—Cons. gold 5s, 1937	104½		3d, 7s, 1912	133	135
West. Pacific—Bonds, 6s, 1899	108	109	H. Haven & Derby, Cons. 5s, 1918			Clev. & P.—Cons., s. rd., 7s, 1900	122	124
No. Railway (Cal.)—1st, 6s, 1907	100		Hous. & Tex. C.—1st, m. l. 7s, Tr. rec.	114		4th, sink fund., 6s, 1892	101½	
50 year 5s, 1938	112		West Div. 7s, Trust receipts, 1891	117		St. L. V. & T. H.—1st, 6s, 7s, 1897	111	
Ches. & O.—Pur. M. fund, 6s, 1898	112		1st Waco & Nor.—7s, 1901	112	114	2d, 7s, 1898	109½	
6s, gold, series A, 1908	117½	119½	2d m. ss. M. l. Trust receipts, 1913	125		2d, guar., 7s, 1898	109½	
Ches. O. & So. West.—2d, 6s, 1911	74		Gen. mort. 6s, Trust receipts, 1925	80		Peo. & E.—Ind. B. & W.—1st, pf. 7s, 1900	114	117
Chicago & Alton—1st, 7s, 1893	105½	105½	1st g. 5s (int. gtd.), 1937	103	103½	Ohio Ind. & W.—1st pref. 5s, 1938		
Sinking fund, 6s, 1903	120½		Cons. g. 6s (int. gtd.), 1937	105		Peoria & Pek. Union—1st, 6s, 1921	110½	
Louis. & Mo. River—1st, 7s, 1900	116		Gen. g. 4s (int. gtd.), 1921	65	68	2d mortg., 4½s, 1921		67
2d, 7s, 1900	107½		Debent. 6s, prin. & int. gtd. 1897	85	88	Phila. & Read.—3d pref. convert., 1910	30	
St. L. Jacks. & Chic.—1st, 7s, 1894	107½		Debent. 4s, prin. & int. gtd. 1897	70	72	Pitts. C. & St. L.—Con. g. 4½s, 1910		
1st, guar. (564), 7s, 1894	107½		Illinois Central—1st, g. 4s, 1951	103	103½	Pitts. Cleve. & Tol.—1st, 6s, 1922		
Miss. K. Bridge—1st, s. l. 6s, 1912	105		1st, gold, 3½s, 1951	92		Pitts. Junction—1st 6s, 1922		
Chic. Burl. & Nor.—Deb. 6s, 1896	100		Springf. Div.—Coup. 6s, 1898	108	109½	Pitts. Mc. K. & Y.—1st 6s, 1932	115	
Chic. Burling. & Q.—5s, s. f., 1901	103½		Middle Div.—Reg. 5s, 1921	112		Pitts. Painsv. & F.—1st, 5s, 1916	95	
Iowa Div.—Sink fund, 5s, 1919	104½		C. St. L. & N. O.—Ten. l., 7s, 1897	110		Pres't & Ariz. Cent.—1st, 6s, g., 1916		
Sinking fund, 4s, 1919	92		1st, consol., 7s, 1897	110		2d income, 6s, 1916		
Plain, 4s, 1921	86		2d, 6s, 1907	115		Rich. & Danv.—Debenture 6s, 1927	101½	
Chic. & Indiana Coal—1st 5s, 1936	97		Gold, 5s, coupon, 1951	107½	115	Equip. M. s. f., g., 5s, 1909		
Chic. Mil. & St. P.—1st, 8s, P. D. 1898	118	120	Memp Div., 1st g. 4s, 1951	95		Atl. & Char.—1st, pref. 7s, 1897	103	
2d, 7s-10s, P. D., 1898	116		Dub. & S. C.—2d Div., 7s, 1894	100		do. Income, 6s, 1900	100	
1st, 7s, g. R. D., 1902	120	122½	Ced. Falls & Minn.—1st, 7s, 1907	87	90	Rio Gr. Junct.—1st, guar. g. 5s, 1938		90
1st, La Crosse Division, 7s, 1893	108½		Ind. D. & Spr.—1st 7s, ex. cp. 1906	101	105	Rome Wat. & Og.—1st, 7s, 1891	103	
1st, I. & M., 7s, 1897	113	114	Ind. Dec. & West.—M. 5s, 1947	65	80	St. Jos. & Gr. Is.—2d inc., 1925	20	20½
1st, I. & D., 7s, 1899	114		2d M., inc. 5s, trust rec. 1948	32		Kan. C. & Omaha—1st, 5s, 1927		74½
1st, C. & M., 7s, 1903	120		Inter. & Gt. Nor.—Coup. 6s, 1909	72½		St. L. A. & T. H.—2d m. inc. 7s, 1894	105	
1st, I. & D. Extension, 7s, 1908	123½	123½	Kanawha & Mich.—Mort. 4s, 1990	74½	77	Dividend bonds, 1894	53	60
1st, La C. & Dav., 5s, 1919	100½		Kan. C. Wyan. & N. W.—1st, 4s, 1938			Bellev. & So. Ill.—1st, 8s, 1896	110	
1st, H. & D., 7s, 1910	119		L. Sh. & M. So. C. P. & A.—7s, 1892	109	116½	Bellev. & Car.—1st, 6s, 1923		
1st, H. & D., 5s, 1910	103		Buff. & Er.—New bonds, 7s, 1893	127		Chic. St. L. & Pad.—1st, gd. g. 5s, 1917	103	
Chicago & Pacific Div., 6s, 1910	115	120	Det. M. & T.—1st, 7s, 1906	119		St. Louis So.—1st, gd. g. 4s, 1931	80	
Mineral Point Div. 5s, 1910	95		Lake Shore—Div. bonds, 7s, 1899	116½		do. 2d income, 5s, 1931	40	
C. & L. Sup. Div., 5s, 1921	95		Mahon's Coal R.R.—1st, 6s, 1934	105		Car. & Shawt.—1st g. 4s, 1932	80	
Fargo & South, 6s, Assu., 1924	110		Kal. All. & G. R.—1st g. 5s, 1938	109		St. L. & I. M.—Ark. Br., 1st, 7s, 1895	107½	
Inc. conv. sink fund, 5s, 1916			Lehigh V., N. Y.—1st gu. g. 4½s, 1940	103	104½	St. Lou. & S. Fran.—Equip., 7s, 1895	90	
Dakota & Gt. South, 5s, 1916			Itchf. Car. & West.—1st 6s, g. 1916	98		General 5s, 1931	104	97
Chic. & N. W.—Esc. & L. S. 1st, 6s, 1901	106		Long Island—1st, 7s, 1898	115		1st, trust, gold, 5s, 1987		90
Dés M. & Minn.—1st, 7s, 1907	121		N. Y. & R'way B.—1st, g. 5s, 1927			Kan. City & S.—1st, 6s, g., 1916		
Iowa Midland—1st, 8s, 1900	125		2d mortg., inc., 1927	40		Ft. S. & V. B. Bg.—1st, 6s, 1910	98	
Peninsula—1st, conv., 7s, 1898	115		Smithtown & P. Jeff.—1st, 7s, 1901	107		St. Paul & Duluth—1st, 5s, 1931		
Chic. & Milwaukee—1st, 7s, 1898	116		Louis. Evans. & St. L.—Con. 5s, 1939	86		2d mortgage 5s, 1917	103	105
Win. & St. P.—2d, 7s, 1907	130		Louis. & Nash.—Ceil. Br. 7s, 1907	104		St. Paul Minn. & M.—1st, 7s, 1909	113½	118
Mil. & Mad.—1st, 6s, 1905	112		Pensacola Division, 6s, 1920	109		2d mort., 6s, 1909	114	
Ott. C. F. & St. P.—1st, 5s, 1909	107		St. Louis Division, 1st, 6s, 1921	115		Minneapolis Union—1st, 6s, 1922		
Northern Ill.—1st, 5s, 1910	106½	109	2d, 3s, 1980	55	65	Mont. Cen.—1st, guar., 6s, 1937	113	115
C. R. I. & P.—D. M. & F. D., 1st 4s, 1905	76		Nashv. & Decatur—1st, 7s, 1900	115	118	East Minn., 1st div. 1st 6s, 1908	100	
1st, 2½s, 1905	55		S. f., 6s, s. R. N. Ala. 1910	100		San Fran. & N. P.—1st, g., 5s, 1919		
Extension, 4s, 1905			10-40, gold, 6s, 1924	101½		Shenandoah Valley—Inc., 6s, 1923		
Keokuk & Des M.—1st, 5s, 1923	91	98	50 year 5s, g., 1937	104		Sodus Bay & So.—1st, 5s, g., 1924		
Chic. St. P. & Kan. City—5s, 1936			Unified, gold, 4s, 1940	87		South Carolina—2d, 6s, 1931	71	
Minn. & N. W.—1st, g., 5s, 1934			Pens. & At.—1st, 6s, gold, 1921	103½	105½	So. Pac. Coast—1st, guar., 4s, 1937		
Chic. St. P. & Minn.—1st, 6s, 1918	124		Nash. Flor. & S. 1st g. 5s, 1937	97½	99	Texas Central—1st, 7s, 1909	40	48
St. Paul & S. C.—1st, 6s, 1919	123½	124	Lou. N. Alb. & Ch.—Gen. m. g. 5s, 1940	88½		1st mortgage, 7s, 1911	48	
Chic. & W. Ind.—1st, s. l., 6s, 1919			Leu. N. O. & Tex.—1st, 4s, 1934			Texas & New Orleans—1st, 7s, 1905		
General mortgage, 6s, 1932	113	115	2d mort., 5s, 1934			Sabine Division, 1st, 6s, 1912	100	
Cin. Ham. & D.—Con. s. f., s. 1905	123½		Manhattan Ry.—Cons. 4s, 1990			Tex. & Pac., E. Div.—1st, 6s, 1905		
2d, gold, 4½s, 1937			1st con. Tenn. lin. 7s, 1915	103		Third Avenue (N. Y.)—1st 5s, 1937	110	111
Cin. I. St. L. & Chic.—1st, g., 4s, 1936	100		Mexican National—1st, g., 6s, 1927	100		Tol. A. & Cad.—6s, 1917	86	87½
Consol., 6s, 1920			2d, income, 6s, "A", 1917			Tol. A. A. & Mt. Pl.—6s, 1919		
Cin. Jack. & Mac.—1st, g., 5s, 1936	65		2d, income, 6s, "B", 1917			Union Pacific—1st, 6s, 1896	110	
Clev. Ak. & Col.—Eq. & 2d 6s, 1930			Michigan Central—6s, 1909			1st, 6s, 1897	110½	
O. C. C. & St. L., Cairo div. 4s, 1939	90		Coupon, 5s, 1931	112½		1st, 6s, 1898	112	
Cl. Col. Cin. & Ind.—1st, 7s, s. f., 1899	118		Mortgage 4s, 1940	101½		Collateral Trust, 6s, 1908		
Consol. sink fund, 7s, 1914			Jack. Lam. & Sag.—6s, 1891	103		Collateral Trust, 5s, 1907		
Cleve. & Mah. V.—Gold, 5s, 1938	110		Mil. L. S. & W.—Conv. deb., 5s, 1907	99	99½	C. Br. U. P.—F. c., 7s, 1895	100	
Colorado Midland—1st, g., 6s, 1936	105	108	Milch. Div., 1st, 6s, 1924	115		Ach. Col. & Pac.—1st, 6s, 1905	80	
Columbia & Green.—1st, 6s, 1916	80	110	Ashland Division—1st, 6s, 1925	116	117	Ach. J. Co. & W.—1st, 6s, 1905		
2d, 6s, 1926	105		Incomes, 1914	101	104	U. P. Lin. & Col.—1st, g., 5s, 1918		
Del. Lack. & W.—Convert. 7s, 1892	103½		Minn. & St. L.—1st, g., 7s, 1927	105		Oreg. S. L. & U. N., col. tr. 5s, 1919	78	
Mortgage 7s, 1907			Iowa Extension, 1st, 7s, 1909	95½	99	Utah & North.—1st, 7s, 1908		
Syra. Bkng. & N. Y.—1st, 7s, 1906	131½	132½	2d mortg., 7s, 1931	51		Gold, 5s, 1926	102	
Morris & Essex—1st, 7s, 1914	140	144	Southwest Ext.—1st, 7s, 1910	82	86	Utah Southern—Gen., 7s, 1909	100	
2d, 7s, 1891	101½	101½	Pacific Ext.—1st, 6s, 1921	90	100	Extens., 1st, 7s, 1909		
Bonds, 7s, 1900	116		Impr. & equipment, 6s, 1922	60		Valley R'y Co. of O.—Con. 6s, 1921		103½
7s of 1871, 1901	123		Minn. & Pac.—1st mortg., 5s, 1936			Wabash—Deb. M., series "A", 1939		
1st, con., guar., 7s, 1915	135		Minn. S. Ste. M. & Atl.—1st, 5s, 1926			No. Missouri—1st, 7s, 1895	109½	
Del. & Hud. Can.—1st, ex. 7s, 1891	103	104½	Minn. St. P. & S. S. M.—1st c. g. 4s, 1938			St. L. K. C. & N.—R. E. & R. R., 7s, 1895	108	110
Coupon, 7s, 1894	111½	111½	Mo. K. & T.—K. C. & P., 1st, 4s, g. 1990	70	73	St. Charles Brge.—1st, 6s, 1908	105	
Pa. Div., coup., 7s, 1907	140		Missouri Pacific—Trust 5s, 1917			West. Va. C. & Pitts.—1st, 6s, 1911		
Albany & Susq.—1st, gu., 7s, 1906	131		Mobile & Ohio—1st ext., 6s, 1927	109½		Wheel. & L. E.—1st, 5s, gold, 1926	105	106½
1st, cons., guar., 6s, 1906	119½	121½	St. L. & Cairo—4s, guar., 1931	82½		Extension & Imp. g., 5s, 1930		
Rens. & Sar.—1st, coup., 7s, 1921	144	147	Morgan's La. & T.—1st, 6s, 1920	112½		<b>Miscellaneous Bonds.</b>		
Denver City Cable—1st, 6s, 1908	95	100½	1st, 7s, 1918			Roston Un. Gas—Tr. cer. 5s, 1939		
Deny. & R. G.—Imp. g., 5s, 1928	83	86½	Nash. Chat. & St. L.—2d, 6s, 1901	101		Cahaba Coal Min.—1st, g. 7s, 1907	108	112
E. Tenn. Va. & Ga.—1st, 7s, 1900	106		New Orleans & Gulf—1st, 6s, 1926			Chic. Jun. & S. Yds.—Col. t. g. 5s, 1915		
Divisional 5s, 1930	116		N. O. & No. E.—Pr. l., g., 6s, 1915	109		Col. & Hock. Coal & L.—6s, g., 1917	98	100
1st ext., gold, 5s, 1937			N. Y. Cent.—Deb. g. 4s, 1905	99	100	Consol'n Coal—Convert. 6s, 1907	103	104
Eq. & Imp., g., 5s, 1938			N. Y. Junction—Guar. 1st, 4s, 1896	100		Consumers Gas Co., Chicago—1st		
Mobile & Birin.—1st, g., 5s, 1937	87	92	N. Y. N. H. & H.—1st, reg. 4s, 1903			guar. 5s, 1936		82
Alabama Central—1st 6s, 1915			N. Y. & Northern—1st, g., 5s, 1927	107		Edison Elec. Ill. Co.—1st, 5s, 1910	99	
Eric—1st, extended, 7s, 1897	117	118	2d, 4s, 1927	49	51	Equitable G. & F.—1st 6s, 1905	92	95
2d, extended, 5s, 1919	115½		N. Y. Susq. & West.—2d, 4½s, 1937	75	85	G'nd Riv. Cl. & Coke.—1st, 6s, 1919		
3d, extended, 4½s, 1923	109½	110	Gen. mort., 5s, g., 1940	81		Iaekensack Water—1st, 5s, 1926		
4th, extended, 5s, 1920	112½		North'n Pacific—Divid'd scrip ext.	103		Henderson Bridge—1st g. 6s, 1931	108	
5th, extended, 4s, 1928	101	101½	James River Val.—1st, 6s, 1936	104		Iron Steamboat Co.—6s, 1901	73	
1st, cons., fd. coup., 7s, 1920	135		Spokane & Pal.—1st, 6s, 1936	103		Met. Tel. & Tel.—1st, s. f. g. 5s, 1918		
Reorg. 1st lien, 6s, 1908	105		St. Paul & N. P.—Gen., 6s, 1923	116		Nation'l Starch Mfg.—1st, 6s, 1920		
E. N. Y. & E.—1st, 7s, 1916	139		Helena & Red M'n.—1st, g., 6s, 1937	100		N. Y. & Perry C. & I.—1st, g. 6s, 1920	88	90
N. Y. L. E. & W.—Col. tr., 6s, 1922	112½		Duluth & Manitoba—1st, g. 6s, 1936	105½	105½	Northwestern Telegraph—7s, 1904		
Funded coup., 5s, 1929	80		Dul. & Man. Dak. Div.—1st,					



# Investment AND Railroad Intelligence.

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

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

## RAILROAD EARNINGS.

ROADS.	Week or Mo.	Latest Earnings Reported.				Jan. 1 to Latest Date.	
		'90 or '91.	'89 or '90.	1890 or '91	1889 or '90	1890 or '91	1889 or '90
Alabama Mid'd	November.	48,393					
Allegheny Val.	December.	206,314	200,497	2,592,101	2,369,986		
Atch. T. & S. Fe.	2d wk Feb.	520,673	513,215	3,238,006	3,157,348		
Half owned.	2d wk Feb.	23,589	34,121	176,533	171,735		
Total system.	2d wk Feb.	544,262	547,336	3,414,539	3,329,083		
St. L. & San F.	2d wk Feb.	108,550	113,859	683,995	668,917		
Half owned.	2d wk Feb.	22,966	33,395	172,807	167,724		
Total S. L. & S. F.	2d wk Feb.	131,516	147,254	856,802	836,641		
Agg. total.	2d wk Feb.	675,779	694,591	4,271,343	4,165,725		
Atlanta & Char.	December.	158,242	149,998	1,687,335	1,516,416		
Atlanta & Flor'a	January.	11,711	11,151	11,711	11,151		
Atlanta & W. Pt.	January.	52,712	50,655	52,712	50,655		
Atlantic & Pac.	4th wk Jan.	79,928	64,477	234,064	193,430		
B. & O. East Lines	January.	1,429,377	1,480,982	1,429,377	1,480,982		
Western Lines	January.	455,149	443,776	455,149	443,776		
Total.	January.	1,884,526	1,924,758	1,884,526	1,924,758		
B. & O. Southw.	2d wk Feb.	42,950	45,108	465,317	278,737		
Balt. & Potomac	January.	136,796	134,099	136,796	134,099		
Bir. Sh. & Tenn. R.	November.	17,057	13,389				
Buff. Roch. & Pitt.	3d wk Feb.	42,613	36,128	310,459	226,149		
Bor. C. Rap. & N.	2d wk Feb.	68,862	75,569	376,242	347,944		
California So.	4th wk Jan.	50,035	37,827	152,814	112,826		
Camden & Atl.	December.	38,826	37,788	799,491	737,144		
Canada Atlantic	January.	44,185	47,967	44,185	47,967		
Canadian Pacific	3d wk Feb.	340,000	237,000	2,310,000	1,722,122		
Op. R. R. & Y. Val.	2d wk Feb.	16,206	10,748	82,441	60,753		
Cent. R. R. & Bg. Co.	January.	812,164	873,967	812,164	873,967		
Auxiliary sys.	3 wks Jan.	253,810	249,202	253,810	249,202		
Cent. N. Eng. & W.	December.	54,832	37,152				
Central of N. J.	December.	1,176,897	1,111,607	13,663,726	13,497,394		
Central Pacific.	December.	1,253,477	1,043,271	15,937,006	15,530,216		
Central of S. C.	December.	10,209	10,812	114,101	105,638		
Cent. V. Verm't.	Wk Feb. 14	51,512	54,674				
N. London Nor.	Wk Feb. 14	10,618	11,825				
Ogd. & Lake Ch.	Wk Feb. 14	9,641	10,652				
Tot. system.	Wk Feb. 21	71,215	70,062	587,013	599,200		
Char. Clin. & Chic.	December.	6,705	11,724	129,832			
Charleston & Sav.	December.	68,179	57,828	683,141	606,911		
Char. Sam. & No.	December.	9,537	3,694	76,513	31,323		
Chatt. R. M. & Col.	December.	33,000	30,292	363,432	292,314		
Chatt. R. M. & Un'n	January.	8,697	8,261	8,697	8,261		
Cheraw. & Darl.	December.	11,645	8,506	109,965	87,122		
Ches. & Ohio.	3d wk Feb.	164,599	144,266	1,112,176	1,051,716		
Ches. O. & S. W.	January.	206,848	178,998	206,848	178,998		
Ches. & Lenoir.	December.	8,240	7,052	79,050	74,290		
Chic. Burl. & No.	December.	234,402	149,346	2,115,442	1,971,158		
Chic. Burl. & O.	December.	2,815,732	3,199,778	35,130,586	34,067,618		
Chic. & East. Ill.	3d wk Feb.	67,032	54,461	496,817	391,127		
Chic. Mil. & St. P.	3d wk Feb.	471,206	432,305	3,331,615	3,105,400		
Chic. & N. W. St. P.	January.	1,893,407	1,852,333	1,893,407	1,852,333		
Chic. Peo. & St. L.	December.	41,565	32,047	424,915	376,165		
Chic. Rock I. & P.	January.	1,097,487	1,156,476	1,097,487	1,156,476		
Chic. St. P. & K. C.	2d wk Feb.	73,592	74,655	418,436	480,411		
Chic. St. P. M. & O.	December.	579,984	583,539	6,854,520	6,422,644		
Chic. & W. Mich.	3d wk Feb.	29,901	25,317	189,868	167,026		
Chippewa Val.	December.	4,025	5,233	146,393	137,388		
Cin. Ga. & Ports.	January.	4,436	3,764	4,436	3,764		
Cin. Jack & Mac.	3d wk Feb.	12,940	10,560	103,014	73,144		
Cin. N. O. & T. P.	2d wk Feb.	79,271	77,682	505,148	511,838		
Ala. Gt. South.	2d wk Feb.	36,282	40,006	231,899	251,635		
N. Ori. & N. E.	2d wk Feb.	22,517	27,143	148,004	152,798		
Ala. & Vicksb.	2d wk Feb.	11,366	12,083	83,252	92,747		
Vicksa. Sh. & P.	2d wk Feb.	10,820	11,999	81,040	90,053		
Erlanger Syst.	2d wk Feb.	160,256	168,913	1,049,343	1,099,071		
Cinn. Northw'n.	January.	1,571	2,119	1,571	2,119		
Cin. Wab. & Mieh.	January.	45,688	38,818	45,688	38,818		
Clev. Akron & Col.	2d wk Feb.	16,401	14,843	102,252	90,315		
Clev. & Canton.	December.	54,110	41,933	581,012	448,612		
Cl. Cin. Ch. & K. L.	2d wk Feb.	256,154	238,992	1,568,575	1,480,290		
Peo. & East'n.	2d wk Feb.	29,786	28,596	184,942	188,261		
Clev. & Marietta.	January.	27,935	19,209	27,935	19,209		
Color. Midland.	2d wk Feb.	35,324	32,155	235,620	201,295		
Col. H. V. & Tol.	January.	205,044	164,047	205,044	164,047		
Colnsa & Lake.	January.	1,742	1,266	1,742	1,266		
Covin. & Macon.	January.	13,212	13,329	13,212	13,329		
Cumberl'd Val.	November.	84,438	75,643				
Day Ft. W. & Ch.	January.	45,677	39,539	45,677	39,539		
Deny. & Rio Gr.	3d wk Feb.	136,000	123,000	1,059,000	978,300		
Des Moins & No.	January.	8,189	5,273	8,189	5,273		
Dee M. & N. West	January.	12,427	17,758	12,427	17,758		
Det. Bay C. & Alp	2d wk Feb.	10,442	12,613	68,293	65,106		
Det. Lans. & G.	3d wk Feb.	19,057	20,234	139,148	129,333		
Duluth S. S. & Atl.	3d wk Feb.	27,262	26,837	208,255	205,279		
East Louisiana.	January.	10,500	9,732	10,500	9,732		
E. Tenn. Va. & Ga.	November.	593,639	571,092	6,157,456	5,244,456		
Knoxv. & Ohio	November.	64,381	53,163	642,212	531,083		
Total system.	2d wk Feb.	137,289	147,992	949,257	948,509		
Elgin Jol. & East.	December.	49,717	41,785	591,523	296,472		
Eliz. L. & B. S.	January.	57,809	52,442	57,809	52,442		
Empire & D. B'n.	November.	3,162	1,333	32,991	12,289		
Evans. & Ind'polis	3d wk Feb.	5,407	4,665	42,645	33,760		
Evansv. & T. H.	3d wk Feb.	20,041	18,734	147,884	130,882		

ROADS.	Week or Mo	Latest Earnings Reported.		Jan. 1 to Latest Date.	
		'90 or '91.	'89 or '90.	1890 or '91	1889 or '90
	\$	\$	\$	\$	\$
Pittsburg.	December.	543,508	551,574	6,515,565	6,117,464
Plint. & P. Maro.	2d wk Feb.	61,007	62,451	365,793	317,156
Flor. Cent. & P.	2d wk Feb.	31,171	25,592	194,230	174,533
Ft. W. & Rio Gr.	2 wks Feb.	8,080		25,443	
Fla. Car'l. & No.	December.	14,077	4,774	76,063	36,102
Georgia Ill.	December.	188,658	158,680	1,847,682	1,044,703
Geo. So. & Fla.	January.	76,300	51,903	76,300	51,903
Gr. Rap. & Ind.	2d wk Feb.	40,855	45,024	237,745	213,415
Clu. R. & Ft. W.	2d wk Feb.	7,949	7,673	47,002	45,929
Other lines.	2d wk Feb.	4,400	3,474	23,589	20,695
Total all lines.	2d wk Feb.	53,204	57,071	308,426	310,038
Grand Trunk.	Wk Feb. 14	327,830	310,945	2,311,187	2,324,585
Chic. & Gr. Tr.	Wk Feb. 14	69,973	69,752	490,217	492,920
Det. Gr. H. & M.	Wk Feb. 14	19,921	19,418	136,168	127,558
Great North'n					
St. P. M. & M.	January.	654,857	509,283	654,857	509,283
East. of Minn.	January.	40,642	41,658	40,642	41,658
Montana Cent.	January.	93,140	74,422	93,140	74,422
Tot. system.	January.	793,639	625,362	793,639	625,362
Gulf & Chicago.	January.	3,358	3,272	3,358	3,272
Honolulu.	December.	114,306	111,198	1,548,410	1,264,261
Humes' N. & S. W.	January.	13,500	11,722	13,500	11,722
Hutch. & South'n.	January.	6,410	3,123	6,410	3,123
Illinois Centr'l.	January.	1,485,080	1,355,421	1,485,080	1,355,421
Ind. Dec. & West.	January.	40,215	32,343	40,215	32,343
In. & St. Northw'n.	January.	303,653	366,557	303,653	366,557
Intero'nic (Mx)	December.			1,560,000	1,037,357
Iowa Centr'al.	3d wk Feb.	44,863	40,210	236,499	226,791
Iron Railway.	January.	3,321	3,014	3,321	3,014
Jack'n. South'n.	3d wk Feb.	19,884	11,969	131,573	86,177
J'n. & T. K. W.	December.	71,889	77,680	567,635	547,025
Kansas & Mich.	2d wk Feb.	5,881	4,883	35,428	30,046
Kan. C. Cl. & Sp.	2d wk Feb.	6,025	10,781	37,211	37,609
K. C. F. S. & Mem.	2d wk Feb.	82,249	73,628	497,200	515,096
K. C. Mem. & Br.	2d wk Feb.	21,187	26,017	141,342	173,045
Kentucky Cent.	3 wks Dec.	66,188	60,210	1,073,956	1,036,053
Keokuk & West.	2d wk Feb.	7,845	7,020	44,342	46,365
Kingst'n & Pem.	4th wk Jan.	4,053	4,324	9,586	9,175
L. Erie All. & So.	January.	5,269	4,654	5,269	4,654
L. Erie & West.	3d wk Feb.	54,877	58,033	421,848	407,605
Lehigh & Hud.	January.	30,620	23,244	30,620	23,244
L. Rock & Mem.	2d wk Feb.	13,872	13,047	98,512	86,201
Long Island.	January.	236,978	203,595	236,978	203,595
Louis. & Mo. Riv.	December.	30,258	39,451	415,214	463,028
Louis. Ev. & St. L.	3d wk Feb.	29,273	24,193	201,580	142,191
Louisv. & Nashv.	3d wk Feb.	373,545	381,900	2,697,185	2,707,758
Louis. N. A. & Ch.	2d wk Feb.	47,312	41,177	281,617	245,308
Louis. N. A. & C.	December.	495	282	14,023	11,814
Louisv. N. O. & T.	3d wk Feb.	63,570	68,725	589,383	561,439
Lou. St. L. & Tex.	3d wk Feb.	6,595	5,949	53,259	48,682
Lyneho. & Dur'm	January.	11,000	4,800	11,000	4,800
Mempble & Chas.	2d wk Feb.	39,389	40,096	233,956	256,404
Mexican Cent.	3d wk Feb.	134,792	151,147	952,630	982,775
Mex. National.	3d wk Feb.	79,109	82,752	582,205	548,250
Mexican R'way	Wk Jan. 24	79,603	88,473	322,785	303,252
Mill. L. S. & W.	3d wk Feb.	53,609	53,379	361,916	377,634
Millwaukee & No.	3d wk Feb.	28,688	27,237	213,757	178,322
Mineral Range.	January.	9,600	8,251	9,600	8,251
Minneapolis & St. L.	January.	106,690	104,785	106,690	104,785
M. St. P. & S. S. M.	January.	145,219	201,351	201,351	201,351
Mo. Kan. & Tex.	January.	649,714	629,613	649,714	629,613
Mo. Kan. C. & Pac.	January.	23,158	19,858	23,158	19,858
Mobile & Bilmo.	1st wk Feb.	5,513	5,055	32,141	28,825
Mobile & Ohio.	January.	321,691	291,637	321,691	291,637
Monterey & M. G.	December.	44,255		474,709	
Nash. Chi. & St. L.	January.	357,713	308,586	357,713	308,586
Western & Atl.	January.	167,002		167,002	
N. Jersey & N. Y.	December.	21,345	19,502	268,006	244,525
New York & Guil.	January.	18,015	14,686	18,015	14,686
N. Y. C. & H. R.	January.	3,007,852	2,923,406	3,007,852	2,923,406
N. Y. L. E. & W.	January.	2,172,279	2,155,785	2,172,279	2,155,785
N. Y. Pa. & Ohio	December.	615,258	591,544	7,223,989	6,653,816
N. Y. & N. Eng.	December.	482,780	473,266	6,029,126	5,650,504
N. Y. & North'n.	January.	33,120	42,602	33,120	42,602
N. Y. Out. & W.	3d wk Feb.	47,605	36,884	361,314	243,087
N. Y. Susq. & W.	December.	130,048	124,237	1,592,083	1,402,466
Norfolk & West. b	3d wk Feb.	157,186	145,498	1,098,265	1,061,411
N'theast'n (S. C.)	December.	64,486	63,707	696,822	617,265
North'n Central.	January.	495,561	559,118	495,561	559,118
Northern Pacific	3d wk Feb.	382,979	340,405	2,857,042	2,096,042
Ohio & Miss.	2d wk Feb.	90,531	76,442	487,816	478,874
Ohio & Northw'n.	January.	16,578	15,623	16,578	15,623
Col. & Mayse.	January.	660	608	660	608
Ohio River.	3d wk Feb.	nil	10,738	74,968	80,899
Ohio Southern.	January.	51,820	44,968	51,820	44,968
Ohio Val. of Ky.	2d wk Feb.	5,438	3,737	32,635	23,620
Omaha & St. L.	January.	35,156	50,261	35,156	50,261
Oregon Imp. Co.	October.	414,646	390,362	3,762,651	3,571,175
Pennsylvania.	January.	5,312,475	5,142,311	5,312,475	5,142,311
Peoria Dec. & Ev.	3d wk Feb.	16,629	13,451	126,113	97,327
Petersburg.	December.	42,157	38,431	530,616	467,555
Phila. & Erie.	December.	358,006	386,820	5,113,788	4,689,137
Phila. & Read'g	January.	1,712,090	1,566,730	1,712,070	1,566,730
Coal & Iron Co.	January.	1,443,760	1,151,256	1,443,760	1,151,256
Total both Cos.	January.	3,155,851	2,717,986	3,155,851	2,717,986
Pitts. Mar. & Chi.	January.	3,632	2,512	3,632	2,512
Pittsb. & West'n	November.	127,362	115,874	1,357,693	1,286,189
Pitts. Cleve. & T.	November.	45,680	37,226	550,408	452,796
Pitts. Pa'n. & F.	November.	27,512	20,897	269,184	263,503
Total system.	3d wk Feb.	34,860	38,465	258,339	277,058
Mt. Young & A.	January.	54,827	106,212	54,827	106,212
Rt. Royal & Aug.	December.	32,683	26,845	335,052	315,758
Rt. Roy. & W. Car.	December.	41,477	39,520	410,901	364,787
Pro. & Ariz. Cen.	December.	11,088	11,400	134,594	128,508
Quincy O. & K. C.	January.	22,480	18,026	22,480	18,026
Rich. & Danville.	January.	520,350	526,300	520,350	526,300
Vir. Midland.	January.	175,300	160,800	175,300	160,800
Char. Col. & Au.	January.	89,800	85,060	89,800	85,060
Col. & Greenw.	January.	88,950	88,868	88,950	88,868
West. No. Car.	January.	83,350	78,644	83,350	78,644
Georgia Pac.	January.	182,250	194,875	182,250	194,875
Wash. O. & W.	January.	9,600	8,748	9,600	8,748
Ashv. & Spart.	January.	11,700	10,732	11,700	10,732
Total Sys'm's.	2d wk Feb.	313,875	274,075	1,749,975	1,719,027
Rich. & Petersb.	December.	25,308	25,178	332,708	295,291
Mo Gr'de South.	2d wk Feb.	3,226		18,523	
Mo Gr. West.	3d wk Feb.	37,500	23,375	295,473	172,650
Mo. W. & O. Rd.	January.	310,985	283,037	310,985	283,037
Bag. Tuscola & H.	January.	6,574	5,881	6,574	5,881
St. L. & T. H. B'a	2d wk Feb.	27,230	23,747	165,479	141,228
St. L. Ark. & Tex.	3d wk Feb.	84,808	70,062	587,490	574,683
St. Paul & Dul'th	January.	91,240	87,243	91,240	87,243
Ant. & Ar. Pac.	November.	170,220	175,663	1,564,684	1,260,690
St. Fran. & N. Pac.	2d wk Feb.	10,511	8,607	70,268	51,550
Av. Am. & Mon.	January.	43,000	22,447	43,000	22,447
Seattle L. S. & E.	3d wk Feb.	5,830	6,917	50,520	40,161



ROADS.	Latest Earnings Reported.			Jan. 1 to Latest Date.	
	Week or Mo	'90 or '91.	'89 or '90	1890 or '91	1889 or '90
		\$	\$	\$	\$
Silverton.....	January...	7,025	nil.	7,025	nil.
Sioux City & No.	November...	34,619	.....	283,677	.....
South Carolina	January...	179,000	142,284	179,000	142,284
Sp. Un. & Col.	December...	12,860	12,808	128,545	121,990
So. Pacific Co.					
Gal. Har. & S.A.	December...	334,922	331,061	4,285,678	3,937,291
Louis & West.	December...	87,537	107,977	1,160,331	1,101,569
Morgan's L. & T.	December...	753,170	654,447	5,800,832	5,435,352
N. Y. T. & Mex.	December...	22,729	22,333	225,630	192,708
Tex. & N. Ori.	December...	136,121	180,829	1,871,818	1,747,805
Atlantic sys'n	December...	1,334,478	1,296,647	13,344,245	12,414,723
Pacific system	December...	2,676,217	2,406,237	34,537,711	33,923,456
Total of all...	December...	4,010,695	3,702,884	48,201,935	46,343,209
So. Pac. R.R.					
No. Div. (Cal.)	November...	175,130	176,308	2,139,668	2,003,394
So. Div. (Cal.)	November...	537,550	491,724	5,950,568	5,111,392
Arizona Div.	November...	176,810	177,286	1,850,209	1,706,435
New Mex. Div.	November...	90,936	82,483	957,589	865,523
Staten I. Rap. Tr.	January...	55,139	51,617	55,139	51,617
Stony Cl. & C.M.T.	January...	1,436	1,894	53,305	60,974
Summit Branch	January...	113,887	62,632	113,887	62,632
Lykens Valley	January...	74,786	55,699	74,786	55,699
Tot'l both Co's	January...	188,673	118,330	188,673	118,330
Tal. & Coosa Val.	January...	6,000	6,564	6,000	6,564
Tenn. Midland	January...	17,160	16,195	17,160	16,195
Tex. & Pacific	3d wk Feb.	118,548	134,031	955,077	1,052,174
Tex. S. Va. & N.W.	January...	3,153	3,633	3,153	3,633
Tol. A. & N. M.	January...	76,256	80,891	76,256	80,891
Tol. Col. & Cin.	3d wk Feb.	5,644	5,907	42,139	37,940
Tol. & Ohio Cent.	3d wk Feb.	20,259	22,882	170,996	164,568
Tol. & O. Cen. Ex.	December...	10,621	8,397	109,312	95,905
Tol. P. & West.	2d wk Feb.	19,808	20,557	107,329	109,630
Tol. St. L. & K.C.	3d wk Feb.	30,125	32,671	208,896	209,547
Tol. & So. Haver.	January...	1,694	1,736	1,694	1,736
Utter & Del.	December...	23,506	23,466	369,753	333,507
Union Pacific—					
Or. S. L. & U. N.	December...	649,259	553,406	7,488,031	6,512,345
Or. Ry. & N. Co.	December...	512,781	357,678	4,954,711	4,576,136
St. Jo. & G'd. Isl.	2d wk Feb.	13,582	26,297	89,608	179,522
Un. Pac. D. & G.	December...	484,180	431,589	5,783,136	4,595,095
All oth. lines.	December...	1,734,768	2,070,913	23,569,778	22,718,367
Tor. U. P. Sys.	January...	3,025,792	2,427,536	3,025,792	2,427,536
Cent. Br. & L.L.	December...	55,579	101,764	974,472	854,960
Tot. contr'led	December...	3,505,153	3,674,573	44,023,720	40,524,560
Montana Un.	December...	82,192	68,366	958,964	766,161
Leav. Top. & S. W.	December...	2,124	4,047	30,993	31,149
Man. Al. & Bur.	December...	3,723	4,849	39,006	35,696
Joliet own'd. & L.	December...	44,022	36,631	514,482	416,503
Grand total.	December...	3,549,176	3,713,204	44,538,202	40,941,063
U. S. Ry. & T. Co.	January...	263,034	238,984	263,034	238,984
Vermont Valley	December...	13,900	14,074	192,628	189,751
Wabash	3d wk Feb.	233,000	241,078	1,685,428	1,870,879
Wab. Chest. & W.	December...	5,207	5,234	.....	.....
Wash. Southern	January...	24,131	23,121	24,131	23,121
Western of Ala.	January...	61,531	59,897	61,531	59,897
West Jersey	December...	108,334	102,999	1,633,746	1,526,171
W. V. Cen. & Pitts.	January...	91,776	69,377	91,776	69,377
West V. & Pitts.	December...	8,265	7,140	.....	.....
West. N. Y. & Pa.	3d wk Feb.	56,700	64,400	497,900	441,972
Wheeling & L. E.	3d wk Feb.	21,487	20,782	154,931	142,700
Will. Col. & A. G.	December...	84,226	84,713	970,254	891,289
Wisconsin Cent.	3d wk Jan.	81,045	76,376	583,161	561,075
Wrightsv. & Ten.	January...	9,100	7,623	9,100	7,625
Zanesv. & Ohio	January...	11,261	9,741	11,261	9,741

a Whole system, including Iowa lines. b Includes in both years  
Scioto Valley Div., and Maryland & Washington Div. (Shenandoah  
Valley.) c Mexican currency. d Main Line. \* All trains sus-  
pended on account of flood.

For the 3d week of February the returns cover thus far 41  
roads, and these show a gain in the aggregate of 6.83 per cent

3d week of February.	1891.	1890.	Increase.	Decrease.
	\$	\$	\$	\$
Buffalo Roch. & Pitts....	42,613	36,128	6,485	.....
Canadian Pacific.....	340,000	237,000	103,000	.....
Cent. Vermont.....	71,215	70,002	1,213	.....
Chesapeake & Ohio.....	164,599	144,266	20,333	.....
Chicago & East. Illinois	67,032	54,461	12,571	.....
Chicago Mil. & St. Paul.	471,206	432,305	38,901	.....
Chicago & West Mich.	29,901	25,317	4,584	.....
Cincinnati Jack. & Mack.	12,940	10,560	2,380	.....
Denver & Rio Grande	136,000	123,000	13,000	.....
Detroit Lansing & North.	19,057	20,254	.....	1,197
Duluth S. S. & Atlantic	27,262	26,837	425	.....
Evansville & Indianap.	5,407	4,665	742	.....
Evans. & Terre Haute...	20,041	18,734	1,307	.....
Iowa Central.....	44,863	40,210	4,653	.....
Jacksonville Southeast.	19,884	11,969	7,915	.....
Lake Erie & Western.....	54,677	58,033	.....	3,356
Louisv. Kyatsv. & St. L.	20,273	24,193	.....	3,920
Louisville & Nashville...	373,545	361,800	11,745	.....
Louisville N. O. & Texas.	63,570	68,725	.....	5,155
Louisville St. L. & Texas.	6,595	5,949	646	.....
Mexican Central.....	134,792	151,147	.....	16,355
Mexican National.....	79,109	82,752	.....	3,643
Milwaukee L. Sh. & West.	53,809	53,379	430	.....
Milwaukee & Northern...	28,688	27,237	1,451	.....
New York Ont. & West.	47,605	36,884	10,721	.....
Norfolk & Western.....	157,186	145,488	11,698	.....
Northern Pacific.....	382,879	345,405	37,474	.....
Ohio River.....	nil	10,738	.....	10,738
Peoria Deestur & Evansv.	16,629	13,451	3,178	.....
Pittsburg & Western.....	34,860	38,465	.....	3,605
Rio Grande Western.....	37,500	23,375	14,125	.....
St. Louis Ark. & Texas.	84,808	70,062	14,746	.....
Seattle L. S. & Eastern	5,630	6,917	.....	1,287
Texas & Pacific.....	118,548	134,031	.....	15,483
Toledo Col. & Cin.	5,644	5,907	263	.....
Toledo & Ohio Central...	20,259	22,882	2,623	.....
Toledo St. L. & Kan. City.	30,125	32,671	2,546	.....
Wabash.....	233,000	241,078	8,078	7,700
Western N. Y. & Penn.	56,700	64,400	7,700	.....
Wheeling & Lake Erie...	21,487	20,782	705	.....
Wisconsin Central.....	81,045	76,376	4,669	.....
Total (41 roads).....	3,629,783	3,397,835	232,232	90,284
Net increase (6.83 p. c.)	.....	.....	231,948	.....

\* All trains suspended on account of flood.  
† Decrease due to high water and floods suspending coal traffic and  
coal mining.

Our final statement for the 2d week of February embraces  
32 roads, and shows 5.20 per cent increase.

2d week of February.	1891.	1890.	Increase.	Decrease.
	\$	\$	\$	\$
Prev'y report'd. 49 roads	3,924,621	3,612,477	402,175	90,031
At. Top. & S. F. system...	520,673	513,215	7,458	.....
Roads j'tly owned 1g.	23,589	34,121	.....	10,532
St. Louis & S. Fran.	108,550	113,859	.....	5,309
Roads j'tly owned 1g.	22,966	33,395	.....	10,429
Burlington C. R. & No.	68,862	75,569	.....	6,707
Chicago & Grand Trunk.	69,973	69,752	221	.....
Chicago St. P. & Kan. C.	73,592	74,655	.....	1,063
Cin. N. O. & T. P. (5 roads).	160,256	168,913	.....	8,657
Cleve. Akroo & Col.	16,401	14,843	1,558	.....
Cleve. Cin. Chic. & St. L.	256,154	238,992	17,162	.....
Peoria & Eastern.....	29,786	28,596	1,190	.....
Colorado Midland.....	35,324	32,185	3,139	.....
Detroit Bay C. & Alpena.	10,442	12,613	.....	2,171
Detroit Gr. Hav. & Mil.	19,921	19,418	503	.....
East Tenn. Va. & Ga.	137,289	147,992	.....	10,703
Florida Central & Penin.	31,171	25,592	5,579	.....
Grand Trunk of Canada.	327,830	340,945	.....	13,115
Kanawha & Michigan...	5,881	4,833	998	.....
Kansas City Cl. & Spr.	6,025	10,781	.....	4,756
Kan. City Ft. S. & Mem.	82,249	73,628	8,621	.....
Kansas C. Mem. & Birm.	21,187	26,017	.....	4,830
Keokuk & Western.....	7,845	7,020	825	.....
Little Rock & Memphis.	13,872	13,047	825	.....
Memphis & Charleston.	39,389	40,096	.....	707
Ohio River.....	11,861	10,738	1,123	.....
Ohio Val. of Kentucky.	5,436	3,737	1,699	.....
*Rich. & Danv. (8 roads).	313,875	274,075	39,800	.....
St. Joseph & Gr. Island.	13,592	26,297	.....	12,705
St. L. Alt. & T. H. Brebes.	27,230	28,747	3,483	.....
San Francisco & No. Pac.	10,511	8,607	1,904	.....
Toledo Col. & Cincinnati.	7,086	5,414	1,672	.....
Toledo Peoria & Western	19,805	20,537	.....	749
Total (32 roads).....	6,423,247	6,105,776	499,935	182,464
Net increase (5.20 p. c.)	.....	.....	317,471	.....

Net Earnings Monthly to Latest Dates.—The table fol-  
lowing 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 February 21. The next will appear in  
the issue of March 21.

Roads.	Gross Earnings.		Net Earnings.	
	1890-91.	1889-90.	1890-91.	1889-90.
	\$	\$	\$	\$
Balt. & Ohio South. Dec.	198,254	203,967	67,357	69,092
Jan. 1 to Dec. 31...	2,329,445	2,177,958	811,652	678,309
July 1 to Dec. 31...	1,237,999	1,204,569	441,993	430,265
Balt. & Potomac..... Jan.	136,796	134,099	43,026	34,056
Central of Georgia. Jan.	812,164	873,967	221,880	131,554
July 1 to Jan. 31...	5,648,244	5,505,049	1,577,617	1,796,048
Central Pacific..... Dec.	1,253,477	1,043,271	414,410	302,559
Jan. 1 to Dec. 31...	15,937,006	15,530,216	6,061,987	5,765,943
Chic. Mil. & St. Paul. Jan.	1,946,196	1,794,411	518,916	453,244
July 1 to Jan. 31...	17,142,617	16,585,711	6,148,815	6,373,897
Chic. Peo. & St. L. Nov.	36,675	32,790	12,230	12,218
Jan. 1 to Nov. 30...	383,350	344,118	153,104	144,269
July 1 to Nov. 30...	196,025	179,446	78,547	73,797
Clev. Cin. Ch. & St. L. Jan.	1,077,057	1,017,993	326,198	329,637
July 1 to Jan. 31...	7,939,384	7,707,085	2,620,304	2,720,217
Cleveland & Marietta. Dec.	30,539	21,048	8,258	2,269
Jan. 1 to Dec. 31...	334,835	263,650	79,036	56,220
July 1 to Dec. 31...	192,691	138,387	47,373	27,545
Det. Bay City & Al. Jan.	46,922	39,490	22,326	17,145
Flint & Pere Marq. Dec.	249,441	210,307	89,084	62,475
Jan. 1 to Dec. 31...	2,923,575	2,370,133	831,166	746,836
Illinois Central..... Jan.	1,485,080	1,355,421	377,388	418,824
July 1 to Jan. 31...	10,726,827	10,211,567	3,411,051	3,973,011
Memph. & Chas'tn. Dec.	182,457	184,162	71,696	92,620
Jan. 1 to Dec. 31...	1,849,390	1,729,164	481,920	550,656
July 1 to Dec. 31...	984,115	918,455	293,674	326,483
N. Y. L. E. & Western. Jan.	2,172,279	2,155,785	577,252	612,469
Oct 1 to Jan. 31...	9,777,076	9,627,819	3,145,108	3,247,910
Penn. (east of P. & E.) Jan.	5,312,475	5,142,311	1,447,219	1,306,046
Lines west of P. & E. Jan.	Dec. 87,918		Dec. 107	
Phila. & Reading..... Jan.	1,712,090	1,566,730	728,976	603,757
Dec. 1 to Jan. 31...	3,398,201	3,221,672	1,428,625	1,269,237
Coal & Iron Co. Jan.	1,443,760	1,151,256	10,817	def. 33,168
Dec. 1 to Jan. 31...	3,050,138	2,525,833	20,685	def. 61,653
Total both Co.'s. Jan.	3,155,851	2,717,986	739,793	570,588
Dec. 1 to Jan. 31...	6,448,339	5,747,525	1,449,310	1,207,603
Pitts. C. C. & St. L. Jan.	Inc. 13,239		Inc. 69,859	
St. L. Alt. & F. H. bchs. Dec.	125,426	104,287	53,201	53,861
Jan. 1 to Dec. 31...	1,336,910	1,110,426	568,889	496,432
Staten I. Rapid Tr. Jan.	55,139	51,617	2,241	def. 3,294
July 1 to Jan. 31...	687,521	573,204	229,122	183,444
Tenn. Coal Iron & RR. Jan.			142,000	103,300
Union Pacific—				
Oreg. S. L. & U. N. Dec.	649,259	553,406	218,888	143,387
Jan. 1 to Dec. 31...	7,488,031	6,512,342	2,522,301	2,811,481
Ore. Ry. & N. Co. Dec.	512,781	357,678	163,223	72,228
Jan. 1 to Dec. 31...	4,954,711	4,570,136	1,018,696	1,692,339
Un. Pac. D. & Gulf. Dec.	484,180	431,359	134,307	98,319
Jan. 1 to Dec. 31...	5,783,136	4,595,095	1,776,053	1,162,148
St. Jos. & Gd. Isl. Dec.	68,587	159,224	1,169	82,030
Jan. 1 to Dec. 31...	1,253,592	1,267,658	355,454	460,203
All other lines..... Dec.	1,734,763	2,070,913	245,306	619,422
Jan. 1 to Dec. 31...	23,669,778	22,718,367	8,032,793	9,026,678
Total Un. Pac. Sys. Dec.	3,449,574	3,572,809	768,893	1,015,386
Jan. 1 to Dec. 31...	43,049,248	39,669,600	13,705,287	15,152,849
Cent. Br. & Leas. L. Dec.	55,579	101,764	def. 1,271	54,571
Jan. 1 to Dec. 31...	974,472	854,960	198,843	250,417
Total controlled..... Dec.	3,505,153	3,674,573	767,623	1,069,957
Jan. 1 to Dec. 31...	44,023,720	40,524,560	13,904,129	15,403,266
Montana Union..... Dec.	82,192	68,366	7,201	def. 16,329
Jan. 1 to Dec. 31...	958,964	766,161	60,868	df. 122,091
Leav. Top. & S. W. Dec.	2,124	4,047	def. 3,638	def. 2,699
Jan. 1 to Dec. 31...	30,933	31,149	df. 53,035	df. 32,288



Roads.	Gross Earnings.		Net Earnings.	
	1890 or '91.	1889 or '90.	1890 or '91.	1889 or '90.
Union Pacific—(Cont'd.)				
Man. Altna & Hur., Dec.	3,729	4,849	def. 3,213	495
Jan. 1 to Dec. 31...	39,006	35,696	def. 11,542	def. 11,165
Roads jointly owned—				
One-half.....Dec.	44,022	38,631	175	def. 9,264
Jan. 1 to Dec. 31...	514,492	416,503	def. 1,855	def. 82,768
Grand total.....Dec.	3,549,176	3,713,201	767,798	1,060,690
Jan. 1 to Dec. 31...	44,538,202	40,941,063	13,002,275	15,320,193
Union Pacific—				
Prelim. statement, Jan.	3,025,792	2,427,536	992,657	373,897
W. Va. Cent. & Pitts., Jan.	91,776	69,377	31,521	21,729

**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.

Roads.	Int'l, rentals, &c.		Bal. of Net. Earns.	
	1890-91.	1889-90.	1890-91.	1889-90.
Clev. Cin. Ch. & St. L., Jan.	243,897	255,319	82,301	74,318
July 1 to Jan. 31...	1,732,281	1,764,543	888,023	955,674
Flint & Pere Marq., Dec.	54,551	31,663	34,533	30,811
Jan. 1 to Dec. 31...	558,104	366,421	323,062	380,415
Tenn. Coal Iron & RR., Jan.	36,000	35,000	16,000	68,300

\* Whole system, including Iowa lines.

† There was a strike the present year.

‡ Including income from investments net in January, 1891, was \$221,920, against \$317,589 last year; for 7 months to January 31, \$1,625,322, against \$1,873,865.

§ After deducting proportion due roads operated on a percentage basis, net in January, 1891, was \$387,801, against \$422,826, in 1890, and Oct. 1 to Jan. 31, \$2,255,518, against \$2,362,878 last year.

## ANNUAL REPORTS.

### Chicago & Alton Railroad.

(For the year ending December 31, 1890.)

The pamphlet report has come to hand and copious extracts from President Blackstone's report will be found on another page. He discusses the railroad question very fully, and his opinions should be read as those of a leading Western man who has been for many years prominent in the railroad world.

As to the income account for 1890 the report says: "The credit balance of the income account was decreased during the year \$292,380. The amount appropriated for real estate, new tracks, new cars and other additional property, together with the amount paid during the year for mortgage bonds purchased and canceled, was \$385,497. The sum last named is represented by new property and reduced mortgage debt. Had no additional property been purchased and no mortgage bonds purchased and canceled, the balance of the income account would have been increased during the year by current revenue to the amount of \$93,116.

The statistics of traffic and earnings and the balance sheet have been compiled for the CHRONICLE, as follows. The income account was given last week on page 319:

#### OPERATIONS AND FISCAL RESULTS.

	1887.	1888.	1889.	1890.
<b>Operations—</b>				
Passengers carried..	1,765,106	1,830,595	1,717,678	1,866,348
Passenger mileage..	120,001,687	118,007,585	104,000,108	117,016,312
Rate p. pass. p. mile.	2.062 cts.	1.882 cts.	2.133 cts.	1.793 cts.
Freight (tons) moved.	4,123,120	3,785,160	3,461,391	3,399,705
Freight (tons) moved per ton p. m.	641.651	562.533	566.327	537.301
Av. rate p. ton p. m.	0.946 cts.	0.918 cts.	0.918 cts.	0.883 cts.
<b>Earnings—</b>				
Passenger.....	2,474,154	2,221,005	2,218,703	2,098,760
Freight.....	6,070,639	4,901,248	4,932,297	4,588,225
Mail, express, &c....	396,593	389,212	365,617	378,769
<b>Tot. gross earn.</b>	<b>8,941,386</b>	<b>7,511,465</b>	<b>7,516,617</b>	<b>7,065,754</b>
<b>Operating expenses—</b>				
Maintenance of way.	1,590,543	1,235,217	1,163,158	982,910
Maintenance of cars.	662,367	410,704	519,666	436,038
Motive power.....	1,420,268	1,301,091	1,358,176	1,316,374
Transportation exp.	1,588,025	1,631,073	1,530,736	1,646,648
<b>Tot. (incl. taxes).</b>	<b>5,270,203</b>	<b>4,663,035</b>	<b>4,571,730</b>	<b>4,342,000</b>
<b>Net earnings.....</b>	<b>3,671,183</b>	<b>2,848,380</b>	<b>2,944,881</b>	<b>2,683,754</b>
P. c. of op. exp. to earn	58.94	62.14	60.82	62.00

\* Does not include company's freight.

#### BALANCE SHEET DECEMBER 31.

	1888.	1889.	1890.
<b>Assets—</b>			
Road and equipment.....	32,177,064	32,177,746	32,178,667
Bonds and stocks owned.....	3,868,078	3,861,638	3,865,020
Lands owned.....	75,000	75,000	75,000
Materials and supplies.....	325,795	321,021	313,730
Sinking fund.....	35,000	111,337	61,613
Bills receivable.....	113,051	94,503	79,106
Due from agents, individuals, &c....	327,519	450,453	343,495
Cash.....	1,202,025	1,370,598	935,796
Illinois Trust & Sav. Bk., trustee..	1,900	1,500	1,500
<b>Total assets.....</b>	<b>38,125,436</b>	<b>38,464,694</b>	<b>37,853,927</b>
<b>Liabilities—</b>			
Common stock.....	14,114,600	14,115,000	14,115,000
Preferred stock.....	3,479,500	3,479,500	3,479,500
Joliet & Chicago stock, guar.....	1,500,000	1,500,000	1,500,000
Mississippi Bridge Co. stock, guar.	300,000	300,000	300,000
Funded debt (see SUPPLEMENT).....	13,335,950	13,297,950	13,129,950
Bonds canceled.....	1,825,000	1,863,000	2,011,000
Vouchers, accounts payable, &c....	537,295	544,176	524,783
Due other companies, &c.....	141,177	418,706	117,461
Rentals accrued.....	108,024	108,024	108,374
Real estate appropriations.....	184,890	120,000	120,000
Income account.....	2,595,689	2,715,800	2,423,510
Miscellaneous.....	3,312	2,448	2,348
<b>Total liabilities.....</b>	<b>38,125,437</b>	<b>38,464,694</b>	<b>37,853,927</b>

### New York Susquehanna & Western Railroad.

(For the year ending December 31, 1890.)

At the annual meeting held in Jersey City, Feb. 26, there was no change in the management, and the following board of directors was elected: Simon Borg, Stephen V. White, Robert K. Dow, James M. Hartshorne, Joseph W. Ogden, Frank C. Lawrence, Jr., Alfred Sully, Charles Minzesheimer, Henry Sanford, John I. Blair, Garrett A. Hobart, George N. Farwell, John P. Rafferty. The only changes in the board were the election of J. W. Ogden and J. P. Rafferty the Second Vice-President and Secretary of the company in place of Henry Marks and Charles Siedler. The total amount of stock voted was 66,654 shares of common and 60,216 shares of preferred. At a subsequent meeting of the newly-elected directors Simon Borg was re-elected President.

The company has authorized the issue of \$3,000,000 general mortgage 5 per cent fifty-year gold bonds, dated Aug. 1, 1890. The proceeds of these bonds will be applied as follows: \$1,000,000 to retire outstanding seconds, terms yet to be decided; \$1,000,000 for future acquisitions of property and equipment, and \$1,000,000 to be held by the company.

It was stated positively by some of the directors that all negotiations for a transfer of the property to another company were off for the present; in fact, the reports of such negotiations never assumed a definite shape, and the name of the other side to the agreement—the company to "take over" this road—has never been ascertained.

The pamphlet report is not yet ready, but the CHRONICLE has been furnished with the figures with which to make up its comparative tables below.

	1887.	1888.	1889.	1890.
<b>Earnings from—</b>				
Passengers.....	259,522	261,580	279,525	239,243
Freight.....	1,078,635	1,109,752	1,055,729	1,203,937
Car service.....	26,933	25,116	24,677	36,111
Mail, express, &c.....	20,253	27,292	33,083	38,417
Miscellaneous.....	9,843	22,160	9,453	24,375
<b>Total earnings....</b>	<b>1,395,186</b>	<b>1,445,900</b>	<b>1,402,467</b>	<b>1,592,083</b>
<b>Operat. exp. &amp; taxes</b>	<b>707,594</b>	<b>849,990</b>	<b>851,029</b>	<b>921,137</b>
<b>Net earnings.....</b>	<b>507,592</b>	<b>595,910</b>	<b>551,438</b>	<b>670,946</b>
<b>INCOME ACCOUNT.</b>				
<b>1887.</b>	<b>1888.</b>	<b>1889.</b>	<b>1890.</b>	
<b>Net earnings.....</b>	<b>597,592</b>	<b>595,910</b>	<b>551,438</b>	<b>670,946</b>
<b>Other income.....</b>	<b>27,159</b>	<b>25,828</b>	<b>33,527</b>	<b>30,401</b>
<b>Total.....</b>	<b>624,751</b>	<b>621,738</b>	<b>584,965</b>	<b>701,347</b>
<b>Disbursements—</b>				
Interest on bonds.....	441,120	441,120	441,120	445,459
Rentals.....	26,494	26,497	26,491	26,446
Miscellaneous.....	2,541	2,699	12,955	25,776
<b>Tot. disbursements</b>	<b>470,155</b>	<b>470,318</b>	<b>480,567</b>	<b>497,681</b>
<b>Balance, surplus.....</b>	<b>154,596</b>	<b>151,420</b>	<b>104,398</b>	<b>203,666</b>
<b>GENERAL BALANCE AT CLOSE OF EACH FISCAL YEAR.</b>				
<b>1887.</b>	<b>1888.</b>	<b>1889.</b>	<b>1890.</b>	
<b>Assets—</b>				
RR., b'ld's, equip., &c. 27,940,023	28,059,145	28,287,322	28,695,411	
St'ks & b'ld's ow'd, &c. 1,351,955	1,380,315	1,221,912	1,204,531	
Current accounts.....	179,955	421,562	572,155	802,611
Bills receiv'd & adv.....	260,583	312,254	434,460	465,126
Materials, fuel, &c.....	25,607	32,813	35,582	53,074
Cash on hand.....	130,417	117,108	80,190	79,148
Miscellaneous.....	11,717	51,942	.....	.....
<b>Total assets.....</b>	<b>29,903,257</b>	<b>30,275,139</b>	<b>30,631,621</b>	<b>31,299,901</b>
<b>Liabilities—</b>				
Stock.....	21,000,000	21,000,000	21,000,000	21,000,000
Funded debt.....	8,136,000	8,136,000	8,136,000	8,452,000
Bills payable.....	135,000	195,000	349,000	388,531
Sundry accounts.....	408,884	657,745	662,516	794,364
Land department.....	39,988	51,588	55,088	54,088
Profit and loss.....	183,385	334,806	429,017	610,870
<b>Total liabilities...</b>	<b>29,903,257</b>	<b>30,375,139</b>	<b>30,631,621</b>	<b>31,299,903</b>

## GENERAL INVESTMENT NEWS.

**Boston & Maine.**—Boston Concord & Montreal.—The Governor of New Hampshire has approved the bill increasing the capital stock of the Boston & Maine and Concord & Montreal railroads.

**Brooklyn & Rockaway Beach.**—Notice is given to the stockholders that a meeting is called, in pursuance of the statute, to be held at the office of the company, in the city of Brooklyn, on Wednesday, the 25th day of March, to consider a recommendation of the board of directors that a mortgage be executed, and bonds issued thereunder, in the sum of \$350,000, in furtherance of its projected plans for extensions and betterments.

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

**MEXICAN CENTRAL.**—Priority 5 per cent bonds, dated 1889, due July 1, 1899. All the outstanding issue will be paid at 110, interest ceasing April 1, 1891.

**ST. LOUIS IRON MT. & SOUTHERN.**—Cairo & Fulton first mortgage railroad and sinking fund land grant bonds. The whole issue will be paid on presentation at the Mercantile Trust Company, interest ceasing February 24, 1891.

**Chicago Cincinnati & Charleston.**—A. B. Harris, of New York, has been appointed Receiver of the Chicago Cincinnati & Charleston RR. by Judge Morrison, of Scott County, Va. Chancellor Smith appointed a Receiver for the Tennessee portion of the road, and Judge Bond, for the South Carolina portion, has appointed D. H. Chamberlain.



**Cincinnati Jackson & Mackinaw.**—Below are comparative figures for the year ending Dec. 31:

	1889.	1890.	Increase.
	\$	\$	\$
Gross earnings.....	623,439	680,301	56,862
Operating expenses.....	496,721	522,161	25,440
Net earnings.....	126,718	158,140	31,422

**Cleveland & Canton.**—The directors have authorized President Blood to issue some car trust debenture bonds in furtherance of a resolution adopted by the stockholders at a meeting held Tuesday at Canton. It is stated that the exact amount of the bonds to be issued is not specified, but that the authority now vested in the officers empowers them to issue to the extent of \$400,000 or upward.

**Denver Tramway.**—This company, which is authorized to construct and operate street railways in the City of Denver, Col., has about 18 miles of cable track and 35 miles of electric track constructed and in operation. A consolidated 6 per cent gold mortgage for \$2,000,000 has been authorized, an abstract of which, giving full particulars and the purposes for which the bonds shall be issued, will be found in subsequent pages. The bonds, to the amount of \$1,219,000, are now outstanding and will shortly be listed on the New York Stock Exchange. Of the authorized issue \$498,000 are reserved to retire a prior lien. The gross earnings for the month of January, 1891, were \$50,860.

**Elgin Joliet & Eastern.**—The outstanding mortgages on the Gardner City & Northern and the Waukegan & Southwestern have been satisfied, and the Elgin Joliet & Eastern first mortgage 5 per cent gold bonds are now a first lien on the entire property. The capital stock of the consolidated company has been increased to \$6,000,000.

**Flint & Pere Marquette.**—The results for the year 1890 and 1889 were as follows:

	1889.	1890.
	\$	\$
Gross earnings.....	2,370,133	2,923,575
Operating expenses and taxes.....	1,623,297	2,042,409
Net earnings.....	746,836	881,166
Deduct—		
Fixed charges.....	366,421	558,104
Dividends.....	(6 p.c.) 380,520	(5 p.c.) 317,100
Total.....	746,941	875,204
Balance.....	def. 105	sur. 5,062

**Georgia Southern & Florida.**—Seaboard & Roanoke.—**Raleigh & Gaston.**—The Georgia Southern & Florida has passed into the control of the Seaboard & Roanoke system by the acquirement of \$2,275,000 of the G. S. & F. stock, the consideration being the guarantee of 6 per cent dividends on the remaining \$2,000,000 of the stock. When the gross earnings reach \$1,000,000, the dividend is to be 7 per cent per annum.

As part of the contract, the Seaboard system and the Macon Construction Company will immediately build a new road from Macon, Ga., northward, to a point on the Georgia Carolina & Northern Railroad at or near Elberton, a distance of about 110 miles. The Georgia Carolina & Northern is owned by the Seaboard system. The capital stock of the projected road (the Macon & Northeastern) will be divided between the Macon Construction Company, of which W. B. Sparks is President, and the Seaboard system. The construction of this road will extend the Seaboard system through the centre of Georgia to Palatka, Florida.

**Illinois Central.**—**Dubuque & Sioux City.**—A lease of the Dubuque & Sioux City RR. has been taken under agreement, terminable on sixty days' notice, to pay as rent the net earnings of that property. The Illinois Central Company does not assume any of the liabilities of the D. & S. C. Company.

**Mauhattan.**—The Stock Exchange listed this week \$9,300,000 of the consolidated 4 per cent bonds. This is the amount that has so far been delivered on account of the sale of \$11,000,000 of these bonds authorized to be issued under the mortgage executed Feb. 26, 1890. The important facts relating to this issue given in the application to the Stock Exchange may be found on a subsequent page.

**Marietta & North Georgia.**—On Monday last the Court appointed Mr. J. B. Glover permanent receiver.

**Minneapolis Street Railway Co.**—**Minneapolis Lyndale & Minnetonka Railway Co.**—The Minneapolis Street Railway Company was organized 1st July, 1873, under the general laws of the State of Minnesota, to "construct and operate railways in the streets and highways of the city of Minneapolis and its suburbs." In July, 1875, the City Council of Minneapolis granted to the said company, by ordinance, the "exclusive right and privilege of constructing and operating a single or double track for a passenger railway line," in the streets of the city of Minneapolis. In 1879 the Legislature of the State of Minnesota passed an act confirming the said ordinance and granting the said company all the rights and privileges contained in the said ordinance. The company has the rights to operate cars with animal, pneumatic or electric power, to erect poles and to lay underground conduits in the streets occupied by its lines. These lines now traverse the principal streets and penetrate practically all parts of the city and its suburbs.

The Minneapolis Lyndale & Minnetonka Railway Company was organized in 1879, and obtained its right to operate on certain streets in Minneapolis by lease from the Minneapolis

Street Railway Company. Subsequently (in March, 1887), the Minneapolis Street Railway Company purchased, and now owns, the capital stock of the Minneapolis Lyndale & Minnetonka Railway Company, and leased all its lines for the full term of its original lease and charter.

On December 9, 1890, the new electric road was opened for travel between the cities of St. Paul and Minneapolis. The Minneapolis Street Railway Company receives one-half of the earnings of this road by virtue of its ownership of the portion of the line situated within the city limits of Minneapolis.

These two companies have united in making a mortgage conveying all the railways in the city of Minneapolis now owned by them or hereafter to be acquired. An abstract of the mortgage giving full particulars may be found on following pages of this issue. The net earnings for the last six months of 1890 were \$180,835 and for two months of this year (partially estimated) \$48,000, the increase being due to the opening of the electric road between the cities of Minneapolis and St. Paul.

**Morris & Essex.**—The \$3,000,000 Morris & Essex second mortgage bonds maturing August next will be retired with first consolidated guaranteed 7 per cent 40-year bonds. The latter were authorized in 1875 for current needs and to provide for the retirement of underlying bonds as they mature. Of the \$25,000,000 then authorized but \$8,908,000 are listed, and they command 138 at the Stock Exchange.

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

#### STATES, CITIES, COUNTIES, &C.

**ADRIAN, NOBLES CO., MINN.**—Bonds for water works are to be issued.  
**ALABAMA COUNTY, N. C.**—New funding bonds have been authorized.  
**ALBANY, N. Y.**—Bonds for public buildings have been authorized.  
**ANSON, N. C.**—New bonds will be issued.  
**BERKELEY, VA.**—\$10,000 bonds are contemplated.  
**BLOOMING PRAIRIE, MICH.**—Water-works bonds are to be issued.  
**BOND HILL, O.**—\$1,770 5 and 6 per cent bonds are authorized. Bids will be received till March 23.  
**BROOKLYN, N. Y.**—\$500,000 school bonds are proposed.  
**BRUNSWICK, N. C.**—New jail bonds are authorized.  
**CARLETON CO., N. Y.**—New bonds have been authorized.  
**CHEROKEE CO., N. C.**—New bonds are to be issued.  
**CINCINNATI, O.**—\$325,000 city hall bonds are to be issued.  
**COLUMBIA, ALA.**—Water-works and electric-light bonds are proposed.  
**CONCORD, TOWN, N. C.**—New bonds are authorized.  
**CROOK CO., WY.**—\$55,000 6 per cent floating-debt bonds, due 1901 to 1911. Bids will be received till April 15 by the Board of County Commissioners at Sundance, Wyoming Co.  
**DALLAS, TEX.**—\$1,500,000 new bonds are contemplated.  
**DALLIES CITY, OREGON.**—\$50,000 water-works bonds are to be issued.  
**DETROIT, MICH.**—\$100,000 park-improvement 4s, due 1921. Bids will be received till March 2 by Mr. Peter Rush, Controller.  
**DOTHEN, ALA.**—\$10,000 new bonds are proposed.  
**DURHAM, N. C.**—New bonds are proposed.  
**GAYLORD, VILLAGE, MINN.**—\$5,000 village-hall bonds will be issued.  
**HAMILTON, OHIO.**—\$20,000 5 per cent school bonds, due in two to ten years. Bids will be received by Chas. S. Bosch, Clerk of Board of Education, till March 20.  
**HUNTSVILLE, ALA.**—\$20,000 water-works bonds are contemplated.  
**INDIANA.**—\$1,400,000 bonds have been authorized by the Legislature.  
**LACROSSE, WIS.**—\$40,000 city hall 5 per cent bonds, due 1911. Bids will be received till March 16 by W. E. Polleys, City Clerk.  
**MONTGOMERY CO., N. C.**—New bonds are authorized.  
**MORRISON CO., MINN.**—\$15,000 court-house bonds are authorized.  
**NEWBERRY, S. C.**—\$5,000 school bonds have been authorized.  
**NORWOOD, VILLAGE, OHIO.**—\$8,181 6 per cent street-improvement bonds, due in one to ten years. Bids will be received till March 5 by E. G. Bolles.  
**OSWEGO CO., N. Y.**—\$120,000 new bonds have been authorized.  
**SALEM, OREGON.**—\$20,000 funding bonds are to be issued.  
**SPRINGFIELD, MASS.**—\$350,000 notes, due Nov. 10, 1891. Bids will be received till March 7 by E. T. Tift, City Treasurer.  
**TALLAPOOSA, GA.**—\$10,000 school bonds are to be issued.  
**TREDEGAR, ALA.**—\$50,000 bonds have been authorized.  
**TROY, ALA.**—\$50,000 water-works bonds have been authorized; also bonds for electric light.  
**UNIONTOWN, ALA.**—\$25,000 6 per cent bonds are to be issued.  
**UTICA, N. Y.**—Bonds to change the Mohawk Channel have been authorized.  
**WAKE CO., N. C.**—New funding bonds are authorized.  
**WILMINGTON, N. C.**—\$100,000 sewer and \$100,000 street-improvement bonds are to be issued.  
**WINTHROP, VILLAGE, MINN.**—Water-works and electric-light bonds are authorized.  
**WORTHINGTON VILLAGE, NOBLES CO., MINN.**—Electric-light bonds are authorized.

#### RAILROAD AND MISCELLANEOUS COMPANIES.

**CHICAGO & WESTERN INDIANA.**—\$1,000,000 5 per cent bonds are authorized.  
**CLEVELAND & CANTON RR. Co.**—\$400,000 new equipment bonds have been authorized.  
**LOUISVILLE, KY., GAS CO.**—\$500,000 5 per cent gold bonds will be offered at auction March 16 in Louisville.  
**LOUISVILLE & NASHVILLE RR. Co.**—\$5,000,000 unified 50-year 4 per cent gold bonds, due 1940, are offered for subscription till March 3, at 85 and interest, by Messrs. Kuhn, Loeb & Co. and Messrs. Hallgarten & Co. Full particulars are given in the advertisement in another column.  
**MINNEAPOLIS STREET RAILWAY AND MINN. LYND. & MINN. RR. Co.**—\$3,033,000 30-year 5 per cent gold bonds, due 1919, are offered for subscription from March 4 to March 6, at 95 and interest, by Messrs J. Kennedy Tod & Co. Full particulars are given in our advertising columns.  
**NEW YORK SUSQUEHANNA & WESTERN RR.**—\$3,000,000 5 per cent 50-year gold bonds, due 1940, are to be issued.  
**TOLEDO & OHIO CENTRAL.**—\$2,230,600 new stock is offered to stockholders.

**New York & New England.**—At the annual meeting of the New York & New England RR. Co., to be held March 10, the stockholders will be asked to ratify the lease of the Providence & Springfield Road, and to guarantee its bonds to an amount not exceeding \$1,000,000; to accept legislative acts authorizing a guarantee of Rhode Island & Massachusetts railway bonds to an amount not exceeding \$1,500,000; to ratify the lease of the Woonsocket & Pascoag Road; to authorize the directors to enter into an agreement for the con-



struction and lease of the Suburban Railroad, and to take such action as may be necessary to secure the issue of the remaining terminal bonds of the company.

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

**CLEVELAND AKRON & COLUMBUS RAILWAY**—\$500,000 equipment trust and second mortgage 6 per cent gold bonds.

**FORT WORTH & RIO GRANDE RAILWAY**—\$2,118,000 first mortgage 5 per cent gold bonds.

**HOUSTON & TEXAS CENTRAL**—\$8,064,000 first mortgage 5 per cent gold bonds, interest guaranteed; \$1,010,000 consolidated mortgage 6 per cent gold bonds, \$1,305,000 general mortgage 4 per cent gold bonds, \$705,000 6 per cent debenture bonds and \$111,000 4 per cent debenture bonds. (Abstracts of the mortgages were published in the CHRONICLE of February 7, p. 242.)

**ILLINOIS CENTRAL RAILWAY**—\$500,000 additional capital stock, making the total amount listed \$41,135,100.

**MANHATTAN RAILWAY**—\$9,300,000 consolidated mortgage 4 per cent gold bonds. (Abstract of the mortgage was published in the CHRONICLE, Vol. 51, p. 248, and statement to Stock Exchange will be found on another page of this issue.)

**NORFOLK & WESTERN RAILROAD**—\$464,000 additional 5 per cent equipment mortgage gold bonds, making total listed \$4,369,000.

**RICHMOND & DANVILLE RAILROAD**—\$136,000 5 per cent equipment sinking fund bonds, making total amount listed \$1,348,000.

**ST. PAUL, MINNEAPOLIS & MANITOBA RAILWAY**—\$476,000 additional consolidated 6 per cent gold bonds, interest reduced to 4½ per cent, making a total of \$27,471,000.

**H. B. CLAFLIN Co.**—\$870,700 first preferred convertible stock, \$788,100 second preferred convertible stock, \$2,065,300 first preferred non-convertible stock, \$2,106,400 second preferred non-convertible stock and \$3,169,500 common stock.

**Oregon Improvement Company.**—This company gives notice that the coupons on its first mortgage bonds due December 1, 1890, will be paid at the Farmers' Loan & Trust Company on March 1, 1891, together with interest upon the same at the rate of 6 per cent per annum from date of maturity to March 1, 1891. Advices from Portland, Oregon, are that the Receiver was discharged on the 20th. It is now only about six weeks since President W. H. Starbuck took up the affairs of the Oregon Improvement Company. When he did so on January 14, 1891, the company had a floating debt of \$3,000,000, and was in default on its first mortgage bonds. All of that indebtedness has been paid, and the money deposited with the fiscal agent to meet past-due coupons. This has been accomplished without reorganization, and virtually without any cost to the company.

**Pennsylvania Poughkeepsie & Boston.**—H. H. Kingston, of Easton, Pa., has been appointed Receiver of the Pennsylvania Poughkeepsie & Boston Railroad. This road runs from Slatington, Lehigh County, to Campbell Hall, N. Y.

**Philadelphia & Reading.**—The Philadelphia Inquirer says that the financial arrangements for building the Reading Elevated Terminal Road are almost complete. It is stated that the sale of the bonds has been consummated. Messrs. Drexel & Co. and Brown Brothers & Co. are named as the purchasers of the bonds. They will bear 5 per cent interest, and the amount of the issue is put down at \$7,000,000. No official information has yet been made public. The mortgage is now being drawn. In addition to the security which the bonds will have in the property for which they are directly issued, they will bear the guaranty of the Reading Company for the principal and interest.

—Chicago advices state the Pullman Palace Car Co. has made a contract with the Reading Co. for about \$3,000,000 worth of equipment, and will take 6 per cent car trusts in payment.

—The statement for December and for two months of the fiscal year shows the following:

	January.		Dec. 1 to Jan. 31.	
	1890.	1891.	1889-90.	1890-01.
RAILROAD COMPANY.				
Gross receipts.....	1,566,730	1,712,090	3,221,673	3,398,201
Gross expenses.....	902,973	953,115	1,952,415	1,969,576
Net earnings.....	603,757	728,975	1,269,257	1,428,625
Other net receipts.....	75,371	84,366	93,134	118,073
Total.....	679,128	813,341	1,362,391	1,546,698
Deduct—				
Permanent imp'm'ts.	98,482	41,452	163,394	91,234
Prop'n y'r's charges	626,416	624,346	1,197,009	1,238,846
Total.....	724,898	665,798	1,365,403	1,330,080
Balance.....	df. 45,770	ar. 147,543	df. 3,012	ar. 216,618
COAL & IRON CO.				
Gross receipts.....	1,151,256	1,443,760	2,525,853	3,050,138
Operating expenses.	1,118,752	1,339,516	2,430,027	2,850,642
Net earnings.....	32,504	104,244	95,826	199,496
Deduct—				
Colliery imp'm'ts....	65,672	72,738	157,479	146,502
Permanent imp'm'ts....	.....	20,690	.....	32,308
Pro'n year's charges	68,510	68,000	137,021	136,000
Total.....	134,182	161,428	294,500	314,810
Def. of Coal & Iron Co.	101,678	57,184	198,674	115,314
Surplus of RR. Co.	df. 45,770	147,543	df. 3,012	216,618
Bal. both Cos.,	df. 147,448	ar. 90,359	df. 201,686	ar. 101,304

**Poughkeepsie Bridge.**—The bondholders' committee announce that \$2,500,000 bonds have assented to the proposition to fund the coupons for two years from February 1, 1891, into general mortgage scrip bearing 5 per cent interest. The committee have issued a call recommending further assent on the part of the bondholders to this plan. The plan provides that the coupons of this year and next be deposited with a trust

company, and scrip will be issued for the amount bearing 5 per cent interest, the principal being payable at any time within ten years. The coupons surrendered in accordance with the funding plan will not be canceled, but will be held subject to the call of the bondholder, who may, if he desires, surrender his scrip at any time and recover his coupon without expense. The business of the company for the month of February is said to show a large increase over that of a year ago.

**St. Louis Alton & Terre Haute Railroad Company.**—The time for the stockholders to exchange preferred stock for the bonds of the C. C. C. & St. L. Railway Co. has been extended to March 10; the offer on behalf of the holders of 8,000 shares to waive the right to exercise the option on that number of shares until after March 7 is accepted with the same understanding as set forth in the resolution of January 8, 1891; the date set for the delivery of the said bonds in exchange by the State Trust Company is extended to April 1st.

"Resolved, That the chairman be authorized, in order to facilitate the exchange of said stock, to sell to such stockholders as shall be entitled to receive in exchange a sum less than the par value of one of the said bonds, such further sum as may be needed to make up the \$1,000 at the rate of ninety per centum in cash; or to purchase from such stockholders of record their right to such sum when they shall be in amount less than five hundred dollars of the said bonds at the said rate of ninety per centum in cash."

The results for the year 1890 compared with previous years were as follows:

	1888.	1889.	1890.
Gross earnings Cairo Short Line.....	949,307	1,110,426	1,330,910
Net earnings.....	400,796	461,748	527,707
Rentals paid.....	240,936	332,095	362,149
Net revenue.....	159,860	129,653	165,618
Add rental of main line.....	452,540	452,729	431,067
Total net receipts.....	603,400	582,382	597,285
Deduct—			
Interest on funded debt.....	469,000	469,000	469,000
New equipment, taxes, &c.....	69,182	94,078	140,996
Total deductions.....	538,182	563,078	615,996
Balance.....	65,218	19,304	def. 18,711

\* Including interest on the C. C. C. & St. L. bonds in 1890.

**St. Louis Iron Mountain & Southern—Cairo & Fulton.**—The St. Louis Iron M. & Southern RR. Co. has notified the first mortgage bondholders of the Cairo & Fulton Road that their bonds will be paid off with accrued interest to Feb. 24 at the Mercantile Trust Company. The amount outstanding is about \$5,700,000, and with the retirement of this issue the Iron Mountain 5 per cents become a first mortgage on about 300 miles of road in Arkansas, whereas now they are only a second mortgage. The Cairo & Fulton land grant of pine lands in Arkansas, of which there remain about 800,000 acres, will accrue to the benefit of the Iron Mountain bonds, as will also land notes on hand to the extent of \$600,000. When the C. & F. mortgage is canceled the proceeds of land sales will be used by the trustees of the Iron Mount. 5s to purchase and retire the same, which they can do up to 110. The paying off of the 7 per cent bonds of the Cairo & Fulton and the proposed funding of other issues bearing a similar rate of interest which will mature in the next few years will cause a large saving in interest to the Iron Mountain Company. Whatever Iron Mountain 5s are not issued in exchange for Cairo & Fulton firsts will be taken by the syndicate. The total issue of Iron Mountain 5s necessary to complete this funding operation will be \$7,247,000.

**St. Louis & San Francisco.**—The first preferred stockholders, at a meeting in Boston held Jan. 26, appointed a committee consisting of Messrs. C. J. Morrell, E. P. Beebe and N. W. Bumstead, to look after their interests. They ask by circulars now requesting the stockholders to assent to an assessment not exceeding \$5 per share, to provide funds for protecting their interests if any expenses are necessary.

**Toledo Ann Arbor & North Michigan.**—The earnings and expenses of this system for the year ending December 31 were as follows:

	1889.	1890.
Gross earnings.....	1,014,306	1,134,316
Operating expenses and taxes.....	686,205	710,222
Net earnings.....	328,101	424,094
Fixed charges.....	294,800	335,000
Surplus for year.....	33,301	89,094

**Toledo & Ohio Central.**—The directors last week increased the common stock \$3,000,000 to \$4,849,000. It was also decided to guarantee the first mortgage bonds of the Kanawha & Michigan RR.

—A circular has been issued offering to the stockholders of record March 1 the privilege of subscribing at 80 for not exceeding 40 per cent of their holdings to the new stock issued in connection with the purchase of Kanawha & Michigan stock. The common stock of the T. & O. Central has been increased from \$1,849,000 to \$4,849,000; the subscription rights are upon 40 per cent of the preferred and common stock outstanding prior to the \$3,000,000 increase and will distribute \$2,239,600 of the amount.

The stock not taken by March 15 will be offered to other stockholders who may desire to take it. The T. & O. Central have agreed to guarantee the Kanawha & Michigan bonds now issued, or to be issued, principal and interest.



## Reports and Documents.

### CHICAGO & ALTON RAILROAD.

#### TWENTY-EIGHTH ANNUAL REPORT.

##### GENERAL REMARKS OF PRESIDENT BLACKSTONE.

The conditions under which your road was operated during the first half of the last year were substantially the same as have been referred to in previous reports, and the earnings from traffic were equal to those of the corresponding period in '89.

The multiplication of competing railroads and the legal restrictions imposed upon railroad managers have led to a condition of railroad affairs in which strife and desperate measures to secure traffic characterize the methods of railroad management on many Western lines.

A statement of some of the circumstances which occurred during the year will account for the loss of traffic on your line during the last half of the year. In June it became apparent that some of our competitors were favored with a large amount of traffic in Western products which were purchased, transported to market and sold at prices necessarily involving loss to those who made such purchases and sales, if the advertised rates for transportation were paid. Shippers of west-bound goods who had been accustomed to patronize your line received instructions from their Western customers to ship by other lines. As might be expected, shippers and consignees, when questioned, refused to state facts or make admissions which might subject them to prosecution under the law which prohibits secret rates and payment of drawbacks.

After such shipments had been continued for several weeks, during which the managers of all the lines disclaimed all manner of secret practices, an agreement was made between your company and seven other railroad companies, which was intended to secure to each its fair share of competitive traffic, and remove all temptation to resort to secret rates. The agreement was executed July 30th, and contains, among others, the following provisions:

"It is recognized that the object sought to be obtained by the making of this contract is the absolute maintenance of established rates, without deviation of any kind or character whatsoever, including all forms of concessions, such as rebates, commissions, the issuance of free transportation, salaries, bonuses, manipulations, unauthorized street drayage, ferrage, etc., or other improper means or devices for securing freight; the parties to this contract hereby agreeing between each other to absolutely refrain therefrom, and that the tariff rate upon all freight covered by this agreement shall be charged and retained in all cases.

"Messrs. Walker, Midgley, Faithorn, Finley and Goddard are therefore instructed to make such lawful arrangements as will insure to each line in interest a proper share of the competitive freight traffic between the Southwest Missouri River points, Mississippi River and Chicago."

This agreement was continued in force during the remainder of the year; but the several practices which it was designed to prevent were not discontinued, and our hopes based upon it fell very far short of complete realization. It is but just to state in this connection that we believe the Commissioners named in the agreement, while perhaps too strongly inclined to preserve peace between the parties thereto at the expense of such lines as yours, have done all they could in their judgment lawfully do to enforce its provisions.

We have no reason to believe that your line has in the past, or will at any time in the future, fail to receive a fair share of competitive traffic when published rates are maintained on competing lines as well as on your own. But to such a degree was competitive traffic diverted from your line to others by secret rates, so low that it was thought best not to meet them, during nearly half the last year, that while such lines were unable to provide cars enough to promptly transport all freight offered to them on your line during the same period less than one-half of your freight cars were employed.

By reason of the failure of what was known as the Presidents' Agreement the agreement of July last was entered into by the officers of your Company with reluctance. But the demoralization in railway affairs was such that it appeared to be the duty of every railroad company to do all it could consistently to restore and maintain reasonable rates for transportation, and it was hoped that the experiment would be, in some degree at least, successful. \* \* \*

It is impossible for those who comply with the law to compete successfully with those who violate it, but we have reason to hope that it will be hereafter more generally observed than it has been during the last year.

Among the most important decisions relating to railroads by courts during the last year are those of the cases between the State of Minnesota and the Chic. Mil. & St. P. and the Minn. & East. railroad companies, which were decided by the Supreme Court of the United States on the 24th day of March last.

In delivering the decision of the Court in one of these cases upon points to which we wish to call your attention, Mr. Justice Blatchford used the following words.

"The question of the reasonableness of a rate of charge for transportation by a railroad company, involving as it does the element of reasonableness, both as regards the company and as regards the public, is eminently a question for judicial investigation, requiring due process of law for determination. "If the company is deprived of the power of charging rea-

sonable rates for the use of its property, and such deprivation takes place in the absence of an investigation by judicial machinery, it is deprived of the lawful use of its property, and thus, in substance and effect, of the property itself, without due process of law, and in violation of the Constitution of the United States; and in so far as it is thus deprived while other persons are permitted to receive reasonable profits upon their invested capital the company is deprived of the equal protection of the laws."

In this case Mr. Justice Bradley delivered a dissenting opinion (concurring in by Mr. Justice Gray and Mr. Justice Lamar) in which he says:

"I cannot agree with the decision of the Court in this case. It practically overrules *Munn vs. Illinois* (94 U. S. 113) and the several railroad cases that were decided at the same time."

From this statement the great importance of this decision will be realized by those whose interests have been affected by the earlier granger decisions. \* \* \*

In considering the matter of shareholders' rights, much light is thrown upon the subject by the recent decision of the Supreme Court of the United States, which we have in part quoted. Mr. Justice Bradley has said in the opinion which he delivered in that case, "When a railroad company is chartered it is for the purpose of performing a duty which belongs to the State itself. It is chartered as an agent of the State for furnishing public accommodation."

We presume no one will deny this statement made by the learned Justice. If proof on this point was needed, the kind and degree of control which the several State governments have for many years exercised over railroads seem to leave no room for doubt as to the basis upon which they have acted.

That the obligations which exist between the States and their railway agents are in law contracts was long since decided by the Supreme Court of the United States. In *Chicago Burlington & Quincy vs. Iowa* (94 U. S. 155), decided in 1876, Mr. Chief Justice Waite, in delivering the opinion of the Court, says: \* \* \* "It is now too late to contend that the charter of a corporation is not a contract within the meaning of that clause of the Constitution of the United States which prohibits a State from passing any law impairing the obligation of a contract. Whatever is granted is secured subject only to the conditions in the charter or in the laws or constitutions which govern it."

The essential covenant in such contracts upon the faith of which so many thousands of millions of dollars have been invested by such agents is, *that in all cases and under all circumstances the railroad corporation shall have the right to charge and collect reasonable rates for transportation*. It will be conceded, we have no doubt, that all parties to a contract are bound by its provisions. We think that it should also be conceded that neither party to a contract should be at liberty to so exercise its powers as to create conditions the necessary effect of which is to deprive the other party of the power to charge and collect the reasonable consideration for which the contract provides; and that there should be no exception to this rule in favor of a sovereign State. We do not doubt the right of a State—at its discretion—to take railroad property or destroy its value for the public good. But such taking of property, or destruction of its value, should not be without proper judicial investigation and payment of just compensation. \* \* \*

It will be observed that the Supreme Court of the United States has decided in the Minnesota case that "if the company is deprived of the power of charging reasonable rates for the use of its property, and such deprivation takes place in the absence of an investigation by judicial machinery, it is deprived of the lawful use of its property, and thus, in substance and effect, of the property itself, without due process of law and in violation of the Constitution of the United States; and in so far as it is thus deprived while other persons are permitted to receive reasonable profits upon their invested capital the company is deprived of the equal protection of the laws."

This language, used by the learned justices, is not only very clear and explicit as to the effect produced by depriving railroad corporations of the power to charge and collect reasonable rates for the use of their property; but we think, by fair implication, it is their judgment that such reasonable profits as other persons are permitted to receive on their invested capital is the measure of profits which persons who invest their capital in railroads should be permitted to receive, and that rates which may be necessary to produce that measure of profit are reasonable. Is it possible that a rule more equitable than this can be observed? If common carriers were permitted, as all other persons are, to sell their services for what they are worth to the public, or were free, as other persons are, to compete with each other, with no more legal restraint than is imposed upon other classes of persons, railroad earnings, under the natural laws of trade, would soon increase so as to give shareholders revenues which would be equal to the average profits of other business enterprises.

This can not be permitted. To secure to the people the great advantage of railroads over stage coaches and wagons on common roads, they must be protected by law against exorbitant and unreasonable charges for transportation. But railroad shareholders are part of the people. Are they not equally with others entitled to protection? Have they not stronger claims for protection than persons engaged in other business enterprises, by reason of being deprived, by State and Federal laws, of more of their natural rights than others are for the common good? \* \* \*



That railroad shareholders do suffer great loss by reason of such deprivation of rights enjoyed by others is known of all men. Western States have authorized and encouraged the construction of parallel and competing roads in such numbers as to create conditions which render it impossible for most of the Western railroads to charge and collect reasonable rates; conditions which call into action natural laws which neither legislatures, railroad commissioners nor courts can control. For example, the natural laws of trade which reduce prices of services and commodities without regard to their actual cost, when the market is overstocked, and others to which it is unnecessary to call your attention.

This unfortunate condition of railroad affairs in the West has been brought about mainly by reason of the several Western States having made contracts with too many agents for building and operating railroads, and in that way overstocked the market for transportation. Such agents are of two classes.

The class of agents employed to build the older roads constructed such as were needed for the development of the country and for needed transportation facilities. If no more railroads had been constructed until needed for such purposes, we have no doubt railroad property in the West would have been long ago, and would now be, fairly prosperous, with rates as low, and perhaps lower, than are now charged. But when the people began to realize the very great advantage they derived from the construction and operation of railroads (mainly at the expense of non-residents), they came to the conclusion that the more railroads they could procure to be built with such capital, the more benefit they would reap, and the less transportation would cost.

The several States, in compliance with popular demand, made many contracts with the class of agents who have promoted the building of parallel and competing roads which were not needed for transportation. Those who promoted the building of such roads were generally contractors or construction companies who, by payment of commissions to bankers and brokers, "floated" the bonds and stocks which were issued and sold to provide the necessary construction funds. They realized their profits while the roads were in process of construction, as they intended to do, and their innocent dupes who purchased the stock and bonds have suffered great loss. They are victims of confidence games which were authorized by the several States.

The people of the Western States at the same time realized their expected profits from the disbursement of many millions of dollars of foreign capital in their midst. They have since derived benefits from forced reduction of rates for transportation—in many cases below its actual cost—and apparently they do not yet realize that any injustice has been done by them or at their instigation. \* \* \*

We believe that the people intended no wrong in permitting the construction of competing railroads under general laws which provide for such roads, without limit as to number, and without restriction as to location within the territory of the several States. We have no doubt the people entertained the belief that so long as persons were willing to construct railroads mainly at their own cost, there was no danger that more of them would be built than were needed for purposes of transportation. The people apparently failed to see that as long as the older roads furnished reasonably adequate transportation facilities, there was no good reason why parallel lines should be constructed. They apparently failed to understand that, having undisputed power to limit rates to such as are reasonable, by the employment of railroad commissioners or otherwise, pursuant to such laws as they by their legislatures might enact, it was wholly unnecessary to multiply roads in order to guard against rates unreasonably high, and that the effect of so doing must be to increase the actual cost of transportation.

The people apparently failed to understand the real object of the contractors and construction companies who built parallel and competing roads, and that such roads, when operated, could not obtain traffic without levying blackmail on the older lines and depriving them of traffic needed for their support—traffic which it was for the true interest of the people that they should continue to receive.

The people have, nevertheless, caused shareholders enormous losses through the instrumentality of their respective State governments, and it seems just that such governments, acting for the people, should be held responsible for the acts of the agents they have employed.

There may be no legal liability, but it can not be denied that the States are morally responsible for the destruction of railroad property which they have caused. In the light of well-known facts, to some of which we have referred, may we not at least ask that the laws under which so much injustice has been perpetrated shall be amended or repealed? Must the construction of unnecessary competing lines be continued indefinitely?

Suppose an honorable man should learn that he had unintentionally continued for years to deprive another of his just rights, would he not, when his attention had been called to the matter, promptly take such action as the case might require to avoid further injustice, and make restitution, if within his power? Can an honorable government, which is supposed to embody and give effect to the wishes of honorable men, refuse or neglect to pursue a similar course, under like circumstances?

By order of the Board.

T. B. BLACKSTONE, President.

## MANHATTAN RAILWAY COMPANY.

### APPLICATION TO THE NEW YORK STOCK EXCHANGE.

NEW YORK, February 11, 1891.

Under date of February 26, 1890, this company executed a mortgage as hereinafter set forth to the Central Trust Company of New York as Trustee, to secure an issue of bonds limited to \$40,000,000, against the elevated railway system as at present existing on Manhattan Island, including any additions which may be made thereto in the way of third tracks, side tracks or other betterments thereof, with right to increase said amount of \$40,000,000, but only to provide for elevated railway hereafter constructed or acquired constituting an extension of the present system, and such increase being limited to \$600,000 per mile of double track and \$300,000 per mile of single track of elevated railway constituting an extension of the system.

For the greater security of the bonds of this issue, the Metropolitan Elevated Railway Company has joined with this company in the execution of the mortgage; and both companies thereby mortgage their franchises, railway, equipment, valuable real estate and terminal properties (on some \$2,700,000 of which this mortgage is a first lien), all improvements and betterments that may be added thereto in the future, together with all extensions of the present system which may be made or acquired under the provision for the increased issue as stated above. Of the \$40,000,000 above provided for, \$26,648,000 are reserved to take up all the outstanding bonds of the New York Elevated Railroad Company, the Metropolitan Elevated Railway Company and the bond certificates of the Manhattan Railway Company. Of the remainder, \$11,000,000 have been sold and \$9,300,000 delivered.

The merger of the New York Elevated Railroad Company into the Manhattan Railway Company has been formally completed, therefore this mortgage is a direct and absolute lien on all the property of the New York Elevated Railroad Company. The merger of the Metropolitan Elevated Railway Company into the Manhattan Company has been substantially accomplished, only a few hundred shares remaining outstanding. Whenever these shares are exchanged the mortgage will cover its property in the same way that it now does the property of the New York Company. In the meantime the Metropolitan Company mortgages its franchises and property for all amounts now or hereafter due by it to the Manhattan Company, and the Manhattan Company mortgages its leasehold estate in the Metropolitan Company, together with its rights of merger, and pledges with the Trustee the shares of Metropolitan stock already exchanged, thereby giving the Consolidated Mortgage Bonds practically the security of all the franchises and property of the Metropolitan Company.

I hand you herewith a schedule of the real estate already purchased and paid for upon which this is a first mortgage, being the value of land appraised October 21, 1887, also land purchased since that date...

Amounts expended in improvements upon those lands....	725,396 35
	\$3,090,576 35
Other lands purchased for us, now being paid for	835,000 00

Total land at this date upon which this is a first mortgage.....	\$3,425,576 35
Add purchase price of rolling stock.....	465,000 00

Total land and equipment at this date upon which this is a first mortgage.....	\$3,890,567 35
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The remaining proceeds of the bonds are held by the company for purposes as recited in the mortgage, are to be devoted to completing, finishing and operating the roads of this company, and these include the purchase of additional lands, new equipment, additional construction, the right of way, etc.

The bonds are in coupon form, with privilege of registration of principal, and are numbered from 1 upward. The principal is due April 1, 1890, and the interest April 1 and October 1 of each year, all payable in the City of New York, in United States gold of present standard of weight and fineness, and without deduction from either principal or interest for any taxes which the railway company may be required to pay or retain therefrom by any present or future laws of the United States or of the State of New York.

The earnings of the company for the year ending December 31, 1890, were \$9,677,569 10; operating expenses and taxes, \$5,309,495 67; net earnings, \$4,368,073 43; interest on bonds and rentals, \$1,771,824 38; balance, equal to 9 98-100 per cent on capital stock, \$2,596,249 05.

Application is hereby made for the listing of \$11,000,000 Manhattan Railway Company Consolidated Mortgage Four per Cent Coupon Gold Bonds, Nos. 1 to 11,000, for \$1,000 each. We hand you a copy of the Consolidated Mortgage.

Respectfully yours,

MANHATTAN RAILWAY COMPANY.

By R. M. GALLAWAY, Vice-President.

The Committee recommended that \$9,300,000 of the above described \$11,000,000 Consolidated Mortgage Four per cent Gold Bonds, Nos. 1 to 9,300 inclusive, be admitted to the

Adopted February 25, 1891.



## THE DENVER TRAMWAY COMPANY.

FIRST MORTGAGE, DATED JANUARY 1, 1890, SECURING \$2,000,000 OF 6 PER CENT GOLD BONDS, DUE JANUARY 1, 1910.

### PARTIES.

The Denver Tramway Company, of Colorado, party of the first part, and the Mercantile Trust Company of New York, party of the second part.

### PREAMBLE.

Whereas, The Denver Tramway Company is authorized to construct and operate street railways in the City of Denver, Colorado, and the county roads of Arapahoe County running to the City of Denver; and, under the power bestowed upon it, has constructed about 18 miles of street railroad to be operated by cable power, and on account of the construction and equipment of said road has incurred an indebtedness which is largely in excess of the amount received by the said Company from its First Mortgage Bonds, heretofore issued, to the amount of \$498,000, the same being dated July 1, 1888, due July 1, 1908, and bearing 6 per cent interest; and

Whereas, The said Tramway Company, under its power aforesaid, has undertaken the immediate construction of about 15 miles of street railroad to be operated by electricity upon certain streets of the City of Denver, and to that end has duly resolved to make an issue of bonds to the amount of \$2,000,000, to be known as its First Mortgage 6 Per Cent Gold Coupon Bonds, of \$1,000 each, due and payable either at the office of the Tramway Company in the City of Denver or at the financial agency of the Company in New York City, at the holders' option, on the first day of January, 1910, and bearing interest from the first day of January, 1890, said bonds to be substantially in the following form:

### FORM OF BOND.

United States of America.

State of Colorado.

FIRST MORTGAGE, SIX PER CENT GOLD BOND OF

THE DENVER TRAMWAY COMPANY.

\$1000 00 WHOLE ISSUE, TWO MILLION DOLLARS. \$1000 00.

No. ....

Principal Payable January 1st, 1910.

For value received, The Denver Tramway Company promises to pay to the bearer, either at its office in Denver, Colorado, or at its financial agency in the City of New York, at the holder's option, on the first day of January, 1910, one thousand dollars in United States gold coin of the, or equal to, the present standard of value with interest thereon at six per centum per annum, payable at the same place semi-annually, on the first days of July and January in each year, in like gold coin of the same standard of value, upon the presentation and surrender of the annexed coupons therefor.

This bond is one of a series of two thousand coupon bonds for one thousand dollars each, of like tenor and date, numbered consecutively from one to two thousand, both inclusive, the payment of which is secured by a first mortgage or deed of trust of even date herewith executed by the said The Denver Tramway Company to The Mercantile Trust Company of New York City, in the State of New York, as Trustee, and duly recorded in the Clerk and Recorder's office of Arapahoe County, in the State of Colorado.

No such bond is valid until certified by the Trustee in said mortgage to be one of the bonds secured thereby and issued in conformity thereto. The said mortgage or trust deed executed for the security of said bonds is a first lien upon all the franchises and property, real and personal, now owned, or in future to be constructed or acquired, by the said Company, and said bonds are issued upon the franchises and property of said Company as follows: One hundred and ten thousand (\$110,000) dollars thereof on its cable power house and machinery; twenty-five thousand (\$25,000) dollars thereof on its electric power houses and machinery; seventy-five thousand (\$75,000) dollars thereof on its car houses, depots, yards, repair shops and machinery, and the remainder at the rate of forty-five thousand (\$45,000) dollars thereof for each section of one mile of cable street railway track, and twenty thousand (\$20,000) dollars thereof for each section of one mile of street railway track to be operated by electricity or other mechanical motive power, and five thousand (\$5,000) dollars thereof for each section of one mile of horse railway track which shall be constructed or acquired as extensions or connections of said cable street railway track of the said Company, as the same is from time to time acquired or fully constructed, equipped and put in operation.

And the said Company doth hereby covenant to and with the holder of this bond that in case of default in payment thereof, or any of its interest coupons, the said Company will and doth hereby waive the benefit of any extension, stay, redemption or appraisement laws now existing or which may hereafter exist.

This bond shall pass by delivery or by transfer upon the books kept by the Trustee, at its office in the City of New York, for that purpose. After a registration of ownership, certified thereon by the Trustee, no transfer, except upon the registry books, shall be valid, unless the last transfer be to bearer, which shall restore transferability by delivery; but this bond shall continue subject to successive registrations and transfers to bearer as aforesaid, at the option of each holder.

In witness whereof, the said The Denver Tramway Company has caused these presents to be sealed with its corporate seal, signed by its President and attested by its Secretary, the day of A. D. 1890.

Secretary.

President.

### FORM OF COUPON.

No. .... \$30 00.  
The Denver Tramway Company will pay to bearer, either at its office in the City of Denver, Colorado, or at its financial agency in the City of New York, at holders' option, thirty dollars in U. S. gold coin, on the first day of 18, being six months' interest on first mortgage bond Number . Treasurer.

### TRUSTEE'S CERTIFICATE ENDORSED ON BONDS.

It is hereby certified that this bond is one of an issue of two million (\$2,000,000) dollars, and no more, of the same date, issued under and secured by the mortgage therein referred to.

By

THE MERCANTILE TRUST COMPANY,

President.

Trustee.

### PROPERTY CONVEYED.

Now, therefore, this indenture witnesseth that the Denver Tramway Company, in consideration of the premises, etc., etc., in order to secure the payment of the principal and interest of the bonds aforesaid, doth by these presents convey and confirm unto the Trustee aforesaid: All those certain lines of street railroad situated in the streets and in the county roads adjacent to the City of Denver, all in the County of Arapahoe, State of Colorado, described at length in the mortgage itself and briefly summarized as follows:

### (A) ABOUT 18 MILES OF COMPLETED CABLE LINES.

1. The 15th Street loop, being the short line extending from the end of 15th Street along Mary Street, Fay Street, Gallup Avenue, and Ashland Avenue, to the starting point at 15th Street.

2. The 15th Street line, being the double-track line extending the entire length of 15th Street to the junction of Broadway and Colfax Avenue; and thence

(a) Via Broadway to Alameda Avenue; and

(b) Via Colfax Avenue to a point on said avenue one-quarter of a mile from the late eastern corporate limits of the city, and extending thence by a single-track loop to Cleveland Place, and thence via the Park Boulevard and Detroit Street to the commencement of said loop on Colfax Avenue.

3. The 18th Avenue line, being the double track line extending from 15th Street, along Tremont Street and 18th Avenue to Lafayette Street, and extending thence by a single-track loop, via Humboldt Street, 26th Avenue and Lafayette Street, to the commencement of said loop on 18th Avenue.

4. The Washington Avenue line, being the double-track line extending from the 18th Avenue line, just described, along Washington Avenue and 22d Avenue to Downing Avenue, and extending thence by a single-track loop via 22d Avenue, Marion Street, 24th Avenue and Downing Avenue, to the commencement of said loop on 22d Avenue.

### (B.) ABOUT 15 MILES OF ELECTRIC RAILWAY.

Also the following railways to be operated by electricity:

1. The South Water Street and Lawrence Street line, which will begin at the corner of South Water Street and Ellsworth Street, and extend thence along South Water Street, 8th Avenue, South 9th Street and 9th Street to Lawrence Street, and thence along Lawrence Street and Downing Avenue to 36th Avenue and along 36th Avenue to William Street.

2. The 6th Avenue branch of the line last described, extending from South Water Street along 6th Avenue to Broadway.

3. The Curtis Street and 34th Avenue line, being the branch extending from the South Water Street and Lawrence Street line at the corner of Lawrence Street and either 19th, 20th or 21st Street, via Curtis Street, Downing Avenue and 34th Avenue to the Colorado Boulevard.

4. The 28th Street and 31st Avenue line, being the branch of the line last described, extending from the corner of Curtis Street and 28th Street, along 28th Street, Stout Street, 32d Street, Downing Avenue, to 31st Avenue and thence along 31st Avenue to Williams Street and along William Street to the lands of the Union Pacific Railway Company.

### (C.) ADDITIONAL LINES TO BE CONSTRUCTED OR ACQUIRED.

Also, all the other street railroads in the said City of Denver or neighboring villages or towns in Arapahoe County which may at any time hereafter be constructed or acquired by said party of the first part.

[On February 9th, 1891, the Company had in operation about 18 miles of cable railway and 35 miles of electric railway.]

Also the power house, plant, shops, car houses, machinery and appliances of the Tramway Company situated on lots numbered 1, 2, 3, 4, 5 and 6, in block numbered 7, in Evans Addition to the City of Denver; and also the leasehold interest in the said real estate for 99 years.

And also all the real estate, rights of way, etc., which shall be necessary or convenient for the operation of the said street railroads and extensions thereof.

And also all the bridges, depots, engine houses, machine shops, viaducts, etc., appertaining to the street railways above conveyed, and all rolling stock, fuel, machinery and tools and all other personal property now held or hereafter acquired for constructing, repairing or replacing the said street railroads.

And also all the franchises and privileges appertaining thereto; and all the income and profits of the property.

### PURPOSES FOR WHICH BONDS SHALL BE ISSUED.

Of the \$2,000,000 of bonds authorized by this mortgage the following amounts shall be issued only on the property specified, as follows:

Purpose of issue.	Amount of bonds.
1. To retire a like amount of prior bonds.....	\$498,000
2. For cable power house and machinery.....	110,000
3. For electric power house and machinery.....	25,000
4. For car houses, depots, yards, repair shops and machinery. (For cable railway at \$45,000 per mile, or for electric railway (or railway operated by other mechanical motor, at \$20,000 per mile, or for horse railway at \$5,000 per mile	75,000
5. }	1,292,000
Total authorized.....	\$2,000,000

In computing new track for the purposes of subdivision 5, as above, all second tracks, side-tracks, turn-outs and spurs shall be measured as main-track, upon which said bonds shall also be issued at the several respective rates per mile.

The written certificate of the President and Chief Engineer of the Tramway Company, certifying as to said cable power house and electric power houses and machinery, and said car houses, depots, yards, repair shops and machinery, or either thereof, that each of said several improvements cost on a fair



expenditure an amount in excess of the several amounts for which they are respectively bonded as aforesaid, of not less than 50 per cent, and as to additional railway the character and number of miles in operation, shall justify the Trustee in each case in certifying said bonds as aforesaid on the said several respective pieces of property.

The Trustee shall, immediately before the issue of any bonds hereunder, cancel all bonds secured by said mortgage of July 24th, 1888, which remain unissued, and as the outstanding bonds secured by the said mortgage may be offered in exchange the Trustee shall issue therefor bond for bond, bonds secured by this indenture, and as fast as the said bonds secured by the mortgage of July 24th, 1888, are received by it in exchange shall cancel the same.

#### BONDS MAY BE REGISTERED IN NEW YORK CITY AS TO PRINCIPAL OR AS TO PRINCIPAL AND INTEREST.

Any bonds secured by this indenture may be registered as to principal on the company's books to be kept for that purpose in New York City. Such registry may be discharged by a transfer to bearer. On surrender for cancellation of all the coupons attached to any bond the interest also may be registered.

#### COMPANY COVENANTS TO PAY TAXES, KEEP PROPERTY INSURED, ETC.

The Tramway Company further agrees at all times fully to comply with all the conditions of any leases it may have, to pay all rents, taxes and assessments upon the property hereby conveyed; to pay any tax upon the interest payable on said bonds which may be levied by the Government of the United States or the State of Colorado; to keep insured for a reasonable amount all its street cars, station houses, car houses, buildings, machinery, engines, appliances, etc., against loss by fire, and to preserve intact the lien of incumbrance hereby created.

#### ON DEFAULT IN THE PAYMENT OF INTEREST FOR 90 DAYS, THE PRINCIPAL MAY BE DECLARED DUE.

In case of default for 90 days in the payment of any interest upon any of the aforesaid bonds, the payment of such interest having been duly demanded in writing, the principal of all the bonds secured hereby shall become immediately due and payable, provided that the Trustee, while such default continues, give a written notice to the Tramway Company of its option to that effect, which notice it may give of its own motion, but shall be bound to give if requested in writing to do so by the holders of one-half of the said bonds then outstanding.

A majority in interest of the holders of said bonds may, by an instrument in writing, signed by such majority, and filed with the Trustee before the interest in arrears shall be paid, waive the right to consider the principal due by reason of such default on such terms and conditions as such majority shall deem proper.

#### OR POSSESSION MAY BE TAKEN OF THE PROPERTY MORTGAGED.

Or, in case of default as aforesaid in the payment of interest, it shall be lawful for the said Trustee, if directed in writing so to do by a majority in interest of the holders of outstanding bonds, to enter upon all and singular the railroads, lands and premises hereby conveyed, and to use the same, operating the said railroads and making from time to time all repairs and replacements and such useful additions and improvements thereto as may seem judicious, and all issues and profits of the same, after deducting the expenses of conducting the business and of all repairs, improvements, etc., and all payments for taxes, assessments, charges or liens prior to the lien of these presents upon the said premises, shall be applied, first, to the payment of interest upon said bonds in the order of its maturity ratably to the persons holding the coupons and next to the satisfaction of the principal of the said bonds which may at that time be due and unpaid, ratably and without discrimination or preference.

#### N DEFAULT AS AFORESAID, OR ON DEFAULT OF PRINCIPAL FOR SIX MONTHS, PROPERTY MAY BE SOLD.

In case of default as aforesaid, or in case of default for six months in the payment of the principal of any of the said bonds, it shall be lawful for the said Trustee to foreclose this mortgage by legal proceedings or to sell all and singular the premises hereby mortgaged, or any part of the same, at public auction, at such place as it may appoint, having first given six months' notice of the time and place of such sale by advertisement in one or more newspapers in the cities of New York and Denver, Colorado, respectively.

After deducting from the proceeds of any such sale just allowances for all expenses of the said sale, etc., the balance remaining of the said proceeds shall be applied, first, to the payment of interest upon the said bonds, in the order in which such interest shall have become due, ratably, to the persons holding the coupons, and then to the satisfaction of the principal of the said bonds which may be at that time due and unpaid, ratably, and without discrimination or preference.

If, after satisfaction of both principal and interest, a surplus of the said proceeds shall remain, the same shall be paid over to the said party of the first part, or to whomsoever may be lawfully or equitably entitled to receive the same, or as some court of competent jurisdiction shall direct; and it is hereby

declared that the receipt of the said Trustee shall be sufficient discharge to the purchaser of the premises for his purchase money, and that such purchaser shall not after payment thereof be liable to see to its being applied upon or for the trusts and purposes of these presents, or in any manner whatsoever be answerable for any loss, mis-application, or non-application of such purchase money, or any part thereof, or be obliged to inquire into the necessity, expediency or authority of, or for, any such sale.

In case of any sale of the property under decree of any court, the proceeds of such sale shall be also applied as here provided.

Upon any sale of said premises the holders of the bonds hereby secured, or the said Trustee at its own discretion, but on behalf of all the bondholders, shall have the right to purchase said premises upon equal terms with other persons, and the bonds and matured and unpaid interest and coupons secured by this mortgage shall be receivable at such sale as cash for the amount of cash which would be payable on such bonds, interest or coupons out of the proceeds of such sale.

#### COMPANY WAIVES ALL RIGHTS UNDER STAY, VALUATION, REDEMPTION, ETC., LAWS.

It is expressly covenanted that in no case shall any advantage be taken by the Tramway Company of any stay, valuation, appraisal, extension, redemption, exemption, or relief laws, to prevent the sale of the mortgaged premises, etc.

#### RELEASE OF PROPERTY FROM THE LIEN HEREOF.

The Trustee shall, upon the written request of the Tramway Company, release any lands not necessary for the purposes of track, stations, depots, power house, or other buildings; but the said Tramway Company hereby expressly covenants that it will apply the proceeds thereof to the construction, completion, equipment or repair of its railroads, or to the acquisition of additional property.

And the Trustee shall also release, on like request, any lands which may become disused by reason of a change of the location of track or of any station house or other building, but the Tramway Company covenants that any lands which may be acquired in substitution for any so released shall be conveyed to the said Trustee upon the trusts of these presents; and no such property shall be so released or conveyed which, in the judgment of the said Trustee, shall be essential or material to the security of the holders of the aforesaid bonds.

The Trustee shall also have full power to allow the said Company from time to time to dispose of, according to its discretion, such portion of its equipment, machinery and implements as may have become unfit for use, and to replace the same by new, which shall then become subject to the operation of these presents.

#### DUTY OF TRUSTEE TO ACT IN CASE OF DEFAULT, ETC.

It shall be the duty of the Trustee to execute the powers hereby granted in case of default as aforesaid, upon requisition as hereinafter specified, viz.:

1. If the default be as to either the interest or the principal of any of the bonds aforesaid, such requisition upon the said Trustee shall be by holders of not less than 50 per cent of the said bonds then outstanding; and upon such requisition and indemnification, it shall be the duty of the Trustee to enforce the rights of the bondholders under these presents by entry, sale or legal proceedings, as it, being advised by counsel learned in the law, shall deem most expedient for the interest of all the holders of the said bonds.

2. But it is expressly understood that such duty of the Trustee shall be at all times subject to the control of a majority in interest of the bondholders, duly expressed in writing.

No proceeding at law or in equity shall be taken by any bondholder to foreclose this mortgage or to procure a sale of the property covered hereby, independently of the Trustee in said trust, except after a refusal of the said Trustee to comply with a request made according to the provisions herein laid down.

#### THE TRUSTEE MAY BE REMOVED BY A MAJORITY INTEREST OF THE BONDHOLDERS—APPOINTMENT OF TRUSTEES.

The Trustee may at any time be removed from its office of trustee as hereunder, at the will of a majority in amount of the holders of the bonds secured hereby, upon the presentment to each of the parties hereto of duplicate declarations in writing to that effect, signed by the actual holders of a majority in amount of such bonds issued and outstanding.

In case of the death, resignation, incapacity, or removal of the Trustee hereunder, it shall be the duty of the Tramway Company, or of its President or Secretary, to call a meeting of the bondholders, to be held either in Denver or in New York City, for the purpose of filling the place of said Trustee. Notice of such meeting shall be given by advertisement in said cities. And in case of the failure of the Tramway Company to call such meeting, for sixty days after demand by any bondholder, the same may be called by one-tenth in interest of the bondholders upon like notice. At such meeting a majority in interest of said bondholders so attending said meeting, or legally represented thereat, shall be competent to elect some suitable person or persons, or corporation, new trustees.



## MINNEAPOLIS STREET RAILWAY CO.

## MINNEAPOLIS LYNDAL &amp; MINNETONKA RAILWAY CO.

FIRST CONSOLIDATED MORTGAGE OF THE MINNEAPOLIS STREET RAILWAY COMPANY AND FIRST MORTGAGE OF THE MINNEAPOLIS LYNDAL & MINNETONKA RAILWAY COMPANY, DATED JANUARY 15, 1889, SECURING \$10,000,000 OF GOLD BONDS, DUE JANUARY 15, 1919.

## PARTIES.

The Minneapolis Street Railway Company and the Minneapolis Lyndal & Minnetonka Railway Company, both of Minnesota, parties of the first part, and The Farmers' Loan & Trust Company of New York, Trustee, party of the second part.

## PREAMBLE—ARTICLES OF INCORPORATION.

Whereas, The railway companies are respectively corporations duly organized under the laws of the State of Minnesota, the said Minneapolis Street Railway Company, for the purpose, as stated in its articles of incorporation, of constructing and operating railways in the streets of the city of Minneapolis and its suburbs in the county of Hennepin, in the State of Minnesota, thence to the Falls of Minnehaha and Fort Snelling in said county, and to the city of St. Paul and intermediate points between said cities; and the said Minneapolis Lyndal & Minnetonka Railway Company, for the purpose, as stated in its articles of incorporation, among other things, of constructing and operating railway lines from a point within the city of Minneapolis to Lake Minnetonka, by way of lakes Calhoun and Harriet, with a branch to the Falls of Minnehaha and Fort Snelling, all in said county of Hennepin; and

## INDEBTEDNESS HERETOFORE INCURRED.

Whereas, The railway companies have, in the construction and equipment of their respective systems of railways, each contracted indebtedness as follows:

Minneapolis Street Railway Company—	
Seven per cent mortgage bonds, dated Nov. 1, 1880, due Nov. 1, 1910, with the privilege of paying \$10,000 yearly from 1890 to 1897, both inclusive, and \$20,000 yearly thereafter.....	\$400,000
Six per cent mortgage bonds dated Nov. 1, 1883, due Nov. 1, 1913.....	600,000
Unsecured indebtedness.....	400,000
Minneapolis Lyndal & Minnetonka Railway Company—	
First mortgage five per cent bonds, dated April 1, 1887, due April 1, 1917 (these bonds have since been retired).....	620,000
Unsecured indebtedness.....	180,000

All of which indebtedness it is desirable should be replaced as soon as practicable by a single issue of bonds; and,

## PROVISIONS RESPECTING PRESENT ISSUE OF BONDS

Whereas, It is expedient that the railways of the said railway companies should be connected and operated as one comprehensive system, and that certain changes in the motive power by which said railways are operated and certain other improvements, extensions and new tracks thereof should be provided for, and that the railways of the said Minneapolis Lyndal & Minnetonka Railway Company should be leased unto the Minneapolis Street Railway Company, and the whole should be operated together as one system, under one management; and,

Whereas, Both of said railway companies have duly directed the issue from time to time of a series of their joint corporate bonds of the denomination of \$1,000 each, dated January 15th, 1889, numbered consecutively from one upwards to the highest number thereof to be issued, not exceeding number 10,000; that the principal of such bonds be payable January 15th, 1919, in gold coin of the United States of America of the present standard of weight and fineness, in the city of New York, with interest at the rate of not exceeding 6 per cent per annum, payable in like gold coin at the said place semi-annually, on the fifteenth days of July and January in each year, on the surrender of the annexed coupons as they successively mature; and that said bonds should contain all such covenants as are stated in the copy of the bond hereinafter given, except that the rate of interest may be changed to not exceeding 6 per cent per annum, and be executed and authenticated in the manner indicated in such copy of bond.

## PURPOSES FOR WHICH THESE BONDS MAY BE ISSUED.

Said bonds shall be issued by said companies to an amount and for the purposes stated as follows, to-wit:

Purposes for which bonds may be issued.	Numbers of the bonds applicable to said purposes.
1. To retire the mortgage indebtedness of the Minneapolis Lyndal & Minnetonka Railway Company.....	1 to 620
2. To retire the mortgage indebtedness of the Minneapolis Street Railway Company.....	621 to 1,620
3. To discharge the floating indebtedness of both companies.....	1,621 to 2,200
4. To be sold from time to time for acquiring and equipping new lines of railway, for converting existing railways into cable or other passenger railways not less efficient, or for the purchase of real estate or the construction of buildings for the use of said companies.....	2,201 to 10,000
Total authorized.....	No. 1 to 10,000

Provided, that said bonds shall not be issued for either of the purposes aforesaid in excess of the amounts actually expended therefor, nor for either of said purposes in excess of the amounts specified below respectively. The amount here authorized per mile is for each mile of single track exclusive of side tracks or turn-outs, when the work of construction or alteration has been completed by the best methods and with the best materials, and after the new lines have been fully equipped.

Purposes for which bonds numbered 2,201 to 10,000 may be issued.	Amount authorized.
1. For the construction of horse car lines..... per mile.	\$10,000
2. For the construction of or alteration of existing lines to cable or pneumatic lines to be operated through a conduit below or between the tracks..... per mile.	\$60,000
3. For the construction of conduit lines to be operated by motive power other than animal or cable or pneumatic..... per mile.	\$30,000
4. For the construction of lines without a conduit to be operated by motive power other than animal..... per mile.	\$20,000
5. For the alteration of existing horse car lines to be operated through a conduit by motive power other than animal or cable or pneumatic..... per mile.	\$30,000
6. For the alteration of existing horse car lines to be operated without a conduit by motive power other than animal..... per mile.	\$15,000
7. For real estate or the construction of buildings not to exceed in the aggregate.....	\$500,000

The first issue of bonds to be in the following form, viz.:

## FORM OF BOND.

No. .... United States of America, \$1,000.  
State of Minnesota.

## FIRST MORTGAGE BOND OF

THE MINNEAPOLIS LYNDAL & MINNETONKA RAILWAY COMPANY  
WITH FIRST CONSOLIDATED MORTGAGE BOND OF THE  
MINNEAPOLIS STREET RAILWAY CO.

The Minneapolis Lyndal & Minnetonka Railway Company and the Minneapolis Street Railway Company, jointly and severally, hereby acknowledge themselves, and each of them, indebted to The Farmers' Loan & Trust Company, of the City and State of New York, as Trustee, in the sum of one thousand dollars, which sum they, and each of them, promise to pay to the said The Farmers' Loan & Trust Company, or its successor, as Trustee, or to the holder of this bond, on the fifteenth day of January, A. D. nineteen hundred and nineteen, in gold coin of the United States of America, of the present standard of weight and fineness, at the agency of said Street Railway Company in New York City, with interest at the rate of five per centum per annum, payable in like gold coin, at the same place, semi-annually, on the fifteenth days of July and January in each year, on the surrender of the annexed coupons as they successively mature, and so long as the principal thereof remains unpaid.

If default shall be made in any of the payments of interest on this bond as the same shall respectively become due and payable, and if such default shall continue for the period of four months, the principal sum of said bond shall thereupon become due and payable in the manner and with the effect specified in the Deed of Trust hereinafter named.

This bond is one of a series of bonds of like amount, numbered consecutively from one upwards, issued and to be issued by the Minneapolis Lyndal & Minnetonka Railway Company and the Minneapolis Street Railway Company, for the purposes stated in said deed of trust. Payment of said bonds, with interest thereon, is equally and ratably secured by a deed of trust or mortgage made by the said Minneapolis Lyndal & Minnetonka Railway Company and the said Minneapolis Street Railway Company to the Farmers' Loan & Trust Company, as Trustee, bearing even date herewith, giving to such Trustee a first lien upon all the existing railways of the said Minneapolis Lyndal & Minnetonka Railway Company, in the City of Minneapolis and its suburbs, and a lien upon all the existing railways of the said Minneapolis Street Railway Company, and upon any extensions or alterations to either of said companies; and upon all franchises, privileges, tolls, income and other property, real and personal, that the said companies, or either of them, now own or may hereafter acquire, and connected with the said railways—all of which is more fully set forth in said deed of trust.

This bond shall not become obligatory until authenticated by the certificate of the Trustee.

This bond may be registered in the owner's name on the books of the Minneapolis Street Railway Company in the City of New York, such registry to be noted on the bond by the Company's registration agent, after which no transfers will be valid unless made on the books of the said Street Railway Company by the registered owner or his attorney and similarly noted on the bond; but the same may be discharged from registry by being transferred to bearer, after which it shall be transferable by delivery and it may be again registered as before. The registry of the bond shall not restrain the negotiability of the coupons by delivery merely, but the coupons may be surrendered and the interest made payable only to the registered owner of the bond.

In witness whereof, the said Minneapolis Lyndal & Minnetonka Railway Company and the said Minneapolis Street Railway Company have caused the corporate seal of each of said companies to be hereto affixed and these presents to be signed by the President or Vice-President of each of said companies and countersigned by the Treasurer of each of said companies the fifteenth day of January, A. D. One Thousand Eight Hundred and Eighty-nine.

THE MINNEAPOLIS LYNDAL & MINNETONKA RAILWAY COMPANY,  
By \_\_\_\_\_, President.

[SEAL.] Countersigned, \_\_\_\_\_, Treasurer.

THE MINNEAPOLIS STREET RAILWAY COMPANY,

[SEAL.] By \_\_\_\_\_, President.

Countersigned, \_\_\_\_\_, Treasurer

## FORM OF COUPON.

\$25.

The Minneapolis Lyndal & Minnetonka Railway Company and the Minneapolis Street Railway Company will pay the Bearer at the Agency of said Street Railway Company in New York City, Twenty-five Dollars, in United States gold coin, on the Fifteenth day of July, A. D. 1889, being six months' interest on their First Mortgage and First Consolidated Mortgage Bond.

THE MINNEAPOLIS LYNDAL & MINNETONKA RAILWAY COMPANY

No. .... By \_\_\_\_\_, Treasurer.

THE MINNEAPOLIS STREET RAILWAY COMPANY

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



## FORM OF TRUSTEE'S CERTIFICATE.

It is hereby certified that this is one of the series of Bonds issued under and described in the Mortgage or Trust-Deed therein referred to, and that said Mortgage has been duly executed and delivered, and a certificate of the record thereof has been filed by this Company.

THE FARMERS' LOAN & TRUST COMPANY, Trustee,  
By \_\_\_\_\_, Vice-President.

## WHEN THE TRUSTEE MAY SANCTION THE ISSUE OF BONDS.

The Trustee shall from time to time sanction the issue of bonds at the rate aforesaid, but only upon the receipt of certified copies of resolutions of the Board of Directors of the Company making request therefor; and (1) if for the purpose of retiring prior mortgage bonds, upon the surrender of such bonds, which shall then be canceled; and (2) if for the purpose of paying for real estate or for buildings, the said Trustee shall deliver the bonds required therefor only upon the receipt of affidavits of the President or Vice-President and Treasurer of the Company so requiring the same, stating the purpose for which the bonds are desired, together with the certificate of the attorney of said Company, showing a good merchantable title in fee in the grantee of such real estate, or with a good policy of title insurance upon said real estate, to the amount of the purchase price thereof, and accompanied by a sworn statement showing the cash cost of the property; and (3) if for the purpose of paying for the construction and equipment of horse-car lines, cable lines or other lines, or the alteration of any of said railway lines to the use of motive power other than animal or cable power, or either or any thereof, the said Trustee shall deliver the bonds required therefor only upon the receipt of like affidavits of the President or Vice-President and Treasurer, accompanied by a sworn statement showing the completion and equipment as aforesaid of the lines so constructed or altered, and the cash cost thereof, and further accompanied by a certified copy of the resolution of the Board of Directors of said company authorizing and directing, or ratifying and approving, of the work of construction or alteration so done.

All of the bonds to be issued as provided herein shall be equally and ratably in all respects secured by this deed of trust.

## PROPERTY CONVEYED

Now, therefore, this indenture witnesseth, That the said railway companies, in consideration of the premises, etc., etc., hereby convey to the Trustee as security for said bonds all the property described as follows:

All the railways in the city of Minneapolis or its suburbs, and all extensions thereof now owned and operated by either of said railway companies, or hereafter acquired and operated by them, or either of them. [The several divisions of the road in operation are described at length in the mortgage.]

Also, all real or personal property, lands, depots, yard grounds, grants, rights-of-way, ways, licenses, and easements now owned or which may hereafter be acquired by either of said companies, which are necessary and convenient to the ownership, use and operation of the railways now owned or hereafter to be built by them, or either of them, and including all animals, engines, trucks, wagons, snow plows, office furniture, tools, implements, machinery, parts of cars, equipment, and all other personal or real property necessary and convenient for the use and operation of the said railways, or either or any of them, now owned or hereafter acquired by either of said companies. Also all the corporate or other franchises, rights, privileges and immunities, and all incomes, etc., of the said parties of the first part, and each of them.

[Under date of February 23, 1891, the President of the Minneapolis Street Railway Company made the following statement concerning the property covered by this mortgage:]

"The Minneapolis Street Railway Company was organized 1st July, 1873, under the general laws of the State of Minnesota, to 'construct and operate railways in the streets and highways of the City of Minneapolis and its suburbs.' In July, 1875, the City Council of Minneapolis granted to the said Company, by ordinance, the 'exclusive right and privilege of constructing and operating a single or double track for a passenger railway line,' in the streets of the City of Minneapolis. [This exclusive right lasts till July 1, 1923, that is, during the term of the Company's charter.]

"In 1879 the Legislature of the State of Minnesota passed an Act confirming the said ordinance and granting the said Company all the rights and privileges contained in the said ordinance. The Company has the rights to operate cars with animal, pneumatic or electric power, to erect poles and to lay underground conduits in the streets occupied by its lines. These lines now traverse the principal streets and penetrate practically all parts of the city and its suburbs.

"The Minneapolis Lyndale & Minnetonka Railway Company was organized in 1879, and obtained its right to operate on certain streets in Minneapolis by lease from the Minneapolis Street Railway Company. Subsequently (in March, 1887) the Minneapolis Street Railway Company purchased, and now owns, the capital stock of the Minneapolis Lyndale & Minnetonka Railway Company, and leased all its lines for the full term of its original lease and charter.

"On December 9th, 1890, the new electric road was opened for travel between the cities of St. Paul and Minneapolis. The Minneapolis Street Railway Co. receives one-half of the earnings of this road by virtue of its ownership of the portion of the line situated within the city limits of Minneapolis.

"The property covered by the mortgage includes 87.11 miles of track in operation; real estate to the value of \$1,100,000, and equipment to the value of \$1,000,000," etc.

## ON DEFAULT IN THE PAYMENT OF INTEREST FOR FOUR MONTHS TRUSTEE MAY TAKE POSSESSION OF THE PROPERTY.

In case of default for four months in the payment of interest on any of the bonds after demand therefor, it shall be lawful for the Trustee to take possession of all and singular the property hereby conveyed and to use the same, operating the said railways and making from time to time all repairs and replacements and such useful alterations, additions and improvements thereto as may seem judicious.

After deducting the expenses of operating the said railways and of all the said repairs, improvements, etc., and all payments for taxes, assessments, charges or liens, prior to the lien of these presents upon the said premises, to apply the moneys arising as aforesaid to the payment of interest upon said bonds in the order in which such interest shall have become due, ratably, to the persons holding the coupons or other evidences of the right to such interest; and after paying all interest which shall have become due, to apply the same to the satisfaction of the principal of the said bonds which may at that time be due and unpaid, ratably, and without discrimination or preference.

## ON DEFAULT AS AFORESAID, OR ON DEFAULT OF PRINCIPAL OR OF ANY COVENANT HEREOF FOR SIX MONTHS, PROPERTY MAY BE SOLD—APPOINTMENT OF A RECEIVER.

In case of default as aforesaid, or in case of default for six months in the payment of the principal of any of the said bonds, or in the performance of any covenant of this indenture, it shall be lawful for the Trustee to foreclose this mortgage by legal proceedings, or to sell and dispose of all and singular the property, real, personal and mixed, hereby conveyed, or of any part of the same, at public auction in the city of Minneapolis, Minnesota, at such times as the said Trustee may appoint, having first given notice of the time and place of such sale or sales by advertisement to be published not less than once a week for six weeks in one or more newspapers in the cities of New York and Minneapolis, respectively.

After deducting from the proceeds of any such sale just allowances for all expenses of said sale, all liabilities which may have been made or incurred in operating the railway, and all payments for taxes or assessments on the premises, etc., the said proceeds shall be applied to the payment of the principal of such of the aforesaid bonds as may be at that time unpaid, and of the interest which shall at that time have accrued on the said principal and be unpaid, without discrimination or preference, to the aggregate amount of such unpaid principal and accrued and unpaid interest.

In case default shall be made as aforesaid and suit to foreclose this mortgage be brought, the said Trustee shall be entitled to apply to any court of competent jurisdiction for the appointment of a receiver of all the said mortgaged property, and of all the revenues of the said railways; and thereupon such court shall appoint a receiver thereof with the usual powers of receivers in like cases; and if such receiver be nominated by the holders of a majority of the bonds secured hereby, then such appointment shall be made by the said court as a matter of strict right to the Trustee and to the bondholders represented by it.

## DEFAULT ON IN THE PAYMENT OF INTEREST OR IN THE PERFORMANCE OF ANY COVENANT HEREOF CONTAINED, THE PRINCIPAL OF THE BONDS SHALL BECOME DUE AND PAYABLE.

In case of default for four months in the payment of any interest upon any of the aforesaid bonds after payment has been duly demanded, or in the performance of any covenant to be performed under the terms of this indenture, demand for its performance having been made, then and thereupon the principal of all the bonds secured hereby shall become immediately due and payable, anything contained in the said bonds to the contrary notwithstanding. But a majority of the holders of said bonds, may, by an instrument in writing signed by such majority and filed with the Trustee, waive the right to consider the principal due by reason of such default, on such terms and conditions as such majority shall deem proper.

## RELEASE OF PROPERTY FROM THIS MORTGAGE.

The Trustee shall have full power, in its discretion, upon the written request of the railway companies, or either of them, to release from the lien of this mortgage any lands acquired for the purpose of stations, depots, shops or other buildings, for a supply of fuel, gravel or other materials, provided that such lands shall not be necessary for present or future use in connection with said railways; and also to release on like request any lands not occupied by track which may become disused by reason of a change of the location of any building, and to consent to any such changes in the location of the track, or depot, or other buildings, as in its judgment shall have become expedient, and to make and deliver the conveyances necessary to carry the same into effect. But any lands which may be acquired for permanent use, in substitution for any so released, shall be conveyed to the Trustee upon the trusts of these presents, and no property shall be released or conveyed



which shall be essential or material to the security of the holders of the aforesaid bonds.

No bonds secured hereby shall be issued to pay for real estate hereafter purchased and buildings hereafter constructed until after the application thereto of the full proceeds of all sales of real estate, buildings and machinery, or any or either thereof, which shall have been conveyed as in this article provided. And the Trustee shall have full power to allow either of the said companies from time to time to dispose of, according to its discretion, such portion of the equipments, machinery, implements and personal property at any time held or acquired for the use of the said railways, owned by it, as may have become unfit for such use, replacing the same by new, which shall then become subject to the operation of these presents and which is hereby expressly conveyed to said Trustee, subject to such operation.

#### DUTY OF TRUSTEE TO ACT IN CASE OF DEFAULT, ETC.

It shall be the duty of the Trustee to execute the power of entry hereby granted, or the power of sale hereby granted, or both, or to take appropriate proceedings in equity or at law, to enforce the rights of the bondholders under these presents in case of any default made by the railway companies upon requisition in writing, as hereinafter specified, viz.:

1. If the default be as to either the interest or the principal of any of the bonds aforesaid, such requisition upon the said Trustee shall be by holders of not less than 25 per cent of the said bonds then outstanding; and upon such requisition and indemnification it shall be the duty of the Trustee to enforce the rights of the bondholders under these presents by entry, sale or legal proceedings, as it being advised by counsel learned in the law shall deem most expedient for the interest of all the holders of the said bonds.

2. If such default shall be in the performance of any other of the covenants of this indenture, such requisition shall be by the holders of not less than a majority in interest of the holders of the said bonds then outstanding. But it is expressly understood that such duty of the Trustee shall be at all times subject to the power herein declared of a majority in interest of the holders of the said bonds by requisition in writing, signed by such majority, to instruct the said Trustee to waive such default.

It is further expressly agreed that no proceedings at law or in equity shall be taken by any holders to foreclose the equity of redemption or to procure a sale of the property covered thereby independently of the Trustee, except after a requisition shall have been made to the said Trustee in manner and form as hereinbefore provided, and also until after refusal by the said Trustee to comply with such requisition according to the provisions herein made in respect thereto.

It being understood and hereby expressly declared that the rights of entry and sale hereinbefore granted are intended as cumulative remedies, additional to all other remedies allowed by law, and that the same shall not be deemed in any manner whatsoever to deprive the said Trustee, or the beneficiaries under this trust, of any legal or equitable remedy by judicial proceedings consistent with the provisions of these presents.

#### THE TRUSTEE MAY BE REMOVED AND A NEW TRUSTEE APPOINTED BY A MAJORITY INTEREST OF BONDHOLDERS.

Any Trustee may be removed and a new Trustee or new trustees may be appointed, or any vacancy in the office of any such Trustee, occurring in any manner, may be filled by a majority in interest of the holders of the aforesaid bonds then outstanding, acting in person or by attorney, by instruments in writing under their hands and seals.

#### ON SALE OF THE PROPERTY THE BONDS AND COUPONS MAY BE USED IN PAYMENT OF PURCHASE MONEY.

In case of such sale as hereinbefore authorized being made by the Trustee, or in case of any judicial sale being made of the said premises in enforcement of the mortgage lien hereby created, the purchasers at such sale shall be entitled, in making settlement for any payment of the purchase money, to turn in towards the payment of such purchase money the bonds held by them towards the payment whereof the net proceeds of such sale shall be legally applicable; reckoning such bonds at such sum as shall be payable out of the net proceeds of such sale to such purchasers, as holders of such bonds, for their just share of such net proceeds of sale, upon due apportionment of such net proceeds.

#### THE COMPANIES WILL PRESERVE THEIR PROPERTY FREE FROM PRIOR LIENS, AND WAIVE THE BENEFIT OF ALL EXTENSION, STAY, APPRAISEMENT, ETC.—LAWS.

The railway companies covenant to keep open a financial agency in the city of New York for the payment of the principal and interest of and upon the bonds, to pay all prior liens upon the property hereby conveyed at or before the maturity thereof, and all taxes and other charges lawfully levied upon the property hereby conveyed, as and when the same shall become due and payable, and to preserve the said property from liens and encumbrances which would be prior to the lien created by this indenture, and to use the mortgaged premises without waste; and further covenant to waive the benefit of every extension, stay, redemption or appraisement law which has been, or may hereafter be, enacted, etc., etc.

## The Commercial Times.

### COMMERCIAL EPITOME.

FRIDAY NIGHT, Feb. 27, 1891.

The recent heavy rains on the Atlantic Coast have led to the partial resumption of inland navigation in Northern latitudes at an unusually early date. The floods in the upper Ohio and its tributaries have partially subsided; a good deal of damage had been done. Heavy snow falls are reported from the extreme West and the Pacific Coast, also local floods in the Mississippi Valley. Business begins to show more general activity.

Lard on the spot declined, leading to a much more active business, but to-day trading was quite dull, closing at 5.55c. @ 5.60c. for prime city, and 5.97½c. for prime Western, with refined for the Continent quoted at 6c. @ 6.35c. The speculation in lard for future delivery has been at times quite active, following a decline which took place early in the week under increased arrivals of swine at Western markets, but an upward turn, in sympathy with the dearer corn market, was attended by an active demand to cover contracts. There were, however, free sellers at a slight improvement.

#### DAILY CLOSING PRICES OF LARD FUTURES.

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
March delivery.....c.	5.97	5.90	5.92	5.95	5.96	5.96
April delivery.....c.	6.05	5.97	5.99	6.01	6.01	6.01
May delivery.....c.	6.10	6.03	6.04	6.06	6.07	6.07
June delivery.....c.	6.24	6.18	6.18	6.19	6.20	6.20
July delivery.....c.	6.37	6.30	6.30	6.31	6.30	6.30
August delivery.....c.	6.47	6.40	6.42	6.43	6.43	6.43

There has been a more active business in pork; large sales were made on Wednesday; prices are steadier, but not decidedly higher; quoted at \$9 @ \$9.75 for old mess, \$10.50 @ \$11 for new mess, \$9 @ \$9.50 for extra prime, and \$11.50 @ \$13 for clear. Beef was steady; extra mess, \$6.75 @ \$7.25; packet, \$8 @ \$8.50; family, \$9 @ \$10 per bbl.; extra India mess, \$13 @ \$15 per tierce. Beef hams are firmer at \$13.50 @ \$14 per bbl. Cut meats reflect a good export demand. The sales to-day embrace 35,000 lbs. pickled bellies, 10 @ 12 lbs. average, at 5c., closing quoted as follows: pickled bellies, 4¼ @ 5¼c.; pickled shoulders, 3¼ @ 4c., and hams 7½ @ 7¾c. Smoked shoulders, 5 @ 5¼c., and hams 8¼ @ 9c. Tallow is firmer and active at 4 11-16c. Stearine is quoted at 6½ @ 6¾c. in hhds. and tcs., and oleomargarine firmer at 5¾c. Butter firmer at 25 @ 33c. for creamery. Cheese is firmer at 9½ @ 11½c. for State factory, full cream.

Coffee on the spot has further advanced and to-day the sales embraced Rio at 17½ @ 18c. for No. 7 and 18½c. for No. 6; also Santos at 18¼c. for No. 7 and 19c. for No. 6. Mild grades are quiet. The speculation in Rio options was at hardening prices until yesterday, when there was some depression, attributed to the settlement of the strike of the stevedores at Rio, and to-day there was a dull, weak market. The close was steady, with sellers as follows:

March.....	17.60c.	June.....	16.55c.	October.....	14.75c.
April.....	17.15c.	July.....	16.10c.	December.....	13.90c.
May.....	16.45c.	September.....	15.20c.		

Raw sugars are again firm, owing to a variety of favoring influences; fair refining Cuba muscovado quoted at 5¼ @ 5½c. for centrifugal of 96 deg. test. The market to-day was very active, the sales including 7 cargoes or 25,000 to 30,000 bags centrifugal, at 3½c. for the above grade, c. f. i. Refined sugars active for future delivery, granulated selling at 6½c., regular, and 4½c. in bond, to come out after April 1, when the duty is removed. The tea sale on Wednesday went off at easier prices and the private market is dull.

Kentucky tobacco, though quiet, is firmer; a considerable portion of our stocks are withdrawn from sale, and there is a movement at the West looking to a combination to secure a higher range of prices. Seed leaf is also quieter, but very firmly held. Sales for the week are 1,290 cases, as follows: 400 cases 1889 crop, Wisconsin Havana, 7 @ 12c.; 350 cases 1889 crop, Pennsylvania seed, 9½ @ 13c.; 150 cases 1889 crop, Pennsylvania Havana, 13 @ 30c.; 140 cases, 1889 crop New England Havana, 16 @ 50c.; 100 cases 1889 crop, State Havana, 14 @ 20c., and 150 cases sundries, 7 @ 35c.; also 1,000 bales Havana, 70c. @ \$1.15.

On the Metal Exchange straits tin sold to-day at 19.85c for March, but closed dull under weak cable advices. Ingot copper is entirely nominal. Domestic lead has been depressed, and has been easier, but closes firmer at 4.36c. Some of the interior iron markets report a better demand except for finished stock, and steel has been recently sold at very low figures, owing to pressure of mills to sell.

Refined petroleum is quoted at 7.50c in bbl., 9.65c in cases and 4.95c in bulk; naphtha 7c; crude 7.10c in bbls. and 4.55c in bulk; crude certificates closed at 7½c; spirits turpentine was active to-day at 39½c @ 40½c—closing strong at 40c @ 41c. Rosins are firmer at \$1.50 @ \$1.55 for strained. Wool is in good demand at full prices. Hops are dull.



## COTTON.

FRIDAY, P. M., February 27, 1891.

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 126,896 bales, against 124,254 bales last week and 135,735 bales the previous week, making the total receipts since the 1st of Sept., 1890, 5,809,392 bales, against 5,372,469 bales for the same period of 1889-90, showing an increase since Sept. 1, 1890, of 436,923 bales.

Receipts at—	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston.....	1,500	1,987	1,732	2,745	915	2,248	11,127
El Paso, &c.....	.....	.....	.....	.....	.....	835	835
New Orleans.....	8,354	4,972	10,026	4,174	4,939	2,251	35,316
Mobile.....	724	1,589	627	368	619	1,326	5,253
Florida.....	.....	.....	.....	.....	.....	159	159
Savannah.....	2,750	4,854	2,031	2,805	3,417	4,805	21,262
Brunsw'k, &c.....	.....	.....	.....	.....	.....	2,046	2,046
Charleston.....	1,807	2,590	1,237	1,779	1,544	174	9,131
Port Royal, &c.....	.....	.....	.....	.....	.....	.....	.....
Wilmington.....	604	.....	1,029	130	167	287	2,307
Wash'ton, &c.....	.....	.....	.....	.....	.....	53	53
Norfolk.....	1,912	2,334	728	1,263	1,385	1,012	9,534
West Point.....	1,581	2,212	576	1,767	773	2,143	9,052
N'wpt'n, &c.....	.....	.....	.....	.....	.....	4,843	4,843
New York.....	967	1,342	745	1,330	1,765	1,405	7,014
Boston.....	981	903	.....	1,226	1,493	853	5,461
Baltimore.....	.....	.....	.....	.....	.....	401	401
Philadelph'a, &c.....	798	.....	56	27	644	77	1,000
<b>Totals this week</b>	<b>22,068</b>	<b>22,783</b>	<b>19,987</b>	<b>17,614</b>	<b>17,666</b>	<b>20,780</b>	<b>126,896</b>

For comparison we give the following table showing the week's total receipts, the total since September 1, 1890, and the stock to-night, compared with last year.

Receipts to Feb. 27.	1890-91.		1889-90.		Stock.	
	This Week.	Since Sep. 1, 1890.	This Week.	Since Sep. 1, 1889.	1891.	1890.
Galveston...	11,127	888,926	7,182	801,808	51,711	31,818
El Paso, &c...	835	22,422	1,469	21,288	.....	.....
New Orleans...	35,316	1,716,724	27,972	1,796,263	327,701	265,693
Mobile.....	5,253	262,458	705	230,868	42,054	21,138
Florida.....	159	34,486	1,266	27,324	.....	.....
Savannah.....	21,262	959,195	12,067	897,532	72,170	39,949
Brunsw., &c...	2,946	165,723	2,148	155,382	5,852	10,900
Charleston...	9,131	413,017	2,326	305,007	41,243	19,126
P. Royal, &c...	.....	675	34	1,802	.....	.....
Wilmington...	2,307	174,399	1,452	129,692	12,885	12,093
Wash'tn, &c...	55	3,730	5	3,732	.....	.....
Norfolk.....	9,534	544,360	3,823	376,402	32,035	35,316
West Point...	9,052	294,441	6,175	309,067	7,264	.....
Nwpt'n, &c...	4,813	82,279	684	46,229	5,047	5,151
New York.....	7,614	86,564	8,218	90,347	134,364	135,721
Boston.....	5,461	76,399	2,857	60,907	13,000	11,100
Baltimore...	401	48,468	5,093	70,353	6,206	3,139
Phil'el'a, &c...	1,600	37,126	2,932	58,266	6,825	21,557
<b>Totals.....</b>	<b>126,896</b>	<b>5,809,392</b>	<b>86,608</b>	<b>5,372,469</b>	<b>758,368</b>	<b>612,701</b>

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

Receipts at—	1891.	1890.	1889.	1888.	1887.	1886.
Galv'eton, &c	11,962	8,651	13,170	4,802	5,253	4,542
New Orleans	35,316	27,972	22,407	23,729	35,846	27,506
Mobile.....	5,253	705	2,279	2,257	2,128	1,166
Savannah...	21,202	12,067	8,279	5,265	8,312	9,289
Char'l't'n, &c	9,131	2,360	3,954	4,960	7,324	5,052
Wilm'g't'n, &c	2,362	1,457	980	510	803	3,016
Norfolk.....	9,534	3,823	6,180	6,085	7,990	6,841
W't Point, &c	13,895	7,059	13,872	6,570	4,401	4,683
All others....	18,181	22,514	23,572	11,354	7,394	6,118
<b>Tot. this week</b>	<b>120,890</b>	<b>86,608</b>	<b>96,593</b>	<b>65,562</b>	<b>70,051</b>	<b>68,223</b>
<b>Since Sept. 1.</b>	<b>5,809,392</b>	<b>5,372,469</b>	<b>4,929,327</b>	<b>4,901,459</b>	<b>4,856,185</b>	<b>4,607,302</b>

The exports for the week ending this evening reach a total of 156,669 bales, of which 96,812 were to Great Britain, 22,640 to France and 37,217 to the rest of the Continent. Below are the exports for the week, and since September 1, 1890.

Exports from—	Week Ending Feb. 27.				From Sept. 1, 1890, to Feb. 27, 1891			
	Great Brit'n.	France	Continent.	Total Week.	Great Britain.	France	Continent.	Total.
Galveston.....	10,895	.....	800	17,005	463,118	24,933	96,803	584,854
New Orleans...	28,448	19,123	9,873	57,444	622,103	311,312	418,293	1,351,708
Mobile, & Pens'la	.....	.....	.....	.....	74,807	.....	.....	74,807
Savannah.....	4,050	.....	11,452	15,511	119,379	37,637	368,314	625,330
Brunswick.....	.....	.....	.....	.....	96,857	.....	15,180	116,037
Charleston.....	.....	.....	4,998	4,998	112,806	16,830	168,220	317,445
Wilmington...	9,727	.....	.....	9,727	80,165	1,047	63,180	150,282
Norfolk.....	8,808	.....	4,162	12,970	227,456	11,549	48,112	287,116
West Point.....	.....	.....	.....	.....	120,264	.....	27,100	147,870
N'port N'w, &c	8,070	.....	.....	8,070	60,819	.....	.....	60,819
New York.....	11,895	1,441	3,382	16,718	291,145	26,421	120,695	447,161
Boston.....	9,805	.....	133	9,938	123,440	.....	4,494	127,934
Baltimore.....	1,247	2,376	2,417	6,040	46,253	13,400	61,714	111,367
Philadelph'a, &c	918	.....	.....	918	14,680	.....	1,881	16,561
<b>Total.....</b>	<b>96,812</b>	<b>22,640</b>	<b>37,217</b>	<b>156,669</b>	<b>2,458,936</b>	<b>473,238</b>	<b>1,410,865</b>	<b>4,343,039</b>
<b>Total, 1890-90.</b>	<b>60,710</b>	<b>813</b>	<b>88,576</b>	<b>90,107</b>	<b>2,814,684</b>	<b>437,785</b>	<b>1,270,421</b>	<b>4,022,740</b>

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

Feb. 27 at—	On Shipboard, not cleared—for					Leaving Stock.
	Great Britain.	France.	Other Foreign.	Coast-wise.	Total.	
New Orleans...	17,446	1,832	36,028	1,638	56,933	270,762
Galveston.....	6,273	None.	1,774	4,409	12,456	30,255
Savannah.....	6,000	None.	8,500	3,000	17,500	54,679
Charleston.....	3,000	None.	9,500	600	13,100	28,145
Mobile.....	None.	None.	None.	1,000	1,000	40,454
Norfolk.....	15,000	None.	1,500	1,000	17,500	14,535
New York.....	3,800	1,350	3,050	None.	8,200	126,164
Other ports....	10,000	None.	5,000	None.	15,000	42,970
<b>Total 1891...</b>	<b>61,519</b>	<b>3,182</b>	<b>65,352</b>	<b>12,242</b>	<b>142,295</b>	<b>616,073</b>
<b>Total 1890...</b>	<b>75,685</b>	<b>5,117</b>	<b>70,561</b>	<b>14,205</b>	<b>165,568</b>	<b>447,133</b>
<b>Total 1889...</b>	<b>61,937</b>	<b>3,480</b>	<b>53,609</b>	<b>23,791</b>	<b>147,777</b>	<b>607,993</b>

The speculation in cotton for future delivery at this market opened on Saturday last under a feeling of some depression, due to the statistical position—in particular the great excess in the visible supply of the markets of the world; but on the resumption of business Tuesday showed decided strength. It was said that there was considerable buying on Liverpool account; it is certain that the covering of contracts was active and general, in the face of large arrivals at the ports, and a great excess over last year of the interior movement. There was a slight further advance on Wednesday morning, in response to a small improvement at Liverpool, but it was followed by a sharp decline, which was attributed to sales to realize, stimulated by the free movement of the crop. Yesterday Liverpool reported some decline in futures, but the spot market there was more active, and the advices from Manchester said there was more inquiry for cloths, and a demand to cover contracts caused a slight advance in futures at this market, which at the close was not fully supported. To-day weaker futures at Liverpool and the relatively large crop movement had a depressing influence, but the decline was not important, and toward the close some buying for the next crop caused a demand to cover contracts, on which the early decline was partially recovered and the close was firm. Cotton on the spot was more steadily held on the basis of the reduced figures of last week, but trade was without activity and the close quiet at 9c. for mid-ling uplands.

The total sales for forward delivery for the week are 390,200 bales. For immediate delivery the total sales foot up this week 515 bales, including — for export, 515 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—February 21 to February 27.

UPLANDS.		Sat.	Mon.	Tues.	Wed.	Th.	Fri.
Ordinary.....	6 3/8	.....	6 3/8	6 3/8	6 3/8	6 3/8	6 3/8
Strict Ordinary.....	6 1/2	.....	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2
Good Ordinary.....	7 1/2	.....	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2
Strict Good Ordinary.....	8 1/2	.....	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2
Low Middling.....	8 1/2	.....	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2
Strict Low Middling.....	8 1/2	.....	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2
Middling.....	9	.....	9	9	9	9	9
Good Middling.....	9 1/2	.....	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2
Strict Good Middling.....	9 3/4	.....	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4
Middling Fair.....	10 3/8	.....	10 3/8	10 3/8	10 3/8	10 3/8	10 3/8
Fair.....	11 1/8	.....	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8
GULF.		Sat.	Mon.	Tues.	Wed.	Th.	Fri.
Ordinary.....	6 1/8	.....	6 1/8	6 1/8	6 1/8	6 1/8	6 1/8
Strict Ordinary.....	7 1/4	.....	7 1/4	7 1/4	7 1/4	7 1/4	7 1/4
Good Ordinary.....	8 3/8	.....	8 3/8	8 3/8	8 3/8	8 3/8	8 3/8
Strict Good Ordinary.....	8 3/4	.....	8 3/4	8 3/4	8 3/4	8 3/4	8 3/4
Low Middling.....	8 7/8	.....	8 7/8	8 7/8	8 7/8	8 7/8	8 7/8
Strict Low Middling.....	9 1/4	.....	9 1/4	9 1/4	9 1/4	9 1/4	9 1/4
Middling.....	9 1/2	.....	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2
Good Middling.....	9 5/8	.....	9 5/8	9 5/8	9 5/8	9 5/8	9 5/8
Strict Good Middling.....	10 1/8	.....	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8
Middling Fair.....	11 1/8	.....	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8
Fair.....	11 3/4	.....	11 3/4	11 3/4	11 3/4	11 3/4	11 3/4
STAINED.		Sat.	Mon.	Tues.	Wed.	Th.	Fri.
Good Ordinary.....	6 1/8	.....	6 1/8	6 1/8	6 1/8	6 1/8	6 1/8
Strict Good Ordinary.....	6 3/4	.....	6 3/4	6 3/4	6 3/4	6 3/4	6 3/4
Low Middling.....	7 3/8	.....	7 3/8	7 3/8	7 3/8	7 3/8	7 3/8
Middling.....	8 1/8	.....	8 1/8	8 1/8	8 1/8	8 1/8	8 1/8

## 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 a column which shows at a glance how the market closed on same days.

SPOT MARKET CLOSED.		SALES OF SPOT AND TRANSIT.					Sales of Futures.
		Ex- port.	Con- sump.	Spec- ul't'n	Trans- it.	Total.	
Saturday	Easy	.....	.....	.....	.....	.....	45,800
Monday	.....	.....	.....	.....	.....	.....	.....
Tuesday	Quiet	.....	67	.....	.....	67	85,500
Wednesday	Dull and easy	.....	123	.....	.....	123	117,100
Thursday	Dull	.....	133	.....	.....	133	69,200
Friday	Dull	.....	192	.....	.....	192	72,600
<b>Total...</b>			<b>515</b>			<b>515</b>	<b>390,200</b>

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



Market Prices and Rates of Futures.	Range and Total Sales.	DAILY PRICES AND SALES OF FUTURES FOR EACH MONTH.											
		February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	January.
Saturday, Feb. 21— Bales, total..... Prices paid (range)..... Closing.....	Esater. 45,800 8-68 @ 9-07 Bready.	Aver. 8-75 1,000 8-75 @ 8-72	Aver. 8-71 4,000 8-71 @ 8-70	Aver. 8-79 4,200 8-77 @ 8-73	Aver. 8-87 9,500 8-86 @ 8-82	Aver. 8-95 8,100 8-94 @ 8-97	Aver. 9-03 4,300 9-02 @ 9-05	Aver. 9-05 12,400 9-04 @ 9-07	Aver. 9-01 200 9-00 @ 9-02	Aver. 9-00 400 8-99 @ 9-00	Aver. 9-01 2,200 9-00 @ 9-02	Aver. 9-01 300 9-01 @ 9-02	Aver. 9-02 — —
Monday, Feb. 23— Bales, total..... Prices paid (range)..... Closing.....	Esater. 45,800 8-68 @ 9-07 Bready.	Aver. 8-75 1,000 8-75 @ 8-72	Aver. 8-71 4,000 8-71 @ 8-70	Aver. 8-79 4,200 8-77 @ 8-73	Aver. 8-87 9,500 8-86 @ 8-82	Aver. 8-95 8,100 8-94 @ 8-97	Aver. 9-03 4,300 9-02 @ 9-05	Aver. 9-05 12,400 9-04 @ 9-07	Aver. 9-01 200 9-00 @ 9-02	Aver. 9-00 400 8-99 @ 9-00	Aver. 9-01 2,200 9-00 @ 9-02	Aver. 9-01 300 9-01 @ 9-02	Aver. 9-02 — —
Tuesday, Feb. 24— Bales, total..... Prices paid (range)..... Closing.....	Esater. 85,500 8-71 @ 9-15 Bready.	Aver. 8-78 200 8-78 @ 8-75	Aver. 8-73 13,000 8-71 @ 8-77	Aver. 8-83 7,100 8-80 @ 8-87	Aver. 8-92 18,400 8-88 @ 8-96	Aver. 9-01 15,800 8-97 @ 9-04	Aver. 9-08 6,200 9-05 @ 9-12	Aver. 9-11 19,900 9-08 @ 9-15	Aver. 9-07 600 9-06 @ 9-08	Aver. 9-07 2,000 9-05 @ 9-08	Aver. 9-01 1,600 9-01 @ 9-03	Aver. 9-01 700 9-01 @ 9-02	Aver. 9-08 — —
Wednesday, Feb. 25— Bales, total..... Prices paid (range)..... Closing.....	Esater. 117,100 8-68 @ 9-18 Bready.	Aver. 8-72 300 8-72 @ 8-72	Aver. 8-73 22,800 8-68 @ 8-70	Aver. 8-86 22,600 8-78 @ 8-79	Aver. 8-94 22,300 8-88 @ 8-93	Aver. 9-02 16,100 8-96 @ 9-03	Aver. 9-10 12,400 9-06 @ 9-07	Aver. 9-12 25,000 9-08 @ 9-12	Aver. 9-09 2,100 9-04 @ 9-05	Aver. 9-09 300 9-04 @ 9-05	Aver. 9-08 800 9-03 @ 9-04	Aver. 9-08 1,400 9-03 @ 9-05	Aver. 9-13 — —
Thursday, Feb. 26— Bales, total..... Prices paid (range)..... Closing.....	Esater. 69,200 8-69 @ 9-13 Bready.	Aver. 8-74 3,400 8-71 @ 8-77	Aver. 8-73 7,100 8-69 @ 8-74	Aver. 8-82 7,800 8-81 @ 8-84	Aver. 8-91 15,200 8-88 @ 8-92	Aver. 9-00 11,300 8-99 @ 9-03	Aver. 9-09 13,100 9-08 @ 9-12	Aver. 9-11 9,900 9-10 @ 9-13	Aver. 9-09 2,300 9-08 @ 9-10	Aver. 9-09 300 9-08 @ 9-09	Aver. 9-10 400 9-07 @ 9-10	Aver. 9-07 300 9-07 @ 9-08	Aver. 9-14 — —
Friday, Feb. 27— Bales, total..... Prices paid (range)..... Closing.....	Esater. 72,600 8-68 @ 9-09 Bready.	Aver. 8-75 4,000 8-75 @ 8-76	Aver. 8-69 4,400 8-70 @ 8-71	Aver. 8-78 3,600 8-80 @ 8-81	Aver. 8-87 7,400 8-85 @ 8-89	Aver. 8-96 9,200 8-94 @ 8-98	Aver. 9-04 7,600 9-03 @ 9-06	Aver. 9-07 23,200 9-05 @ 9-09	Aver. 9-06 4,900 9-05 @ 9-08	Aver. 9-08 2,100 9-07 @ 9-09	Aver. 9-06 3,300 9-03 @ 9-08	Aver. 9-07 300 9-07 @ 9-08	Aver. 9-14 — —
Total sales this week. Average price, week.	390,200 8-75	51,400 8-72	35,300 8-82	73,800 8-90	60,500 8-99	43,600 9-07	90,400 9-09	10,100 9-06	3,100 9-06	8,300 9-03	3,200 9-07	2,500 9-14	2,600
Sales since Sep. 1, 90.	1,316,300	1,589,100	2,432,200	1,306,500	1,312,500	930,500	546,800	828,900	121,800	33,700	22,500	20,800	2,600

\* Includes sales in September, 1890, for September, 228,300; September-October, for October, 349,300; September-November, for November, 382,700; September-December, for December, 947,300; September-January, for January, 2,260,800.

The following exchanges have been made during the week:

37 pd. to exch. 200 Mch. for Aug.  
38 pd. to exch. 2,000 Mch. for Aug.  
08 pd. to exch. 600 June for July.  
10 pd. to exch. 1,800 Mch. for Apr.  
02 pd. to exch. 300 Mch. for Feb.  
02 pd. to exch. 100 July for Aug.  
17 pd. to exch. 100 May for July.  
04 pd. to exch. 200 Dec. for Aug.  
10 pd. to exch. 200 April for May.  
19 pd. to exch. 400 Mch. for May.  
Even, 900 Sept. for Dec.  
02 pd. to exch. 1,000 Nov. for Aug.  
36 pd. to exch. 400 Mch. for July.

THE VISIBLE SUPPLY OF COTTON to-night, as made up by cable and telegraph, is as follows. The Continental stocks, as well as those for Great Britain and the afloat are this week's returns, and consequently all the European figures are brought down to Thursday evening. But to make the totals the complete figures for to-night (Feb. 27), we add the item of exports from the United States, including in it the exports of Friday only.

Stock at Liverpool.....bales.	1,112,000	1,043,000	753,000	871,000
Stock at London.....	13,000	13,000	4,500	24,000
Total Great Britain stock.	1,130,000	1,056,000	757,500	895,000
Stock at Hamburg.....	3,600	1,900	3,000	3,800
Stock at Bremen.....	160,000	125,000	25,900	45,900
Stock at Amsterdam.....	21,000	6,000	20,000	24,000
Stock at Rotterdam.....	500	300	400	400
Stock at Antwerp.....	7,000	6,000	800	1,200
Stock at Havre.....	235,000	173,000	113,000	173,000
Stock at Marseilles.....	5,000	3,000	4,000	3,000
Stock at Barcelona.....	70,000	98,000	46,000	54,000
Stock at Genoa.....	16,000	20,000	6,000	5,000
Stock at Trieste.....	14,000	14,000	9,000	4,000
Total Continental stocks.....	532,100	447,200	228,100	314,300

Total European stocks.....	1,662,100	1,503,200	985,600	1,209,300
India cotton afloat for Europe.....	180,000	190,000	238,000	158,000
Amer. cotton afloat for Europe.....	465,000	338,000	325,000	303,000
Egypt, Brazil, &c., afloat for Europe.....	44,000	28,000	36,000	53,000
Stock in United States ports.....	758,368	612,701	815,775	821,639
Stock in U. S. interior towns.....	356,057	206,396	252,069	298,260
United States exports to-day.....	28,182	9,354	29,049	21,864

Total visible supply..... 3,493,707 2,887,651 2,681,493 2,865,063

Of the above, the totals of American and other descriptions are as follows:

American—				
Liverpool stock.....bales.	801,000	831,000	603,000	688,000
Continental stocks.....	415,000	364,000	159,000	192,000
American afloat for Europe.....	465,000	338,000	325,000	303,000
United States stock.....	758,368	612,701	815,775	821,639
United States interior stocks.....	356,057	206,396	252,069	298,260
United States exports to-day.....	28,182	9,354	29,049	21,864

Total American..... 2,823,607 2,361,451 2,183,893 2,324,763

East India, Brazil, &c.—

Liverpool stock.....	311,000	212,000	150,000	183,000
London stock.....	18,000	13,000	4,500	24,000
Continental stocks.....	117,100	53,200	69,100	122,300
India afloat for Europe.....	180,000	190,000	238,000	158,000
Egypt, Brazil, &c., afloat.....	44,000	28,000	36,000	53,000

Total East India, &c..... 670,100 526,200 497,600 540,300

Total American..... 2,823,607 2,361,451 2,183,893 2,324,763

Total visible supply..... 3,493,707 2,887,651 2,681,493 2,865,063

Price Mid. Up., Liverpool..... 4<sup>ad</sup>. 61<sup>ad</sup>. 5<sup>ad</sup>. 5<sup>ad</sup>.

Price Mid. Up., New York..... 9<sup>o</sup>. 11<sup>o</sup>. 10<sup>o</sup>. 10<sup>o</sup>.

The imports into Continental ports this week have been 92,000 bales.

The above figures indicate an increase in the cotton in sight to-night of 606,056 bales as compared with the same date of 1890, an increase of 812,214 bales as compared with the corresponding date of 1889 and an increase of 628,644 bales as compared with 1888.

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 1889-90—is set out in detail in the following statement.

TOWN	Movement to February 27, 1891.			Movement to February 28, 1890.		
	Receipts.	Shipments.	Stock.	Receipts.	Shipments.	Stock.
Augusta, Ga.....	3,966	236,097	7,150	1,385	183,143	18,006
Columbus, Ga.....	1,287	76,050	2,659	446	77,637	8,162
Macon, Ga.....	1,287	73,134	1,602	700	57,739	1,000
Montgomery, Ala.....	1,128	130,855	1,849	302	132,674	2,923
Selma, Ala.....	735	83,881	1,333	302	78,169	2,268
Memphis, Tenn.....	11,527	645,444	15,131	6,145	545,808	67,554
Nashville, Tenn.....	11,372	39,989	16,000	918	34,118	4,722
Dallas, Texas.....	276	31,553	675	1,000	50,430	2,000
Sheppard, Texas.....	100	18,061	169	40	13,817	120
Vicksburg, Miss.....	1,311	81,165	1,785	418	74,037	355
Birmingham, Ala.....	669	71,310	847	450	73,207	571
Columbus, Miss.....	308	34,441	288	157	28,150	255
Atlanta, Ga.....	1,31	29,009	472	102	30,390	724
Albany, Ga.....	431	35,239	302	334	24,022	513
Home, Ga.....	587	124,116	661	597	140,576	6,107
Charlotte, N. C.....	564	50,293	240	1,279	62,666	1,177
St. Louis, Mo.....	1,972	21,136	192	168	16,853	250
Cincinnati, Ohio.....	3,561	52,1857	9,313	97,100	497,007	67,063
Total, old towns.....	43,084	2,640,104	49,753	4,935	3,934	6,386
Newberry, S. C.....	185	16,728	195	29,806	2,390,650	2,390,650
Raleigh, N. C.....	238	32,923	252	149	16,521	149
Fairboro, N. C.....	100	10,359	100	190	17,807	262
Louisville, Ky.....	287	11,177	211	8	5,301	752
Little Rock, Ark.....	1,187	59,303	1,107	1,405	427	1,405
Brenham, Texas.....	36	25,305	1,107	685	64,776	1,017
Houston, Texas.....	12,157	829,018	13,083	2,084	1,774	2,359
Total, new towns.....	14,221	985,210	14,954	4,201	727,285	6,110
Total, all.....	57,305	3,625,314	64,707	8,789	870,431	16,563
				22,245		
				378,302		
				35,535		
				3,261,081		
				52,611		
				222,979		

\* Louisville figures "net" in both years.

† Last year's figures are for Griftin.

‡ This year's figures estimated.

The above totals show that the old interior stocks have decreased during the week 6,669 bales, and are to-night 149,661 bales more than at the same period last year. The receipts at the same towns have been 13,278 bales more than the same week last year, and since Sept. 1 the receipts at all the towns are 364,263 bales more than for the same time in 1889-90.



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

Week ending Feb. 27.	CLOSING QUOTATIONS FOR MIDDLING COTTON ON—					
	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Galveston...	9	9	9	9	9	9
New Orleans...	8 $\frac{3}{4}$	8 $\frac{3}{4}$	8 $\frac{3}{4}$	8 $\frac{3}{4}$	8 $\frac{3}{4}$	8 $\frac{3}{4}$
Mobile...	8 $\frac{3}{4}$	8 $\frac{3}{4}$	8 $\frac{3}{4}$	8 $\frac{3}{4}$	8 $\frac{3}{4}$	8 $\frac{3}{4}$
Savannah...	8 $\frac{7}{16}$	.....	8 $\frac{7}{16}$	8 $\frac{7}{16}$	8 $\frac{7}{16}$	8 $\frac{7}{16}$
Charleston...	8 $\frac{7}{8}$	.....	8 $\frac{7}{8}$	8 $\frac{7}{8}$	8 $\frac{7}{8}$	8 $\frac{7}{8}$
Wilmington...	8 $\frac{3}{4}$	.....	8 $\frac{3}{4}$	8 $\frac{3}{4}$	8 $\frac{3}{4}$	8 $\frac{3}{4}$
Norfolk...	8 $\frac{13}{16}$	.....	8 $\frac{13}{16}$	8 $\frac{13}{16}$	8 $\frac{13}{16}$	8 $\frac{13}{16}$
Boston...	9	9	9	9	9	9
Baltimore...	9 $\frac{1}{16}$	.....	9 $\frac{1}{16}$	9 $\frac{1}{16}$	9 $\frac{1}{16}$	9 $\frac{1}{16}$
Philadelphia...	9 $\frac{1}{2}$	.....	9 $\frac{1}{2}$	9 $\frac{1}{2}$	9 $\frac{1}{2}$	9 $\frac{1}{2}$
Augusta...	9	.....	9	9	9	9
Memphis...	8 $\frac{3}{4}$	8 $\frac{13}{16}$	8 $\frac{3}{4}$	8 $\frac{3}{4}$	8 $\frac{3}{4}$	8 $\frac{3}{4}$
St. Louis...	.....	.....	8 $\frac{7}{8}$	8 $\frac{7}{8}$	8 $\frac{13}{16}$	8 $\frac{13}{16}$
Cincinnati...	9 $\frac{1}{4}$	.....	9 $\frac{1}{4}$	9 $\frac{1}{4}$	9 $\frac{1}{4}$	9 $\frac{1}{4}$
Louisville...	9 $\frac{1}{4}$	9 $\frac{1}{4}$	9 $\frac{1}{4}$	9 $\frac{1}{4}$	9 $\frac{1}{4}$	9 $\frac{1}{4}$

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

Atlanta.....	9	Little Rock.....	8 $\frac{1}{2}$	Raleigh.....	8 $\frac{1}{2}$
Columbus, Ga. ....	8 $\frac{1}{2}$	Montgomery.....	8 $\frac{3}{4}$	Rome.....	.....
Columbus, Miss. ....	8 $\frac{1}{4}$	Nashville.....	8 $\frac{3}{4}$	Selma.....	8 $\frac{1}{2}$
Eufaula.....	8 $\frac{1}{2}$	Natchez.....	8 $\frac{9}{16}$	Shreveport.....	8 $\frac{1}{2}$

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

Week Ending—	Receipts at the Ports.			St'k at Interior Towns.			Rec'pts from Plant'ns.		
	1880.	1890.	1891.	1880.	1890.	1891.	1880.	1890.	1891.
Jan. 28.....	177,821	146,892	178,943	380,643	325,079	416,851	160,371	112,951	148,286
" 30.....	155,354	159,205	195,103	361,239	287,881	410,110	126,950	122,070	188,362
Feb. 6.....	120,347	140,253	100,818	330,521	280,548	403,068	101,029	132,917	154,406
" 13.....	135,079	99,005	135,735	320,287	259,957	391,344	119,436	70,574	123,411
" 20.....	96,350	83,218	124,254	297,515	230,995	385,704	73,608	63,256	118,614
" 27.....	96,503	86,608	128,893	270,972	222,979	378,302	70,020	69,592	119,404

The above statement shows: 1.—That the total receipts from the plantations since September 1, 1890, are 6,174,081 bales; in 1889-90 were 5,583,004 bales; in 1888-89 were 5,184,924 bales.

2.—That, although the receipts at the outports the past week were 126,892 bales, the actual movement from plantations was only 119,490 bales, the balance being taken from the stocks at the interior towns. Last year the receipts from the plantations for the same week were 69,592 bales and for 1889 they were 70,020 bales.

OVERLAND MOVEMENT FOR THE WEEK AND SINCE SEPT. 1.—We give below a statement showing the overland movement for the week and since September 1. As the returns reach us by telegraph late Friday night it is impossible to enter so largely into detail as in our regular monthly report, but all the principal matters of interest are given. This weekly publication is of course supplementary to the more extended monthly statements. The results for the week ending Feb. 27 and since Sept. 1 in the last two years are as follows:

February 27.	1890-91.		1889-90.	
	Week.	Since Sept. 1.	Week.	Since Sept. 1.
Shipped—				
Via St. Louis.....	9,313	455,331	15,422	430,422
Via Cairo.....	5,473	241,356	5,692	284,147
Via Hannibal.....	868	81,792	544	56,598
Via Evansville.....	213	20,927	797	18,503
Via Louisville.....	4,026	165,201	2,893	104,956
Via Cincinnati.....	3,921	151,093	4,225	181,853
Via other routes, &c.....	1,755	123,558	6,638	142,931
Total gross overland.....	25,569	1,239,258	36,211	1,219,410
Deduct shipments—				
Overland to N. Y., Boston, &c..	15,076	246,557	17,927	279,714
Between interior towns.....	1,583	92,232	337	52,239
Inland, &c., from South.....	4,150	68,221	3,819	91,946
Total to be deducted.....	20,809	407,010	22,083	423,899
Leaving total net overland*.....	4,760	832,248	14,128	795,511

\* Including movement by rail to Canada.

The foregoing shows that the week's net overland movement this year has been 4,760 bales, against 14,128 bales for the same week in 1890, and that for the season to date the aggregate net overland exhibits an excess over a year ago of 36,737 bales.

In Sight and Spinners' Takings.	1890-91.		1889-90.	
	Week.	Since Sept. 1.	Week.	Since Sept. 1.
Receipts at ports to Feb. 27.....	126,896	5,809,392	86,608	5,372,469
Net overland to Feb. 27.....	4,760	832,248	14,128	795,511
Southern consumption to Feb. 27	16,000	351,000	15,060	331,000
Total marketed.....	147,656	6,992,640	115,736	6,498,980
Interior stocks in excess.....	* 7,402	364,689	* 17,016	210,535
Came into sight during week.....	140,254		98,720	
Total in sight Feb. 27.....		7,357,329		6,709,515
North'n spinners tak'gs to Feb. 27		1,565,470		1,551,753

\* Loss in stock during week.

It will be seen by the above that there has come into sight during the week 140,254 bales, against 98,720 bales for the same week of 1890, and that the increase in amount in sight to-night, as compared with last year, is 647,814 bales.

WEATHER REPORTS BY TELEGRAPH.—Our telegrams from the South this evening indicate that the temperature has been lower in most sections outside of Texas, and that at points in Arkansas and Tennessee snow has fallen. The marketing of cotton has been quite free.

Galveston, Texas.—It has rained on one day of the week, the rainfall reaching ninety-nine hundredths of an inch. The thermometer has ranged from 38 to 75, averaging 56.

Palestine, Texas.—We have had rain on two days of the week, the rainfall being one inch and sixty-two hundredths. Average thermometer 63, highest 78 and lowest 48.

Huntsville, Texas.—There has been rain on one day of the week to the extent of one inch. The thermometer has averaged 64, the highest being 79 and the lowest 49.

Dallas, Texas.—It has rained on two days of the week, the precipitation reaching ninety-four hundredths of an inch. The thermometer has averaged 62, ranging from 41 to 82.

San Antonio, Texas.—It has rained hard on one day of the week, the rainfall being one inch and twenty-eight hundredths. The thermometer has ranged from 40 to 77, averaging 58.

Luling, Texas.—There has been rain on one day of the week to the extent of one inch and ninety hundredths. Average thermometer 72, highest 84, lowest 64.

Columbia, Texas.—It has rained on one day of the week, the rainfall reaching forty hundredths of an inch. The thermometer has averaged 62, the highest being 76 and the lowest 49.

Cuero, Texas.—We have had rain on one day during the week, the rainfall reaching ninety hundredths of an inch. The thermometer has ranged from 35 to 80, averaging 58.

Brenham, Texas.—It has rained heavily on one day of the week, the rainfall reaching two inches. The thermometer has ranged from 46 to 81, averaging 64.

Weatherford, Texas.—The week's precipitation has been sixty hundredths of an inch on one day. Small grains look promising. The thermometer has averaged 70, the highest being 80 and the lowest 61.

New Orleans, Louisiana.—We have had rain on two days of the week, the precipitation reaching eighty-seven hundredths of an inch. The thermometer has averaged 63.

Shreveport, Louisiana.—Rain has fallen on one day of the week. The rainfall reached one inch and forty-two hundredths. The thermometer has ranged from 26 to 81, averaging 56.

Columbus, Mississippi.—We have had rain on one day of the week, the rainfall reaching one inch and twenty-four hundredths. Average thermometer 56; highest 80, lowest 28.

Leland, Mississippi.—Telegram not received.

Little Rock, Arkansas.—The week's precipitation has been one inch and sixty-three hundredths on two days. On Wednesday night we had a slight snow fall and since the weather has been clear and cold. The thermometer has averaged 51, ranging from 24 to 78.

Helena, Arkansas.—Rain has fallen on two days of the week on one of which hard, and there has been a light snow-fall, the only one of the season. The rainfall reached two inches and seventeen hundredths. The thermometer has ranged from 24 to 74, averaging 50.

Memphis, Tennessee.—There has been rain on three days of the week, the precipitation reaching one inch and seventy-one hundredths. Snow fell on Thursday morning. Average thermometer 50, highest 74, lowest 25.

Nashville, Tennessee.—It has rained on five days of the week, the precipitation reaching two inches and thirty hundredths. The thermometer has averaged 48, the highest being 72 and the lowest 23.

Montgomery, Alabama.—Rain has fallen on three days of the week to the extent of two inches and eleven hundredths. Frost and ice this morning. The thermometer has ranged from 40 to 76, averaging 58.

Mobile, Alabama.—There has been rain on six days of the week, the rainfall reaching one inch and sixty-three hundredths. The thermometer has averaged 59, ranging from 40 to 76.

Selma, Alabama.—We have had rain on four days of the week, the rainfall reaching two inches and sixty hundredths. Average thermometer 52, highest 75, lowest 25.

Auburn, Alabama.—Rain has fallen during the week to the extent of three inches and sixteen hundredths. The thermometer has averaged 60.5, the highest being 77 and the lowest 38.

Columbus, Georgia.—There has been no rain during the week. The thermometer has ranged from 24 to 68, average 51.

Savannah, Georgia.—It has rained on four days of the week, the rainfall reaching fifty-seven hundredths of an inch. Average thermometer, 60, highest 76, lowest 48.

Augusta, Georgia.—We have had rain on two days of the week, but the weather is now clear and pleasant. The precipitation reached sixty-one hundredths of an inch. The thermometer has averaged 57, the highest being 77 and the lowest 36.

Charleston, South Carolina.—We have had rain on three days of the week, the rainfall reaching thirty-eight hundredths of an inch. The thermometer has averaged 58, ranging from 46 to 73.

Wilson, North Carolina.—We have had rain on three days of the week, the rainfall reaching one inch and fifty-eight hundredths. Average thermometer 54, highest 78, lowest 36.



The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock February 26, 1891 and February 27, 1890.

	Feb. 26, '91.	Feb. 27, '90.
	Feet.	Feet.
New Orleans.....	Above low-water mark.	14.9
Memphis.....	Above low-water mark.	33.0
Nashville.....	Above low-water mark.	28.6
Shreveport.....	Above low-water mark.	22.3
Vicksburg.....	Above low-water mark.	42.8

NOTE.—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 Feb. 26.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

Year	Shipments this week.			Shipments since Jan. 1.			Receipts.	
	Great Brit'n.	Continent.	Total.	Great Britain.	Continent.	Total.	This Week.	Since Jan. 1.
1891	31,000	31,000	62,000	20,000	183,000	203,000	84,000	508,000
1890	1,000	44,000	45,000	45,000	235,000	280,000	80,000	543,000
1889	9,000	24,000	33,000	101,000	229,000	330,000	81,000	574,000
1888	3,000	20,000	23,000	27,000	148,000	175,000	55,000	552,000

According to the foregoing, Bombay appears to show an increase compared with last year in the week's receipts of 4,000 bales and a decrease in shipments of 14,000 bales, and the shipments since January 1 show a decrease of 77,000 bales. The movement at Calcutta, Madras, and other India ports for the last reported week and since the 1st of January, for two years, has been as follows. "Other ports" cover Ceylon, Tuticorin, Kurrachee and Coconada.

	Shipments for the week.			Shipments since January 1.		
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total.
Calcutta—						
1891.....	3,000	1,000	4,000	11,000	16,000	27,000
1890.....	1,000	5,000	6,000	10,000	23,000	33,000
Madras—						
1891.....	.....	.....	.....	2,000	.....	2,000
1890.....	.....	.....	.....	2,000	1,000	3,000
All others—						
1891.....	2,000	.....	2,000	11,000	5,000	16,000
1890.....	.....	1,000	1,000	9,000	6,000	15,000
Total all—						
1891.....	5,000	1,000	6,000	24,000	21,000	45,000
1890.....	1,000	6,000	7,000	21,000	30,000	51,000

The above totals for the week show that the movement from the ports other than Bombay is 1,000 bales less than the same week last year. For the whole of India, therefore, the total shipments since January 1, 1891, and for the corresponding periods of the two previous years, are as follows:

EXPORTS TO EUROPE FROM ALL INDIA.

Shipments to all Europe from—	1891.		1890.		1889.	
	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
Bombay.....	31,000	203,000	45,000	280,000	33,000	330,000
All other ports.	6,000	45,000	7,000	51,000	3,000	66,000
Total.....	37,000	248,000	52,000	331,000	36,000	396,000

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

Alexandria, Egypt, February 25.	1890-91.		1889-90.		1888-89.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
Receipts (cantars).....	85,000	.....	55,000	.....	38,000	.....
Since Sept. 1.....	3,635,000	.....	2,958,000	.....	2,526,000	.....
Exports (bales).....						
To Liverpool.....	9,000	238,000	3,000	219,000	4,000	191,000
To Continent.....	4,000	140,000	2,000	114,000	6,000	109,000
Total Europe.....	13,000	378,000	5,000	333,000	10,000	300,000

\* A cantar is 98 pounds.

This statement shows that the receipts for the week ending Feb. 25 were 85,000 cantars and the shipments to all Europe 13,000 bales.

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

	1891.					1890.				
	32s Cop. Twist.	8 1/4 lbs. Shirtings.	Col'n Mid. Upds.	32s Cop. Twist.	8 1/4 lbs. Shirtings.	Col'n Mid. Upds.	32s Cop. Twist.	8 1/4 lbs. Shirtings.	Col'n Mid. Upds.	32s Cop. Twist.
Jan 23	8 1/2	28 1/2	6 4	27 3	5 1/2	8 1/2	28 1/2	6 4	27 3	5 1/2
" 30	8 1/2	28 1/2	6 4	27 3	5 1/2	8 1/2	28 1/2	6 4	27 3	5 1/2
Feb. 6	8 1/2	28 1/2	6 4	27 3	5 1/2	8 1/2	28 1/2	6 4	27 3	5 1/2
" 13	7 7/8	28 1/2	6 1 1/2	27 2	4 1/2	8 1/2	28 1/2	6 4	27 3	5 1/2
" 20	7 7/8	28 1/2	6 1 1/2	27 2	4 1/2	8 1/2	28 1/2	6 4	27 3	5 1/2
" 27	7 7/8	28 1/2	6 1 1/2	27 2	4 1/2	8 1/2	28 1/2	6 4	27 3	5 1/2

THE COTTON CROP IN THE VICINITY OF AUGUSTA, GEORGIA.—The Augusta Chronicle sent out last week inquiries to correspondents in all the counties of Georgia and South Carolina tributary to Augusta, as to increased production over last year and percentage of cotton yet in farmers' hands.

To the first question, "What is the increased production in your county this year over last," forty replies were received as follows: One reports 40 per cent; four, 33; five, 25; two, 20 to 25; ten, 20; one, 15 to 20; one, 17; one, 16; two, 15; one, 12; eight, 10; two, 5. Five report no increase of any consequence and one reports a slight decrease.

The second question, "What percentage of the crop is still in the farmers' hands," elicited thirty-seven replies, as follows: Three report 20 per cent; one, 15 to 20; one, 17; seven, 10; one, 14 to 15; one, 12 to 15; three, 12, nine, 10; one, 7; one, 5 to 6; six, 5; one, 3; one, 2 to 3; one, 2.

JUTE BUTTS, BAGGING, &c.—The demand for jute bagging has been strictly moderate during the week under review, but prices have been steadily maintained, and are to-night 5c. for 1 1/2 lbs., 5 1/2 c. for 1 3/4 lbs., 6c. for 2 lbs. and 6 1/2 c. for standard grades. Jute butts have been without activity since last report, and close to-night at 1 1/2 c. for paper grades on the spot and 1 3/4 c. for bagging quality.

EAST INDIA CROP.—The following is from Messrs. Gaddum, Bythell & Co.'s report, dated Bombay, January 24:

Our crop advices are, on the whole, unchanged. There have been a few showers of rain in the Oomra districts during the past few days, but unfortunately not sufficient to affect cotton. The November rain, however, appears to have affected the quality of the Oomra crop more than was supposed at the time, for although receipts are now fairly large the higher grades remain scarce. Bhownuggur is arriving very slowly, and each day's arrivals are eagerly bought up at high prices. Picking is proceeding in the Broach districts, and small samples have been received, but it will be at least a fortnight before cotton will be available in quantity.

From the Bombay Prices Current of like date we have the following:

Telegrams to hand from the cotton districts at the beginning of the week reported rain throughout the Bengal circle, the fall ranging from 22 per cent at Agra to 65 per cent at Beawar. At Cawnpore, where 24 cents had been registered, it still looked like rain; but in other districts it had become bright again; and except at Veerungam, to the Dholera circle, where it was cloudy, fine weather prevailed over all the rest of the cotton area. At Broach, where undesirable east wind prevailed, cotton was beginning to arrive in small quantities; while in the Dholera circle picking had commenced generally, and twenty to thirty dokras were arriving daily at Bhownuggur. Further advices to hand yesterday by wire state that cloudy and unseasonable weather had prevailed at Khanganam and Oomrawuttee, in the Oomra circle, 22 cents of rain having been registered in the former district and 56 cents in the latter, and at Delhi and Cawnpore, in the Bengal circle, the weather continued cloudy, though no further rain had fallen. The official telegrams received yesterday from the Broach and Dholera circles reported no change to the state of the crop; but arrivals were increasing at Bhownuggur in the latter, and at Dholera itself they were expected early.

EXPORTS OF COTTON GOODS FROM GREAT BRITAIN.—Below we give the exports of cotton yarn, goods, &c., from Great Britain for the month of January and since Oct. 1, 1890, and Oct. 1, 1889, as compiled by us from the British Board of Trade returns. It will be noticed that we have reduced the movement all to pounds.

000s omitted.	Yarn & Thread.		Cloth.				Total of All.	
	1890-91	1889-90	1890-91	1889-90	1890-91	1889-90	1890-91	1889-90
	Lbs.	Lbs.	Yds.	Yds.	Lbs.	Lbs.	Lbs.	Lbs.
October.....	24,598	23,247	449,481	423,446	85,196	74,814	109,498	98,000
November.....	23,012	23,914	804,910	427,782	74,792	75,776	97,835	99,400
December.....	22,648	20,307	455,396	395,834	86,248	90,812	108,590	90,100
Tot. 1st quar.	70,258	67,468	1,299,790	1,247,042	246,171	220,202	316,427	287,600
January.....	20,012	23,811	412,552	419,715	79,936	78,355	99,878	101,900
Stockings and socks.....							056	67
Sundry articles.....							9,088	8,050
Total exports of cotton manufactures.....							424,544	506,800

The foregoing shows that there has been exported from the United Kingdom during the four months 424,544,000 lbs. of manufactured cotton, against 393,882,000 lbs. last year, or an increase of 26,167,000 lbs.

A further matter of interest is the destination of these exports, and we have therefore prepared the following statements, showing the amounts taken by the principal countries during January and since October 1 in each of the last three years:

EXPORTS OF PIECE GOODS AND YARNS TO PRINCIPAL COUNTRIES IN JANUARY, AND FROM OCTOBER 1 TO JANUARY 31.

Piece Goods. (000s omitted.)	1891.		1890.		1889.		October 1 to January 31.	
	1891-91.	1890-91.	1890-91.	1889-90.	1890-91.	1889-90.	1890-91.	1889-90.
East Indies.....	175,825	191,521	202,081	744,040	724,320	834,000	724,320	834,000
Turkey, Egypt & Africa.....	52,296	49,507	45,608	850,854	226,873	904,000	226,873	904,000
China and Japan.....	80,385	48,854	51,904	230,122	184,223	179,000	230,122	179,000
Europe (except Turkey).....	29,958	32,816	34,237	107,945	116,150	190,000	107,945	116,150
South America.....	40,698	37,897	40,436	187,025	175,897	103,000	187,025	175,897
North America.....	29,481	32,581	28,903	112,958	120,595	113,000	112,958	120,595
All other countries.....	23,109	20,709	21,855	103,390	107,595	113,000	103,390	107,595
Total yards.....	412,552	413,715	431,429	1,712,341	1,990,751	1,728,000	1,712,341	1,990,751
Total value.....	£4,507	£4,359	£4,814	£18,452	£17,201	£17,201	£18,452	£17,201
Yarns. (000s omitted.)	1891.		1890.		1889.		October 1 to January 31.	
	1891-91.	1890-91.	1890-91.	1889-90.	1890-91.	1889-90.	1890-91.	1889-90.
Holland.....	2,457	3,563	8,341	11,099	12,839	13,000	11,099	12,839
Germany.....	2,568	8,198	3,070	11,050	12,818	11,700	11,050	12,818
China, Europe (excl. Turkey).....	4,179	4,477	4,447	18,955	19,031	19,000	18,955	19,031
East Indies.....	3,776	4,217	4,453	19,057	15,782	15,000	19,057	15,782
India and Japan.....	2,817	3,873	3,837	10,264	15,041	20,000	10,264	15,041
Other countries.....	2,234	1,904	1,407	11,173	8,493	8,000	11,173	8,493
All other countries.....	902	870	916	4,065	3,808	3,000	4,065	3,808
Total lbs.....	14,823	22,132	21,471	81,906	85,015	86,000	81,906	85,015
Total value.....	£891	£1,059	£1,038	£1,082	£1,099	£1,000	£1,082	£1,099



THE EXPORTS OF COTTON from New York this week show a decrease compared with last week, the total reaching 16,388 bales, against 20,810 bales last week. Below we give our usual table, showing the exports of cotton from New York, and the direction, for each of the last four weeks; also the total exports and direction since Sept. 1, 1890, and in the last column the total for the same period of the previous year.

EXPORTS OF COTTON (BALES) FROM NEW YORK SINCE SEPT. 1, 1890.

Exported to—	Week Ending—				Total since Sept. 1.	Same period previous year.
	Feb. 5.	Feb. 12.	Feb. 19.	Feb. 26.		
Liverpool.....	16,957	5,422	11,884	11,865	253,590	296,188
Other British ports..	.....	596	216	.....	37,565	60,251
TOT. TO GT. BRIT'N.	16,957	6,018	12,100	11,865	291,145	356,439
Havre.....	964	1,830	1,856	1,141	26,219	31,445
Other French ports..	.....	.....	.....	.....	202	.....
TOTAL FRENCH....	964	1,830	1,856	1,141	26,421	31,445
Bremen.....	2,066	554	300	784	21,743	19,183
Hamburg.....	500	010	1,000	600	37,821	44,903
Other ports.....	550	2,339	4,411	1,798	43,613	37,021
TOT. TO NO. EUROPE	3,116	3,503	5,711	3,182	103,177	101,107
Sp'n, Op'to, Gibr., &c.	.....	.....	.....	.....	4,325	2,850
All other.....	.....	50	1,152	200	22,093	6,693
TOTAL SPAIN, &c..	.....	50	1,152	200	26,418	9,543
GRAND TOTAL....	20,937	11,401	20,810	16,388	447,161	498,534

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per *latest mail* returns, have reached 144,445 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph and published in the CHRONICLE last Friday. With regard to New York we include the manifests of all vessels cleared up to Thursday.

	Total bales.
NEW YORK—To Liverpool, per steamers City of Berlin, 3,152	
.....Etruria, 650.....Italy, 2,820.....J. W. Taylor, 2,875.....	
Majestic, 1,311.....Wyoming, 1,057.....	11,865
To Havre, per steamer La Normande, 1,141.....	1,141
To Bremen, per steamers Fulda, 531.....Saale, 233.....	784
To Hamburg, per steamer Suevia, 600.....	600
To Amsterdam, per steamer Werkendam, 100.....	100
To Antwerp, per steamers Chicago, 245.....Noordland, 1,453.....	1,698
To Genoa, per steamer Alesia, 200.....	200
NEW ORLEANS—To Liverpool, per steamers Aston Hall, 8,681	
Floridian, 6,300.....Madrileno, 9,000.....	23,981
To Havre, per steamer Gladwin, 5,300.....	5,300
To Bremen, per steamer Anstertitz, 3,425.....	3,425
To Hamburg, per steamers Croatia, 1,295.....Edenmore, 300.....	1,595
GALVESTON—To Liverpool, per steamers Godalming, 2,781.....	
Southery, 5,505.....	8,286
To Vera Cruz, per steamer Harlan, 384.....	384
SAVANNAH—To Bremen, per steamer Boskenna Bay, 5,939.....	5,939
To Gottenburg, per bark Brodrene, 2,000.....Ellsabet, 2,675.....	4,675
To Barcelona, per steamer Peconic, 4,454.....	4,454
BRUNSWICK—To Liverpool, per steamer St. Clears, 5,579.....	5,579
CHARLESTON—To Liverpool, per steamer Yoxford, 3,850.....	3,850
To Bremen, per steamers Ilbernia, 5,616.....Theresa Heymann, 6,659.....	12,275
To Barcelona, per bark Integridad, 860.....per brig Casilda, 510.....	1,370
WILMINGTON—To Bremen, per steamer Mounds Bay, 6,300.....	6,300
NORFOLK—To Liverpool, per steamer Endymion, 710.....	710
To Bremen, per steamer Norlands, 1,650.....	1,650
WEST POINT—To Liverpool, per steamers Glendower, 3,351.....	
Queen Margaret, 6,726.....	10,077
To Bremen, per steamer Norlands, 2,575.....	2,575
NEWPORT NEWS—To Liverpool, per steamers Darwin, Enehanress and Macedonia, 14,035.....	14,035
BOSTON—To Liverpool, per steamers Bostonian, 2,292.....Catalonia, 1,768.....Norseman, 1,218.....Palestine, 1,261.....	6,539
To Yarmouth, per steamer Boston, 110.....	110
BALTIMORE—To Liverpool, per steamer Barrowmore, 250.....	250
To Bremen, per steamers America, 1,957.....Saller, 2,452.....	4,409
PHILADELPHIA—To Liverpool, per steamer Switzerland, 229.....	229
Total.....	144,445

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

	Liverpool.	Havre.	Bremen.	Amsterdam.	Spain.	V. Cruz.	Y. Cruz.	Total.
New York.....	11,865	1,141	1,344	1,798	200	.....	.....	16,388
N. Orleans.....	23,981	5,300	5,020	.....	.....	.....	.....	34,301
Galveston.....	8,286	.....	.....	.....	.....	.....	.....	8,286
Savannah.....	.....	.....	5,939	4,675	4,454	.....	.....	15,068
Brunswick.....	5,579	.....	.....	.....	.....	.....	.....	5,579
Charleston.....	3,850	.....	12,275	.....	1,370	.....	.....	17,525
Wilmington.....	.....	.....	6,300	.....	.....	.....	.....	6,300
Norfolk.....	710	.....	1,650	.....	.....	.....	.....	2,360
West Point.....	10,077	.....	2,575	.....	.....	.....	.....	12,652
N. P. News.....	14,035	.....	.....	.....	.....	.....	.....	14,035
Boston.....	6,539	.....	.....	.....	.....	.....	.....	6,539
Baltimore.....	250	.....	4,439	.....	.....	.....	.....	4,689
Philadelphia.....	.....	.....	229	.....	.....	.....	.....	229
Total.....	85,202	6,441	39,592	6,702	6,021	491	144,445	

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

GALVESTON—To Liverpool—Feb. 20—Steamer Joseph Johns, 5,333....	
Feb. 21—Steamers Fulham, 5,196; Jessmore, 950....Feb. 25—Steamer Avalon, 5,386....	
NEW ORLEANS—To Liverpool—Feb. 20—Steamer Areolbo, 3,350....	
Feb. 23—Steamers Andean, 4,050; Astronomer, 8,329; Federico, 4,021....Feb. 24—Steamer Methley Hall, 7,943....	
To Havre—Feb. 21—Steamer Havre, 7,263....Feb. 23—Ship Cora, 2,564....Feb. 26—Steamers Reading, 5,400; Rydal Holme, 3,896....	
To Antwerp—Feb. 21—Steamer Havre, 106....	
To Barcelona—Feb. 25—Steamer Martin Saenz, 3,991....	
To Genoa—Feb. 21—Steamer Arabian Prince, 3,631....	
SAVANNAH—To Liverpool—Feb. 20—Steamer Sir Francis Drake, 4,059....	
CHARLESTON—To Bremen—Feb. 23—Steamer Ravenshoe, 4,999....	
WILMINGTON—To Bremen—Feb. 25—Steamer Craigmore, 6,727....	

NORFOLK—To Liverpool—Feb. 21—Steamer Glendower, 1,500....

Feb. 21—Steamer Olive Branch, 7,308.

To Bremen—Feb. 21—Steamers International, 2,762; Norlands, 400.

NEWPORT NEWS—To Liverpool—Feb. 25—Steamer Rimpha, 8,070.

BOSTON—To Liverpool—Feb. 17—Steamers Georgian, 4,261; Iowa, 2,057....Feb. 19—Steamer Ottoman, 3,447.

To Yarmouth—Feb. 20—Steamer Boston, 33.

To Halifax—Feb. 21—Steamer Carroll, 100.

BALTIMORE—To Liverpool—Feb. 14—Steamer Queensmore, 1,147.

To Havre—Feb. 25—Steamer Gavino, 2,376.

To Bremen—Feb. 25—Steamer Nurnberg, 1,617.

To Rotterdam—Feb. 17—Steamer Chicago, 800.

PHILADELPHIA—To Liverpool—Feb. 14—Steamer Indiana, 500....

Feb. 19—Steamer British Prince, 413.

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

CRAIGSIDE, steamer (Br.), which cleared from Galveston, Feb. 12, for Liverpool, with 5,339 bales of cotton, went ashore at Ocracoke, N. C., one mile south of Hatteras Inlet, on Saturday night, Feb. 21. Captain Sinclair arrived at Norfolk, Feb. 24, and reported she was resting easily when he left on Saturday, but there has been rough weather since. The Merritts are preparing to make all possible effort to float her. In addition to tug J. D. Jones, sent to her Sunday, they have since sent steamer A. J. Merritt and barge Henry Seymour.

TRIPOLI, steamer (Br.), at Liverpool, from Galveston. A fire broke out in the lower hold of steamer Tripoli, Feb. 26, and 300 bales of cotton were damaged by fire and water.

YESSO, steamer (Br.), at Charleston, will discharge the cotton she has on board, and will leave for St. Jago, Cuba. The undamaged cargo will be shipped to Bremen in another vessel.

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d.	1s	.....	1s	1s	1s	1s
Do late deliv'y d.	.....	.....	.....	.....	.....	.....
Havre, steam....	5 <sup>16</sup> @11 <sup>32</sup>	.....	5 <sup>16</sup> @11 <sup>32</sup>	5 <sup>16</sup> @11 <sup>32</sup>	5 <sup>16</sup> @11 <sup>32</sup>	5 <sup>16</sup> @11 <sup>32</sup>
Do sail.....	.....	.....	.....	.....	.....	.....
Bremen, steam....	11 <sup>32</sup>	.....	11 <sup>32</sup>	11 <sup>32</sup>	11 <sup>32</sup>	11 <sup>32</sup>
Do indirect....	.....	.....	.....	.....	.....	.....
Hamburg, steam....	3s	.....	3s	3s	3s	3s
Do via indirect....	.....	.....	.....	.....	.....	.....
Amst'd'm, steam....	35@40*	.....	35@40*	35@40*	35@40*	35@40*
Do indirect....	.....	.....	.....	.....	.....	.....
Reval, steam....	15 <sup>64</sup> @1 <sup>4</sup>	.....	15 <sup>64</sup> @1 <sup>4</sup>	15 <sup>64</sup> @1 <sup>4</sup>	15 <sup>64</sup> @1 <sup>4</sup>	15 <sup>64</sup> @1 <sup>4</sup>
Do sail.....	.....	.....	.....	.....	.....	.....
Barcelona, steam d.	5 <sup>16</sup>	.....	5 <sup>16</sup>	5 <sup>16</sup>	5 <sup>16</sup>	5 <sup>16</sup>
Genoa, steam....	3 <sup>16</sup>	.....	3 <sup>16</sup>	3 <sup>16</sup>	3 <sup>16</sup>	3 <sup>16</sup>
Frieste, steam....	1 <sup>4</sup>	.....	1 <sup>4</sup>	1 <sup>4</sup>	1 <sup>4</sup>	1 <sup>4</sup>
Antwerp, steam d.	1s	.....	1s	1s	1s	1s

\* Per 100 lbs.

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

	Feb. 6.	Feb. 13.	Feb. 20.	Feb. 27.
Sales of the week.....bales	35,000	33,000	42,000	52,000
Of which exporters took....	3,000	5,000	2,000	3,000
Of which speculators took....	1,000	5,000	3,000	5,000
Sales American.....	27,000	30,000	35,000	40,000
Actual export.....	9,000	7,000	8,000	6,000
Forwarded.....	81,000	77,000	71,000	70,000
Total stock—Estimated.....	990,000	1,047,000	1,076,000	1,112,000
Of which American—Estim'd.....	699,000	747,000	769,000	801,000
Total import of the week.....	125,000	140,000	110,000	111,000
Of which American.....	103,000	120,000	89,000	95,000
Amount afloat.....	300,000	270,000	267,000	270,000
Of which American.....	285,000	250,000	245,000	250,000

The tone of the Liverpool market for spots and futures each day of the week ending Feb. 27, and the daily closing prices of spot cotton, have been as follows:

Spot.	Saturday	Monday	Tuesday	Wednes.	Thursd'y.	Friday.
Market, } 1:45 P. M.	Dull and irregular.	Dull.	Steadier.	More demand.	Good demand.	Quieter.
Mid. Up'l'ds.	47 <sup>8</sup>	47 <sup>8</sup>	47 <sup>8</sup>	47 <sup>8</sup>	47 <sup>8</sup>	47 <sup>8</sup>
Sales.....	5,000	7,000	8,000	10,000	12,000	8,000
Spec. & exp.	500	500	600	1,000	1,500	1,000
Futures.						
Market, } 1:45 P. M.	Easy at 1-64 @ 2-64 decline.	Easy at 1-64 decline.	Steady at partially 1-64 dec.	Steady at 1-64 advance.	Steady at 2-64 advance.	Steady.
Market, } 4 P. M.	Quieter.	Quiet but steady.	Quiet and steady.	Barely steady.	Easy.	Steadier.

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

The prices are given in pence and 64th. Thus: 4 63 means 4 63-64d., and 5 01 means 5 1-64d.

	Sat., Feb. 21.				Mon., Feb. 23.				Tues., Feb. 24.			
	Open	High	Low	Clos.	Open	High	Low	Clos.	Open	High	Low	Clos.
February....	4 53	4 53	4 53	4 53	4 53	4 53	4 52	4 53	4 54	4 55	4 54	4 55
Feb.-March....	4 53	4 53	4 53	4 53	4 53	4 53	4 52	4 53	4 54	4 55	4 54	4 55
March-April....	4 54	4 54	4 54	4 54	4 53	4 54	4 53	4 53	4 55	4 55	4 54	4 55
April-May....	4 58	4 58	4 58	4 58	4 67	4 58	4 57	4 57	4 60	4 60	4 59	4 60
May-June....	4 62	4 52	4 62	4 62	4 61	4 62	4 61	4 61	4 63	4 60	4 63	4 60
June-July....	5 01	5 01	5 01	5 01	5 00	5 01	5 00	5 01	5 03	5 03	5 03	5 03
July-August....	5 03	5 03	5 03	5 03	5 02	5 03	5 02	5 03	5 05	5 05	5 05	5 05
August....	5 05	5 05	5 05	5 05	5 02	5 04	5 02	5 01	5 06	5 07	5 06	5 07
Aug.-Sept....	5 03	5 03	5 03	5 03	5 02	5 04	5 02	5 03	5 05	5 05	5 05	5 05
Sept.-Oct....	5 01	5 02	5 01	5 02	5 01	5 02	5 01	5 01	5 03	5 03	5 03	5 03
Oct.-Nov....	5 01	5 01	5 01	5 01	5 00	5 01	5 00	5 01	5 02	5 03	5 02	5 03
Nov.-Dec....	5 01	5 01	5 01	5 01	5 00	5 00	5 00	5 00	5 02	5 02	5 02	5 03



	Wed., Feb. 25.				Thurs., Feb. 26.				Fri., Feb. 27.			
	Open	High	Low	Clos.	Open	High	Low	Clos.	Open	High	Low	Clos.
February...	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
Feb.-March...	4 55	4 56	4 55	4 55	4 54	4 54	4 53	4 53	4 52	4 53	4 51	4 52
Feb.-March...	4 55	4 56	4 55	4 55	4 54	4 54	4 53	4 53	4 52	4 53	4 51	4 52
Feb.-March...	4 55	4 56	4 55	4 55	4 54	4 54	4 53	4 53	4 52	4 53	4 51	4 52
March-April...	4 58	4 58	4 55	4 55	4 54	4 54	4 53	4 53	4 52	4 53	4 51	4 52
April-May...	4 60	4 61	4 60	4 60	4 58	4 58	4 57	4 57	4 56	4 57	4 55	4 56
May-June...	5 01	5 01	5 00	5 00	4 62	4 63	4 61	4 62	4 60	4 61	4 60	4 60
June-July...	5 03	5 04	5 03	5 03	5 01	5 02	5 00	5 00	5 00	5 00	4 63	5 00
July-Aug...	5 06	5 06	5 05	5 05	5 03	5 04	5 03	5 04	5 02	5 03	5 02	5 02
August...	5 07	5 07	5 06	5 07	5 05	5 05	5 04	5 05	5 04	5 04	5 03	5 04
Aug.-Sept...	5 06	5 06	5 05	5 05	5 03	5 04	5 03	5 03	5 02	5 03	5 02	5 03
Sept.-Oct...	5 04	5 04	5 03	5 03	5 02	5 04	5 02	5 04	5 01	5 02	5 01	5 01
Oct.-Nov...	5 03	5 03	5 02	5 03	5 01	5 02	5 01	5 02	5 01	5 01	5 00	5 01
Nov.-Dec...	5 02	5 03	5 02	5 02	5 00	5 01	5 00	5 01	5 00	5 00	5 00	5 00

## BREADSTUFFS.

FRIDAY, February 27, 1891.

The market for wheat flour was without decided feature until Wednesday, when at a reduced range of values there was a fair degree of activity in the medium grades for export. To-day there was a renewal of active export demand, shippers taking several thousand barrels of good medium grade, at \$4 50 and under. Cornmeal is dearer and rye flour tends upward.

The wheat market opened depressed, but on Wednesday showed for a time considerable buoyancy, owing to the very severe weather at the West greatly modifying the favorable prospects regarding the next crop which heretofore have been reported. Then the next crop made and sustained some advance, but this crop fell off in the later dealings under reports of financial difficulties in London. Yesterday reports of damage to the growing crop in France and severe wintry weather in Southern Europe were accompanied by stronger cable advices, which caused some advance and much more active speculation. There were also liberal purchases of wheat to arrive for export. To-day there was a stronger opening on reports of floods and bad weather at the West, but speculation was sluggish and the regular trade dull, causing an easier closing, especially for this crop.

## DAILY CLOSING PRICES OF NO. 2 RED WINTER WHEAT

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
March delivery.....c.	110 <sup>3</sup> / <sub>8</sub>		109 <sup>3</sup> / <sub>8</sub>	109 <sup>3</sup> / <sub>8</sub>	109 <sup>3</sup> / <sub>8</sub>	109 <sup>3</sup> / <sub>8</sub>
May delivery.....c.	106 <sup>3</sup> / <sub>8</sub>		105 <sup>3</sup> / <sub>8</sub>	105 <sup>3</sup> / <sub>8</sub>	106 <sup>3</sup> / <sub>8</sub>	106 <sup>3</sup> / <sub>8</sub>
June delivery.....c.	104		103 <sup>3</sup> / <sub>8</sub>	103 <sup>3</sup> / <sub>8</sub>	103 <sup>3</sup> / <sub>8</sub>	103 <sup>3</sup> / <sub>8</sub>
July delivery.....c.	100 <sup>1</sup> / <sub>2</sub>		99 <sup>3</sup> / <sub>8</sub>	100	100 <sup>3</sup> / <sub>8</sub>	100 <sup>3</sup> / <sub>8</sub>
August delivery.....c.	96 <sup>3</sup> / <sub>8</sub>		95 <sup>3</sup> / <sub>8</sub>	96 <sup>3</sup> / <sub>8</sub>	96 <sup>3</sup> / <sub>8</sub>	97
September delivery.....c.	96 <sup>3</sup> / <sub>8</sub>		95 <sup>3</sup> / <sub>8</sub>	95 <sup>3</sup> / <sub>8</sub>	96 <sup>3</sup> / <sub>8</sub>	97
December delivery.....c.	98 <sup>3</sup> / <sub>8</sub>		97 <sup>3</sup> / <sub>8</sub>	98	98 <sup>3</sup> / <sub>8</sub>	99

Indian corn was stronger, and in the early dealings of Wednesday was buoyant, owing in part to the rapidity with which current supplies are absorbed; but the advance was due mainly to the report that recent receipts at the West are not grading well. The higher prices have kept the export business within narrow limits. To-day a further advance took place, but the local trade proved dull, and prices fell away in the later dealings.

## DAILY CLOSING PRICES OF NO. 2 MIXED CORN.

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
March delivery.....c.	63 <sup>3</sup> / <sub>8</sub>		64	64 <sup>1</sup> / <sub>2</sub>	64 <sup>3</sup> / <sub>8</sub>	64 <sup>3</sup> / <sub>8</sub>
May delivery.....c.	61 <sup>3</sup> / <sub>8</sub>		61 <sup>1</sup> / <sub>2</sub>	62	62 <sup>3</sup> / <sub>8</sub>	62 <sup>3</sup> / <sub>8</sub>
July delivery.....c.	60 <sup>3</sup> / <sub>8</sub>		60 <sup>3</sup> / <sub>8</sub>	61	61 <sup>3</sup> / <sub>8</sub>	60 <sup>3</sup> / <sub>8</sub>

Oats advanced in sympathy with wheat and corn, but to-day were weaker.

## DAILY CLOSING PRICES OF NO. 2 MIXED OATS.

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
March delivery.....c.	53 <sup>1</sup> / <sub>2</sub>		53 <sup>3</sup> / <sub>8</sub>	54	54 <sup>1</sup> / <sub>2</sub>	54 <sup>3</sup> / <sub>8</sub>
May delivery.....c.	52 <sup>1</sup> / <sub>2</sub>		52 <sup>3</sup> / <sub>8</sub>	53	53 <sup>3</sup> / <sub>8</sub>	53 <sup>1</sup> / <sub>2</sub>
July delivery.....c.	51 <sup>1</sup> / <sub>2</sub>		51 <sup>3</sup> / <sub>8</sub>	52 <sup>1</sup> / <sub>2</sub>	53	52 <sup>1</sup> / <sub>2</sub>

Rye is held for a further advance, but is quite unsettled. Barley has been more active and values are steadier.

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

FLOUR.		GRAIN.	
Fine.....	5 bbl. \$2 80 @ \$3 35	Corn, per bush.....	63 @ 60 <sup>3</sup> / <sub>8</sub>
Superfine.....	3 35 @ 3 65	West'n mixed.....	63 @ 60 <sup>3</sup> / <sub>8</sub>
Extra, No. 2.....	3 65 @ 3 85	W'n mix. No. 2.....	65 @ 65 <sup>1</sup> / <sub>2</sub>
Extra, No. 1.....	3 80 @ 4 15	West'n yellow.....	63 @ 66 <sup>3</sup> / <sub>8</sub>
Clears.....	4 15 @ 4 60	Western white.....	64 @ 67
Straights.....	4 50 @ 5 00	Oats-Mixed.....	54 @ 56 <sup>1</sup> / <sub>2</sub>
Patent, spring.....	4 95 @ 5 50	White.....	54 @ 62
Buckwheat flour, per 100 lbs., 2 50 @ 2 55.		No. 2 mixed.....	55 @ 56
		No. 2 white.....	55 @ 56
		Buckwheat, per bush	70 @ 72

## EXPORTS OF BREADSTUFFS FOR JANUARY, 1891 AND 1890, AND FOR SEVEN MONTHS OF THE FISCAL YEAR 1890-91.

Breadstuffs Exports.	January.				1891.	
	1891.		1890.		Seven Months.	
	Qu'ntities	Value.	Qu'ntities	Value.	Quantities	Value.
<b>Barley, bush.</b>		\$		\$		\$
New York.....	37,161	18,384				
Boston.....						
Philadelphia.....						
Baltimore.....	8,374	3,750				
New Orleans.....						
Pac. cust. dists.*	43,541	32,908	67,698	39,306	319,480	223,677
Other cus. dists.†						
<b>Total, barley.....</b>	<b>43,541</b>	<b>82,008</b>	<b>111,933</b>	<b>61,469</b>	<b>319,480</b>	<b>223,677</b>
<b>Corn, bush.</b>						
New York.....	561,138	343,089	1,728,796	738,824	8,903,818	4,767,501
Boston.....	53,014	51,292	652,772	301,736	1,618,576	761,054
Philadelphia.....	60,411	38,446	1,176,260	480,832	1,300,122	676,324
Baltimore.....	325,832	185,750	2,941,087	1,246,129	2,649,762	1,371,994
New Orleans.....	63,888	34,753	1,728,908	782,631	1,657,515	812,438
Pac. cust. dists.*	9,321	6,519	1,188	789	71,038	58,334
Other cus. dists.†	221,039	117,585	230,460	84,374	3,420,587	1,644,022
<b>Total, corn.....</b>	<b>1,328,811</b>	<b>787,922</b>	<b>8,454,456</b>	<b>3,575,515</b>	<b>19,521,998</b>	<b>10,120,167</b>
<b>Corn-meal, bbls.</b>						
New York.....	15,134	47,237	13,527	37,180	100,111	306,280
Boston.....	7,383	19,152	6,034	13,216	82,108	185,168
Philadelphia.....	1	4	6	24	3,271	9,832
Baltimore.....	857	2,520	714	2,800	6,083	21,755
New Orleans.....	6	20	12	57	66	220
Pac. cust. dists.*						
Other cus. dists.†	1,732	4,200	4,437	9,830	15,308	37,904
<b>Total, corn-meal.....</b>	<b>25,123</b>	<b>73,133</b>	<b>24,790</b>	<b>63,065</b>	<b>206,845</b>	<b>571,069</b>
<b>Oats, bush.</b>						
New York.....	23,721	13,301	1,034,510	340,707	458,172	185,562
Boston.....	1,483	853	41,639	12,550	23,880	8,172
Philadelphia.....					2,302	1,166
Baltimore.....	16	9	90,000	25,600	82	41
New Orleans.....	7	45	78	32	41	213
Pac. cust. dists.*	7,582	4,624	15,041	5,507	43,684	24,093
Other cus. dists.†	20,000	9,800	15,200	3,800	287,378	197,106
<b>Total, oats.....</b>	<b>52,891</b>	<b>28,733</b>	<b>1,119,149</b>	<b>338,396</b>	<b>815,634</b>	<b>327,253</b>
<b>Oatmeal, lbs.</b>						
New York.....	80,480	1,495	125,600	2,632	1,126,007	0,253
Boston.....	251,080	8,029	1,261,100	50,266	4,582,080	140,369
Philadelphia.....						
Baltimore.....			378,580	11,896		
New Orleans.....			845	17	1,284	88
Pac. cust. dists.*	7,000	261	9,500	236	55,900	1,896
Other cus. dists.†					365,000	10,038
<b>Total, oatmeal.....</b>	<b>333,570</b>	<b>10,725</b>	<b>1,775,425</b>	<b>64,567</b>	<b>6,180,271</b>	<b>172,614</b>
<b>Rye, bush.</b>						
New York.....			58,618	35,246	308,627	194,611
Boston.....						
Philadelphia.....						
Baltimore.....						
New Orleans.....						
Pac. cust. dists.*					14,285	8,930
Other cus. dists.†						
<b>Total, rye.....</b>			<b>58,618</b>	<b>35,246</b>	<b>322,912</b>	<b>203,411</b>
<b>Wheat, bush.</b>						
New York.....	539,761	569,194	822,660	726,898	5,934,273	6,078,123
Boston.....			51,468	43,745	124,509	125,058
Philadelphia.....	8,483	8,653	33,729	26,292	243,680	240,737
Baltimore.....	154,987	155,547	328,314	280,425	2,568,814	2,485,761
New Orleans.....	219,270	195,418	78,355	63,933	788,151	691,094
Pac. cust. dists.*	3,315,572	2,658,499	2,667,519	1,994,724	16,192,714	13,041,947
Other cus. dists.†	40,000	42,000	23,359	18,000	1,406,077	1,352,553
<b>Total, wheat.....</b>	<b>4,278,103</b>	<b>3,628,807</b>	<b>3,905,602</b>	<b>3,184,017</b>	<b>27,253,293</b>	<b>24,015,718</b>
<b>Wheat-flour, bbls.</b>						
New York.....	288,612	1,354,752	357,794	1,581,835	1,581,318	8,924,018
Boston.....	117,207	588,627	102,685	504,522	803,737	4,070,511
Philadelphia.....	105,671	506,512	59,777	278,019	439,982	2,004,167
Baltimore.....	272,783	1,445,401	212,396	1,127,805	1,387,174	7,273,603
New Orleans.....	2,960	11,301	1,041	18,508	38,165	33,463
Pac. cust. dists.*	170,539	668,908	118,321	478,094	1,106,246	4,365,202
Other cus. dists.†	105,745	581,929	44,953	215,472	417,421	2,155,940
<b>Total, wheat-flour.....</b>	<b>1,060,784</b>	<b>5,155,658</b>	<b>898,875</b>	<b>4,235,345</b>	<b>6,073,083</b>	<b>28,890,890</b>
<b>Totals.</b>						
New York.....	2,329,493		3,481,662			20,476,345
Boston.....	668,568		926,037			5,838,777
Philadelphia.....	558,845		765,167			2,932,716
Baltimore.....	1,799,427		2,657,905			11,153,154
New Orleans.....	242,043		815,268			1,567,494
Pac. cust. dists.*	3,998,728		2,519,905			17,722,849
Other cus. dists.†	755,497		361,676			5,505,463
<b>Grand total.....</b>	<b>9,718,586</b>		<b>11,557,820</b>		<b>64,524,769</b>	

\* Value of exports from Pacific districts for the month of January, 1891:  
Oregon, Oregon..... \$83,551 | Willamette, Oregon..... \$359,554  
Puget Sound, Wash'n Terr'y. 466,611  
San Francisco, California..... 2,280,007 | Total..... \$3,369,723

† Value of exports from other customs districts for the month of Jan., 1891.  
Brazos, Texas..... \$15,164 | Portland, Me..... \$45,144  
Detroit, Michigan..... 25,339 | Richmond, Va..... 27,662  
Huron, Michigan..... 48,410  
Newport News, Va..... 592,878 | Total..... \$755,49

NOTE.—This statement includes about 68 per cent of the entire exports of the articles named from all ports of the country.

The movement of breadstuffs to market is indicated in the statement below, prepared by us from the figures of the New York Produce Exchange. We first give the receipts at Western lake and river ports, arranged so as to present the comparative movement for the week ending Feb. 21, 1891, and since August 1, for each of the last three years:

Receipts at—	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	Bbls. 100 lbs.	Bush. 60 lbs.	Bush. 56 lbs.	Bush. 32 lbs.	Bush. 48 lbs.	Bu. 56 lbs.
Chicago.....	75,374	172,052	1,011,348	1,032,807	290,981	58,123
Milwaukee...	60,234	85,600	81,390	87,000	131,600	40,010
Duluth.....	.....	150,614	.....	.....	.....	.....
Minneapolis..	.....	689,710	.....	.....	.....	.....
Foiled.....	816	18,032	115,091	887	600	1,112
Detroit.....	3,448	67,242	13,255	30,427	21,393	.....
Cleveland...	8,283	46,900	30,410	45,300	12,881	.....
St. Louis.....	20,527	128,891	319,445	175,100	21,450	1,100
Peoria.....	2,550	32,500	250,400	268,000	27,640	3,300
Tot. wk. '91.	171,582	1,389,541	1,771,269	1,634,521	508,608	101,645
Same wk. '90.	174,235	945,035	4,032,573	1,897,534	557,628	68,287
Same wk. '89.	162,295	1,062,221	2,640,221	1,198,507	477,327	38,713
Since Aug. 1.						
1890-'91.....	6,532,945	75,664,578	53,827,905	56,347,569	24,782,691	2,992,289
1889-'90.....	7,025,731	87,714,360	95,684,268	51,761,182	19,321,955	4,038,629
1888-'89.....	5,630,636	66,898,766	73,459,908	51,795,450	20,661,078	3,971,98



The receipts of flour and grain at the seaboard ports for the week ended Feb. 21, 1891, follow:

At—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York.....	120,797	364,200	293,800	365,000	44,800	3,650
Boston.....	51,401	43,418	74,820	96,040	600	1,092
Montreal.....	8,178	46,402	1,100	25,486	10,600	2,400
Philadelphia..	13,304	11,993	124,637	61,560	.....	600
Baltimore....	55,546	37,803	212,400	3,000	.....	7,542
Richmond....	10,200	26,780	47,642	13,426	.....	.....
New Orleans..	12,905	1,800	90,995	18,462	.....	.....

Total week... 272,334 532,351 845,444 582,974 65,009 15,284  
Cor. week '90. 106,210 248,332 3,435,306 1,122,108 84,686 43,284

The exports from the several seaboard ports for the week ending Feb. 21, 1891, are shown in the annexed statement:

Exports from—	Wheat, bush.	Corn, bush.	Flour, bbls.	Oats, bush.	Rye, bush.	Peas, bush.
New York.....	109,788	106,832	110,759	4,205	.....	5,339
Boston.....	7,848	36,857	28,167	500	.....	8,585
Portland.....	.....	.....	1,479	.....	.....	19,037
Montreal.....	.....	.....	.....	.....	.....	.....
Philadel.....	.....	59,000	5,786	.....	.....	.....
Baltimore.....	.....	27,568	27,246	.....	.....	.....
N. Orleans..	114,500	50,218	713	23	.....	.....
N. News.....	.....	50,000	33,913	.....	.....	.....
Richm'd.....	.....	.....	.....	.....	.....	.....
Tot. week.....	232,136	330,475	218,063	4,830	.....	33,011
8 mo time 1890....	412,832	3,332,517	202,112	351,116	8,406	36,326

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, Feb. 21, 1891:

In store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Rye, bush.	Barley, bush.
New York.....	1,170,643	296,582	998,524	7,251	243,528
Do afloat....	24,000	.....	.....	8,000	102,800
Albany.....	.....	35,000	37,000	24,600	18,500
Buffalo.....	744,558	150,133	175,499	30,295	775,401
Do afloat....	86,000	.....	.....	.....	.....
Chicago.....	6,595,425	191,914	371,944	145,375	151,275
Chicago afloat..	166,110	.....	74,817	.....	.....
Milwaukee....	508,568	.....	935	60,119	506,225
Duluth.....	3,904,286	.....	.....	.....	3,573
Toledo.....	702,617	191,901	18,246	19,375	.....
Detroit.....	151,654	132,141	13,110	1,353	260,142
Oswego.....	55,000	80,000	.....	.....	260,000
St. Louis.....	1,384,294	384,872	211,320	181	75,046
Cincinnati....	6,000	19,000	53,000	.....	120,000
Boston.....	146,169	43,895	124,984	8,819	38,623
Toronto.....	125,313	.....	2,841	.....	108,574
Montreal.....	426,020	10,733	203,431	28,881	56,217
Philadelphia..	109,641	210,389	89,659	.....	.....
Peoria.....	28,280	297,977	727,779	29,437	48,879
Indianapolis..	129,523	124,652	9,000	.....	.....
Kansas City..	349,744	44,407	93,979	618	.....
Baltimore.....	395,851	282,630	116,831	29,912	.....
Minneapolis..	6,109,470	.....	2,713	.....	870
On Mississippi.	.....	74,462	18,210	.....	.....
On canal & river.	7,800	24,900	30,200	.....	108,200

Tot. Feb. 21, '91. 23,324,964 2,595,759 2,882,522 391,814 2,678,450  
Tot. Feb. 14, '91. 23,167,953 2,400,807 2,922,461 366,883 2,993,643  
Tot. Feb. 22, '90. 29,618,581 13,736,567 5,186,980 1,529,397 1,862,651  
Tot. Feb. 23, '89. 32,740,409 15,462,701 8,067,131 1,678,443 2,065,159  
Tot. Feb. 25, '88. 38,461,453 8,848,232 4,872,163 376,992 2,486,715

## THE DRY GOODS TRADE.

NEW YORK, Friday P. M., February 27, 1891.

The intervention of Washington's Birthday, which was as usual observed as a holiday in commission and importing circles, tended to lessen the volume of business the past week, but a very fair distribution of fabrics adapted for the coming season was made by most of the wholesale houses. There was a considerable influx of retailers from out-of-town markets in the city, and their presence imparted increased activity to the jobbing trade, and a fairly satisfactory business in this connection was reported by such houses as keep abreast with the times. At first hands the demand was somewhat irregular, rather more than an average trade having been done in certain fabrics, while others were relatively quiet. The tone of the general market continues steady, and stocks of manufactured goods are so well in hand as a rule that the stability of values for some time to come seems to be pretty well assured.

DOMESTIC WOOLEN GOODS.—Despite intervals of very unfavorable weather, there was a fair business in men's-wear woollens during the week. Union, cotton-warp and low-grade all-wool cassimeres continued in pretty good demand by the clothing trade, and a fair business was done in fine cassimeres and cheviots. Piece-dyed and fancy worsted suitings were in fair request, and leading makes are well sold up and steady in price. Overcoatings were in irregular demand, but fairly satisfactory orders were placed for kerseys, meltons and popular rough-faced descriptions. Kentucky jeans and coeskins were in light demand by package buyers, as were cloakings; but prices ruled steady. Wool and worsted dress goods continued in fair demand and firm, and there was a steady movement in shawls, skirts and carpets at unchanged prices.

DOMESTIC COTTON GOODS.—The exports of cotton goods from this port for the week ending Feb. 21 were 1,356 packages, valued at \$81,519, their destination being to the points specified in the table below:

NEW YORK TO FEB. 24.	1891.		1890.	
	Week.	Since Jan. 1.	Week.	Since Jan. 1.
Great Britain.....	80	742	102	821
Other European.....	6	162	25	228
China.....	775	19,418	762	4,824
India.....	100	2,808	.....	1,276
Arabia.....	.....	1,435	.....	1,782
Africa.....	30	228	.....	423
West Indies.....	198	2,372	1,037	3,682
Mexico.....	35	411	30	294
Central America.....	45	1,040	130	879
South America.....	64	4,636	551	5,023
Other countries.....	23	199	94	492
Total.....	1,356	33,251	2,732	19,730
* China, via Vancouver.....	.....	8,050	.....	3,178
Total.....	1,356	41,301	2,732	22,908

\* From New England mill points direct.

The value of the New York exports since January 1 have been \$1,817,010 in 1891, against \$1,197,447 in 1890.

Agents' prices for plain and colored cottons have not materially changed, and there was comparatively little tendency towards cutting on the part of jobbers. Brown sheetings and drills were in fair request at first hands, and there was a steady demand for bleached shirtings and cambrics by jobbers and the manufacturing trade. Wide sheetings, cotton flannels, corset jeans and satens were in steady request, and a fair business in denims, cheviots, ticks, checks, cottonades, &c., was done by the leading commission houses. Silsesias and flat-fold cambrics continued in steady request and firm at unchanged prices. White goods, quilts, curtain drapery and fancy table damasks were fairly active in movement and demand, and prices ruled steady. Prints and ginghams were in fair request at prices unchanged and ruling steady. Print cloths continued in moderate demand and closed a trifle easier on the basis of 8c. for 64x64s and 2 9-16c. for 56x60s.

	1891. Feb. 21.	1890. Feb. 22.	1899. Feb. 23.
Stock of Print Cloths—			
Held by Providence manuf'rs.....	359,000	316,000	None.
Fall River manufacturers.....	278,000	34,000	3,000.
Outside speculators (est).....	5,000	8,000	None.
Total stock (pieces).....	642,000	356,000	3,000

FOREIGN DRY GOODS.—The demand for imported fabrics at first hands continued irregular, but a very fair business in certain sorts was done by such jobbers as keep abreast with the times. Desirable fabrics are not in redundant supply and importers are firm in their views as to prices; hence comparatively few "drives" in foreign goods have thus far been made in jobbing circles.

### Importations of Dry Goods.

The importations of dry goods at this port for the week ending Feb. 26, 1891, and since Jan. 1, and the same facts for the corresponding periods of last year are as follows:

Total on market.....	ENTERED FOR CONSUMPTION FOR THE WEEK AND SINCE JANUARY 1, 1891 AND 1890.			
	Week Ending Feb. 27, 1890.	Since Jan. 1, 1890.	Week Ending Feb. 26, 1891.	Since Jan. 1, 1891.
Manufactures of—	Pkgs.	Value.	Pkgs.	Value.
	1,357	493,923	17,226	6,568,986
Wool.....	1,638	414,535	19,627	4,915,510
Cotton.....	2,747	1,387,912	19,660	9,668,917
Silk.....	1,885	255,287	20,564	3,001,364
Flax.....	8,941	235,330	41,075	2,268,106
Miscellaneous.....	16,268	2,787,987	118,151	26,422,973
Total.....	20,334	3,330,910	175,576	32,784,127
Manufactures of—	Pkgs.	Value.	Pkgs.	Value.
	543	213,072	7,108	2,814,992
Wool.....	360	1,076,255	4,224	1,343,138
Cotton.....	321	153,880	3,259	1,343,138
Silk.....	307	43,507	272	49,934
Flax.....	2,535	50,837	39,094	482,371
Miscellaneous.....	4,066	542,923	57,425	6,381,154
Total.....	16,268	2,787,987	118,151	26,422,973
Entered for consumption.....	20,334	3,330,910	175,576	32,784,127
Total at the port.....	20,334	3,330,910	175,576	32,784,127
Manufactures of—	Pkgs.	Value.	Pkgs.	Value.
	275	101,365	6,504	2,489,627
Wool.....	114	27,253	4,064	1,010,265
Cotton.....	141	95,903	2,712	1,341,004
Silk.....	230	47,677	2,930	505,825
Flax.....	5,456	52,896	27,037	532,438
Miscellaneous.....	6,216	324,394	13,267	5,339,102
Total.....	16,268	2,787,987	118,151	26,422,973
Entered for consumption.....	20,334	3,330,910	175,576	32,784,127
Total at the port.....	20,334	3,330,910	175,576	32,784,127
Manufactures of—	Pkgs.	Value.	Pkgs.	Value.
	554	178,099	5,410	1,716,937
Wool.....	534	118,753	5,410	1,716,937
Cotton.....	366	21,546	1,793,815	1,793,815
Silk.....	479	72,756	637,729	637,729
Flax.....	207	24,203	2,472	2,472
Miscellaneous.....	18,115	188,743	21,623	21,623
Total.....	20,334	3,330,910	175,576	32,784,127
Entered for consumption.....	20,334	3,330,910	175,576	32,784,127
Total at the port.....	20,334	3,330,910	175,576	32,784,127



## Trust Companies.

## Union Trust Company

OF NEW YORK.

80 Broadway, New York.

CAPITAL, - - - - \$1,000,000  
SURPLUS, - - - - 3,750,000

Authorized to act as Executor, Administrator, Guardian, Receiver, or Trustee, and is a LEGAL DEPOSITORY FOR MONEY. Acts as Trustee of mortgages and registry of stocks, and accepts the transfer agency and registry of stocks, and allows interest on deposits, which may be made at any time, and withdrawn on five days' notice, with interest for the whole time they remain with the company.

For the convenience of depositors this company also opens current accounts subject, in accordance with its rules, to check at sight, and allows interest upon the resulting daily balances. Such checks pass through the Clearing House.

Attends specially to the MANAGEMENT OF REAL ESTATE and to the collection and remittance of rents.

It makes ample provision in its NEW BURGLAR AND FIRE PROOF VAULTS for the safe keeping of securities placed in its custody, on which it collects and remits income.

## TRUSTEES

Wm. Whitewright, H. Van Kessel, Kennedy,  
Henry A. Kent, James H. Ogilvie,  
R. T. Wilson, James T. Woodward,  
W. F. Russell, George A. Jarvis,  
C. D. Wood, C. Vanderbilt,  
James N. Platt, A. A. Low,  
D. C. Hays, G. G. Williams,  
Wm. Alex. Duer, R. G. Remsen,  
Charles H. Leland, Edward Schell,  
Edward King, Amasa J. Parker,  
E. H. Wesley, Samuel F. Barger,  
D. H. McAlpin, Geo. C. Magoun,  
George B. Carhart, W. Emlen Roosevelt,  
Chauncey M. Depew.

## EXECUTIVE COMMITTEE:

Wm. Whitewright, G. G. Williams,  
Edward Schell, E. B. Wesley,  
Geo. C. Magoun, C. D. Wood,  
D. C. Hays, James T. Woodward.

EDWARD KING, President.

CORNELIUS D. WOOD, Vice-Presidents.

JAMES H. OGILVIE.

AUGUSTUS W. KELLEY, Secretary.

J. N. B. THAYER, Assistant Secretary.

## United States Trust Co.

OF NEW YORK,

45 and 47 Wall Street.

CAPITAL AND SURPLUS, - \$9,000,000

This company is a legal depository for moneys paid into court, and is authorized to act as guardian or trustee.

## INTEREST ALLOWED ON DEPOSITS,

which may be made at any time and withdrawn after five days' notice, and will be entitled to interest for the whole time they may remain with the company.

Executors, administrators, or trustees of estates, and women unaccustomed to the transaction of business, as well as religious and benevolent institutions, will find this company a convenient depository for money.

JOHN A. STEWART, President.

GEORGE BLISS, Vice-President.

JAMES S. CLARK, Second Vice-President.

## TRUSTEES:

Wilson G. Hunt, Jno. H. Rhoades, Wm. Rockefeller,  
Clifton Gilbert, Anson P. Stokes, Alex. E. Orr,  
Daniel D. Lord, Geo. H. Warren, Wm. H. Macy, Jr.,  
Samuel Sloan, George Blane, Wm. D. Sloane,  
James Low, Wm. Libbey, G. H. Schwab,  
Wm. W. Phelps, John C. Brown, Frank Lyman,  
D. Willis James, Edward Cooper, Geo. F. Victor,  
John A. Stewart, W. B. Cutting, Wm. W. Astor,  
Erastus Corning, Chas. S. Smith,  
HENRY L. THORNELL, Secretary.  
LOUIS G. HAMPTON, Assistant Secretary.

## Holland Trust Company.

NO. 7 WALL STREET, NEW YORK.

Capital and Surplus, - \$1,000,000

## ALLOWS INTEREST ON DEPOSITS.

Accepts and executes any legal trusts from persons or corporations, on as favorable terms as other similar companies.

Acts as Executor, trustee and Guardian, under wills for the fixed statutory charges; also as Registrar, Trustee, Transfer and Financial Agent for Estates, Cities, Railroads, Towns, and other corporations, and for Real Estate Mortgages with Coupon Bonds in New York, Brooklyn and elsewhere. Collects Rents, Coupons and Dividends.

## TRUSTEES.

Garret A. Van Allen, John Van Voorhis,  
Warner Van Norden, W. W. Van Voorhis,  
James R. Van Woert, Geo. W. Van Siclen,  
G. Van Nostrand, C. W. Hutchinson,  
John R. Platten, Tams G. Kegen,  
Benj. F. Voorburg, Robert B. Roosevelt,  
Joseph S. Stout, Chas. P. Daly,  
Geo. M. Van Hoese, Jotham Goodnow,  
William Remsen, Augustus Van Wyck,  
John D. Vermorel, Daniel A. Heald,  
W. J. Arkell.

ROBERT B. ROOSEVELT, President.

JOHN D. VERMOREL, Vice-Presidents.

JOHN H. PLATTEN.

GEO. W. VAN SICLEN, Secretary.

## Metropolitan Trust Co.

37 and 39 Wall Street, New York.

Paid-Up Capital, - \$1,000,000

Surplus, - 662,390

Designated as a legal depository by order of Supreme Court. Receive deposits of money on interest, as well as transfer agent, or trustee for corporations, and accept and execute any legal trusts from persons or corporations, on as favorable terms as other similar companies.

Thomas Hill house, Pres. Fred'k D. Tappen, V.-P.

C. M. Jeap, 2d V.-Pres. Beverly Chew, Secretary.

George D. Coany, Assistant Secretary.

## Trust Companies.

## OLD COLONY TRUST COMPANY.

BOSTON, MASS.

Capital - - - - \$1,000,000 00

Surplus, - - - - 500,000 00

Transacts a General Banking Business.

Allows interest on daily balances subject to check.

## Agent in Financial Transactions.

Trustee under mortgages, Transfer Agent, Registrar.

## BOARD OF DIRECTORS.

T. Jefferson Coolidge, Jr., President.  
Frederick L. Amer, John F. Anderson,  
John L. Bremer, Martin Brimmer,  
T. Jefferson Coolidge, George F. Eabyan,  
George P. Gardner, Francis L. Higginson,  
Henry S. Howe, Walter Hunnewell,  
William P. Mason, George Von L. Meyer,  
Laurence Minot, Richard Olney,  
Henry R. Read, Lucius M. Sargent,  
Nathaniel Thayer, John I. Waterbury,  
Stephen M. Weld, Henry C. Weston.

T. JEFFERSON COOLIDGE, JR., President.

C. S. TUCKERMAN, Secretary.

## Manhattan Trust Co.

Corner of Wall and Nassau Sts., N. Y.

CAPITAL, . . . . . \$1,000,000

## DIRECTORS:

F. O. French, N. Y. H. W. Cannon, N. Y.  
R. J. Cross, N. Y. John R. Ford, N. Y.  
H. L. Higginson, Boston. T. J. Coolidge, Jr., Bos.  
August Belmont, N. Y. James O. Sheldon, N. Y.  
E. D. Randolph, N. Y. A. S. Rosenbaum, N. Y.  
C. C. Baldwin, N. Y. Sam'l B. Shipley, Phila.  
Chas. F. Tag, N. Y. R. T. Wilson, N. Y.  
Marshall Field, Chicago. J. I. Waterbury, N. Y.  
Ex. Norton, N. Y. H. O. Northcote, N. Y.

F. O. French, President. J. I. Waterbury, V.-Pres.

A. T. French, Secretary and Treasurer.

ALLOWS INTEREST ON DEPOSITS. EXECUTES TRUSTS OF EVERY DESCRIPTION.

REGISTRAR AND TRANSFER AGENT

## The Brooklyn Trust Co.,

177 and 179 Montague St., Brooklyn, N. Y.

CAPITAL Invested in U. S. 4 { \$1,000,000

per cents at par.

Capital and Surplus exceeding \$2,250,000

This Company allows interest on Deposits, which may be made subject to check at sight or returnable at a date.

It is authorized by special charter to act as Executor, Trustee, Administrator, Guardian, Receiver or in any other position of trust.

As executor of estates it secures a safe, prompt and advantageous distribution of the same.

It is a designated depository for Court monies and acts as Registrar or Transfer Agent of stock and bonds, and as trustee for railroad or other corporation mortgages.

Executes orders in all classes of investment securities. Guarantees Letters of Credit issued to travelers.

C. T. Christensen, Pres. Jas Ross Curran, Sec.

Abram B. Baylis, V.-Pres. Fred'k C. Colton, Asst. Sec.

## TRUSTEES:

Josiah O. Low, Fred. Cromwell, J. J. Pierrepont,  
Alex. M. White, John P. Rolfe, C. M. Pratt,  
A. A. Low, H. V. K. Sheldon, Geo. G. Reynolds,  
Mich'l Chauncey, C. D. Wood, S. W. Boocock,  
Wm. B. Kendall, Wm. H. Male, John Gibb,  
E. F. Knowlton, Abram B. Baylis, G. W. Chauncey,  
John T. Martin, H. W. Maxwell, C. T. Christensen.

## THE

## WASHINGTON TRUST COMPANY

OF THE CITY OF NEW YORK.

STEWART BUILDING, 280 BROADWAY.

CAPITAL - - - - \$500,000

SURPLUS - - - - \$250,000

DAVID M. MORRISON, CHARLES F. CLARK

President, Vice-President.

FRANCIS H. PAGE, Secretary.

## TRUSTEES:

Joseph F. Knapp, P. C. Lounsbury,  
David M. Morrison, Charles F. Clark,  
Henry H. Rogers, George E. Hamlin,  
George H. Russell, Theo. A. Havemeyer,  
George H. Prentiss, Joel F. Freeman,  
L. T. Powell,  
George L. Pease, Lucius K. Wilmerding,  
Wm. H. Hall, George A. Morrison,  
John F. Anderson, Jr., Joseph C. Baldwin,  
Waldo Hutchins,  
E. C. Homans.

INTEREST ALLOWED ON DEPOSITS.

This Company is a legal depository for Court and Trust Funds and is authorized to do any and all other business usually done by Trust Companies of responsibility and standing.

## Trust Companies.

## The Northern Trust Co.,

S. E. Cor. La Salle and Washington Sts.,

## CHICAGO, ILLINOIS.

UNDER STATE JURISDICTION AND SUPERVISION

Capital Fully Paid In - \$1,000,000

Pays interest on Deposits. Legal Depository for Court Monies, Trust Funds and other Deposits, which may be made subject to check or returnable at a fixed date.

Acts as Executor and Trustee under will, as Administrator, Guardian, Trustee, etc.

Does all business usually done by Trust Companies of good standing.

Acts as Registrar or Transfer agent of Stocks and Bonds, and as Trustee for Railroad and other Corporation mortgages.

Investments of Trust Funds and Title thereto are kept separate and apart from the Assets of the Company.

## DIRECTORS:

A. C. Bartlett, of Hibbard, Spencer, Bartlett & Co.  
J. Harley Bradley, of David Bradley Mfg. Co.  
H. N. Higginbotham, of Marshall Field & Co.  
Marvin Huggitt, Pres. Chic. & Northwestern RR.  
Chas. L. Hutchinson, Pres. Cora Exchange Bank.  
A. O. Slaughter.  
Martin A. Ryerson, of Martin Ryerson & Co.  
Albert A. Sprague, of Sprague, Warner & Co.  
Byron L. Smith.  
Chas. L. Hutchinson, V.-P.  
Joseph T. Bowen, Cashier.

## Illinois Trust &amp; Savings

## Bank,

## CHICAGO, ILL.

CAPITAL AND SURPLUS, - \$2,100,000

## INTEREST ALLOWED ON DEPOSITS.

This Bank is directly under the jurisdiction and supervision of the State of Illinois, is a LEGAL DEPOSITORY for Court Monies, and is authorized to act as TRUSTEE, EXECUTOR, RECEIVER and ASSIGNEE for ESTATES, INDIVIDUALS and CORPORATIONS.

## OFFICERS:

John J. Mitchell, President.  
John B. Drake, Vice-President.  
Wm. H. Mitchell, Second Vice-President.  
Wm. H. Drake, Third Vice-President.  
James S. Gibbs, Cashier, B. M. Chastell, Asst. Cash'r.

## DIRECTORS:

John McCaffery, John B. Drake,  
L. Z. Lelter, Wm. H. Reid,  
Wm. H. Mitchell, John J. Mitchell,  
Wm. G. Hibbard, J. C. McMillan,  
D. B. Shipman.

## The Nassau Trust Co.

101 Broadway, Brooklyn, N. Y.

CAPITAL, - - - - \$500,000

Deposits received subject to check at sight, and interest allowed on the resulting daily balances.

Certificates of deposits issued for time deposits, on which special rates will be allowed.

Interest commences from date of deposit.

Authorized by law to act as Executor, Administrator, Committee, Guardian, Trustee, Receiver, Fiscal and Transfer Agent and as Registrar of Stocks and Bonds; is a legal depository for Trust Funds and for moneys paid into court.

Loans made on approved collateral.

Will take entire charge of securities during absence or otherwise of owner.

Checks on this Company are payable through the New York Clearing House.

A. D. WHEELOCK, President.

WILLIAM DICK, Vice-Pres't.

JOHN TRUSLOW, Secretary.

O. F. RICHARDSON, Secretary.

## TRUSTEES:

Wm. Dick, F. W. Wurster, Joel F. Freeman,  
A. D. Baird, Bernard Peters, Chas. H. Russell,  
Darwin R. James, Wm. E. Horwill, Edward T. Hulst,  
L. H. Rogers, Joseph F. Knapp, Jno. McLoughlin,  
E. B. Tuttle, Jno. T. Wells, A. M. Suydam,  
Wm. L. Longbrar, Wm. E. Wheelock,  
Thos. F. Rowland, Wm. F. Garrison, O. F. Richardson,  
Ditmas Jewell, A. D. Wheelock.

## Knickerbocker Trust

## Company,

234 FIFTH AVE., COR. 27TH STREET.

Branch office, 18 Wall St. and 3 Nassau St.

CAPITAL AND SURPLUS, - \$1,000,000

DESIGNATED LEGAL DEPOSITORY.

Acts as Executor or Administrator of Estates, and as guardian, Receiver, Registrar, Transfer and Financial Agent for States, Cities, Towns, Railroads and other corporations.

JOHN P. TOWNSEND, President.

CHARLES T. BARNES, Vice-President.

JOSEPH T. BROWN, 2d Vice-President

## DIRECTORS:

JOSEPH S. AUERBACH, Hon. IRA DAVENPORT,  
HARRY B. HOLLINS, JOHN S. TILNEY,  
JACOB HAYS, Hon. EDWARD V. LOEW,  
CHARLES T. BARNES, HENRY F. DIMOCK,  
A. FOSTER HIGGINS, JOHN P. TOWNSEND,  
ROBERT G. REMSEN, CHARLES F. WATSON,  
HENRY W. T. MALL, DAVID H. KING, JR.,  
ANDREW H. SANDE, FREDERICK G. HOUNE,  
JAMES H. BRESLIN, ROBERT MACLAY,  
CHARLES H. WELLING, WALTER STANTON,  
Geo. GEORGE J. MAGEE, C. LAWRENCE PERKINS,  
J. I. TOWNSEND BURDEN,  
FRED'K. L. ELDRIDGE, Secretary.  
HENRY TOWNSEND Asst. Secretary