

THE

STATE AND CITY DEPARTMENT.

See pages 354, 355, 356, and 357 for our State and City Department.

All advertisements with relation to State and City Bonds will likewise be found on the same and following pages.

A new edition of the

STATE AND CITY SUPPLEMENT,

revised to as near the day of publication as possible, will be issued early in the month of April.

THE FINANCIAL SITUATION.

A little better tone and feeling has been noticeable this week. That is a reasonable development, as we are now getting quite near the season when industrial recovery is possible and the drawbacks of winter will be at an end. Spring at the moment promises to open early with a favorable outlook for the year's crops, and though the price of wheat continues extremely low there has been a decided reaction. Some other of our markets have also started up a little. We referred to iron last week; the improvement in that department remarked upon then seems to have in some degree continued. This week, although broken by a holiday, the reports with reference to the dry goods trade indicate a much larger movement and a like tendency is said to be true of other departments. These are trifles as yet; they may, too, prove but temporary spurts and shortly subside; but even that will not destroy their significance. They are, as already said, a natural product of the closing weeks of winter and of the approach of better conditions for all kinds of work, aided by a favorable outlook for fall-sown crops and for early spring planting. If these quickened movements prove fitful, they are likely to recur with greater frequency as the season advances unless something happens to set us back again by disturbing confidence.

Congress might help this progress if that were its aim. But judging from the proceedings such a purpose is not apparent. The lower House, ever since it determined to raise the revenue required by leaving sugar free of duty and taxing incomes, has found only the one subject of silver needing legislation. It has been this week as last week exclusively engaged in an effort to get the "s-igniorage" coined, and yet no one can give a sensible motive for the effort. It is not claimed that it will raise the price of silver bullion a fraction of a cent, or that it will bring a dollar's advantage to our silver-mining industry. The only suggestion made in its favor is that it will add to the volume of our currency. And yet it is evident that there is no corresponding want; our financial institutions are full of just that same kind of currency and it still continues to flow this way week after week. The banks do not want it, they can only get about 1 per cent for it and would be glad to lend it in large lots to any one who can furnish the security. Neither does the West nor the South nor the East nor the North want it; that is proved, because every section is sending it here daily. The truth is, nothing is wanted for an industrial revival but confidence—confidence that was destroyed by the excessive issue of silver currency. Can any Congressman believe that he is helping the restoration of business activity by endeavoring to legislate into existence more 412½ grain dollars, at a time too when silver bullion is selling in the markets of

the world at 27½d. per ounce, so that one of our silver dollars is only worth about 45 cents?

The flow of currency to this center continues, not by any means in as large volume as in many previous weeks, but still the movement is quite free. For the last two weeks the bank returns have shown important changes. These were however chiefly the result of deposits of cash with the Sub-Treasury preparatory to settlements for the \$50,000,000 5 per cent bonds. As the securities are now being delivered to the subscribers and the adjustments completed, it is probable that the bank statement of this week will quite nearly reflect normal movements. During the two weeks ending February 17 the loans were expanded \$19,797,800, the specie was reduced \$30,971,900 and legal tenders were decreased \$11,568,300, making the total cash reduction \$42,540,200; the deposits were decreased \$21,816,100 and the surplus reserve was reduced \$37,086,175.

Money on call, representing bankers' balances, has not been in the least disturbed by the changes in the bank statement. Loans are made at ½ of 1 per cent and at 1½ per cent as the extremes, averaging 1 per cent, at which rate renewals are effected; banks and trust companies continue to quote 2 per cent as the minimum while some obtain 3 per cent. Time money remains in abundant supply from banks, trust companies and other sources, and the demand is light. Scrutiny of securities is not so rigid as it was, as lenders are eager to place their money and are willing to accept any good collateral. Rates are 2 per cent for thirty days, 2½ per cent for sixty to ninety days and 3 per cent for four to six months. Really first-class commercial paper does not increase in the market and there are very few indications of any better supply of this class in the near future. Many merchants, and especially those in the woolen trade, have an accumulation of idle capital which they cannot use in their business, and they are competing in the market for what little paper is offering, thus adding to the ordinary demand, which continues good from the city and from the interior. Rates are 3 to 3½ per cent for sixty to ninety day endorsed bills receivable, 3½ to 4½ per cent for four months' commission house names and 4½ to 5½ per cent for good single names having from four to six months to run.

The Bank of England minimum rate of discount has been reduced to 2 per cent. The cable reports discounts of sixty to ninety day bank bills in London 1½ per cent. At Paris the open market rate is 2¼ per cent, at Berlin it is 1½ per cent and at Frankfort 1½ per cent. According to our special cable from London the Bank of England gained £777,075 bullion during the week and held at the close £29,749,768. Our correspondent further advises us that this gain was due to arrivals from the interior of Great Britain of £565,000 and imports of £212,000, of which £172,000 were bought in the open market, £19,000 were from China, £15,000 were from India and £6,000 were from the Continent.

Foreign exchange has been dull and firm this week, influenced by a demand for mercantile settlements and to remit for sugar imported. The supply of commercial bills has been small and insufficient to meet the inquiry; consequently rates have advanced. Although there have been rumors of intended gold exports bankers say that the market is not yet high enough for such a movement, and it is unlikely that any gold will go forward for the present. Still, unless Europe buys

securities, and in this way the market is supplied, it is felt that gold must be shipped. There is no evidence that Europeans are doing anything more than buying to a very limited extent really first-class properties and there is nothing in the situation to encourage more extensive purchases. On Monday the market opened strong at an advance of about $\frac{1}{2}$ of a cent in actual rates, with a small supply of commercial bills and a moderate demand. On Tuesday the tone was firm, influenced by an inquiry to settle commercial credits, and the supply of bills continued limited. The market was so narrow as to be easily affected by this demand and rates for actual business at the close showed an advance of about one quarter of a cent, which was maintained on the following day, but then the inquiry seemed to subside and the tone was firm at the close. Thursday was a holiday, but yesterday the market remained firm, especially for long sterling. The following shows the daily changes in rates by the leading drawers.

| | Fri. Feb. 16. | Mon. Feb. 19. | Tues. Feb. 20. | Wed. Feb. 21. | Thurs. Feb. 22. | Fri. Feb. 23. |
|-------------------------------|-------------------------------|----------------------------------|-------------------------------|-------------------------------|-------------------------------|-------------------------------|
| Brown Bros.... | { 60 days... 86 $\frac{1}{2}$ | { 60 days... 86 $\frac{1}{2}$ -7 | { 60 days... 87 | { 60 days... 87 | { 60 days... 87 | { 60 days... 87 $\frac{1}{2}$ |
| | { Sight..... 85 $\frac{1}{2}$ | { Sight..... 85 $\frac{1}{2}$ -9 | { Sight..... 86 | { Sight..... 86 | { Sight..... 86 | { Sight..... 86 $\frac{1}{2}$ |
| Baring..... | { 60 days... 88 | { 60 days... 86 $\frac{1}{2}$ | { 60 days... 87 | { 60 days... 87 | { 60 days... 87 | { 60 days... 87 |
| Magoun & Co. | { 60 days... 83 | { 60 days... 85 $\frac{1}{2}$ | { 60 days... 86 | { 60 days... 86 | { 60 days... 86 | { 60 days... 86 |
| Bank British | { 60 days... 80 | { 60 days... 85 $\frac{1}{2}$ | { 60 days... 87 | { 60 days... 87 | { 60 days... 87 | { 60 days... 87 $\frac{1}{2}$ |
| No. American. | { 60 days... 88 | { 60 days... 85 $\frac{1}{2}$ | { 60 days... 86 | { 60 days... 86 | { 60 days... 86 | { 60 days... 86 $\frac{1}{2}$ |
| Bank of Montreal.... | { 60 days... 86 $\frac{1}{2}$ | { 60 days... 86 $\frac{1}{2}$ | { 60 days... 86 $\frac{1}{2}$ | { 60 days... 86 $\frac{1}{2}$ | { 60 days... 86 $\frac{1}{2}$ | { 60 days... 87 |
| | { Sight..... 86 $\frac{1}{2}$ | { Sight..... 86 $\frac{1}{2}$ | { Sight..... 86 $\frac{1}{2}$ | { Sight..... 86 $\frac{1}{2}$ | { Sight..... 86 $\frac{1}{2}$ | { Sight..... 86 |
| Canadian Bank of Commerce. | { 60 days... 86 | { 60 days... 85 $\frac{1}{2}$ | { 60 days... 86 $\frac{1}{2}$ | { 60 days... 87 | { 60 days... 87 | { 60 days... 87 |
| | { Sight..... 88 | { Sight..... 85 $\frac{1}{2}$ | { Sight..... 86 $\frac{1}{2}$ | { Sight..... 86 | { Sight..... 86 | { Sight..... 86 |
| Heidelbach, Ickelheimer & Co. | { 60 days... 85 $\frac{1}{2}$ | { 60 days... 85 $\frac{1}{2}$ -7 | { 60 days... 87 | { 60 days... 87 | { 60 days... 87 | { 60 days... 87 $\frac{1}{2}$ |
| | { Sight..... 85 $\frac{1}{2}$ | { Sight..... 85 $\frac{1}{2}$ -9 | { Sight..... 86 | { Sight..... 86 | { Sight..... 86 | { Sight..... 86 |
| Lazard Freres.... | { 60 days... 86 $\frac{1}{2}$ | { 60 days... 87 | { 60 days... 87 | { 60 days... 87 | { 60 days... 87 | { 60 days... 87 |
| | { Sight..... 85 $\frac{1}{2}$ | { Sight..... 86 | { Sight..... 86 | { Sight..... 86 | { Sight..... 86 | { Sight..... 86 |

The market closed firm on Friday at 4 87 to 4 87 $\frac{1}{2}$ for 60-day and 4 89 to 4 89 $\frac{1}{2}$ for sight. Rates for actual business were 4 86 $\frac{1}{2}$ to 4 86 $\frac{3}{4}$ for long, 4 88 to 4 88 $\frac{1}{2}$ for short, 4 88 $\frac{1}{2}$ to 4 88 $\frac{3}{4}$ for cable transfers, 4 85 $\frac{3}{4}$ to 4 86 for prime and 4 85 $\frac{1}{2}$ to 4 85 $\frac{3}{4}$ for documentary commercial bills. There was an importation of \$250,000 gold from Paris on Tuesday by Heidelbach, Ickelheimer & Co. in transit for Cuba.

On another page will be found our statement of the gross and net earnings of United States railroads for the calendar year 1893. The results are fully discussed in the article, and we wish to note here only the fact that the compilation is a very elaborate and comprehensive one. The fiscal years of comparatively few roads now end with December, which makes it difficult to procure the figures for the calendar year in a great many cases, and in some cases impossible. Besides this, several large roads from which in other years we have been able to obtain the results for the twelve months ending December 31 this time for one reason or another have withheld the returns, the Northern Pacific, the Missouri Pacific and the Chicago & Northwestern being notable instances of the kind. Notwithstanding all these drawbacks, however, we are able to bring together the figures for 198 lines or systems, operating 117,138 miles of road, and whose aggregate gross earnings reach the imposing amount of 967 million dollars—and this in less than two months after the close of the year. The statement will bear very careful examination. As regards earnings for current periods the returns for the second week of February show a larger ratio of falling off than the returns for the first week—that is, for the second week the decrease is 14.67 per cent whereas for the first week it was only 10.44 per cent. But the difference has no significance and is accounted for entirely by the changes in these weeks last year. Thus for the first week we were comparing with a week in 1893 when the weather had been particularly bad and when earnings showed a decrease of 4.61

per cent from the totals for 1892; for the second week now comparison is with a week in 1893 when the decrease was only 1.22 per cent. The Baltimore & Ohio has issued its report of gross and net earnings for January, showing that while gross fell off \$278,618, the decrease was met by a saving in expenses to amount of \$303,666, thus leaving a gain in net of \$25,048. The Chicago & Northwestern reports for January a loss of \$314,414 in gross; the company does not make returns of net.

During January the anthracite coal companies rigidly restricted production, and the result is seen in a great falling off as compared with the corresponding month last year in the statement issued this week. It appears that the total amount of coal mined in January 1894 was only 2,622,808 tons as against 3,069,579 tons in January 1893, being a decrease of 446,771 tons. Of course there was a great difference in the character of the weather in the two years, the winter last year having been unusually severe, while this year it has been mild. But the output is not only less than last year, but smaller than in any year since 1890. Another important fact is disclosed in the present statement. The decrease has fallen entirely upon the Wyoming region, where the output has been 473,068 tons less than in January, 1893, while on the other hand in both the Schuylkill region and the Lehigh region the production has slightly increased—3,897 tons in the Schuylkill and 22,400 tons in the Lehigh region. This marks quite a change from the course in the past, where the Wyoming was generally the first to swell its output and the last to make any reduction. The Reading coal comes from the Schuylkill region, and the change is therefore to the advantage of that road. Below we show the output and stocks for a number of years past.

| January. | 1894. | 1893. | 1892. | 1891. | 1890. | 1889. |
|-------------------|-----------|-----------|-----------|-----------|-----------|-----------|
| Stock beginning.. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| of period | 728,878 | 657,868 | 754,432 | 535,952 | 1,026,107 | 652,156 |
| Production | 2,622,808 | 3,069,579 | 2,851,486 | 3,128,961 | 2,281,678 | 2,622,629 |
| Total supply .. | 3,351,686 | 3,727,447 | 3,605,918 | 3,674,013 | 3,307,685 | 3,274,685 |
| At end of period | 881,550 | 532,378 | 790,932 | 697,772 | 1,128,927 | 807,814 |
| Disposed of.... | 2,470,136 | 3,195,072 | 2,814,986 | 2,976,241 | 2,178,758 | 2,467,371 |

From this it will be seen that notwithstanding the great curtailment of the output, tidewater stocks increased during the month, standing at 881,550 tons at the close, against 728,878 tons at the beginning. The total is also larger than at the same date of most other years, 1890 being the only exception. Assuming that stocks at interior storage points, with regard to which we have no information, have continued unchanged, it follows from the falling off in production and the increase in tidewater stocks that the amount of coal disposed of by the companies records a very great diminution. The foregoing table shows that only 2,470,136 tons apparently were disposed of in January 1894, as against 3,195,072 tons in January 1893, 2,814,986 tons in 1892, 2,976,841 tons in 1891 and 2,168,758 tons in 1890.

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

| Week Ending Feb. 23, 1894. | Received by N. Y. Banks. | Shipped by N. Y. Banks. | Net Interior Movement. |
|----------------------------------|--------------------------|-------------------------|------------------------|
| Currency..... | \$5,255,000 | \$2,595,000 | Gain.\$2,660,000 |
| Gold..... | 750,000 | 200,000 | Gain. 550,000 |
| Total gold and legal tenders.... | \$6,005,000 | \$2,795,000 | Gain.\$3,210,000 |

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

| Week ending Feb. 23, 1894. | Into Banks. | Out of Banks. | Net Change in Bank Holdings. |
|------------------------------------|--------------|---------------|------------------------------|
| Banks' interior movement, as above | \$6,005,000 | \$2,795,000 | Gain \$3,210,000 |
| Sub-Treasury operations..... | 9,500,000 | 9,600,000 | Loss 100,000 |
| Total gold and legal tenders. | \$15,505,000 | \$12,395,000 | Gain \$3,110,000 |

Bullion holdings of European banks.

| Bank of | February 22, 1894. | | | February 23, 1893. | | |
|----------------|--------------------|------------|-------------|--------------------|------------|-------------|
| | Gold. | Silver. | Total. | Gold. | Silver. | Total. |
| | £ | £ | £ | £ | £ | £ |
| England..... | 29,749,768 | ..... | 29,749,768 | 27,237,504 | ..... | 27,237,504 |
| France..... | 69,171,569 | 60,714,957 | 119,886,526 | 66,139,000 | 50,690,000 | 116,829,000 |
| Germany*..... | 33,954,000 | 11,318,000 | 45,272,000 | 34,812,750 | 11,614,250 | 46,427,000 |
| Aust.-Hung'y | 10,192,000 | 16,245,000 | 26,437,000 | 10,384,000 | 16,891,000 | 27,275,000 |
| Netherlands.. | 4,225,000 | 7,064,000 | 11,519,000 | 3,203,000 | 7,113,000 | 10,316,000 |
| Nat. Belgium* | 3,039,000 | 1,518,000 | 4,554,000 | 3,038,000 | 1,519,000 | 4,557,000 |
| Spain..... | 7,918,000 | 7,175,000 | 15,093,000 | 7,612,000 | 5,252,000 | 12,864,000 |
| Tot. this week | 158,276,337 | 94,031,957 | 252,311,294 | 152,456,254 | 93,079,250 | 245,535,504 |
| Tot. prev. wk | 156,757,977 | 93,625,378 | 250,383,355 | 150,592,227 | 92,465,656 | 243,057,883 |

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

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

HOW OUR SAVINGS BANKS HAVE MADE HEAD AGAINST THE PANIC.

No interest was supposed to have suffered more from the phenomenal industrial derangements of the past summer than our New York savings banks. For weeks there were considerable demands on their cash and at the period of greatest distrust they were threatened with large withdrawals of deposits. It will be remembered that on July 28 when the currency panic was at its height a meeting was held at the Emigrant Industrial Savings Bank attended by representative officers of the savings banks of New York and Brooklyn, at which it was concluded to be expedient for the banks of the State to require from their depositors the notice of withdrawal of deposits provided in their by-laws, which was thirty and sixty days. Before that action was taken the drain had in some cases been heavy, and even after that the banks as a rule responded to all calls on them where the depositor seemed to be in any need for money. It was only to stop the withdrawals of over-timid or frightened applicants that the notice was required. With however the expiration of the inhibition the way was free for each to take what he had given notice that he wanted.

A further fact which should be remembered before the returns now made public can be fairly considered is that all securities were nearly unsalable without large losses at the date of the meeting mentioned above and for some time before and after that date. If a bank was short of cash it had to market its best assets at a very considerable loss to satisfy the want. Add to that the condition that in ordinary times no savings bank carries a large amount of cash; the correct policy and the policy of the law is that the managers should keep the deposits invested and not have much more money unproductive than enough to supply current wants. The statute names 10 per cent as the maximum which can remain uninvested. In consequence of these facts we should expect the decrease in assets shown by the present returns would be heavy in every case where the management had not been unusually conservative and had not made early preparation for the coming drain. Then there is also the general feature of lower values of the securities saving banks continued to hold on January 1, 1894; we mean lower than the same securities ruled on January 1, 1893. If we were

to gauge this loss by the average decline in price during the same twelve months of the securities dealt in on the New York Stock Exchange and which were paying interest a year ago, the loss would be very considerable. As it is we cannot but think that what are termed "stock investments" in the official summary of the savings banks have suffered an average decline of fully 3 per cent.

We recall these facts because they throw light on the exhibit now made public by Mr. Preston, Superintendent of the New York State Banking Department. That exhibit shows that notwithstanding the experiences and trials of 1893—and never before were our savings institutions put to so severe a test—the total decrease in the deposits during the twelve months was only about 12½ million dollars, or about 2 per cent. In other words, the total deposits held January 1, 1894, were \$617,089,449, against \$629,358,274 on January 1, 1893. A striking circumstance is that if the comparison is carried back one year further and made with January 1892, the present total, even after the loss recorded during the last twelve months, still shows the large gain in the two years of 28½ million dollars, the deposits having aggregated only \$588,425,421 on January 1, 1892. The following comparative summary of the corresponding figures for three years is interesting and suggestive.

CONDITION OF THE SAVINGS BANKS.

| Resources— | Jan. 1, 1894. | Jan. 1, 1893. | Jan. 1, 1892 |
|---------------------------------------|---------------|---------------|---------------|
| Bonds and mortgages..... | \$306,856,606 | \$298,971,249 | \$274,219,704 |
| Stock investments (market values)... | 326,619,638 | 318,118,808 | 334,107,161 |
| Amount loaned on stocks..... | 1,218,723 | 3,173,781 | 7,354,989 |
| Banking house and lot (est'd values). | 9,049,343 | 8,006,260 | 7,316,142 |
| Other real estate (estimated values). | 2,379,346 | 2,513,067 | 2,307,032 |
| Cash on hand and on deposit..... | 50,325,988 | 54,715,419 | 43,098,610 |
| Amount loaned on collaterals..... | 1,100 | 5,949 | 115,340 |
| Other assets..... | 8,054,378 | 7,890,129 | 7,498,657 |
| Total..... | \$704,535,118 | \$718,451,662 | \$675,987,635 |
| Liabilities— | | | |
| Amount due depositors..... | \$617,089,449 | \$629,358,274 | \$568,425,421 |
| Surplus (market values)..... | 87,141,451 | 89,752,443 | 87,317,106 |
| Other liabilities..... | 304,218 | 313,945 | 245,108 |
| Total..... | \$704,535,118 | \$718,451,662 | \$675,987,635 |
| Number of banks included..... | 125 | 124 | 122 |
| Number of open accounts end year... | 1,585,155 | 1,593,804 | 1,516,289 |
| Amount deposited during year..... | \$187,347,239 | \$211,459,520 | \$194,691,718 |
| Amount withdrawn during year..... | 221,865,830 | 194,128,407 | 198,933,710 |

But the loss in deposits we have remarked upon above is only the net decline in the holdings of deposits on the first day of the new year. The actual withdrawals in 1893 were much greater. The last line of the above statement gives the whole amount of these at \$221,865,330, against \$194,128,407 the previous year. Hence the banks at the time of the panic were called upon to meet not only the average outflow of 1892 but also a special drain of 27½ million dollars more than in 1892. We have already referred to the difficulties the savings banks had to contend against when converting their securities into cash to meet the calls upon them by depositors, and the necessary losses this conversion entailed. For weeks only the best securities could be sold at any price, and those were slow of sale unless the purchaser could secure a bargain. In the light of this fact and of all the other circumstances mentioned, is it not remarkable that the surplus reserve (market values) has only decreased a little over one and a-half million dollars during the year? It will be seen that the total now reported is \$87,141,451 against \$88,752,443 at the close of December 1892 and \$87,317,106 at the close of 1891. Such a trifling loss of strength while laboring under so many adverse circumstances indicates that these savings institutions have weathered the storm most successfully, and are now in a much better situation than could have been anticipated.

There is another peculiarity of this item of "surplus" which must be noted, for it serves to strengthen materially the conclusion we have just drawn. The loss in 1893 as we have seen was only a little more than one and a half-million dollars. If we carry our comparison farther back we will find that a decline in the item has been a constant feature ever since 1889 with the single exception of 1892, and in some of the years the loss has been much greater than in 1893. On January 1 1890 this total was reported at \$94,601,800 and now as the exhibit shows it is only \$87,141,451. The reason for the decrease (and it may account for the decline in 1893 as well as in previous years) is found in the fact that these exhibits are based on market values and that among the security holdings of the savings banks Government bonds have filled a large place. While the premium on these bonds has gradually declined of course the market values of savings banks securities have concurrently shown a loss. That, we say, has not unlikely been a cause of the loss in the surplus item in 1893 as well as in previous years. On the first of January 1893 the savings banks of the State held \$114,754,260 (market values) in Government bonds. While the currency panic was at its height, savings banks were reported to have sold several lots of United States bonds to the national banks of this city, the national banks using them to take out bank note circulation. We have not the figures of the holdings of Government bonds on January 1, 1894, by the savings institutions, but when they are published we presume they will show a considerable decline. Consequently it is reasonable to suppose that this loss of surplus in 1893 (market values) may be in large part accounted for by the transaction mentioned.

There is still another feature relating to this branch of the subject that is of interest. In the foregoing, when speaking of the surplus, the reference has always been to the statement of that item in the exhibit, which is given in "market values." The statute also requires the Superintendent to obtain from the banks the "par values" of the securities held. Superintendent Preston has kindly telegraphed us in response to our request the amount of the surplus January 1, 1894, based on the par values of the securities and from previous reports the corresponding figures for previous years have been obtained. In this way we have made up the following instructive statement.

| NEW YORK SAVINGS BANKS. | Surplus at Market Values. | Surplus on basis of Par Values. |
|-------------------------|---------------------------|---------------------------------|
| January 1, 1894..... | \$7,141,451 | \$59,093,718 |
| January 1, 1893..... | 88,752,414 | 52,705,424 |
| January 1, 1892..... | 87,317,106 | 48,790,403 |
| January 1, 1891..... | 89,741,231 | 43,766,705 |
| January 1, 1890..... | 94,601,800 | 37,912,659 |
| January 1, 1889..... | 92,009,091 | 34,033,862 |
| January 1, 1888..... | 85,249,647 | 30,456,732 |
| January 1, 1887..... | 85,633,329 | 26,715,985 |
| January 1, 1886..... | 77,282,889 | 24,879,925 |

No one can study the foregoing without being impressed with the good management shown in the conduct of these institutions during all these years. January 1, 1890, was the date when the surplus, stated in market values, was at the highest point—\$94,601,800; at the same date the surplus on the basis of par values was only \$37,912,659. On January 1, 1894, the market values had fallen to \$87,141,451 and the par values had risen to \$59,093,718. In other words, while the market values have declined \$7,460,349, the par values have risen \$21,181,059. Nothing we could write would show more clearly or forcibly the strength and prosperity of these banks than the above exhibit does.

CHANGES IN THE TRAFFIC OF CHICAGO & ALTON.

The annual report of the Chicago & Alton is deserving of very careful study. Important changes in the traffic and revenues of the road are disclosed. Some of these changes are the direct result of the exceptional industrial and financial conditions which prevailed during 1893; others date further back and are of wider origin. Both have an important bearing upon the immediate future of the property.

The showing for the year must be considered a very good one, especially in view of the adverse results and heavy losses which have been the lot of so many other roads. In the aggregate the falling off compared with the year preceding, in both gross and net, is surprisingly small, only \$163,971 or about 2 per cent in the gross, and but \$12,061, or less than one-half of one per cent, in the net. That is to say, gross earnings have declined only from \$7,730,611 to \$7,566,640, net earnings only from \$2,922,812 to \$2,910,751. But when the figures are analyzed it is seen that while the totals differ but little for the two years the separate classes of traffic show very striking variations. Thus in the passenger revenues there has been an increase of \$549,577, or over 23½ per cent; in the freight revenues a decrease in the large sum of \$710,479, or 14½ per cent. The gain in the passenger earnings follows of course from the holding of the World's Fair at Chicago, the loss in freight revenues reflects the depression in trade. In both cases the extent of the change will doubtless occasion surprise. An augmentation of over 23 per cent in passenger revenues is certainly noteworthy. But the Chicago & Alton was in position to get very great advantages from the Fair. The road has its terminus in Chicago, its tracks and road-bed are in excellent condition, its passenger service is of the best, and its lines run through desirable parts of the country and connect important traffic centres. The loss of 14½ per cent in the freight earnings is also noteworthy. The falling off is especially significant because practically the whole of it occurred in the last half of the year. It will be interesting and instructive to have the results for the first and second half-years separately. Accordingly we have prepared the following statement.

| | 1893. | 1892. | Inc. or Dec. |
|---------------------------|-------------|-----------|--------------|
| <i>First six months—</i> | | | |
| Passenger earnings..... | \$1,160,080 | 1,046,065 | Inc. 114,015 |
| Freight earnings..... | 2,141,472 | 2,162,640 | Dec. 1,168 |
| Mail, express, &c..... | 197,857 | 202,064 | Dec. 4,207 |
| Total..... | 3,519,409 | 3,410,769 | Inc. 108,640 |
| <i>Second six months—</i> | | | |
| Passenger earnings..... | 1,740,740 | 1,305,173 | Inc. 435,567 |
| Freight earnings..... | 2,111,645 | 2,820,956 | Dec. 709,311 |
| Mail, express, &c..... | 194,846 | 193,708 | Inc. 1,138 |
| Total..... | 4,047,231 | 4,319,842 | Dec. 272,611 |
| <i>Twelve months—</i> | | | |
| Passenger earnings..... | 2,900,820 | 2,351,243 | Inc. 549,577 |
| Freight earnings..... | 4,273,117 | 4,983,596 | Dec. 710,479 |
| Mail, express, &c..... | 392,703 | 395,772 | Dec. 3,069 |
| Total..... | 7,566,640 | 7,730,611 | Dec. 163,971 |
| Operating expenses..... | 4,655,889 | 4,807,799 | Dec. 151,910 |
| Net earnings..... | 2,910,751 | 2,922,812 | Dec. 12,061 |

In the passenger revenues it will be observed there was an increase in both the first half and the second half, though the bulk of the gain is found in the second half. In the first half the Fair counted in the results during May and June, in the second half it counted for four months, we might really say five months, as though the Fair closed at the end of October passenger travel continued heavy even during November, falling off, however, very decidedly in December. In the first half of the year the increase in the passenger earnings

was \$114,015, and more than the whole of this occurred in May and June, the most of it in fact in June, travel in May having been comparatively light; in the last half of the year the addition to the passenger earnings was as much as \$435,562, notwithstanding a loss of \$32,826 in December. If any proof were needed that these gains were the result of the Fair, it would be found in the fact that the number of through passengers carried increased from 157,798 in the 12 months of 1892 to 207,317 in the 12 months of 1893, or over 31 per cent more in the latter year than in the former year. The number of local passengers, on the other hand, fell off from 2,070,774 in 1892 to 1,974,430 in 1893, business depression we may suppose accounting entirely for the decrease. The average distance traveled by the through passengers is of course large, and hence notwithstanding the smaller number of local passengers carried the aggregate passenger movement one mile rose from 132 millions in 1892 to nearly 158 millions in 1893, or about 20 per cent. The traffic appears to have been handled very advantageously, too, as with an increase of 20 per cent in the passenger movement the miles run by passenger trains was actually somewhat reduced—that is, with a smaller train mileage the road carried a greatly increased number of passengers one mile. As a result, average earnings per passenger train mile in 1893 were \$1.46 against only \$1.21 in 1892. The average distance traveled by all passengers (local and through) was 72.411 miles in 1893 against only 59.247 miles in 1892. It is rather singular, however, to find that the average rate per passenger per mile was slightly higher—1.836 cents for 1893 against 1.780 cents for 1892—instead of being lower, as we would have supposed in view of the fact that much of the travel to the Fair was taken on excursion tickets at very low rates.

Looking now at the freight traffic, it will be seen from the table further above that in the first six months the change in the freight earnings as compared with the corresponding period of 1892 was very slight. In the last half of the year, however, freight earnings were reduced \$709,311, or over 25 per cent. A decrease in that ratio for a single month might not attract attention, but when extended over a period of six months a decrease of 25 per cent is very remarkable and reveals an unusual state of things. Taking the figures by months, freight earnings in July 1893 were \$317,947 against \$399,125 in July 1892, in August \$348,779 against \$527,159, in September \$384,607 against \$529,104, in October \$355,135 against \$500,608, in November \$374,798 against \$451,209, and in December \$330,379 against \$413,751. Now contrast with this the passenger receipts, which were \$300,538 against \$217,862 in July, \$314,692 against \$225,188 in August, \$370,109 against \$245,138 in September, \$385,300 against \$249,663 in October, \$224,212 against \$188,612 in November, and \$145,888 against \$178,714 in December.

The loss in the freight earnings is the result of a falling off in both local and through traffic. In the twelve months of 1893 the through freight tonnage was only 614,478 tons against 745,537 tons in 1892, and the local tonnage 2,514,055 tons against 2,770,614 tons. The falling off, too, extended to nearly all classes of traffic, and out of 39 items of freight specifically enumerated no less than 28 show a decrease. By itself this contraction would not be especially important, being easily referable to the paralysis in all industrial activity during the last six months of the year. What

gives added emphasis to the decrease is that it comes after a considerable decrease in the years preceding, the local tonnage at 2,770,614 tons for 1892 having compared with 3,083,412 tons for 1887, and the through tonnage at 745,537 tons comparing with 1,039,708 tons. Obviously, then, since 1887 a most marked decline in the freight traffic of the system has occurred—from 3,083,412 tons to 2,514,055 tons in the local freight and from 1,039,708 to 614,478 tons in the through freight. The year 1887 it will be remembered was the year when such a large amount of new railroad was built in the United States, and the addition had been large in the years preceding too. The new roads necessarily took away some of the traffic of the older roads. The competition engendered on this account also operated adversely in another way. It tended, along with other circumstances, to reduce the rates received for the transportation services rendered. On the Alton there was a further decline in the rate in the late year, the average having dropped to 884 thousandths of a cent per ton per mile, which is the smallest with one exception in the history of the company.

It has been only the company's excellent physical and financial condition that has enabled it to maintain its dividends under these various adverse influences. And this also must be its main reliance in the present period of great depression in trade, for while on the one hand the company must be prepared for a falling off in freight traffic at least during the first six months of 1894, on the other hand it will lose the extra traffic which it had in 1893 from the Fair. As showing the road's physical condition it is only necessary to say that the report states that the whole of the 1,182.35 miles of track in the system, with the exception of 32.64 miles of side tracks and one mile of main track on a branch line, is laid with steel rails, and that the standard weight of steel rails on the lines is 70 lbs. per yard. President Blackstone points out that during the last fifteen years the company has not added to the length of its lines, and has had no occasion to borrow money. It has, he says, each year expended from \$250,000 to \$500,000 in increasing the capacity of the road and its equipment, and in making such improvements as would add to the safety and comfort of its patrons and promote economy in maintaining and operating the property. While it can hardly be said that any American road is ever completed, the Alton, Mr. Blackstone thinks, may be considered as nearly completed as any road in the country.

In brief the Alton is unusually well prepared to weather a period of industrial paralysis such as that through which we are now passing. The road will not of course be able to escape the effects of the depression any more than other roads, but it will be able to withstand the pressure better than most roads. As concerns the accounts for the late year the company was able to meet out of the earnings of the 12 months all its expenses and charges, also its dividends, contribute \$57,342 to the sinking fund, and appropriate \$217,833 for additional property and equipment, and yet carry forward a surplus balance of \$72,729. There is here therefore a margin for a loss of net earnings the present year. The company is also reducing its bonded indebtedness, which was never large. In 1892 the \$2,383,000 of first mortgage bonds falling due were taken up by an issue of stock, and \$2,929,000 of St. Louis Jacksonville & Chicago 7 per cent bonds which fall due April 1 of the present year will be treated in the same way.

THE NORTHERN CENTRAL REPORT.

Though the Northern Central is not a large system as far as extent of mileage is concerned, it has a very heavy traffic, and is a remunerative piece of property. The road connects Baltimore with Lake Ontario, and thus runs through a section of country teeming with manufacturing industries. The results of its operations for 1893 possess unusual interest by reason of the great depression which these industries experienced during that year. The property is controlled by the Pennsylvania Railroad through the ownership of a large amount of the stock of the company. To say this is to say that it is managed in the careful and efficient way in which all the properties of that great system are managed. The accounts and operations are not merged in those of the parent company, but are kept separate and distinct.

It appears that notwithstanding the depression traffic and earnings fell off comparatively little. In the number of tons of freight moved there was a decrease of only 4.33 per cent, in the tons moved one mile a decrease of 7.82 per cent, and in freight earnings a decrease of 5.67 per cent. The number of passengers carried decreased 6.56 per cent, the number one mile 4.87 per cent, and passenger earnings only 1.11 per cent. The aggregate gross income of the company from passengers, freight, &c., fell off \$309,484, or 4.30 per cent, but through the practice of economies this was met by an even greater reduction in expenses, so that net earnings were slightly increased—in amount \$39,720, or 1.91 per cent.

The company moves traffic at very low rates. The average for 1893 was slightly better than for 1892 and yet was but little over six mills per ton per mile—to be exact, 6.05 mills. But, as already said, the traffic is exceedingly heavy. Though comprising only 377 miles of road, the tonnage moved in the late year amounted to 13,296,212 tons, and the tonnage movement one mile to no less than 857,194,188 tons. The latter gives an average of about 2¼ million tons one mile per mile of road. As would be supposed from the heavy tonnage and the low rates, a large part of the traffic consists of coal. In the late year the coal tonnage amounted to 6,398,592 tons, against 6,523,857 tons in 1892. It may perhaps be thought that this coal traffic consists mainly of bituminous coal. As a matter of fact 3,961,698 tons of it were anthracite. The fiscal results of operations were very gratifying, as after meeting all charges and paying 8 per cent dividends on the share capital, a surplus of \$560,195 remained to be transferred to the credit of profit and loss.

GROSS AND NET EARNINGS OF UNITED STATES RAILROADS FOR 1893.

Following our usual custom, we present to-day our statement of the gross and net earnings of United States railroads for the calendar year 1893 as compared with the calendar year 1892. The statement is deserving of careful study because of the exceptional conditions which distinguished the year. The compilation is as complete and comprehensive as it is possible to make it, though owing to our inability to obtain the figures of four large systems which reported in the previous year, namely the Northern Pacific, the Missouri Pacific, the Chicago & Northwestern and the St. Paul & Omaha, the final aggregates are not quite as large as those in our compilations given twelve months ago.

We have returns altogether from 198 separate lines or systems, operating 117,133 miles of road. These 198 roads earned \$967,538,272 gross in 1893 against \$984,058,370 in 1892, being a decrease of \$16,520,098 or 1.68 per cent, and \$297,907,025 net against \$308,336,667, a decrease of \$10,429,642, or 3.38 per cent. Surprise may be felt that the falling off should be of such moderate proportions, both in gross and net. Certainly such small losses do not reflect the severity of the depressing influences to which the carrying interest was subjected after the development of the panic. We reviewed the incidents and features of the year in their bearing upon the revenues of the roads quite at length in our article on gross earnings in the issue of January 13, and shall not attempt to go over the same ground in the present article. We will only say that the explanation is very simple. The effects of the panic did not extend through the whole of the twelve months, but only over the last five or six months. Then the extra travel from the World's Fair was an exceptional and a very favorable influence with many roads, offsetting to a considerable extent the losses in the freight revenues arising from the paralysis of industrial activity.

The report of the Chicago & Alton, which we review to-day on another page, furnishes an excellent illustration of the part played by the Fair in swelling the revenues of a certain class of roads. Aggregate gross earnings of the Alton show only \$163,970 decrease for the twelve months, but on examination it appears that this decrease is the result of a loss of \$710,479 in freight earnings diminished by a gain of \$549,577 in passenger earnings, with a small change in the mail and express earnings. In the last six months the freight revenues of the road fell off fully 25 per cent. The absence of the four roads already mentioned also operates to reduce the loss, not only in amount but also slightly in percentage, as these roads have suffered very heavy losses, particularly the Northern Pacific and the Missouri Pacific. The decrease in gross on the Northern Pacific has been \$5,662,452, on the Missouri Pacific \$2,695,407; for the Northwest the decrease is \$1,879,476, for the St. Paul & Omaha \$903,983, so that the four roads together have \$11,141,318 decrease. What these roads have lost in net of course we do not know, otherwise they would be included in our totals. Adding their gross to the totals given, the grand aggregate of gross earnings for 1893 would be \$1,056,384,612, against \$1,084,046,028 for 1892, showing a decrease of \$27,661,416, or 2.55 per cent, against the 1.68 per cent decrease according to our report. Either ratio of loss is small and the explanation is found in the facts already given. In the following we present a summary of the results for the 198 roads from which we have secured returns of both gross and net.

| | January 1 to December 31. | | | |
|-------------------------|---------------------------|---------------|--------------|------|
| | (198 roads.) | | Inc. or Dec. | |
| | 1893. | 1892. | Amount. | P. O |
| Miles of road Dec 31. | 117,138 | 115,152 | +1,986 | 1.72 |
| Gross earnings..... | \$967,538,272 | \$984,058,370 | -16,520,098 | 1.68 |
| Operating expenses..... | 669,631,247 | 675,721,703 | -6,090,456 | 0.90 |
| Net | 297,907,025 | 308,336,667 | -10,429,642 | 3.38 |

While the changes here are slight, the results nevertheless present a sharp contrast with the results of other years, emphasizing in this the exceptional nature of the conditions under which railroad operations were conducted. There have been years in the past when the showing has not been satisfactory, but it is a very long time since we have had a year which recorded a loss in both

gross and net, and the present loss is especially significant inasmuch as it is not the result of a war of rates but of a contraction in the volume of business. Below we give the aggregates for each calendar year back to 1887, as taken from our yearly compilations.

| Year and number of roads. | Gross Earnings. | | | Net Earnings. | | |
|---------------------------|-----------------|-----------------|-----------------------|---------------|-----------------|-----------------------|
| | Year Given. | Year Preceding. | Increase or Decrease. | Year Given. | Year Preceding. | Increase or Decrease. |
| | \$ | \$ | \$ | \$ | \$ | \$ |
| Jan. 1 to Dec. 31. | | | | | | |
| 1887 (104) | 726,398,250 | 640,188,006 | +86,209,680 | 257,304,922 | 226,890,553 | +30,414,369 |
| 1888 (127) | 751,097,952 | 737,734,366 | +13,963,586 | 235,145,066 | 258,972,626 | -23,827,960 |
| 1889 (154) | 856,478,510 | 813,613,484 | +42,865,026 | 288,273,68 | 255,314,248 | +32,459,434 |
| 1890 (206) | 1,007,540,768 | 935,399,238 | +72,141,530 | 328,009,458 | 313,780,569 | +14,228,889 |
| 1891 (219) | 1,108,636,603 | 1,056,689,223 | +51,947,380 | 353,353,918 | 330,797,494 | +22,556,424 |
| 1892 (210) | 1,083,688,637 | 1,027,291,855 | +56,396,782 | 345,840,027 | 338,138,575 | +7,701,452 |
| 1893 (196) | 967,528,922 | 984,058,370 | -16,529,448 | 297,907,025 | 308,338,667 | -10,431,642 |

Note here the large successive increases in previous years, in part of course because of the building of new roads and extensions. As against the 16½ million dollars decrease in gross for 1893, there was in 1892 an increase of 56 million dollars, in 1891 47 millions increase, in 1890 72 millions increase, in 1889 42 millions, in 1888 14 millions, and in 1887 as much as 86 millions. In all these years unfavorable conditions were reflected merely in a diminution of the yearly amount of increase—not in an actual loss. Even the net, though frequently far from satisfactory, in only one year recorded a falling off, namely in 1888, and that was the year of the blizzard, the locomotive engineers' strike on the Burlington & Quincy and the strike in the Schuylkill coal regions, and also the year when there was such a complete lack of harmony among the roads in the West and rates fell to very low and unremunerative figures.

We have stated above that it was in the last five or six months that the losses in earnings were chiefly made. In the half-year to June 30 our statement published August 26th showed over 15 million dollars (\$15,120,149) increase in gross and 1¼ million dollars (\$1,257,834) increase in net. In the last six months this increase was wiped out and replaced by the loss now shown. Taking the results by months it is found that our monthly returns recorded an increase in gross in every month of the first half of the year except February, when the weather was exceptionally bad; all the months, too, except January and February, indicated some gain in net. During the second half of the year the result was just the reverse of this; every month recorded a loss in gross and every month also a loss in net with the single exception of October, when there was a trifling gain in net, that having been the closing month of the Fair. Moreover the losses were very heavy in most of the months. Unfortunately, too, as it happens, December, the closing month, proved to be about the worst of all, though there is very little difference as between this month and August. In August we had a decrease of \$8,389,069, or 13.29 per cent, in the gross and a decrease of \$4,104,067, or 19.00 per cent, in the net. For December the decrease is \$8,301,160, or 14.75 per cent, in the gross and \$3,245,269, or 17.62 per cent, in the net. In November the roads still had some increase in their passenger business; in December this favoring influence disappeared and general trade being bad earnings fell off very heavily. As an indication at once of prevailing conditions and of the great depression under which the carrying interest is suffering, the December exhibit is a better guide than the exhibit for the full twelve months. Below we show the comparisons for each month of the year, the figures being taken from our monthly statements.

GROSS AND NET EARNINGS.

| Month | Gross Earnings. | | | | Net Earnings. | | | |
|----------|-----------------|------------|--------------|-------|---------------|------------|--------------|-------|
| | 1893. | 1892. | Inc. or Dec. | P. c. | 1893. | 1892. | Inc. or Dec. | P. c. |
| | \$ | \$ | \$ | | \$ | \$ | \$ | |
| Jan... | 55,860,995 | 55,100,108 | +760,887 | 1.38 | 13,361,256 | 14,682,255 | -1,320,999 | 9.00 |
| Feb... | 51,892,473 | 56,984,473 | -5,092,000 | 3.66 | 14,115,141 | 16,912,750 | -2,797,609 | 16.54 |
| March | 61,895,303 | 58,652,387 | +3,242,916 | 5.53 | 18,657,481 | 18,428,103 | +229,378 | 1.24 |
| April... | 56,001,070 | 54,148,665 | +1,852,405 | 3.42 | 16,367,603 | 16,018,322 | +349,281 | 2.18 |
| May... | 65,018,717 | 60,314,952 | +4,703,765 | 7.80 | 19,278,127 | 16,697,984 | +2,580,143 | 15.45 |
| June... | 59,469,146 | 57,755,984 | +1,713,162 | 2.97 | 17,774,669 | 16,738,759 | +1,035,910 | 6.18 |
| July... | 56,824,847 | 59,720,176 | -2,895,329 | 4.85 | 16,250,647 | 17,541,083 | -1,290,436 | 7.86 |
| Aug... | 54,737,181 | 63,126,250 | -8,389,069 | 13.29 | 17,495,308 | 21,599,375 | -4,104,067 | 19.00 |
| Sept... | 58,195,980 | 64,917,622 | -6,721,642 | 10.35 | 21,578,744 | 23,643,067 | -2,064,323 | 8.73 |
| Oct... | 64,022,923 | 67,396,829 | -3,373,906 | 5.00 | 25,329,948 | 24,968,635 | +361,313 | 1.32 |
| Nov... | 56,739,020 | 62,143,846 | -5,404,826 | 8.70 | 20,305,296 | 22,204,823 | -1,899,527 | 8.55 |
| Dec... | 47,982,276 | 56,283,436 | -8,301,160 | 14.75 | 15,178,388 | 18,423,657 | -3,245,269 | 17.62 |

NOTE.—The number of roads included in January was 125; in February 134; in March 137; in April 131; in May 131; in June 122; in July 129; in August 134; in September 131; in October 130; in November 131 and in December 121.

When we come to examine the records of the losses for the year by individual roads, we find striking evidence of the severity of the depression and also of its widespread nature. Thus the Union Pacific has lost no less than 7¼ million dollars in gross. The Northern Pacific with 5½ millions decrease would follow next in order if we could include it in our tables. These two roads have suffered beyond any others in the country, in part because of the stoppage of silver mining, in part because of the intense depression on the Pacific Coast, where industrial activity seems to have been almost completely paralyzed. But these roads stand by no means alone in showing heavy losses. The Pennsylvania (Eastern and Western lines combined) has lost \$3,693,808 in gross; at the end of the first six months it had a gain of \$1,753,924. The loss in this case follows in no small measure from the great depression in the iron and steel industries. The Burlington & Quincy, which for the first six months had \$739,169 gain, for the year has \$2,055,919 decrease; the Louisville & Nashville which had \$540,318 gain has \$1,384,845 decrease; the Atchison which had \$1,852,348 gain has \$1,304,212 decrease, and so we might go through the list, the losses coming practically from all sections of the country. The losses in net are likewise heavy and numerous, the Union Pacific leading with \$4,714,383 decrease. In the following we give all the changes for the twelve months in excess of \$200,000, whether increases or decreases. Where one or more roads form part of the same system, we show simply the change for the system itself, adding however after the name the number of roads which the system represents in our tables. The Union Pacific furnishes an illustration of this method; the losses in that case are so heavy that nearly all the separate roads, like the Oregon Navigation, the Oregon Short Line, etc., would come into the list; we give simply the loss for the entire system.

PRINCIPAL CHANGES IN GROSS EARNINGS FOR 12 MONTHS.

| Increases. | | Decreases. | |
|------------------------------------|--------------|------------------------------------|--------------|
| Illinois Central..... | \$2,730,461 | Louisville & Nashv. ... | \$1,384,845 |
| Del. L. & W. (2 roads) .. | 2,564,690 | Atch. T. & S. Fe (2 r'ds) | 1,304,212 |
| N. Y. N. H. & Hartf. ... | 2,208,225 | Chic. Mil. & St. Paul... | 1,200,187 |
| L. Shore & Mich. So. ... | 1,271,136 | Clev. Cin. Ch. & St. L. | 1,104,409 |
| N. Y. Cent. & Hud. R. ... | 1,119,685 | So. Pacific (6 r'ds) ... | 922,647 |
| Chic. & Gr. Trunk* ... | 516,469 | Balt. & Ohio (2 roads) .. | 811,406 |
| Phil. Wil. & Balt. ... | 430,199 | Phila. & Reading..... | 610,102 |
| N. Y. Ont. & Western .. | 427,380 | Canadian Pacific..... | 447,035 |
| St. Louis Southwest'n .. | 422,240 | Gr. Rap. & Ind. (4 r'ds) | 446,449 |
| Grand Trunk* ... | 409,100 | Nashv. Chat. & St. L. ... | 429,094 |
| Cent. of New Jersey* .. | 374,108 | Wabash..... | 418,237 |
| N. Y. Chic. & St. L. ... | 320,582 | St. Paul & Duluth..... | 416,951 |
| Mont. & Mex. Gulf ... | 240,298 | Rio Grande Western... | 329,368 |
| Del. & Hudson (3 r'ds) .. | 233,777 | Kan. C. Ft. S. & Mem. ... | 354,272 |
| Boston & Maine..... | 224,464 | Duluth & Iron Range ... | 344,611 |
| San Ant. & Aran. Pass .. | 212,108 | Northern Central..... | 309,484 |
| | | Pittsb. & Lake Erie... .. | 309,342 |
| Total (representing 19 roads)..... | \$13,704,922 | Rio Grande Southern .. | 232,172 |
| | | Minn. & St. Louis..... | 236,798 |
| | | Fitchburg..... | 223,148 |
| | | N. Y. & New England... | 201,427 |
| | | | |
| Union Pacific (9 r'ds) .. | \$7,579,760 | Total (representing 46 roads)..... | \$28,480,441 |
| Pennsylvania (3 r'ds) .. | 3,693,808 | | |
| Chic. Burl. & Quincy... .. | 2,055,919 | | |
| N. Y. L. E. & Western .. | 1,524,840 | | |
| Denver & Rio Gr. | 1,489,823 | | |

* For eleven months. † For year ended October 31. ‡ The gross on Eastern lines decreased \$2,466,621 and on Western lines \$1,227,187.

PRINCIPAL CHANGES IN NET EARNINGS FOR TWELVE MONTHS.

| Increases. | | Decreases. | |
|---------------------------|-------------|---------------------------|--------------|
| Illinois Central..... | \$2,229,555 | Louisville & Nashv.... | 558,206 |
| N. Y. Cent. & H. Riv.. | 1,076,703 | Clev. Cin. Ch. & St. L.. | 553,995 |
| Balt. & Ohio (2 roads) | 487,674 | Gr. Rap. & Ind. (4 r'ds) | 417,787 |
| N. Y. N. H. & Hartf.. | 492,808 | Chic. Burl. & Quincy. | 399,112 |
| Phila. Wl. & Balt. * | 490,782 | Chicago Mil. & St. P.. | 397,752 |
| Int. & Gt. Northern.. | 347,248 | Min. St. P. & S. S. M.. | 381,158 |
| Del. L. & W. (2 roads) | 373,534 | Boston & Albany..... | 345,945 |
| Chesapeake & Ohio.. | 268,916 | N. Y. L. E. & Western. | 338,797 |
| Grand Trunk..... | 256,311 | Wabash..... | 325,050 |
| Mobile & Ohio..... | 210,918 | St. Paul & Duluth..... | 322,918 |
| | | Pittsb. & Lake Erie.... | 246,184 |
| Total (representing | | Peoria & Eastern..... | 247,867 |
| 12 roads)..... | \$8,134,453 | N. Y. & New England.. | 247,111 |
| | | Duluth & Iron Range.. | 244,242 |
| Decreases. | | West. N. Y. & Penn.. | 210,879 |
| Union Pacific (9 r'ds). | \$4,714,383 | So. Pacific Co. (6 r'ds). | 210,692 |
| Phila. & Reading..... | 1,357,291 | Manhattan El..... | 206,296 |
| Pennsylvania (3 r'ds) | 993,029 | | |
| Denver & Rio Gr..... | 825,751 | Total (representing | |
| Boston & Maine..... | 760,591 | 43 roads)..... | \$15,670,699 |
| Atch. T. & S. Fe (2 r'ds) | 686,731 | | |
| Canadian Pacific..... | \$678,932 | | |

* For year ended October 31. † For eleven months. ‡ The net decreased \$643,277 on East. lines and decreased \$349,752 on Wes. lines.

We here observe that notwithstanding the unfavorable business conditions which prevailed there are some roads which are distinguished, not for heavy losses, but for heavy gains. These, however, are nearly all roads which derived a great deal of extra traffic from the Fair, or are engaged in the anthracite coal trade, or operated considerable new road. The New York New Haven & Hartford belongs to this latter class, though it is proper to state that in our figures, as given, the earnings of the Old Colony are included for the whole of both years. Except for this, the increase for that road would be even heavier than it is. The largest amount of increase by any company comes from the Illinois Central, which of course enjoyed exceptional advantages by reason of the Fair, getting the local travel to and from the Fair grounds. The road has added \$2,730,461 to its gross, \$2,229,555 to its net. The New York Central also received some benefits from the Fair, and has \$1,119,685 increase in gross and \$1,076,703 increase in net. The gain, however, of \$487,674 in the net of the Baltimore & Ohio follows from a reduction of expenses, as gross decreased \$811,406.

It is a significant fact that when the roads are arranged in groups according to their location or the character of their traffic, every group shows a loss in net with only one exception. The exception is the Middle Western group, and there the showing is controlled by the result on the Illinois Central, already noted. In the case of the gross, there are three groups with an increase—this same Middle Western group and for the same reason; the New England group where the New Haven road has made a large increase on an addition to its mileage; and the Anthracite Coal group where the roads carried an increased amount of coal, the anthracite coal production for 1893 having been the largest on record. We print at the end of this article a detailed statement giving the results for every road in each group, but for the purpose of comparison it will be interesting to bring together here the aggregates for each group.

| SECTION OR GROUP. | Gross Earnings. | | Net Earnings. | | Inc. or Dec. |
|------------------------|-----------------|-------------|---------------|-------------|------------------|
| | 1893. | 1894. | 1893. | 1894. | |
| Jan. 1 to Dec. 31. | \$ | \$ | \$ | \$ | P. C. |
| New Eng.....(12) | 67,575,921 | 65,730,554 | 12,382,097 | 20,352,057 | -969,950 4.76 |
| Trunk lines.....(18) | 307,643,580 | 310,945,151 | 88,446,121 | 68,780,526 | -894,705 0.38 |
| Anthra. coal.....(13) | 113,382,764 | 10,842,544 | 31,468,399 | 32,199,361 | -730,962 2.27 |
| Mid. States.....(30) | 58,901,484 | 33,991,911 | 17,919,178 | 18,298,771 | -349,593 1.91 |
| Mid. West.....(30) | 61,917,005 | 60,234,491 | 39,044,659 | 19,181,963 | +842,720 4.39 |
| Northwest'n.....(15) | 92,292,824 | 96,733,110 | 41,709,284 | 33,493,157 | -1,784,874 5.32 |
| Southwest'n.....(19) | 73,708,130 | 76,744,211 | 24,636,917 | 23,659,091 | -1,022,084 4.33 |
| Pacific Coast.....(21) | 113,470,560 | 125,112,470 | 38,833,016 | 44,583,033 | -5,750,017 12.89 |
| Southern.....(36) | 69,249,148 | 71,432,320 | 23,232,161 | 23,589,461 | -307,300 1.33 |
| Mexican.....(6) | 14,901,360 | 15,058,460 | 5,250,181 | 5,290,035 | -24,876 0.47 |
| Tot. (109 r'ds) | 967,538,271 | 984,038,371 | 27,907,013 | 308,335,697 | -10,429,684 3.38 |

MILEAGE.—The mileage for the above groups is as follows: New England, 4,451 miles against 4,363 miles in 1892; Trunk lines, 22,556 against 22,211; Anthracite coal, 4,065 against 4,065; Middle States, 4,371 against 4,313; Middle Western, 10,197 against 10,110; North-western, 15,043 against 17,173; Southwestern, 13,624 against 15,605; Pacific Coast, 21,756 against 21,194; Southern, 12,044 against 11,750; Mexican, 4,026 against 3,973; grand total, 117,133 against 116,152.

As one would expect, the Pacific group makes the poorest showing of any, the loss there being \$5,750,017 or 12.89 per cent. The Northwestern group, the Southwestern and the New England show respectively 5.32, 4.32 and 4.76 per cent decrease in net, the results thus approximating very close to each other. The trunk line group and the Mexican group show only about one-half of one per cent decrease in net each, the Southern group 1.36 per cent decrease. For the Middle States roads the decrease is 1.91 per cent, for the Anthracite Coal roads 2.27 per cent. The Middle Western group, as already stated, is the only one which has increased net, the increase being 4.39 per cent. With the Illinois Central excluded, this section would show instead of an increase of \$842,720 in net a decrease of \$1,386,835. There are a few roads in addition to the Illinois Central which have gains, but outside of those of the Elgin Joliet & Eastern, the Louisville New Albany & Chicago and the Pittsburg Shenango & Lake Erie, the gains are not of great consequence.

In nearly all the groups there is more or less irregularity between the results of the different roads. The irregularity is especially marked in the trunk line group, where the net change is so slight. Thus the New York Central has a gain of over a million, the Pennsylvania a loss of nearly a million. The Wabash, the Big Four and the Erie have losses, the Baltimore & Ohio, the Grand Trunk, the Nickel Plate and some others, gains. In the Anthracite Coal group the loss follows from the decrease of \$1,357,291 on the Reading, as the Delaware & Hudson, the Lackawanna, the Ontario & Western and some others have gains. In the Middle States group the result would be much more unfavorable except for a heavy increase on the Philadelphia Wilmington & Baltimore and the Buffalo Rochester & Pittsburg, most of the other roads having losses.

It deserves to be pointed out that the New England roads are feeling the depression in business the same as other roads. For the year the Boston & Albany has lost \$345,945 in net, the Boston & Maine \$760,591, the Fitchburg \$107,542, the New York & New England \$247,111, and the New Haven, while having \$492,808 increase, owes it entirely to gains in the first six months on an increase in mileage. For the last quarter of the year, if we add to the figures for 1892 as reported by the company the earnings of the Old Colony, so as to make the basis of comparison the same in 1893 as in 1892, the road shows a loss of \$1,115,673 in gross and a loss of \$350,962 in net. The Boston & Maine in the same quarter lost \$256,189 in gross and \$348,848 in net, the New York & New England \$238,117 in gross and \$227,122 in net; the Boston & Albany, while having lost \$209,296 in gross, gained \$183,352 in net, and the Fitchburg, with \$170,376 decrease in gross, has \$56,820 increase in net.

In the Southern group no less than 18 out of the 36 roads report an improvement in net for the year, including among the larger roads the Chesapeake & Ohio, the Mobile & Ohio, the Savannah Florida & Western, the Georgia, and several of the roads in the Cincinnati New Orleans & Texas Pacific system. The Louisville & Nashville has over half a million dollars decrease. In several cases the improvement in the net follows from economies in management and reduced expenses; only 12 of the 36 roads have gains in gross. In the Northwestern group we lack this time, as already stated, the Northwest and the St. Paul &

Omaha; and the Rock Island, the Great Northern and the Chicago & Great Western never form part of our tabulations, making no returns of net. Among the 15 roads which have reported, however, there are 4 which show better net than in 1892, namely the Burlington Cedar Rapids & Northern, the Chicago Burlington & Northern, the Iowa Central and the Quincy Omaha & Kansas City. In the Southwestern group the Missouri Pacific is lacking. The Denver & Rio Grande has the heaviest amount of loss of any, \$825,751, this being due in part to the depression of silver mining in Colorado, in part to general business depression. The International & Great Northern, the St. Louis Southwestern and the San Antonio & Aransas roads report heavy gains.

Referring now very briefly to the showing for December it has already been stated that the loss is very heavy, reaching \$8,301,160 or 14.75 per cent in gross and \$3,245,269 or 17.62 in net. Out of the 121 roads included in our statement for that month but 21 are able to show an increase in gross and but 33 an increase in net. The Savannah Florida & Western is the only road whose increase reaches as much as \$30,000 in the gross and the Mexican National the only road whose increase in the net reaches that figure.

PRINCIPAL CHANGES IN GROSS EARNINGS IN DECEMBER.

| Increases. | | Decreases. | |
|---------------------------|-------------|-------------------------------|-------------|
| Sav. Fla. & Western... | \$30,747 | Gr. Rap. & Ind. (4 r'ds) | \$96,259 |
| Pennsylvania (3 r'ds) | \$1,339,470 | St. Paul & Duluth | 92,420 |
| Union Pacific (9 r'ds) | 965,685 | West. N. Y. & Penn. | 82,372 |
| Chic. Mil. & St. Paul | 757,443 | Illinois Central | 73,394 |
| Chic. Burl. & Quincy | 648,045 | Nashv. Chmt. & St. L. | 72,175 |
| Atch. T. & S. Fe (2 r'ds) | 481,356 | Kan. C. Ft. S. & Mem. | 69,731 |
| So. Pacific (6 r'ds) | 402,925 | Allegheny Valley | 53,066 |
| N. Y. L. E. & Western | 351,870 | Tol. & Ohio (central) | 49,731 |
| Louisville & Nashv. | 356,047 | Chic. & W. Mich. | 48,592 |
| Balt. & Ohio (2 roads) | 336,610 | Minn. & St. Louis | 46,642 |
| Canadian Pacific | 260,244 | Peoria & Eastern | 41,452 |
| Denver & Rio Gr. | 227,799 | Lake Erie & Western | 39,930 |
| Phila. & Reading | 215,855 | Rio Grande Southern | 39,860 |
| Clev. Cin. Ch. & St. L. | 190,133 | Louisv. N. Alb. & Chic. | 38,959 |
| Wabash | 164,356 | Burl. C. R. & North'n | 38,339 |
| Chesapeake & Ohio | 120,744 | Chic. Burl. & North'n | 36,509 |
| Minn. St. P. & S. S. M. | 119,354 | Mexican Central | 31,773 |
| Norfolk & Western | 109,100 | | |
| Northern Central | 105,400 | | |
| | | Total (representing 55 roads) | \$8,103,640 |

† The gross on Eastern lines decreased \$632,078 and on Western lines \$707,392.

PRINCIPAL CHANGES IN NET EARNINGS IN DECEMBER.

| Increases. | | Decreases. | |
|---------------------------|-----------|-------------------------------|-------------|
| Mexican Internat'l... | \$102,481 | St. Paul & Duluth | \$62,955 |
| Chic. Mil. & St. Paul | \$470,958 | Chesapeake & Ohio | 62,638 |
| Union Pacific (9 r'ds) | 386,000 | Gr. Rap. & Ind. (4 r'ds) | 61,730 |
| Atch. T. & S. Fe (2 r'ds) | 301,023 | West. N. Y. & Penn. | 57,904 |
| Canadian Pacific | 239,889 | Mexican Central | 43,794 |
| N. Y. L. E. & Western | 231,048 | Pennsylvania (3 r'ds) | 41,033 |
| Louisville & Nashv. | 205,604 | So. Pacific (6 r'ds) | 40,448 |
| Chic. Burl. & Quincy | 146,619 | Lake Erie & Western | 33,366 |
| Denver & Rio Grande | 138,522 | Norfolk & Western | 38,566 |
| Wabash | 128,425 | Chic. Burl. & North'n | 38,889 |
| Clev. Cin. Ch. & St. L. | 119,050 | Tol. & Ohio Central | 32,218 |
| Minn. St. P. & S. S. M. | 101,624 | | |
| Phila. & Reading | 95,616 | Total (representing 43 roads) | \$3,168,864 |
| Illinois Central | 91,395 | | |

† The net increased \$184,479 on Eastern lines and decreased \$225,512 on Western lines.

Looking back to see what the result was in December of the previous year, we discover that the gain then was very moderate, as may be seen by the following.

| Year and number of roads. | Gross Earnings. | | | Net Earnings. | | |
|---------------------------|-----------------|-----------------|-----------------------|---------------|-----------------|-----------------------|
| | Year Given. | Year Preceding. | Increase or Decrease. | Year Given. | Year Preceding. | Increase or Decrease. |
| December. | \$ | \$ | \$ | \$ | \$ | \$ |
| 1888 (75) | 30,910,584 | 40,590,849 | -9,680,265 | 12,393,581 | 15,534,141 | -1,140,560 |
| 1889 (80) | 51,588,029 | 46,882,356 | +4,705,673 | 18,097,978 | 15,552,147 | +2,545,831 |
| 1890 (127) | 55,573,078 | 52,880,943 | +2,692,135 | 17,749,328 | 17,827,725 | -78,397 |
| 1891 (132) | 61,137,169 | 59,870,858 | +1,266,310 | 21,071,097 | 18,406,852 | +2,664,245 |
| 1892 (124) | 62,645,259 | 61,601,607 | +1,043,652 | 20,794,501 | 20,739,832 | +54,669 |
| 1893 (121) | 47,982,276 | 56,283,436 | -8,301,160 | 15,178,388 | 18,423,657 | -3,245,269 |

The generally unfavorable character of the exhibit for 1893 is perhaps most strikingly revealed when it is noted that every group records a decrease in gross and every road also a decrease in net, excepting only the Mexican. The ratio of falling off is very heavy too in nearly every section, being 26.11 per cent for the Northwestern group, 23.93 per cent for the Southwestern, 20.53 per cent for the Pacific group, 11.40 per cent for the trunk lines, 8.07 per cent for the

Anthracite Coal group, 14.44 per cent for the Eastern & Middle roads, 23.19 per cent for the Middle Western roads and 15.56 per cent for the Southern roads.

| SECTION OR GROUP. | Gross Earnings. | | Net Earnings. | | Inc. or Dec. | P. C. |
|--------------------|-----------------|------------|---------------|------------|--------------|-------|
| | 1893. | 1892. | 1893. | 1892. | | |
| December. | \$ | \$ | \$ | \$ | \$ | \$ |
| Trunk lines... (9) | 14,277,704 | 16,688,960 | 4,072,092 | 4,595,667 | -523,575 | 11.40 |
| Anthrac. coal (5) | 2,362,844 | 2,571,003 | 912,873 | 992,306 | -80,033 | 8.07 |
| East. & Mid. (15) | 1,678,921 | 1,981,013 | 457,601 | 538,801 | -81,100 | 14.44 |
| Mid. West'n. (19) | 3,134,306 | 3,517,143 | 921,564 | 1,183,218 | -261,649 | 22.19 |
| Northwest'n. (10) | 6,642,176 | 8,392,027 | 2,376,436 | 3,216,322 | -839,886 | 26.11 |
| Southwest'n. (16) | 5,604,062 | 6,436,066 | 1,601,515 | 2,105,312 | -503,827 | 23.93 |
| Pacific Coast (20) | 6,574,002 | 10,257,779 | 2,700,595 | 3,397,759 | -697,164 | 20.53 |
| Southern... (25) | 4,778,583 | 5,482,497 | 1,745,218 | 2,066,930 | -321,712 | 15.56 |
| Mexican... (2) | 230,678 | 963,948 | 390,404 | 351,717 | +38,687 | 17.69 |
| Tot. (121 r'ds) | 47,982,276 | 56,283,436 | 15,178,388 | 18,423,657 | -3,245,269 | 17.62 |

NOTE.—INCLUDED UNDER THE HEAD OF—

| | | | |
|--|---|---|--|
| <i>Trunk Lines.</i> B. & O., East of Ohio. B. & O., West of Ohio. Clev. Cin. Chic. & St. L. Peoria & Eastern. N. Y. Lake Erie & West'n. Pennsylv. East of P. & E. West. Peoria & Erie Pitts. Youngs. & Ash. Wabash. | <i>Middle Western—(Concl'd).</i> Louisv. N. A. & Chic. Manistique. Pitts. Mar. & Chicago. Sag. Tus. & Hur. Sax. Valley & St. Louis. Colorado & Ohio Central. Iowa Central Keokuk & Western. Minn. St. Louis. Minn. St. Paul & S. S. M. Quincy Omaha & K. C. St. Paul & Duluth. | <i>Pacific Coast—(Concl'd).</i> Morgan's La. & T. N. Y. Tex. & Mex. Texas & New Orleans. Atlantic System. Pacific System. Union Pacific— N. Ore. Sh. L. & Utah Nor. Orion Pac. Den. & Gulf. St. Joseph & Grand Isl. All other lines. Central Branch. Montana Union. Leav. T. & S. W. | |
| <i>Anthracite Coal.</i> N. Y. Sus. & West. Phila. & Reading. Summit Branch. Lykens Valley. | <i>Eastern and Middle.</i> Adirondack. Allegheny Valley. Bath & Hammondport. Brooklyn Elevated. Buff. Roch. & Pitts. Camden & Atlantic. Chataqua Lake. Hoos. Tun. & Wilm. Northern Central. Staten Island R. T. Stony Clove & C. Mt. Ulster & Delaware. Carmel & Branches. Western Md. Western N. Y. & Penn. | <i>Northwestern.</i> Burl. Cedar Rap. & Nor. Chic. Burl. & North. Chic. Burl. & Quincy. Chic. Mil. & St. Paul. Iowa Central Keokuk & Western. Minn. St. Louis. Minn. St. Paul & S. S. M. Quincy Omaha & K. C. St. Paul & Duluth. | <i>Southern Roads.</i> Bir. & Atlantic Carolina Midland. Har. sum. & No. Craway & Darlington. Chesapeake & Ohio. Chesapeake & Atlanta Un. Georgia Ga. Southern & Fla. Gulf & Chicago. Kan. City Mem. & Bir. Louisville & Nashville. Macon & Birmingham. Nash. Chmt. & St. L. New Orleans & So. Norfolk & Southern. N. York & Western. Ohio River. Petersburg. Rich. Fred. & Pot. Rich. & Petersburg. Sav. Fla. & Western. South Carolina. West Va. C. & P. Wrightsv. & Tennille. <i>Mexican Roads</i> Mexican Central. Mexican International. |

† We include these Western lines in our table by taking an estimate for 1892 on which to base the decrease reported for this year.

EARNINGS OF UNITED STATES RAILWAYS JANUARY 1 TO DECEMBER 31.

| | Gross. | | Net. | | Inc. or Dec. |
|-------------------------|-------------|-------------|------------|------------|--------------|
| | 1893. | 1892. | 1893. | 1892. | |
| <i>New England—</i> | | | | | |
| Bangor & Aroostook... | 190,338 | 173,690 | 60,549 | 65,116 | -4,607 |
| Boston & Albany... | 9,917,977 | 10,037,444 | 3,103,622 | 3,451,567 | -348,945 |
| Boston & Maine | 16,18,422 | 16,393,958 | 4,332,582 | 5,623,153 | -760,591 |
| Bos. Rev. B'n. & Lynn | 310,431 | 310,451 | 59,188 | 80,026 | -20,838 |
| Bridgton & Sag. Riv. | 23,358 | 23,358 | 10,248 | 10,248 | 0 |
| Camden & Atlantic | 43,498 | 44,557 | 23,265 | 13,349 | +9,916 |
| Fitchburg | 7,353,358 | 7,576,596 | 2,112,226 | 2,219,768 | -107,542 |
| Hoosac Tun. & Wilm. | 36,235 | 35,601 | 8,583 | 11,736 | -3,153 |
| New London & North. | 694,674 | 743,999 | 304,354 | 299,416 | +4,938 |
| N. Y. & N. England | 6,019,308 | 6,220,493 | 1,561,236 | 1,608,347 | -47,111 |
| N. Y. N. H. & Hartford | 24,276,882 | 24,076,957 | 7,224,669 | 7,731,860 | -507,191 |
| Norfolk | 77,944 | 84,131 | 19,612 | 28,691 | -9,079 |
| Total (12 roads) | 67,575,921 | 65,730,554 | 19,882,087 | 20,352,037 | -469,950 |
| <i>Trunk Lines—</i> | | | | | |
| Balt. & O. East O. Riv. | 18,779,046 | 19,799,487 | 6,223,567 | 6,119,757 | +103,810 |
| West. Ohio River | 6,488,679 | 6,201,645 | 1,453,599 | 1,044,596 | +409,003 |
| Chic. & St. L. | 17,899,665 | 14,844,074 | 3,660,909 | 3,914,984 | -553,995 |
| Peoria & Eastern | 1,700,000 | 1,774,286 | 199,244 | 417,111 | -217,867 |
| Gr. Trunk of Canada | 1,290,513 | 1,788,413 | 5,240,168 | 4,983,557 | +256,611 |
| Chic. & Gr. trunk | 3,900,533 | 3,420,384 | 893,388 | 733,227 | +160,161 |
| Det. G. Hav. & W. Mich. | 1,942,806 | 1,119,419 | 166,194 | 232,855 | -66,661 |
| Lake St. & Mich. So. | 3,689,519 | 22,115,383 | 6,624,769 | 6,612,138 | +12,631 |
| Mich. Cent. & Can. So. | 18,000,000 | 18,000,000 | 3,938,000 | 3,888,000 | +50,000 |
| N. Y. C. & Hud. Riv. | 46,710,573 | 45,690,888 | 14,817,351 | 13,741,048 | +1,076,303 |
| N. Y. Chic. & St. L. | 6,787,748 | 6,467,166 | 1,191,552 | 1,444,342 | -152,790 |
| N. Y. L. E. & West'n. | 20,418,045 | 30,942,925 | 9,477,696 | 9,164,493 | +313,203 |
| Pennsylvania— | | | | | |
| East of Pitt. & E. | 6,375,221 | 68,811,942 | 19,379,407 | 20,023,434 | -644,027 |
| West of Pitt. & E. | 4,303,474 | 41,430,601 | 12,421,130 | 12,770,832 | -349,702 |
| Phila. & Erie | 5,018,888 | 5,256,651 | 1,558,997 | 1,515,009 | +43,988 |
| N. Y. C. & St. L. | 61,712,916 | 61,160,975 | 18,810,031 | 18,349,691 | -460,340 |
| Pitts. Young. & Ash. | 61,260,514 | 61,439,963 | 6,478,208 | 6,533,250 | -55,042 |
| Wabash | 1,750,159 | 1,416,446 | 8,048,947 | 8,373,997 | -325,050 |
| Total (15 roads) | 307,443,380 | 310,948,159 | 83,446,121 | 83,780,823 | -334,702 |
| <i>Anthracite Coal—</i> | | | | | |
| Cent. of New Jersey | 13,392,873 | 13,018,565 | 5,391,903 | 5,384,833 | +7,040 |
| Delaware & Hudson | 20,232,315 | 20,438,541 | 6,622,187 | 6,407,871 | +214,316 |
| Albany & Hudson | 64,300,322 | 64,081,999 | 11,995,006 | 11,911,113 | +83,893 |
| N. Y. & Canada | 89,035,311 | 89,424 | 14,833,833 | 14,833,218 | +615 |
| Renss. & Saratoga | 62,259,707 | 62,545,543 | 17,849,404 | 18,000,000 | -150,596 |
| Del. Lack. & West'n. | 48,790,943 | 43,236,284 | 13,535,401 | 12,977,843 | +557,558 |
| N. Y. Lac. & West'n. | 69,081,790 | 68,208,355 | 14,331,943 | 14,141,977 | +189,966 |
| Syr. B'n. & N. Y. | 61,134,846 | 63,393,783 | 14,810,917 | 14,810,917 | 0 |
| N. Y. Ontario & West. | 3,301,140 | 3,473,760 | 1,013,213 | 938,087 | +84,126 |
| N. Y. Sus. & Western | 1,783,908 | 1,713,912 | 737,633 | 784,512 | -46,879 |
| Pitts. C. O. & St. L. | 2,299,100 | 2,073,093 | 9,227,515 | 10,180,803 | -953,288 |
| Summit Branch | 1,267,210 | 1,328,556 | 93,924 | 121,238 | -27,314 |
| Lykens Valley | 1,112,251 | 1,069,834 | 63,620 | 35,200 | +28,420 |
| Total (15 roads) | 113,382,764 | 110,342,544 | 31,468,399 | 32,194,361 | -725,962 |
| <i>Middle States—</i> | | | | | |
| Annap. Wash. & Balt. | 53,361 | 66,039 | 20,652 | 22,117 | -1,465 |
| Adirondack | 177,649 | 169,400 | 48,376 | 42,417 | +5,959 |
| Allegheny Valley | 2,436,816 | 2,638,896 | 877,027 | 1,033,394 | -156,367 |
| Bath & Hammondport | 85,600 | 84,603 | 19,000 | 19,000 | 0 |
| Brooklyn Elevated | 3,393,157 | 3,204,206 | 1,036,115 | 922,853 | +113,262 |
| Camden & Atlantic | 843,224 | 807,284 | 188,688 | 187,553 | +1,135 |
| Chataqua Lake | 57,018 | 54,629 | 7,020 | 7,321 | -301 |

Table with columns: Gross, 1893, 1892, Net, 1893, 1892, Inc. or Dec. Middle States—(Con.)

Table with columns: Gross, 1893, 1892, Net, 1893, 1892, Inc. or Dec. Middle Western—

Table with columns: Gross, 1893, 1892, Net, 1893, 1892, Inc. or Dec. Northwestern—

Table with columns: Gross, 1893, 1892, Net, 1893, 1892, Inc. or Dec. Southern—

Table with columns: Gross, 1893, 1892, Net, 1893, 1892, Inc. or Dec. Southern Roads—

Table with columns: Gross, 1893, 1892, Net, 1893, 1892, Inc. or Dec. South'n Roads—(Con.)

Table with columns: Gross, 1893, 1892, Net, 1893, 1892, Inc. or Dec. Mexican Roads—

Table with columns: Gross, 1893, 1892, Net, 1893, 1892, Inc. or Dec. Grand total (108 r'ds.)

IMPORTS AND EXPORTS FOR JANUARY.

The Bureau of Statistics has issued a detailed statement of the foreign commerce of the country for the month of January, 1894 and 1893, and for the seven months ending January 31 in 1893-94 and 1892-93, as follows:

Table with columns: January, 7 mos. end. Jan. 31, 1894, 1893, Inc. or Dec. 1894.—Exports—Domestic, Foreign

Table with columns: SPECIE—GOLD, 1894.—Exports, Imports, Excess of exports, Excess of imports

Table with columns: SPECIE—SILVER, 1894.—Exports, Imports, Excess of exports, Excess of imports

STOCK EXCHANGE CLEARING-HOUSE TRANSACTIONS.—The subjoined statement includes the transactions of the Stock Exchange Clearing-House from Feb. 12 down to and including Friday, Feb. 23; also, the aggregates for June to January inclusive, in 1893-94 and 1892-93.

Table with columns: Month, Shares, Total Value, Balances, one side, Sheets Cleared, Total Value, Shares, Value, Cash, Clear'd.

| Shares, both sides.— | | Balances, one side.— | | Sheets | | |
|-----------------------|-----------|-----------------------|---------|----------------|-----------|---------|
| Cleared. Total Value. | | Shares. Value Shares. | | Cash. Clear'd. | | |
| | \$ | | \$ | | \$ | |
| Feb. 19.. | 872,900 | 58,200,000 | 58,600 | 3,400,000 | 73,500 | 318 |
| " 20.. | 654,700 | 38,900,000 | 54,300 | 2,900,000 | 69,300 | 245 |
| " 21.. | 503,000 | 30,300,000 | 41,100 | 2,300,000 | 45,800 | 279 |
| " 22.. | | | | | | |
| " 23.. | 485,200 | 30,200,000 | 39,700 | 2,400,000 | 40,000 | 275 |
| | | | | | | Holiday |
| Tot. wk. | 2,515,800 | 155,600,000 | 193,700 | 11,000,000 | 228,600 | 1,167 |
| Wk. last yr. | 3,246,700 | 545,300,000 | 811,800 | 53,401,000 | 1,515,500 | 1,412 |

The stocks cleared now are American Cotton Oil common, American Sugar common, Atchison, Chicago Burlington & Quincy, Chicago Gas, Chicago Milwaukee & St. Paul common, Chicago & Northwestern, common, Chicago Rock Island & Pacific, Delaware Lackawanna & Western, Distilling & Cattle Feeding, General Electric, Lake Shore & Michigan Southern, Louisville & Nashville, Manhattan, Missouri Pacific, New York Central, New York & New England, New York Lake Erie & Western, Northern Pacific preferred, National Lead common, Philadelphia & Reading, Union Pacific and Western Union.

Monetary & Commercial English News

[From our own correspondent.]

LONDON, Saturday, February 10, 1894.

As the collection of the taxes is now going on rapidly the supply of loanable capital in the outside market is decreasing, and the Bank of England is gradually obtaining control. Short loans are about 2 per cent to 2 1/4 per cent and the rate of discount is about 2 1/4 per cent. On the Continent the value of money is declining. The Austro-Hungarian Bank has this week put down its rate from 4 1/2 per cent to 4 per cent and the Swiss rate has also been lowered.

The price of silver has fallen day after day all through the week, mainly owing to the stoppage of the demand for India. Apparently there was a good deal of speculation in India, where it was believed that the Government would put a heavy duty upon the metal, and also that the India Council would maintain its minimum price of 1s. 3 1/4 d per rupee for its drafts. As the belief in both cases has now been shown to be mistaken, the speculation broke down, and the break-down was hastened by rapid tightening of the Indian money market. This week the Bank of Bengal raised its rate of discount from 7 per cent to 8 per cent on Tuesday and on Thursday from 8 per cent to 9 per cent. The Bank of Bombay on Thursday put up its rate from 7 per cent to 8 per cent. In Calcutta, more particularly, there are fears of a money panic. Many importers are reported to be in difficulties and the supply in the market is very short. It will be recollected that no rupees have been coined since the 26th of June, while the Government, in preparation for the sale of Council drafts expected in London, has locked up over six millions sterling in the Presidency Treasuries. To get command of funds there has been heavy selling of rupee paper. Only a few months ago it stood at a premium of 8 per cent; now it has fallen under par. The Indian exchanges went down yesterday to 1s. 1 3/4 d. per rupee, and the price of silver is as low as 29 1/4 d. per ounce, the lowest quotation ever recorded. Meantime the opinion is general amongst all engaged in the trade with India that the exchange must go lower, and merchants consequently are not selling their bills. Owing to this the banks are not buying Council drafts, as they cannot cover their purchases. On Wednesday, for example, the India Council offered for tender as usual 5 lakhs of rupees, and was able to sell only 8 lakhs at 1s. 2 1-32 d. per rupee. The previous Wednesday it sold 40 lakhs at 1s. 2 3/4 d. per rupee.

The belief is gaining ground here that trade is improving. As yet there is no marked evidence to that effect, but the feeling all over the country is much more hopeful. The railway traffic returns are exceedingly good. Week after week they show large increases; but to some extent that, no doubt, is due to the fact that goods were kept back during the coal strike. The Board of Trade returns for January are fairly satisfactory, considering all the circumstances. There were only four Sundays in January this year while there were five last year, consequently there is one more working day. Allowing for that, there is no increase in the value of the exports. But the falling-off has nearly come to an end. On the other hand, there is a very large increase in the imports and especially in the imports of the raw materials of manufacture.

The rise in British railway stocks, which has been going on for three or four weeks, still continues. Investors are buying largely. Owing to the experience of the past three and a-half years they still distrust foreign securities of all kinds, and as they are confining their purchases to home stocks, all those

are rising week after week. There is also a marked recovery in Colonial stocks. In the American department the more hopeful feeling noted for some time past continues, but operators are deterred from acting partly by the tariff debate and partly by the fluctuations in New York. That there will be before long be a very considerable increase in purchases here is the almost universal opinion. But until New York gives the lead there will not be much done here. The reports from Argentina are still favorable so far as the economic condition of the country is concerned. The maize crop, it is true, has suffered much from drought, but lately there have been heavy rains, and it is hoped that much good has thereby been done. On the other hand, the political prospect is unsatisfactory and the gold premium is exceedingly high. There is as yet no sign of an end of the Brazilian struggle, but here the impression is gaining ground that the insurgents are winning.

Upon the Continent there is a decidedly better feeling than there was. For about two years the German and Russian Governments have been negotiating a commercial treaty, but the difficulties were such that until quite lately it seemed impossible to overcome them. At last, however, the Czar interferred, and now a treaty has been arranged. Roughly, Germany gives to Russia the advantages accorded to Austria-Hungary and Italy by the treaties concluded about a year and a-half ago, and in return Russia makes important concessions to Germany. There is a very strong opposition in Germany to the ratification of the treaty by the Reichstag, but the best opinion is that the Emperor's influence will prevail. The conclusion of the treaty has made a very good impression in Germany and it is hoped the worst of the depression is now over. In France the conversion has been a complete success and the Rentes are recovering. The high protective duties proposed are discouraging operators; still the belief is that business will steadily increase. In Italy there is at yet no change, but the subscription of the capital for the proposed German-Italian Bank by the great German bankers leads to the belief that the Italian Government will get the assistance it requires and that gradually it will surmount its difficulties.

The imports in January have been as follows:

| | 1894. | 1893. | Difference. | Per Ct. |
|--------------|------------|------------|-------------|---------|
| IMPORTS. | | | | |
| January..... | 38,458,613 | 33,126,470 | +5,332,143 | +16.09 |

The exports in January have been as follows:

| | 1894. | 1893. | Difference. | Per Ct. |
|--------------|------------|------------|-------------|---------|
| EXPORTS. | | | | |
| January..... | 18,151,880 | 18,026,019 | +125,861 | + 0.69 |

The exports of foreign and colonial produce for January show the following contrast:

| | 1894. | 1893. | Difference. | Per Ct. |
|--------------|-----------|-----------|-------------|---------|
| RE-EXPORTS. | | | | |
| January..... | 4,346,643 | 4,785,629 | -438,986 | - 9.1 |

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. 5 | 3 | 1 1/2 @ | 1 1/2 @ | 2 1/2 @ | 2 @ 3 | 2 @ 3 | 2 @ 3 | 1 1/2 | 1 1/2 | 1 1/2 |
| " 12 | 3 | 1 1/2 @ | 1 1/2 @ | 2 @ 2 1/2 | 2 @ 2 1/2 | 2 1/4 @ 2 1/2 | 1 1/2 @ 2 1/2 | 1 1/2 | 1 1/2 | 1 1/2 |
| " 19 | 3 | 1 7-16 @ | 1 1/2 @ 1 1/2 | 2 @ | 2 @ 2 1/2 | 2 @ 2 1/2 | 2 @ 2 1/2 | 1 1/2 | 1 | 1 1/2 |
| " 26 | 3 | 2 @ | 2 1/2 @ | 2 1/2 @ | 2 1/2 @ 3 | 2 1/2 @ 3 | 2 1/2 @ 3 | 1 1/2 | 1 | 1 1/2 |
| Feb. 2 | 2 1/2 | 2 1/2 @ | 2 1/2 @ | 2 1/2 @ | 2 1/2 @ 3 | 2 1/2 @ 3 | 2 1/2 @ 3 | 1 | 1 | 1 1/2 |
| " 9 | 2 1/2 | 2 1/2 @ | 2 1/2 @ | 2 1/2 @ | 2 1/2 @ | 2 1/2 @ | 2 1/2 @ | 1 | 1 1/2 | 1 1/2 |

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 | Feb. 9. | | Feb. 2. | | Jan. 26. | | Jan. 10. | |
|----------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | Bank Rate. | Open Market | Bank Rate. | Open Market | Bank Rate. | Open Market | Bank Rate. | Open Market |
| Paris..... | 2 1/2 | 2 1/2 | 2 1/2 | 2 1/2 | 2 1/2 | 2 1/2 | 2 1/2 | 2 1/2 |
| Berlin..... | 3 | 1 1/2 | 4 | 2 | 4 | 2 1/2 | 4 | 2 1/2 |
| Hamburg.... | 3 | 1 1/2 | 4 | 2 | 4 | 2 1/2 | 4 | 2 1/2 |
| Frankfort.... | 3 | 2 | 4 | 2 1/2 | 4 | 2 1/2 | 4 | 2 1/2 |
| Amsterdam... | 3 | 2 1/2 | 3 | 2 1/2 | 3 | 2 1/2 | 3 | 2 1/2 |
| Brussels..... | 3 | 2 1/2 | 3 | 2 1/2 | 3 | 2 1/2 | 3 | 2 1/2 |
| Vienna..... | 4 | 3 1/2 | 4 1/2 | 3 1/2 | 5 | 4 | 5 | 4 |
| St. Petersburg. | 5 1/2 | 5 | 5 1/2 | 5 | 6 | 5 1/2 | 6 | 5 1/2 |
| Madrid..... | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Copenhagen... | 3 1/2 | 3 1/2 | 3 1/2 | 3 1/2 | 4 | 4 | 4 | 4 |

Messrs. Pixley & Abell write as follows under date of February 8:

Gold—There is not the slightest demand for gold, and the whole of the arrivals have been sent into the Bank of England. The total purchased, including coin, is £302,000, while £15,000 has been taken for export. Arrivals: Bombay, £36,000; River Plate, £20,000; Cape Town, £195,000; Australia, £2,000; West Indies, £3,000; total, £261,000.

Silver.—For a week there has been nothing but decline, and for the first time Indian Exchange is below 1s. 2d. Silver has been offered pretty freely, and at the moment no limit to the fall can be seen. With such dearth of applications for bills yesterday, and the poor rate realized, the market has fallen to 29½d., which is lower than the previous record of 30th June, 1893. Shipments Feb. 2: India, £184,600; China, £98,000. Arrivals: New York, £172,000; West Indies, £10,000; Chili, £70,000; Australia, £19,000; total, £271,000.

Mexican Dollars.—These coin have been almost entirely nominal. Shipments to Penang, £26,900. Arrivals from New York, £19,000.

The quotations for bullion are reported as follows:

| GOLD. | | | SILVER. | | |
|-----------------------|---------|---------|------------------------|----------|----------|
| London Standard. | Feb. 8. | Feb. 1. | London Standard. | Feb. 8. | Feb. 1. |
| Bar gold, fine...oz. | 77 9 | 77 9 | Bar silver, fine...oz. | 29½ | 30 11-16 |
| Bar gold, parting.oz. | 77 9½ | 77 9½ | Bar silver, contain- | | |
| Span. doubloons.oz. | 73 9 | 73 9 | ing 5 grs. gold...oz. | 29¼ | 31 1-16 |
| U. S. gold coin...oz. | 76 4¼ | 76 4¼ | Cake silver...oz. | 31 11-16 | 33¼ |
| German gold coin.oz. | 76 4¼ | 76 4¼ | Mexican dollars.oz. | ..... | 30¼ |

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:

| | 1894. | 1893. | 1892. | 1891. |
|-------------------------------------|-------------|-------------|-------------|-------------|
| | Feb. 7. | Feb. 8. | Feb. 10. | Feb. 11. |
| Circulation..... | 24,484,810 | 25,044,000 | 24,631,145 | 24,054,270 |
| Public deposits..... | 7,279,773 | 6,533,069 | 5,762,520 | 9,583,133 |
| Other deposits..... | 27,338,472 | 29,053,005 | 27,994,113 | 29,301,156 |
| Government securities..... | 9,030,458 | 11,227,252 | 10,227,063 | 11,481,206 |
| Other securities..... | 23,418,854 | 24,600,699 | 27,103,535 | 29,597,054 |
| Reserve..... | 20,433,629 | 17,914,978 | 15,076,101 | 16,061,465 |
| Gold and bullion..... | 28,447,469 | 26,508,978 | 23,857,246 | 23,605,135 |
| Prop. assets to liabilities per ct. | 53 11-16 | 50 | 41½ | 41 3-16 |
| Bank rate.....per cent. | 3¼ | 2¼ | 3 | 3 |
| Consols 2½ per cent..... | 99 1-16 | 98½ | 95 9-16 | 97 3-16 |
| Clearing House returns..... | 125,945,000 | 119,951,000 | 118,145,000 | 124,858,000 |

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:

| | 1893-94. | 1892-93. | 1891-92. | 1890-91. |
|-----------------------------------|------------|------------|------------|------------|
| Imports of wheat, cwt. 26,971,079 | 29,710,751 | 35,141,715 | 26,102,630 | |
| Barley..... | 8,778,244 | 8,878,115 | 11,689,753 | 11,393,773 |
| Oats..... | 6,120,053 | 6,155,920 | 6,974,663 | 6,037,000 |
| Peas..... | 1,251,196 | 1,185,343 | 1,544,497 | 699,971 |
| Beans..... | 2,329,671 | 2,018,198 | 1,767,257 | 1,578,396 |
| Indian corn..... | 13,213,485 | 13,304,989 | 10,297,284 | 12,386,973 |
| Flour..... | 8,798,663 | 9,982,131 | 8,011,728 | 6,765,208 |
| Total..... | 47,294,092 | 52,372,177 | 58,470,789 | 51,963,952 |
| Aver. price wheat week. 25s. 7d. | 26s. 3d. | 33s. 1d. | 32s. 5d. | |
| Average price, season... 28s. 8d. | 27s. 6d. | 36s. 6d. | 32s. 3d. | |

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

| | This week. | Last week. | 1893. | 1892. |
|----------------------|------------|------------|-----------|-----------|
| Wheat.....qrs. | 2,282,000 | 2,209,000 | 2,403,000 | 2,394,000 |
| Flour, equal to qrs. | 366,000 | 371,000 | 455,000 | 498,000 |
| Maize.....qrs. | 512,000 | 421,000 | 265,000 | 425,000 |

English Financial Markets—Per Cable.

The daily closing quotations for securities, &c., at London are reported by cable as follows for the week ending Feb. 23:

| London. | Sat. | Mon. | Tues. | Wed. | Thurs. | Fri. |
|-------------------------------|--------|-------|--------|--------|--------|--------|
| Silver, per oz.....d | 29½ | 29½ | 29 | 28¾ | 28¾ | 27½ |
| Consols, new, 2½ per cts. | 99½ | 99½ | 99½ | 99½ | 99½ | 99½ |
| do for account..... | 99½ | 99½ | 99½ | 99½ | 99½ | 99½ |
| Frch rentes (in Paris) fr. | 98-52½ | 98-75 | 98-97½ | 98-82½ | 98-92½ | 99-17½ |
| U. S. 4s of 1907..... | 70¾ | 70¾ | 70¾ | 70¾ | 70¾ | 70¾ |
| Canadian Pacific..... | 58¾ | 57¾ | 57¾ | 58¾ | 58¾ | 58¾ |
| Can. M. & St. Paul..... | 93¼ | 93 | 92¾ | 93 | 93¼ | 93¼ |
| Illinois Central..... | 130 | 124 | 129½ | 129½ | 129½ | 130 |
| Lake Shore..... | 47¾ | 47¾ | 46¾ | 47¾ | 47¾ | 47¾ |
| Louisville & Nashville..... | 52½ | 52½ | 52½ | 52½ | 52½ | 52½ |
| Mexican Central 4s..... | 101½ | 101 | 100½ | 100½ | 101 | 101 |
| N. Y. Central & Hudson..... | 17 | 16½ | 16½ | 16½ | 16½ | 16½ |
| N. Y. Lake Erie & West'n..... | 80¾ | 80¾ | 80¾ | 80¾ | 81½ | 81 |
| do 2d cons..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Norfolk & Western, pref..... | 18¼ | 18 | 17¾ | 18¾ | 18¾ | 18¾ |
| Northern Pacific pref..... | 50¾ | 50¾ | 50¾ | 50¾ | 50¾ | 50¾ |
| Pennsylvania..... | 11¼ | 11 | 11 | 11 | 10¾ | 11 |
| Philadelphia & Reading..... | 18¼ | 18¼ | 18¾ | 18¾ | 18¾ | 18¾ |
| Union Pacific..... | 14¼ | 14¼ | 14¼ | 14¼ | 14¼ | 14¼ |
| Wabash pref..... | ..... | ..... | ..... | ..... | ..... | ..... |

Commercial and Miscellaneous News

IMPORTS AND EXPORTS FOR THE WEEK.—The following are the imports at New York for the week ending for dry goods Feb. 15 and for the week ending for general merchandise Feb. 16; also totals since the beginning of the first week in January.

| FOREIGN IMPORTS AT NEW YORK. | | | | |
|------------------------------|--------------|--------------|--------------|--------------|
| For Week. | 1891. | 1892. | 1893. | 1894. |
| Dry Goods..... | \$3,994,902 | \$3,173,722 | \$2,322,302 | \$2,345,705 |
| Gen'l mer'chise. | 6,944,798 | 7,419,691 | 7,561,082 | 4,990,474 |
| Total..... | \$10,939,700 | \$10,593,413 | \$10,683,384 | \$7,336,179 |
| Since Jan. 1. | | | | |
| Dry Goods..... | \$22,796,708 | \$21,328,931 | \$24,806,092 | \$13,315,483 |
| Gen'l mer'chise. | 47,935,517 | 51,981,534 | 65,123,346 | 40,297,619 |
| Total 7 weeks..... | \$70,732,223 | \$73,310,465 | \$90,929,428 | \$53,613,102 |

The imports of dry goods for one week later will be found below.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending February 20 and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK.

| | 1891. | 1892. | 1893. | 1894. |
|-----------------|--------------|--------------|--------------|--------------|
| For the week.. | \$4,943,103 | \$7,015,852 | \$4,772,244 | \$6,383,543 |
| Prev. reported. | 38,281,467 | 52,312,900 | 41,654,766 | 44,475,568 |
| Total 7 weeks.. | \$43,224,570 | \$59,328,752 | \$46,427,010 | \$50,859,111 |

The following table shows the exports and imports of specie at the port of New York for the week ending Feb. 17 and since January 1, 1894, and for the corresponding periods in 1893 and 1892:

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

| Gold. | Exports. | | Imports. | |
|-----------------------|-------------|---------------|-----------|---------------|
| | Week. | Since Jan. 1. | Week. | Since Jan. 1. |
| Great Britain..... | \$..... | \$1,300 | \$194,930 | \$533,977 |
| France..... | ..... | ..... | 723,750 | 822,180 |
| Germany..... | ..... | ..... | ..... | 167,867 |
| West Indies..... | 1,324,900 | 3,584,983 | 6,216 | 32,720 |
| Mexico..... | ..... | 3,000 | 2,251 | 4,581 |
| South America..... | 9,000 | 41,650 | 9,521 | 75,076 |
| All other countries.. | ..... | 97,330 | 425 | 13,032 |
| Total 1894..... | \$1,333,900 | \$3,728,263 | \$937,093 | \$1,648,943 |
| Total 1893..... | 2,752,295 | 20,816,567 | 9,861 | 133,757 |
| Total 1892..... | 1,700,200 | 2,563,922 | 473,238 | 2,018,755 |

| Silver. | Exports. | | Imports. | |
|-----------------------|-----------|---------------|----------|---------------|
| | Week. | Since Jan. 1. | Week. | Since Jan. 1. |
| Great Britain..... | \$869,433 | \$5,791,110 | \$3,042 | \$4,113 |
| France..... | ..... | 143,000 | ..... | 6,964 |
| Germany..... | ..... | ..... | ..... | ..... |
| West Indies..... | 2,650 | 39,475 | ..... | 3,070 |
| Mexico..... | ..... | ..... | 61,036 | 72,500 |
| South America..... | ..... | 11,350 | 8,100 | 103,676 |
| All other countries.. | ..... | 12,506 | 3,415 | 4,339 |
| Total 1894..... | \$872,083 | \$5,997,941 | \$75,593 | \$194,662 |
| Total 1893..... | 387,318 | 3,913,252 | 67,292 | 477,975 |
| Total 1892..... | 345,437 | 3,810,539 | 79,690 | 248,412 |

Of the above imports for the week in 1894 \$8,852 were American gold coin and \$3,060 American silver coin. Of the exports during the same time \$16,000 were American gold coin and \$3,000 American silver coin.

Importations and Warehouse Withdrawals of Dry Goods.

The importations and warehouse withdrawals of dry goods at this port for the week ending Feb. 23, and since Jan. 1, 1894, and for the corresponding periods of last year are as follows:

| Imports entered for consumption for the week and since January 1, 1894 and 1893. | Week Ending Feb. 23, 1893. | | Since Jan. 1, 1893. | | Week Ending Feb. 22, 1894. | | Since Jan. 1, 1894. | |
|--|----------------------------|-----------|---------------------|------------|----------------------------|-----------|---------------------|------------|
| | Pkgs. | Value. | Pkgs. | Value. | Pkgs. | Value. | Pkgs. | Value. |
| Manufactures of— | | | | | | | | |
| Wool..... | 2,293 | 733,792 | 14,912 | 4,916,628 | 1,185 | 370,116 | 7,688 | 2,087,940 |
| Cotton..... | 2,546 | 752,381 | 17,719 | 4,926,214 | 1,182 | 3,152,807 | 2,182,807 | 9,152,807 |
| Other..... | 2,032 | 1,162,812 | 16,605 | 9,013,292 | 1,137 | 858,261 | 9,793 | 4,173,555 |
| Flax..... | 2,018 | 1,274,682 | 19,702 | 7,767,999 | 1,278 | 235,152 | 10,930 | 1,381,944 |
| Miscellaneous..... | 24,808 | 484,728 | 160,263 | 3,102,816 | 14,399 | 354,587 | 155,068 | 2,241,076 |
| Total..... | 35,915 | 3,507,793 | 237,721 | 24,456,879 | 19,831 | 1,916,711 | 194,169 | 12,807,322 |
| Warehouses withdrawn upon the market— | | | | | | | | |
| Wool..... | 551 | 180,412 | 6,676 | 1,942,981 | 551 | 154,387 | 3,724 | 1,159,253 |
| Cotton..... | 446 | 1,094,454 | 4,332 | 11,119,468 | 490 | 4,478 | 4,478 | 1,150,587 |
| Other..... | 197 | 1,066,482 | 2,100 | 1,322,206 | 2,217 | 1,200,104 | 2,688 | 1,200,104 |
| Flax..... | 379 | 82,772 | 3,410 | 5,410 | 3,410 | 4,058 | 4,058 | 7,073,849 |
| Miscellaneous..... | 63 | 9,581 | 1,305 | 191,538 | 300 | 387,777 | 2,010 | 387,777 |
| Total withdrawn..... | 1,646 | 488,728 | 16,823 | 5,200,654 | 2,128 | 635,179 | 16,328 | 4,485,922 |
| Total imports..... | 37,561 | 3,996,576 | 254,544 | 29,657,533 | 21,959 | 2,441,890 | 210,497 | 16,742,872 |

— Messrs. Winslow, Lanier & Co. will pay dividends March 1 on a number of securities, a list of which will be found in another column.

Breadstuffs Figures Brought From Page 353.—The statement below is 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. 17, 1894, and since August 1, for each of the last three years:

| Receipts at— | Flour. | | Wheat. | | Corn. | | Oats. | | Barley. | | Rye. | |
|-----------------------|----------------|------------------|------------------|------------------|----------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|
| | Ebbls. 100 lbs | Bush. 60 lbs | Bush. 60 lbs | Bush. 56 lbs | Bush. 32 lbs | Bush. 48 lbs | Bush. 48 lbs | Bush. 48 lbs | Bush. 48 lbs | Bush. 48 lbs | Bush. 48 lbs | Bush. 48 lbs |
| Chicago..... | 50,846 | 212,805 | 1,763,577 | 761,549 | 350,905 | 10,935 | 8,400 | ..... | ..... | ..... | ..... | ..... |
| Milwaukee..... | 42,735 | 174,850 | 37,050 | 100,000 | 180,790 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Duluth..... | 8,850 | 337,552 | 11,704 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Minneapolis..... | ..... | 687,820 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Toledo..... | 1,391 | 85,700 | 17,800 | 900 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 500 |
| Detroit..... | 1,885 | 50,584 | 62,630 | 26,275 | 11,352 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Cleveland..... | 6,470 | 46,119 | 7,513 | 6,432 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| St. Louis..... | 19,955 | 40,000 | 739,700 | 101,200 | 39,750 | 3,500 | ..... | ..... | ..... | ..... | ..... | ..... |
| Peoria..... | 4,830 | 5,400 | 298,450 | 207,900 | 53,900 | 1,800 | ..... | ..... | ..... | ..... | ..... | ..... |
| Kansas City..... | ..... | 24,433 | 7,408 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Tot. wk., '94. | 142,435 | 1,605,806 | 2,945,922 | 1,204,255 | 631,697 | 31,135 | ..... | ..... | ..... | ..... | ..... | ..... |
| Same wk., '93. | 208,406 | 2,901,018 | 2,907,560 | 1,417,013 | 514,242 | 88,570 | ..... | ..... | ..... | ..... | ..... | ..... |
| Same wk., '92. | 226,466 | 2,549,811 | 3,516,773 | 1,838,911 | 814,840 | 67,066 | ..... | ..... | ..... | ..... | ..... | ..... |
| Since Aug. 1. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 1893-94..... | 7,645,053 | 115,709,119 | 97,868,135 | 72,361,944 | 23,189,935 | 2,431,598 | ..... | ..... | ..... | ..... | ..... | ..... |
| 1892-93..... | 8,182,076 | 180,600,055 | 74,980,855 | 68,257,087 | 23,430,276 | 5,914,113 | ..... | ..... | ..... | ..... | ..... | ..... |
| 1891-92..... | 7,205,847 | 162,694,343 | 73,026,712 | 64,607,397 | 24,197,251 | 12,767,520 | ..... | ..... | ..... | ..... | ..... | ..... |

The receipts of flour and grain at the seaboard ports for the week ended Feb. 17, 1894, follow:

| Receipts at— | Flour. | | Wheat. | | Corn. | | Oats. | | Barley. | | Rye. | |
|------------------------|----------------|---------------|----------------|----------------|----------------|--------------|-------|-------|---------|-------|-------|-------|
| | bbls. | bush. | bush. | bush. | bush. | bush. | bush. | bush. | bush. | bush. | bush. | |
| New York..... | 68,457 | 4,550 | 25,800 | 54,000 | 96,450 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Boston..... | 29,006 | 2,399 | 174,375 | 37,384 | 3,525 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Montreal..... | 2,201 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Philadelphia..... | 3,807 | 15,320 | 28,264 | 21,601 | 9,600 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Baltimore..... | 61,747 | 34,414 | 487,527 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1,121 |
| Richmond..... | 3,900 | 31,136 | 15,806 | 10,220 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| New Orleans..... | 13,667 | 1,459 | 140,539 | 38,032 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Total week..... | 220,285 | 89,187 | 840,811 | 183,097 | 109,575 | 1,121 | ..... | ..... | ..... | ..... | ..... | ..... |
| Week 1893..... | 307,087 | 647,745 | 888,838 | 556,000 | 110,004 | 17,074 | ..... | ..... | ..... | ..... | ..... | ..... |

The total receipts at ports named in last table from Jan. 1 to Feb. 17 compare as follows for four years:

| Receipts of— | 1894. | | 1893. | | 1892. | | 1891. | |
|-------------------------|-------------------|-------------------|-------------------|-------------------|-----------|-------|-------|-------|
| | bbls. | bush. | bbls. | bush. | bbls. | bush. | bbls. | bush. |
| Flour..... | 220,285 | 2,041,174 | 307,087 | 2,630,332 | 1,810,191 | | | |
| Wheat..... | 89,187 | 4,703,393 | 89,187 | 4,703,393 | 2,294,855 | ..... | ..... |  |
| Corn..... | 84,081 | 5,372,017 | 84,081 | 5,372,017 | 4,787,304 | ..... | ..... |  |
| Oats..... | 183,097 | 4,874,908 | 183,097 | 4,874,908 | 4,241,741 | ..... | ..... |  |
| Barley..... | 109,575 | 1,397,426 | 109,575 | 1,397,426 | 904,192 | ..... | ..... |  |
| Rye..... | 1,121 | 93,648 | 1,121 | 93,648 | 1,017,544 | ..... | ..... |  |
| Total grain..... | 20,788,888 | 16,441,452 | 45,817,942 | 12,252,097 | ..... | ..... | ..... |  |

The exports from the several seaboard ports for the week ending Feb. 17, 1894, are shown in the annexed statement:

| Exports from— | Wheat. | | Corn. | | Flour. | | Oats. | | Rye. | | Peas. | |
|------------------------|----------------|------------------|----------------|---------------|--------|-------|-------|-------|-------|-------|-------|-------|
| | bush. | bush. | bush. | bush. | bbls. | bush. | bush. | bush. | bush. | bush. | bush. | |
| New York..... | 329,161 | 2,679,796 | 114,231 | 6,076 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Boston..... | 88,993 | 92,479 | 115,110 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Portland..... | 20,606 | 74,323 | 5,277 | 21,152 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Philadelphia..... | ..... | 159,380 | 10,055 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Baltimore..... | 8,000 | 279,329 | 13,272 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| New Orleans..... | 4,900 | 582,273 | 1,003 | 72 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Newport News..... | 50,000 | 425,714 | 24,215 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Norfolk..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Montreal..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Total week..... | 610,705 | 1,956,294 | 179,589 | 27,800 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Same time 1893..... | 1,013,015 | 779,015 | 225,847 | 66,812 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |

The destination of these exports for the week and since Sept. 1, 1893, is as below. We add the totals for the corresponding periods of last year for comparison:

| Exports for week and since Sept. 1 to— | Flour. | | Wheat. | | Corn. | |
|--|------------------------|----------------------|------------------------|----------------------|------------------------|----------------------|
| | Week Feb. 17, 1, 1893. | Since Sept. 1, 1893. | Week Feb. 17, 1, 1893. | Since Sept. 1, 1893. | Week Feb. 17, 1, 1893. | Since Sept. 1, 1893. |
| United Kingdom..... | 96,245 | 3,910,558 | 432,055 | 12,432,128 | 969,232 | 16,478,383 |
| Continent..... | 20,414 | 799,237 | 178,650 | 12,867,406 | 641,123 | 10,701,985 |
| E. & C. America..... | 27,176 | 708,752 | ..... | 11,167 | 1,812 | 55,133 |
| West Indies..... | 23,870 | 645,510 | ..... | 23,093 | 10,004 | 322,748 |
| Brit. N. A. Colonies..... | 10,831 | 210,450 | ..... | ..... | ..... | 58,001 |
| Other countries..... | 553 | 20,831 | ..... | 101,319 | 993 | 56,834 |
| Total..... | 179,059 | 6,291,738 | 610,705 | 25,435,083 | 1,956,294 | 27,673,664 |
| Total 1892-93..... | 225,947 | 6,889,016 | 1,013,015 | 44,508,182 | 779,015 | 15,178,049 |

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, Feb. 17, 1894, was as follows:

| In store at— | Wheat. | | Corn. | | Oats. | | Rye. | | Barley. | |
|---------------------------------|--------------------|-------------------|------------------|------------------|------------------|-------|-------|-------|---------|--|
| | bush. | bush. | bush. | bush. | bush. | bush. | bush. | bush. | bush. | |
| New York..... | 14,912,000 | 1,402,000 | 929,000 | 48,000 | 46,000 | ..... | ..... | ..... | ..... |  |
| Do afloat..... | 864,000 | 8,000 | 68,900 | 167,000 | 15,000 | ..... | ..... | ..... | ..... |  |
| Albany..... | ..... | 30,000 | 70,000 | 13,000 | 15,000 | ..... | ..... | ..... | ..... |  |
| Buffalo..... | 1,227,000 | 600,000 | 53,000 | 61,000 | 466,000 | ..... | ..... | ..... | ..... |  |
| Do afloat..... | 130,000 | 307,000 | 159,000 | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Chicago..... | 20,835,000 | 4,778,000 | 860,000 | 230,000 | 12,000 | ..... | ..... | ..... | ..... |  |
| Do afloat..... | 1,070,000 | 4,916,000 | 198,000 | 1,000 | 114,000 | ..... | ..... | ..... | ..... |  |
| Milwaukee..... | 862,000 | ..... | 18,000 | 9,000 | 91,000 | ..... | ..... | ..... | ..... |  |
| Duluth..... | 10,371,000 | 176,000 | 21,000 | 32,000 | 23,000 | ..... | ..... | ..... | ..... |  |
| Do afloat..... | 209,000 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Toledo..... | 2,988,000 | 1,300,000 | 10,000 | 7,000 | ..... | ..... | ..... | ..... | ..... |  |
| Do afloat..... | 140,000 | 37,000 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Detroit..... | 1,742,000 | 13,000 | 23,000 | 1,000 | 6,000 | ..... | ..... | ..... | ..... |  |
| Do afloat..... | 75,000 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Oswego..... | 20,000 | 14,000 | ..... | ..... | 60,000 | ..... | ..... | ..... | ..... |  |
| St. Louis..... | 4,810,000 | 889,000 | 27,000 | 31,000 | ..... | ..... | ..... | ..... | ..... |  |
| Do afloat..... | ..... | 54,000 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Cincinnati..... | ..... | 27,000 | 28,000 | 34,000 | 92,000 | ..... | ..... | ..... | ..... |  |
| Boston..... | 999,000 | 71,000 | 60,000 | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Toronto..... | 143,000 | ..... | 45,000 | ..... | 78,000 | ..... | ..... | ..... | ..... |  |
| Montreal..... | 686,000 | 5,000 | 145,000 | 39,000 | 48,000 | ..... | ..... | ..... | ..... |  |
| Philadelphia..... | 337,000 | 418,000 | 145,000 | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Peoria..... | 123,000 | 883,000 | 114,000 | 1,000 | 3,000 | ..... | ..... | ..... | ..... |  |
| Indianapolis..... | 175,000 | 90,000 | 70,000 | 1,000 | ..... | ..... | ..... | ..... | ..... |  |
| Kansas City..... | 533,000 | 71,000 | 28,000 | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Baltimore..... | 131,000 | 965,000 | 168,000 | 31,000 | ..... | ..... | ..... | ..... | ..... |  |
| Minneapolis..... | 12,834,000 | 615,000 | 36,000 | 31,000 | 109,000 | ..... | ..... | ..... | ..... |  |
| On Mississippi River..... | ..... | 39,000 | 15,000 | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Total Feb. 17, 1894..... | 78,668,000 | 17,787,000 | 3,280,000 | 547,000 | 1,377,000 | ..... | ..... | ..... | ..... |  |
| Total Feb. 10, 1894..... | 79,460,000 | 17,090,000 | 3,625,000 | 549,000 | 1,489,000 | ..... | ..... | ..... | ..... |  |
| Total Feb. 18, 1893..... | 80,216,000 | 14,708,000 | 5,870,000 | 917,000 | 1,908,000 | ..... | ..... | ..... | ..... |  |
| Total Feb. 20, 1892..... | 114,758,000 | 10,933,217 | 3,893,735 | 1,901,103 | 1,621,692 | ..... | ..... | ..... | ..... |  |
| Total Feb. 21, 1891..... | 132,324,904 | 2,595,759 | 2,882,822 | 304,514 | 2,678,453 | ..... | ..... | ..... | ..... |  |

—Lehigh Valley Coal Co. first mortgage 40-year 5 per cent bonds are offered for sale by Messrs. Dick Bros. & Co., Philadelphia, and Dick Bros. & Lawrence, New York. The bonds are guaranteed, principal and interest, by the Lehigh Valley RR. Co. Full particulars will be found in the advertisement.

—The Mutual Life Insurance Company of New York is now in its fifty-first year, and the report for 1893 shows that the assets now amount in the aggregate to \$186,707,680 and the liabilities to \$168,755,071. The surplus fund for the payment of dividends and to insure the policy-holder against every future emergency amounts to \$17,952,608. The company now has policies in force insuring \$803,284,738. The assets of the company are invested as follows:

| | |
|---|----------------------|
| United States bonds and other securities..... | \$72,936,322 |
| First lien loans on bond and mortgage..... | 70,729,338 |
| Loans on stocks and bonds..... | 7,497,200 |
| Real estate..... | 18,009,918 |
| Cash in banks and trust companies..... | 10,844,691 |
| Accrued interest, deferred premiums, &c..... | 6,609,608 |
| Total..... | \$186,707,680 |

—Mr. A. M. Townsend, the agent of the Hongkong & Shanghai Banking Corporation, has received a telegram from the head office at Hongkong, stating that for the half-year ending December 31 last, a dividend was declared at the usual rate of £1 sterling per share, that \$300,000 has been added to the reserve fund, making that fund stand at \$4,200,000, \$100,000 written off premises account and \$115,000 carried forward

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DIVIDENDS.

| Name of Company. | Per Cent. | When Payable. | Books Closed. (Days inclusive.) |
|-------------------------------------|-----------|---------------|---------------------------------|
| Railroads. | | | |
| Buffalo & South-western, pref.... | 6 | Feb. 24 | to |
| Philadelphia & Erie, common.... | 2 | Mar. 1 | to |
| Miscellaneous. | | | |
| Hecker-Jones-Jewell Mill, pf. (qv.) | 2 | Mar. 1 | Feb. 24 to Mar. 1 |
| Journey & Burnham, common. | 2 | Mar. 1 | Feb. 22 to Mar. 1 |
| Journey & Burnham, pf. (quar.) | 2 | April 1 | to |
| Trenton Pottery, pref. (quar.) | 2 | Mar. 10 | Feb. 29 to Mar. 11 |

WALL STREET, FRIDAY, FEBRUARY 23, 1894—5 P. M.

The Money Market and Financial Situation.—History repeats itself, and the business of the country is again languishing while we wait for action by the United States Senate, just as we waited in September and October last. Whatever may be the action of those honorable Senators on the tariff bill, it seems inconceivable that they can fully grasp and comprehend the injury done to mercantile and industrial interests by long delay and uncertainty. It is sometimes possible for physicians to let a patient expire while they are wrangling over the best method of treating him.

The decline in wheat to the lowest prices on record has been the subject of much discussion and there has been an attempt in some quarters to couple this with the decline in silver. But this seems only to be a case where the wish is father to the thought, and if wheat should rise next year to \$1 per bushel under possible circumstances like those which sent the price above \$1.28 only three years ago, we should hear nothing more of the depressing influence of the decline in silver.

When the Philadelphia & Reading Coal & Iron Company loan of \$5,000,000 on coal and coal accounts is completed, it will mark the first distinct negotiation accomplished towards the rehabilitation of one of the insolvent railroad companies, and its success will undoubtedly give encouragement to many of those who are interested in the securities of defaulted railroads.

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

The Bank of England weekly statement on Thursday showed an increase in bullion of £777,000 and the percentage of reserve to liabilities was 60.21 against 53.91 last week; the discount rate was reduced from 2 1/2 to 2 per cent. The Bank of France shows an increase of 3,600,000 francs in gold and 3,225,000 francs in silver.

The New York City Clearing-House banks in their statement of February 17 showed a decrease in the reserve held of \$12,142,900 and a surplus over the required reserve of \$74,536,825, against \$85,633,700 the previous week.

| | 1894. Feb. 17. | Differen' from Prev. week. | 1893. Feb. 18. | 1892. Feb. 20. |
|--------------------|-------------------|-------------------------------|-------------------|-------------------|
| Capital..... | \$ 59,924,700 | ----- | \$ 60,422,700 | \$ 59,372,700 |
| Surplus..... | 2,015,200 | ----- | 89,191,600 | 86,007,900 |
| Loans and disc'ts | 436,328,300 | Inc. 6,743,300 | 462,518,600 | 476,571,000 |
| Circulation..... | 11,775,000 | Dec. 447,300 | 5,514,500 | 5,457,700 |
| Net deposits..... | 29,982,300 | Dec. 4,184,100 | 483,813,200 | 531,261,800 |
| Specie..... | 98,387,000 | Dec. 9,212,700 | 75,700,300 | 113,152,100 |
| Legal tenders..... | 1,844,700 | Dec. 2,930,200 | 58,508,900 | 50,520,900 |
| Reserve held..... | 2,734,300 | Dec. 12,142,900 | 134,509,200 | 163,673,000 |
| Legal reserve..... | 132,498,075 | Dec. 1,046,025 | 120,903,300 | 132,815,450 |
| Surplus reserve | 74,536,825 | Dec. 11,056,875 | 13,605,900 | 30,857,550 |

Foreign Exchange.—Rates for sterling continued very strong up to the close of business on Wednesday, and bankers had further advanced their rates, so that gold shipments were talked of. Thursday was a holiday here but the cable brought a reduction to 2 per cent in the Bank of England rate, and to-day long sterling was stronger.]

To-day actual rates of exchange were as follows: Bankers' sixty days sterling, 4 86 1/2 @ 4 86 3/4; demand, 4 88 @ 4 88 1/4; cables, 4 88 1/2 @ 4 88 3/4.

Posted rates of leading bankers are as follows:

| February 23. | Sixty Days. | Demand. |
|---|---------------------|---------------------|
| Prime bankers' sterling bills on London.. | 4 87 @ 4 87 1/2 | 4 89 @ 4 89 1/2 |
| Prime commercial..... | 4 85 1/2 @ 4 86 | ----- |
| Documentary commercial..... | 4 85 1/2 @ 4 85 3/4 | ----- |
| Paris bankers (francs)..... | 5 16 1/2 @ 5 15 3/4 | 5 18 1/2 @ 5 17 1/2 |
| Amsterdam (gull) bankers..... | 40 1/2 @ 40 1/4 | 40 1/2 @ 40 1/4 |
| Frankfort or Bremen (reimarks) bankers | 95 1/2 @ 95 1/4 | 95 1/2 @ 95 1/4 |

The following were the rates of domestic exchange on New York at the under-mentioned cities to-day: Savannah, buying par, selling 1/8 premium; Charleston, buying par, selling 1/8 premium; New Orleans, bank, \$1.00 premium; commercial 75c. premium; Chicago, 30c. per \$1,000 premium; St. Louis 50c. premium.

United States Bonds.—Quotations are as follows:

| | Interest Periods | Feb. 17. | Feb. 19. | Feb. 20. | Feb. 21. | Feb. 22. | Feb. 23. |
|--------------------------|------------------|-----------|-----------|-----------|-----------|----------|-----------|
| 2s, .....reg. | Q.-Mch. | 96 | * 96 | * 96 | * 96 1/4 | ..... | 96 |
| 4s, 1907.....reg. | Q.-Jan. | * 113 3/4 | * 113 3/4 | * 113 3/4 | * 113 3/4 | ..... | * 113 3/4 |
| 4s, 1907.....coup. | Q.-Jan. | * 113 3/4 | * 113 3/4 | * 114 1/2 | * 113 3/4 | ..... | * 114 1/2 |
| 5s, gold, 1904 coup. | Q.-Feb. | ..... | * 117 1/4 | * 117 3/4 | * 117 3/4 | ..... | * 117 3/4 |
| 5s, gold, 1904.....reg. | Q.-Feb. | ..... | * 117 1/2 | * 117 3/4 | * 117 1/4 | ..... | * 117 3/4 |
| 6s, our'cy, '95.....reg. | J. & J. | * 102 | * 102 | * 102 | * 102 | ..... | * 102 |
| 6s, our'cy, '96.....reg. | J. & J. | * 104 | * 104 | * 104 | * 104 | ..... | * 104 |
| 6s, our'cy, '97.....reg. | J. & J. | * 107 | * 107 | * 107 | * 107 | ..... | * 107 |
| 6s, our'cy, '98.....reg. | J. & J. | * 110 | * 110 | * 110 | * 110 | ..... | * 110 |
| 6s, our'cy, '99.....reg. | J. & J. | * 112 | * 112 | * 112 | * 112 | ..... | * 113 |

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

Coins.—Following are current quotations in gold for coins:

| | | | |
|--------------------|-----------------|-----------------------|-------------|
| Sovereigns..... | \$4 86 @ \$4 90 | Fine silver bars..... | 60 @ 61 1/2 |
| Napoleons..... | 3 87 @ 3 92 | Five francs..... | 90 @ 95 |
| X X Reichmarks | 4 70 @ 4 80 | Mexican dollars..... | 48 @ 50 |
| 25 Pesetas..... | 4 75 @ 4 85 | Do uncom'cial..... | ----- |
| Spain. Doubloons | 15 55 @ 15 75 | Peruvian sols..... | 45 @ 48 |
| Mex. Doubloons | 15 55 @ 15 75 | English silver.... | 4 80 @ 4 90 |
| Fine gold bars.... | par @ 1/4 prem. | U.S. trade dollars | 55 @ 65 |

United States Sub-Treasury.—The following table shows receipts and payments at the Sub-Treasury.

| Date. | Receipts. | Payments. | Balances. | | |
|---------|--------------|--------------|---------------|--------------|---------------|
| | | | Coin. | Coin Cert's. | Currency. |
| Feb. 17 | \$ 2,477,684 | \$ 2,742,387 | \$ 94,539,023 | \$ 917,006 | \$ 44,008,431 |
| " 18 | 1,968,800 | 2,643,517 | 94,537,433 | 810,997 | 43,410,512 |
| " 20 | 2,960,662 | 2,749,734 | 94,568,567 | 878,332 | 43,532,968 |
| " 21 | 2,786,196 | 2,182,008 | 94,600,045 | 988,086 | 44,015,924 |
| " 22 | ..... | ..... | Holiday | ..... | ..... |
| " 23 | 2,918,001 | 2,623,159 | 94,618,761 | 993,808 | 44,236,328 |
| Total | 13,110,843 | 12,941,109 | ..... | ..... | ..... |

State and Railroad Bonds.—The Virginia "Century" bonds, 2-3s of 1891, were not quite as active this week, and fell off from their highest prices, but recovered, the range being 59-59 3/4-58 1/4-59 1/2 on sales of \$129,000 bonds; \$72,000 Va. 6s defd. tr. recpts, stpd., sold at 6 1/2-7 1/4-7; \$5,000 Va. 6s defd. at 6 3/4; \$40,000 Tenn. settl. 3s at 77 1/4-77; \$2,000 Ala class "A" sold at 99.

Railroad bonds at the Board were generally dull. The Atchison 4s sold fairly around 71, and the Philadelphia & Reading general 4s were steady, while the preferred income bonds showed a small reaction from their best prices. Chicago & Northern Pacific 1st 5s took a new upward turn on Wednesday, selling up to 46 1/4 and close to-day at 46 1/2. The Erie 2d consols advanced to 79 1/2 and close at 79. General Electric debenture 5s showed good buying on the better reports of the company's prospects, and they close at 80. On Wednesday the Boston market reported the largest day's business in bonds that they had had for many months, and the Wisconsin Central issues and General Electric debentures were leaders in the movement.

Railroad and Miscellaneous Stocks.—The stock market has shown no general animation this week, but there has been some activity in a few prominent stocks. New York Central was particularly noticeable for considerable sales, declining to 96 seller 60 and to 97 1/2 regular, closing at 98 to-day. There is a loss in gross earnings this year in common with other railroads, whereas the Central in 1893 profited by the World's Fair traffic and made a good showing. Burlington & Quincy ex-div. closes at 74 3/4 and St. Paul at 56 1/4 on moderate dealings, and these as well as the other grangers are naturally affected somewhat by the low price of wheat; but they will all look for the opening of spring business with hopes of an improved traffic. Reading has been steady but less active. Western Union closes better at 83 3/4. The industrials, including Chicago Gas, General Electric, Distilling & C. F. and Sugar have all been among the leaders, as usual. Gas is without new feature and closes steady at 62 1/2; Distilling is waiting for tax action and closes at 27; Sugar, also hanging on the uncertainty of legislation, closes to-day at 80 1/2. There are frequent rumors of Congressional dealings in this stock, and it is reported that the Washington "lamb" generally get shorn. American Tobacco was relatively active on the recent annual report and closes steady at 75. General Electric has been a feature, selling up to 38 1/2 on a good reports of the company's condition and closing at 38 1/2.

NEW YORK STOCK EXCHANGE—ACTIVE STOCKS for week ending FEBRUARY 23, and since JAN. 1, 1894.

| HIGHEST AND LOWEST PRICES | | | | | | STOCKS. | Sales of the Week, Shares. | Range for year 1894. | |
|--|--|--|--|--|---|----------------------------------|----------------------------|---|---|
| Saturday, Feb. 17. | Monday, Feb. 19. | Tuesday, Feb. 20. | Wednesday, Feb. 21. | Thursday, Feb. 22. | Friday, Feb. 23. | | | Lowest. | Highest. |
| 12 12 ¹ / ₈ | 11 ⁵ / ₈ 12 | 11 ⁷ / ₈ 12 ¹ / ₈ | 12 12 ¹ / ₈ | 12 12 ¹ / ₈ | 12 ¹ / ₈ 12 ³ / ₈ | Active RR. Stocks. | | | |
| *69 70 | 69 ³ / ₄ 69 ¹ / ₂ | *69 70 | *69 70 | *69 70 | *69 70 | Aetichson Topeka & Santa Fe. | 8,340 | 97 ³ / ₈ Jan. 2 | 12 ⁵ / ₈ Jan. 6 |
| 68 68 | 68 ³ / ₄ 68 ¹ / ₂ | 68 68 | 68 ³ / ₄ 68 ¹ / ₂ | 68 ³ / ₄ 68 ¹ / ₂ | *68 ⁵ / ₈ 69 ³ / ₈ | Atlantic & Pacific. | | 1 ¹ / ₂ Jan. 2 | 1 ³ / ₈ Feb. 6 |
| 50 ¹ / ₂ 50 ¹ / ₂ | 49 ³ / ₄ 49 ¹ / ₂ | 50 50 | 49 ³ / ₄ 49 ¹ / ₂ | 49 ³ / ₄ 49 ¹ / ₂ | 49 ¹ / ₂ 49 ³ / ₄ | Baltimore & Ohio. | 114 | 67 Jan. 2 | 71 Feb. 3 |
| 115 115 | 115 115 | 115 ¹ / ₂ 115 ¹ / ₂ | 115 115 | 115 115 | 115 115 | Canadian Pacific. | 212 | 68 ³ / ₄ Feb. 21 | 73 ¹ / ₂ Jan. 18 |
| *130 135 | 130 135 | 135 135 | 134 ¹ / ₂ 134 ¹ / ₂ | 134 ¹ / ₂ 134 ¹ / ₂ | *134 134 | Canada Southern. | 790 | 47 Jan. 3 | 51 ¹ / ₂ Feb. 1 |
| 75 ¹ / ₂ 76 ¹ / ₂ | 75 75 ³ / ₈ | *73 ⁷ / ₈ 74 ³ / ₄ | 74 ³ / ₄ 75 ¹ / ₂ | 74 ³ / ₄ 75 ¹ / ₂ | 74 ³ / ₄ 75 ¹ / ₂ | Central of New Jersey. | 535 | 111 Jan. 3 | 116 ³ / ₄ Jan. 15 |
| 56 ⁵ / ₈ 57 ¹ / ₂ | 56 ¹ / ₂ 56 ³ / ₈ | 56 ³ / ₈ 56 ⁵ / ₈ | 56 ⁵ / ₈ 57 ¹ / ₂ | 56 ⁵ / ₈ 57 ¹ / ₂ | 56 ³ / ₈ 57 ¹ / ₂ | Chesapeake & O., vot. tr. cert. | 1,100 | 16 ¹ / ₂ Jan. 2 | 18 ³ / ₄ Jan. 20 |
| *117 ¹ / ₂ 118 ¹ / ₂ | 117 ¹ / ₂ 118 ¹ / ₂ | 118 ¹ / ₂ 119 | 118 118 ³ / ₄ | 118 118 ³ / ₄ | 117 ¹ / ₂ 118 ¹ / ₂ | Chicago & Alton. | 106 | 130 Feb. 12 | 137 Jan. 13 |
| 102 ¹ / ₂ 102 ¹ / ₂ | 101 ³ / ₄ 102 | 101 ⁷ / ₈ 102 ¹ / ₂ | 102 ³ / ₄ 103 | 102 ³ / ₄ 103 | 102 ¹ / ₂ 102 ⁷ / ₈ | Chicago Burlington & Quincy | 30,148 | 73 ¹ / ₄ Jan. 3 | 77 ⁷ / ₈ Jan. 25 |
| 139 ³ / ₄ 139 ³ / ₄ | 140 140 | *138 ¹ / ₂ 139 ¹ / ₂ | *138 ¹ / ₂ 139 ¹ / ₂ | *138 ¹ / ₂ 139 ¹ / ₂ | ..... | Do | | 93 ¹ / ₂ Jan. 6 | 97 Jan. 18 |
| 67 67 | 65 ⁷ / ₈ 66 ¹ / ₂ | 65 ⁷ / ₈ 66 ¹ / ₂ | 66 ¹ / ₂ 66 ³ / ₄ | 66 ¹ / ₂ 66 ³ / ₄ | 66 ¹ / ₂ 66 ³ / ₄ | Chicago Milwaukee & St. Paul | 57,575 | 54 ¹ / ₂ Jan. 8 | 60 ³ / ₄ Jan. 22 |
| 36 ¹ / ₂ 36 ¹ / ₂ | 36 ¹ / ₂ 36 ¹ / ₂ | 35 ³ / ₄ 35 ³ / ₄ | 35 ³ / ₄ 36 | 35 ³ / ₄ 36 | 35 ³ / ₄ 36 | Do | 174 | 116 Jan. 2 | 118 ¹ / ₂ Jan. 23 |
| *111 113 | *111 113 | 112 ¹ / ₂ 112 ¹ / ₂ | *111 112 ¹ / ₂ | *111 112 ¹ / ₂ | 112 112 | Chicago & Northwestern. | 2,590 | 97 Jan. 3 | 104 ³ / ₄ Jan. 31 |
| 36 ⁵ / ₈ 36 ⁵ / ₈ | 36 ¹ / ₂ 36 ¹ / ₂ | *35 ³ / ₄ 36 ⁵ / ₈ | *35 ³ / ₄ 36 ⁵ / ₈ | *35 ³ / ₄ 36 ⁵ / ₈ | 35 ³ / ₄ 35 ³ / ₄ | Do | | 135 ¹ / ₂ Jan. 4 | 140 Jan. 21 |
| 19 19 | 19 19 | 18 ⁵ / ₈ 18 ⁵ / ₈ | 19 19 ¹ / ₂ | 19 19 ¹ / ₂ | *19 19 ¹ / ₂ | Chicago Rock Island & Pacific | 4,389 | 61 ¹ / ₂ Jan. 3 | 68 ³ / ₄ Jan. 22 |
| *60 66 | *60 66 | *60 66 | *60 66 | *60 66 | *60 66 | Chicago St. Paul Minn. & Om. | 1,500 | 32 ¹ / ₂ Jan. 3 | 38 Jan. 20 |
| 136 136 | 135 ¹ / ₂ 135 ³ / ₄ | 135 ¹ / ₂ 136 | 135 ¹ / ₂ 137 | 135 ¹ / ₂ 137 | 136 136 ¹ / ₂ | Do | 105 | 109 ³ / ₈ Jan. 4 | 112 ¹ / ₂ Jan. 12 |
| *168 169 | *166 ¹ / ₂ 169 | 168 ¹ / ₂ 168 ¹ / ₂ | 168 ³ / ₄ 168 ³ / ₄ | 168 ³ / ₄ 168 ³ / ₄ | 166 169 | Cleve. Cincin. Chic. & St. L. | 414 | 31 Jan. 10 | 38 ³ / ₄ Feb. 1 |
| 31 ¹ / ₂ 31 ¹ / ₂ | ..... | 30 30 | 30 ¹ / ₂ 31 | 30 ¹ / ₂ 31 | 30 30 ¹ / ₂ | Do | | 78 Jan. 18 | 82 Jan. 10 |
| *5 15 | *5 15 | *5 15 | *5 15 | *5 15 | *5 15 | Columbus Hocking Val. & Tol | 781 | 18 ⁵ / ₈ Feb. 20 | 20 ¹ / ₂ Jan. 23 |
| *1 6 | *1 6 | *1 6 | *1 6 | *1 6 | *1 6 | Do | | 65 Jan. 15 | 66 Jan. 12 |
| *62 65 | *62 65 | *62 65 | 61 61 | 61 61 | *62 65 | Delaware & Hudson | 1,375 | 129 ¹ / ₂ Jan. 2 | 138 Feb. 2 |
| *101 104 | 101 ¹ / ₂ 101 ¹ / ₂ | *101 104 | *102 104 | *102 104 | *102 105 | Delaware Lackawanna & West | 310 | 161 ¹ / ₂ Jan. 2 | 170 ¹ / ₂ Jan. 16 |
| *90 91 | *90 ¹ / ₂ 91 ¹ / ₂ | *90 91 ¹ / ₂ | *90 91 ¹ / ₂ | *90 91 ¹ / ₂ | 90 ¹ / ₂ 90 ¹ / ₂ | Denver & Rio Grande | 262 | 10 Feb. 13 | 10 ⁷ / ₈ Jan. 31 |
| 7 7 | *6 ³ / ₄ 7 ¹ / ₂ | *6 ³ / ₄ 7 ¹ / ₂ | *7 7 ¹ / ₂ | *7 7 ¹ / ₂ | 7 ¹ / ₂ 7 ¹ / ₂ | Do | 778 | 30 Jan. 3 | 32 ¹ / ₂ Feb. 2 |
| 27 27 | *26 ¹ / ₂ 27 ¹ / ₂ | *27 ¹ / ₂ 27 ¹ / ₂ | *27 ¹ / ₂ 28 ¹ / ₂ | *27 ¹ / ₂ 28 ¹ / ₂ | 28 ¹ / ₂ 28 ¹ / ₂ | East Tennessee Va. & Ga. | | 3 Jan. 19 | 3 Jan. 19 |
| *14 15 | 15 15 | *14 15 ¹ / ₂ | 13 ³ / ₄ 13 ³ / ₄ | 13 ³ / ₄ 13 ³ / ₄ | *14 15 | Do | | 1st pref. | |
| 65 65 | *62 65 ¹ / ₂ | 63 63 | *62 65 | *62 65 | *62 65 | Do | | 2d pref. | |
| 126 ³ / ₄ 127 ¹ / ₂ | 126 ¹ / ₂ 126 ¹ / ₂ | 126 126 ¹ / ₂ | 126 ³ / ₄ 127 | 126 ³ / ₄ 127 | 126 ¹ / ₂ 126 ¹ / ₂ | Evansville & Terre Haute | 10 | 55 Jan. 5 | 65 Jan. 26 |
| *98 100 | *98 100 | *98 100 | 98 98 | 98 98 | *98 100 | Great Northern, pref. | 150 | 100 Jan. 4 | 103 Jan. 3 |
| 46 ⁵ / ₈ 46 ⁵ / ₈ | 45 ³ / ₄ 46 | 45 ³ / ₄ 46 | 46 46 ³ / ₄ | 46 46 ³ / ₄ | 45 ³ / ₄ 46 ³ / ₄ | Illinois Central. | 130 | 89 ¹ / ₂ Jan. 3 | 94 ¹ / ₂ Feb. 7 |
| *8 9 | *8 ¹ / ₂ 8 ¹ / ₂ | *8 ¹ / ₂ 8 ¹ / ₂ | 8 ¹ / ₂ 8 ¹ / ₂ | 8 ¹ / ₂ 8 ¹ / ₂ | 8 8 | Iowa Central. | 110 | 6 Jan. 2 | 8 Jan. 25 |
| 32 ⁷ / ₈ 32 ⁷ / ₈ | *31 ¹ / ₂ 32 ¹ / ₂ | *31 ¹ / ₂ 33 | *31 ¹ / ₂ 32 ¹ / ₂ | *31 ¹ / ₂ 32 ¹ / ₂ | 32 32 | Do | 501 | 23 ³ / ₄ Jan. 4 | 29 Jan. 22 |
| *1 ¹ / ₂ 5 | *1 ¹ / ₂ 5 | *1 ¹ / ₂ 5 | *1 ¹ / ₂ 5 | *1 ¹ / ₂ 5 | *1 ¹ / ₂ 5 | Lake Erie & Western | 67 | 13 ⁷ / ₈ Jan. 12 | 16 Jan. 19 |
| 123 123 ³ / ₄ | *122 ³ / ₄ 123 ³ / ₄ | 123 123 ¹ / ₂ | 123 123 ¹ / ₂ | 123 123 ¹ / ₂ | *122 ³ / ₄ 123 | Do | 120 | 63 Jan. 3 | 67 ³ / ₄ Jan. 22 |
| *97 ¹ / ₂ 98 ¹ / ₂ | *97 ¹ / ₂ 98 ¹ / ₂ | *97 ¹ / ₂ 98 ¹ / ₂ | 98 98 | 98 98 | *97 ¹ / ₂ 98 ¹ / ₂ | Lake Shore & Mich. Southern | 2,857 | 118 ³ / ₄ Jan. 3 | 123 ¹ / ₂ Feb. 1 |
| *10 ¹ / ₂ 10 ¹ / ₂ | *10 11 | *10 11 | 10 ¹ / ₂ 10 ¹ / ₂ | 10 ¹ / ₂ 10 ¹ / ₂ | 11 11 | Long Island. | 200 | 98 Feb. 21 | 100 Jan. 2 |
| *29 31 | *29 31 | *29 31 | *29 31 | *29 31 | 30 ¹ / ₂ 31 | Louisville & Nashville. | 4,017 | 40 ⁷ / ₈ Jan. 12 | 47 ¹ / ₂ Jan. 29 |
| *12 ⁷ / ₈ 13 | *12 ⁷ / ₈ 13 | *12 ³ / ₄ 13 | *13 13 ¹ / ₂ | *13 13 ¹ / ₂ | *12 ³ / ₄ 13 | Louisv. New Alb. & Chicago. | 300 | 8 Feb. 16 | 10 Jan. 22 |
| *22 ³ / ₄ 23 | *22 ³ / ₄ 23 | *22 ³ / ₄ 23 | *22 ³ / ₄ 23 | *22 ³ / ₄ 23 | 22 ³ / ₄ 23 | Do | 125 | 32 ¹ / ₂ Feb. 14 | 40 Jan. 6 |
| 22 ¹ / ₂ 22 ⁵ / ₈ | 21 ³ / ₄ 22 ⁵ / ₈ | 21 ³ / ₄ 22 ⁵ / ₈ | 22 22 ¹ / ₂ | 22 22 ¹ / ₂ | 22 22 ¹ / ₂ | Louisville St. Louis & Texas. | | 1 ¹ / ₂ Feb. 7 | 1 ¹ / ₂ Feb. 7 |
| *17 19 | 18 18 | *17 18 ¹ / ₂ | *17 18 ¹ / ₂ | *17 18 ¹ / ₂ | *17 18 ¹ / ₂ | Manhattan Elevated, consol. | 886 | 118 ¹ / ₂ Jan. 11 | 124 Jan. 4 |
| *70 78 | 70 71 ¹ / ₂ | *71 78 | *71 78 | *71 78 | *70 78 | Michigan Central. | 103 | 96 Jan. 2 | 100 ³ / ₄ Feb. 1 |
| 98 ³ / ₈ 98 ⁷ / ₈ | 98 98 ¹ / ₂ | 97 ³ / ₈ 98 ¹ / ₂ | 98 98 ¹ / ₂ | 98 98 ¹ / ₂ | 97 ³ / ₈ 98 ¹ / ₂ | Minneapolis & St. L., tr. recls. | 410 | 9 ⁷ / ₈ Feb. 12 | 11 ¹ / ₂ Jan. 4 |
| 15 15 | 14 ⁵ / ₈ 15 ³ / ₈ | *14 ³ / ₄ 16 ¹ / ₂ | *14 ³ / ₄ 16 ¹ / ₂ | *14 ³ / ₄ 16 ¹ / ₂ | *14 ³ / ₄ 15 ¹ / ₂ | Do pref. tr. recls. | 500 | 28 Jan. 4 | 32 Jan. 4 |
| *65 70 | *65 70 | *65 70 | *65 70 | *65 70 | *65 70 | Missouri Kansas & Texas. | | 12 ⁵ / ₈ Feb. 6 | 14 ¹ / ₂ Jan. 8 |
| *31 ¹ / ₂ 32 ¹ / ₂ | *30 32 ¹ / ₂ | *30 32 ¹ / ₂ | 32 32 | 32 32 | *30 32 | Do | 229 | 22 Feb. 12 | 25 ³ / ₄ Jan. 9 |
| 16 16 ³ / ₄ | 16 16 ³ / ₄ | 16 16 ³ / ₄ | 16 ¹ / ₂ 16 ¹ / ₂ | 16 ¹ / ₂ 16 ¹ / ₂ | *16 ¹ / ₂ 16 ⁵ / ₈ | Missouri Pacific. | 5,597 | 18 ¹ / ₂ Jan. 5 | 24 ¹ / ₂ Jan. 26 |
| 35 ³ / ₄ 36 ¹ / ₂ | 36 ³ / ₄ 36 ³ / ₄ | *36 37 | *36 37 | *36 37 | 37 37 | Mobile & Ohio. | 180 | 15 ¹ / ₂ Jan. 3 | 19 Jan. 25 |
| *11 ¹ / ₂ 11 ³ / ₈ | 10 ⁷ / ₈ 10 ⁷ / ₈ | 10 ³ / ₄ 11 ¹ / ₂ | 11 11 ¹ / ₂ | 11 11 ¹ / ₂ | 11 11 ¹ / ₂ | Nashv. Chattanooga & St. Louis | 27 | 70 Jan. 19 | 71 Feb. 16 |
| *183 188 | *183 188 | 184 184 | *182 185 | *182 185 | *182 185 | New York Central & Hudson | 12,018 | 95 ³ / ₄ Jan. 3 | 101 ¹ / ₂ Jan. 30 |
| 15 ¹ / ₂ 15 ¹ / ₂ | *15 ³ / ₈ 15 ³ / ₈ | 15 ¹ / ₂ 15 ¹ / ₂ | 15 ³ / ₈ 15 ³ / ₈ | 15 ³ / ₈ 15 ³ / ₈ | 15 ³ / ₈ 15 ³ / ₈ | New York Chicago & St. Louis | 160 | 14 Jan. 5 | 16 ¹ / ₂ Feb. 3 |
| 15 ¹ / ₂ 15 ¹ / ₂ | *15 16 | *15 16 | *15 ¹ / ₂ 16 | *15 ¹ / ₂ 16 | *15 ¹ / ₂ 16 | Do | | 66 Jan. 12 | 75 ¹ / ₂ Feb. 3 |
| *44 ¹ / ₂ 45 ¹ / ₂ | *44 45 ¹ / ₂ | *44 45 ¹ / ₂ | *44 45 ¹ / ₂ | *44 45 ¹ / ₂ | *44 45 ¹ / ₂ | Do | 100 | 30 Jan. 5 | 34 Jan. 31 |
| 20 21 | *20 ¹ / ₂ 21 | *20 ¹ / ₂ 21 | *20 ¹ / ₂ 21 | *20 ¹ / ₂ 21 | *20 ¹ / ₂ 21 | New York Lake Erie & West'n | 5,517 | 13 ¹ / ₂ Jan. 4 | 16 ⁵ / ₈ Feb. 23 |
| *4 ¹ / ₂ 4 ¹ / ₂ | *4 ¹ / ₂ 4 ¹ / ₂ | *4 ¹ / ₂ 4 ¹ / ₂ | *4 ¹ / ₂ 4 ¹ / ₂ | *4 ¹ / ₂ 4 ¹ / ₂ | *4 ¹ / ₂ 4 ¹ / ₂ | Do | 717 | 29 ¹ / ₂ Jan. 3 | 37 Feb. 23 |
| 17 ¹ / ₂ 17 ¹ / ₂ | 17 ¹ / ₂ 17 ¹ / ₂ | 17 ¹ / ₂ 17 ¹ / ₂ | | | | | | | |

NEW YORK STOCK EXCHANGE PRICES (Continued)—INACTIVE STOCKS. († Indicates actual sales.)

Table of inactive stock prices for February 23, 1894. Columns include Bid, Ask, Lowest, and Highest prices for various railroad and miscellaneous stocks.

* No price Friday; latest price this week. † Actual sales.

NEW YORK STOCK EXCHANGE PRICES.—STATE BONDS FEBRUARY 23.

Table of state bond prices for February 23, 1894. Columns include Bid, Ask, and price for various securities from Alabama to Missouri.

New York City Bank Statement for the week ending Feb. 17, 1894, is as follows. We omit two ciphers (00) in all cases.

Bank statement table for New York City banks. Columns: BANKS (00s omitted), Capital, Surplus, Loans, Specie, Legals, Deposits.

New York City, Boston and Philadelphia Banks:

Table of bank assets and liabilities for New York, Boston, and Philadelphia. Columns: BANKS, Capital & Surplus, Loans, Specie, Legals, Deposits, Circ'n, Clearings.

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

Miscellaneous and Unlisted Bonds.—Stock Ex. prices.

Table of miscellaneous and unlisted bond prices. Columns: Bonds, Price.

NOTE.—"b" indicates price bid; "a" price asked. * Latest price this week.

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

Table of bank stock prices. Columns: BANKS, Bid, Ask, Price.

BOSTON, PHILADELPHIA AND BALTIMORE STOCK EXCHANGES.

Main table containing Active Stocks, Share Prices (not Per Centum Prices), and Range of sales in 1-94. Columns include dates from Saturday, Feb. 17 to Friday, Feb. 23, and sales data for the week and range of sales.

Main table containing Inactive Stocks, Inactive stocks, and Bonds. Columns include Bid and Ask prices for various stocks and bonds, categorized by exchange (Boston, Philadelphia, Baltimore).

Unlisted. Aud accrued interest. Last price this week.

NEW YORK STOCK EXCHANGE PRICES (Continued).—ACTIVE BONDS FEB. 23 AND FOR YEAR 1894.

Main table of active bonds with columns for Railroad and Miscel. Bonds, Inter'l Period, Closing Price Feb. 23, Range (sales) in 1894 (Lowest, Highest), and Railroad and Miscel. Bonds, Inter'l Period, Closing Price Feb. 23, Range (sales) in 1894 (Lowest, Highest).

NOTE—"b" indicates price bid; "a" price asked; the Range is made up from actual sales only. * Latest price this week. † Trust receipts.

NEW YORK STOCK EXCHANGE PRICES—(Continued).—INACTIVE BONDS—FEBRUARY 23.

Table of inactive bonds with columns for Securities, Bid, Ask, and Securities, Bid, Ask.

No prices Fri 1894; these are the latest quotations made this week.

NEW YORK STOCK EXCHANGE PRICES.—INACTIVE BONDS—(Continued)—FEBRUARY 23.

Table with columns for SECURITIES, Bid., Ask., and multiple columns of security names and prices. Includes entries like C. R. & B., Central Pacific, Ches. & O., etc.

* No price Friday; these are the latest quotations made this week. For Miscellaneous & Unlisted Bonds—See 3d page preceding.

Investment AND Railroad Intelligence.

The INVESTORS' SUPPLEMENT, a pamphlet of 160 pages, contains extended tables of the Stocks and Bonds of Railroads, and other Companies, with remarks and statistics concerning the income, financial status, etc., of each Company.

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

RAILROAD EARNINGS.

Table with columns: ROADS, Latest Earnings Reported (1893-94, 1892-93), Jan. 1 to Latest Date (1893-94, 1892-93). Lists various railroads and their earnings.

Table with columns: ROADS, Latest Earnings Reported (1893-94, 1892-93), Jan. 1 to Latest Date (1893-94, 1892-93). Lists various railroads and their earnings.

| ROADS. | Latest Earnings Reported. | | Jan. 1 to Latest Date. | | 2d week of February. | 1894. | 1893. | Increase. | Decrease. |
|---------------------|---------------------------|-----------|------------------------|------------|----------------------|---------|---------|-----------|-----------|
| | Week or Mo | 1893-94. | 1892-93. | 1893-94. |  |  |  |  |  | 1892-93. |
| So. Pac. Co.-Con | | \$ | \$ | \$ | \$ | | | | |
| Arizona Div. | November. | 181,763 | 189,590 | 1,875,446 | 1,829,002 | | | | |
| New Mex. Div. | November. | 80,459 | 88,090 | 870,278 | 925,915 | | | | |
| South Carolina. | January. | 115,900 | 131,882 | 115,900 | 131,882 | 193,369 | 239,909 | | 46,540 |
| South & Nor. Car. | November. | 1,491 | 859 | 19,287 | 15,751 | 21,524 | 24,267 | | 2,743 |
| Spar. Un. & Col. | November. | 12,683 | 14,039 | 109,453 | 106,489 | | | | |
| Staten Isl. & R. T. | December. | 63,682 | 65,654 | 1,024,882 | 1,057,043 | | | | |
| Stony Cl. & C.M.T. | December. | 1,615 | 1,817 | 47,622 | 59,100 | | | | |
| Summit Branch. | January. | 74,486 | 102,431 | 74,486 | 102,431 | | | | |
| Lykens Valley | January. | 65,883 | 82,089 | 65,883 | 82,089 | | | | |
| Tot'l both Co's | January. | 140,369 | 184,520 | 140,369 | 184,520 | | | | |
| Texas & Pacific | 2d wk Feb | 113,059 | 141,404 | 824,394 | 903,543 | | | | |
| Tex. S. Val. & N.W. | January. | 3,940 | 4,673 | 3,940 | 4,673 | | | | |
| Tol. A. A. & No. M. | January. | 74,766 | 89,697 | 74,766 | 89,697 | | | | |
| Tol. & Ohio Cente | 2d wk Feb | 24,849 | 41,194 | 161,664 | 249,494 | | | | |
| Tol. P. & West. | 2d wk Feb | 16,329 | 19,152 | 106,279 | 117,224 | | | | |
| Tol. St. L. & K. C. | 2d wk Feb | 20,556 | 30,361 | 136,024 | 215,890 | | | | |
| Ulster & Del. | December. | 28,435 | 29,492 | 433,604 | 424,277 | | | | |
| Union Pacific— | | | | | | | | | |
| Or. S. L. & U. N | December. | 385,042 | 574,772 | 5,861,635 | 7,201,200 | | | | |
| Or. Ry. & N. Co | December. | 312,174 | 396,422 | 3,868,114 | 4,531,793 | | | | |
| U. Pac. D. & G. | December. | 397,025 | 508,214 | 5,093,332 | 5,885,526 | | | | |
| St. Jo. & Gd. Isl. | 2d wk Feb | 14,400 | 27,300 | 120,481 | 168,959 | | | | |
| All other lines. | December. | 1,443,417 | 1,972,868 | 20,064,202 | 23,949,840 | | | | |
| Tot. U. P. Sys. | December. | 2,656,235 | 3,588,937 | 36,053,400 | 43,135,098 | | | | |
| Cent. Br. & L.L. | December. | 73,354 | 95,949 | 971,500 | 1,319,891 | | | | |
| Montana Un. | December. | 4,201 | 68,289 | 76,111 | 1,065,843 | | | | |
| Leav. Top. & S. | December. | 3,049 | 2,583 | 29,341 | 33,270 | | | | |
| Man. Al. & Bur. | December. | 4,231 | 3,385 | 43,580 | 41,263 | | | | |
| Gr. nd total | December. | 2,756,329 | 3,722,014 | 37,445,417 | 45,025,177 | | | | |
| Vermont Valley | Septemb'r | | | 145,188 | 152,332 | | | | |
| Wabash | 2d wk Feb | 193,369 | 239,909 | 1,313,072 | 1,527,044 | | | | |
| Wab. Ches. & W. | October. | 9,666 | 8,194 | 80,601 | 64,896 | | | | |
| West Jersey. | December. | 93,574 | 125,135 | 1,688,047 | 1,746,321 | | | | |
| W. V. Cen. & Pitts. | January. | 74,417 | 69,849 | 74,417 | 69,849 | | | | |
| West Va. & Pitts. | December. | 30,679 | 30,920 | 408,738 | 350,400 | | | | |
| West Maryland. | January. | 75,000 | 79,346 | 75,000 | 79,346 | | | | |
| West. N. Y. & Pa. | 4th wk Jan | 61,800 | 96,400 | 211,800 | 278,300 | | | | |
| Wheel. & L. E. Ry. | 3d wk Feb | 20,783 | 23,621 | 153,763 | 183,999 | | | | |
| Wil. Chad. & Con. | November. | 2,992 | 1,904 | 22,939 | 25,926 | | | | |
| Wil. Col. & Aug. | November. | 61,745 | 72,136 | 583,122 | 724,350 | | | | |
| Wrightsv. & Ten. | December. | 6,473 | 6,500 | 76,915 | 69,979 | | | | |

* Includes Col. Mid. in 1893 and 1892 for week and year to date.
 † Includes Milwaukee & Northern for all periods.
 ‡ Includes Wis. Central to September 26 inclusive for both years.
 § Figures cover only that part of mileage located in South Carolina.
 ¶ The business of the Lehigh Valley and Lehigh & Wilkesbarre departments is not included. † Includes earnings from ferries, etc., not given separately. ‡ Mexican currency. § Tol. Col. & Cin. included for the week and since Jan. 1 in both years. ¶ Includes only half of lines in which Union Pacific has a half interest. † Includes from September 1 earnings of Milwaukee Lake Shore & Western in both years. ‡ Includes Hancock & Calumet for October only. § Includes Ohio & Mississippi in both years and from January 1 to latest date.

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

For the second week of February our statement covers 61 roads, and shows 14.67 per cent loss in the aggregate.

| 2d week of February. | 1894. | 1893. | Increase. | Decrease. |
|----------------------------|---------|---------|-----------|-----------|
| | \$ | \$ | \$ | \$ |
| Ach. Top. & San. Fe. | 560,256 | 711,409 | | 151,153 |
| St. Louis & San Fr. | 120,291 | 148,491 | | 28,200 |
| Balt. & Ohio Southwest. | 140,617 | 164,760 | | 24,143 |
| Brooklyn Elevated | 33,417 | 34,100 | | 4,683 |
| Buffalo Roch. & Pittsb'g. | 59,126 | 58,237 | 889 | |
| Canadian Pacific | 286,000 | 298,000 | | 12,000 |
| Chesapeake & Ohio | 150,991 | 191,947 | | 40,956 |
| Chicago & East. Illinois | 66,342 | 84,594 | | 21,752 |
| Chicago Great Western. | 67,791 | 84,809 | | 17,018 |
| Chicago Milw. & St. Paul. | 495,696 | 507,438 | | 11,742 |
| Chicago & West Michigan | 25,430 | 26,438 | | 1,008 |
| Cin. Jackson & Mackinaw | 9,930 | 12,251 | | 2,321 |
| Qlv. Cin. Chic. & St. L. | 205,854 | 232,085 | | 26,231 |
| Denver & Rio Grande. | 113,400 | 149,100 | | 35,700 |
| Detroit Lans'g & North'n | 16,189 | 20,308 | | 4,119 |
| Duluth S. S. & Atlantic. | 22,473 | 29,645 | | 7,172 |
| East Tenn. Va. & Ga. | 106,391 | 124,687 | | 18,296 |
| Evansv. & Indianapolis. | 4,556 | 7,511 | | 2,955 |
| Evansville & Richmond. | 1,298 | 2,163 | | 865 |
| Evansv. & Terre Haute. | 20,766 | 22,511 | | 1,745 |
| Flint & Pere Marquette. | 46,593 | 52,312 | | 5,719 |
| Georgia. | 31,322 | 38,527 | | 7,205 |
| Grand Rapids & Indiana. | 30,554 | 34,259 | | 3,705 |
| Cincinnati R. & Ft. W. | 6,121 | 8,547 | | 2,426 |
| Traverse City. | 1,093 | 851 | 242 | |
| Musk. Gr. Kap. & Ind. | 1,384 | 2,174 | | 790 |
| Grand Trunk of Canada* | 291,266 | 305,635 | | 17,369 |
| Intern'l & Gt. North'n | 57,566 | 78,896 | | 16,330 |
| Iowa Central. | 39,923 | 37,871 | 2,052 | |
| Kanawha & Michigan | 6,076 | 4,942 | 1,134 | |
| Kan. City Sub. Belt | 3,235 | 3,822 | | 587 |
| Kan. C. Wyan. & N. W. | 6,045 | 6,605 | | 560 |
| Kansas City & Beatrice | 182 | 242 | | 60 |
| Keokuk & Western | 6,939 | 8,207 | | 1,268 |
| Lake Erie & Western | 54,184 | 65,841 | | 11,657 |
| Louisville & Nashville. | 308,935 | 456,185 | | 87,250 |
| Louisville N. A. & Chic. | 40,045 | 52,903 | | 12,858 |
| Memphis & Charleston. | 33,529 | 37,282 | | 9,253 |
| Mexican Central | 173,300 | 154,780 | 18,520 | |
| Mexican National. | 79,967 | 86,339 | | 6,372 |
| Mo. Kansas & Texas. | 142,632 | 165,827 | | 23,195 |
| Mo. Pacific & Iron Mt. | 378,000 | 509,000 | | 131,000 |
| N. Y. Ontario & Western | 53,339 | 62,893 | | 9,554 |
| Norfolk & Western. | 153,653 | 174,764 | | 21,106 |
| Pittsburg & Western. | 32,591 | 39,322 | | 7,231 |
| Richmond & Danville. | 192,800 | 205,875 | | 13,075 |
| Georgia Pacific | 44,468 | 41,800 | 2,668 | |
| Char. Col. & Aug. | 17,047 | 20,267 | | 3,180 |
| Columbia & Greeny. | 20,774 | 16,184 | 4,590 | |
| Rio Grande Southern. | 6,240 | 9,062 | | 2,822 |
| Rio Grande Western. | 30,400 | 33,000 | | 2,600 |
| St. Joseph & Gd. Island. | 14,400 | 27,300 | | 12,900 |
| St. Louis Alt. & T. Haute | 26,820 | 33,420 | | 6,600 |
| St. Louis Southwestern. | 80,148 | 99,419 | | 19,271 |
| Sherman Shreve. & So. | 7,286 | 4,848 | 2,438 | |
| Texas & Pacific | 113,059 | 141,404 | | 28,345 |
| Toledo & Ohio Central. | 24,849 | 41,194 | | 16,345 |
| Toledo Peoria & West'n. | 16,329 | 19,152 | | 2,823 |
| Toledo St. L. & Kan. City. | 20,056 | 30,361 | | 10,305 |

| 2d week of February. | 1894. | 1893. | Increase. | Decrease. |
|--------------------------|-----------|-----------|-----------|-----------|
| | \$ | \$ | \$ | \$ |
| Wabash | 193,369 | 239,909 | | 46,540 |
| Wheeling & Lake Erie | 21,524 | 24,267 | | 2,743 |
| Total (61 roads) | 5,365,405 | 6,287,977 | 32,533 | 955,105 |
| Net decrease 14.70 p. c. | | | | |

* Week ended February 10.
 Our final statement of earnings for the first week of February covers 74 roads and shows a loss of 10.44 per cent.

| 1st week of February. | 1894. | 1893. | Increase. | Decrease. |
|----------------------------|-----------|-----------|-----------|-----------|
| | \$ | \$ | \$ | \$ |
| Previously rep'd (63 r'ds) | 5,520,886 | 6,144,464 | 72,649 | 698,227 |
| Cleve. Akron & Colum. | 16,432 | 17,376 | | 944 |
| Current River | 2,786 | 2,246 | 520 | |
| Interoceanic (Mex.) | 48,302 | 45,144 | 3,158 | |
| Kan. City Clin. & Spring | 5,134 | 4,851 | 283 | |
| Kan. City Ft. S. & Mem. | 71,634 | 96,400 | | 24,766 |
| Kan. City Mem. & Birm. | 19,558 | 22,545 | | 3,027 |
| Memphis & Charleston | 24,423 | 34,551 | | 10,128 |
| New Orleans & South'n | 3,433 | 3,365 | 68 | |
| Ohio River | 9,697 | 12,748 | | 3,052 |
| San Fran. & No. Pacific | 10,419 | 11,460 | | 1,041 |
| Tol. St. L. & Kan. City. | 24,133 | 29,016 | | 5,883 |
| Total (74 roads) | 5,755,621 | 6,426,216 | 78,507 | 747,102 |
| Net decrease 10.44 p. c. | | | | |

* Week ended February 3.
 The following will furnish a comparison of the weekly results for a series of weeks past.

| Period and number of roads included. | WEEKLY GROSS EARNINGS. | | Changes | |
|--------------------------------------|------------------------|------------|---------------|-------|
| | 1893. | 1892. | Amount. | P. c. |
| 1st week of Nov. (65 roads) | 7,386,723 | 7,756,087 | dec.369,364 | 4.77 |
| 2d week of Nov. (73 roads) | 7,839,639 | 8,002,589 | dec.162,950 | 2.03 |
| 3d week of Nov. (74 roads) | 7,668,323 | 8,244,045 | dec.551,222 | 6.76 |
| 4th week of Nov. (74 roads) | 9,499,617 | 10,531,470 | dec.1,031,853 | 10.07 |
| 1st week of Dec. (69 roads) | 6,786,531 | 7,813,753 | dec.1,027,222 | 13.06 |
| 2d week of Dec. (73 roads) | 6,887,529 | 7,804,281 | dec.916,752 | 11.75 |
| 3d week of Dec. (66 roads) | 6,657,855 | 7,541,399 | dec.883,544 | 11.71 |
| 4th week of Dec. (71 roads) | 8,565,543 | 10,303,716 | dec.1,738,173 | 16.87 |
| 1st week of Jan. (70 roads) | 5,469,160 | 6,380,107 | dec.910,947 | 14.28 |
| 2d week of Jan. (72 roads) | 5,809,388 | 6,455,463 | dec.676,075 | 10.42 |
| 3d week of Jan. (68 roads) | 5,833,371 | 6,362,076 | dec.528,705 | 8.31 |
| 4th week of Jan. (68 roads) | 7,546,336 | 8,969,717 | dec.1,423,381 | 15.87 |
| 1st week of Feb. (74 roads) | 5,755,621 | 6,426,216 | dec.670,595 | 10.44 |
| 2d week of Feb. (61 roads) | 5,365,405 | 6,287,977 | dec.922,572 | 14.67 |

Net Earnings Monthly to Latest Dates.—The following shows the gross and net earnings to latest dates of all railroads furnishing monthly statements. The compilation includes every road from which we can get returns of this character, and in that form is given once a month. Early returns are published from week to week, as soon as issued, but for the convenience of our readers all the roads making returns are brought together here in the week in which we publish our monthly article on net earnings—say on or about the 20th of the month. A paragraph mark (§) added after the name of a road indicates that the figures for that road for the period given have not previously been published by us.

| Roads. | Gross Earnings. | | Net Earnings. | |
|-------------------|-----------------|------------|---------------|------------|
| | 1893-4. | 1892-3. | 1893-4. | 1892-3. |
| Adirondack | 17,957 | 14,829 | 6,332 | 7,859 |
| Jan. 1 to Dec. 31 | 177,640 | 169,300 | 48,876 | 42,497 |
| Alabama Midland | | | | |
| July 1 to Dec. 31 | 277,490 | 252,631 | 38,365 | def.44,627 |
| Allegheny Valley | 171,747 | 224,813 | 55,014 | 58,555 |
| Jan. 1 to Dec. 31 | 2,436,816 | 2,636,696 | 877,027 | 1,033,694 |
| Arkansas Midland | 11,147 | 10,056 | 7,482 | 6,456 |
| Jan. 1 to Dec. 31 | 87,362 | 99,627 | 33,432 | 43,564 |
| At. T. & S. Fe. | 3,060,860 | 3,396,234 | 780,169 | 963,667 |
| Jan. 1 to Dec. 31 | 39,011,188 | 39,815,496 | 12,094,079 | 12,236,297 |
| July 1 to Dec. 31 | 19,522,505 | 21,827,866 | 6,637,147 | 7,253,815 |
| St. L. & San Fr. | 826,983 | | | |

| | Gross Earnings. | | Net Earnings. | | | Gross Earnings. | | Net Earnings. | |
|----------------------------------|-----------------|------------|---------------|------------|-------------------------------|-----------------|--------------|---------------|------------|
| | 1893-4. | 1892-3. | 1893-4. | 1892-3. | | 1893-4. | 1892-3. | 1893-4. | 1892-3. |
| Cent. of N. Jersey. a. Nov. | 1,174,569 | 1,109,785 | 479,398 | 418,622 | Iron Railway. | 4,566 | 4,075 | 209 | def. 468 |
| Jan. 1 to Nov. 30. | 13,929,673 | 13,018,565 | 5,391,903 | 5,384,863 | Jan. 1 to Dec. 31. | 41,477 | 37,515 | 4,136 | 868 |
| Central Pacific. b. | 1,146,443 | 1,159,000 | 452,145 | 418,497 | July 1 to Dec. 31. | 18,990 | 20,873 | 1,290 | 497 |
| Jan. 1 to Nov. 30. | 13,340,436 | 13,593,710 | 5,432,774 | 5,440,722 | Jack. Tam. & K. W. | 87,926 | 105,807 | 40,358 | 52,693 |
| Char. Clin. & Chic. | 16,601 | 16,055 | 970 | 1,325 | Apr. 8 to Dec. 31. | 468,491 | 530,030 | 112,743 | 187,327 |
| Jan. 1 to Nov. 30. | 134,505 | 135,436 | ----- | ----- | Kanawha & Mich. b. | 30,972 | 30,833 | 9,896 | 11,726 |
| Char. Sumt. & Nor. | 12,791 | 12,951 | def. 2,259 | 725 | Jan. 1 to Dec. 31. | 364,588 | 376,662 | 114,364 | 125,951 |
| Chataqua Lake. | 2,873 | 3,643 | def. 97 | def. 704 | July 1 to Dec. 31. | 191,029 | 191,211 | 64,320 | 65,828 |
| Jan. 1 to Dec. 31. | 57,018 | 51,629 | 7,020 | 7,321 | Kan. C. Clin. & Spr. | 30,241 | 29,351 | 13,523 | 12,216 |
| Cberaw & Darl. | 8,045 | 6,390 | 879 | 855 | Jan. 1 to Dec. 31. | 348,495 | 330,352 | 138,091 | 105,403 |
| Jan. 1 to Dec. 31. | 91,757 | 79,336 | 24,025 | 20,089 | July 1 to Dec. 31. | 170,908 | 173,974 | 70,807 | 55,916 |
| July 1 to Dec. 31. | 43,638 | 40,740 | 12,061 | 13,014 | Kan. C. Ft. S. & M. | 432,657 | 502,388 | 162,343 | 178,814 |
| Chesapeake & Ohio. Dec. | 712,339 | 839,083 | 217,452 | 250,000 | Jan. 1 to Dec. 31. | 4,730,817 | 5,085,089 | 1,191,077 | 1,296,653 |
| Jan. 1 to Dec. 31. | 9,865,189 | 9,959,203 | 3,092,590 | 2,823,674 | July 1 to Dec. 31. | 2,294,752 | 2,675,086 | 662,303 | 779,143 |
| July 1 to Dec. 31. | 4,918,619 | 5,393,318 | 1,705,099 | 1,816,751 | Kan. C. Mem. & B. a. | 119,731 | 125,457 | 40,913 | 41,540 |
| Chic. Bur. & North. b. Dec. | 183,382 | 201,891 | 62,652 | 101,041 | Jan. 1 to Dec. 31. | 1,125,852 | 1,145,507 | 194,906 | 164,958 |
| Jan. 1 to Dec. 31. | 2,361,155 | 2,203,972 | 848,070 | 807,938 | July 1 to Dec. 31. | 578,569 | 621,685 | 122,979 | 109,828 |
| Chic. Burl. & Quin. b. Dec. | 2,895,231 | 3,544,276 | 1,181,945 | 1,328,564 | Keokuk & West'n b. Dec. | 28,411 | 37,431 | 7,182 | 13,262 |
| Jan. 1 to Dec. 31. | 38,356,483 | 40,412,402 | 13,854,293 | 14,238,405 | Jan. 1 to Dec. 31. | 386,645 | 407,154 | 128,247 | 135,376 |
| eChic. M. & St. Paul. a. Dec. | 2,534,175 | 3,219,618 | 859,441 | 1,330,399 | L. Erie All. & So. | 5,019 | 7,927 | 591 | 2,389 |
| Jan. 1 to Dec. 31. | 53,864,022 | 35,050,209 | 11,424,350 | 11,826,132 | Jan. 1 to Dec. 31. | 77,792 | 83,658 | 13,388 | 20,766 |
| July 1 to Dec. 31. | 17,649,656 | 19,533,065 | 6,572,655 | 7,174,758 | L. Erie & West'n b. Dec. | 276,240 | 316,170 | 124,828 | 158,194 |
| Ch. Jun. R. & U. S. k. Yds. Sep. | 219,659 | 250,394 | 130,032 | 169,184 | Jan. 1 to Dec. 31. | 3,512,621 | 3,558,433 | 1,463,878 | 1,620,359 |
| Chic. & W. Mich. | 129,254 | 178,116 | 41,331 | 32,608 | Louisv. Ev. & St. L. a. Sept. | 139,000 | 171,587 | 62,376 | 63,411 |
| Jan. 1 to Dec. 31. | 1,892,710 | 2,032,540 | 398,567 | 527,155 | July 1 to Sept. 30. | 402,734 | 445,322 | 156,614 | 140,131 |
| Cin. Jack. & Mack. | 52,334 | 60,717 | 7,356 | 16,997 | Louisv. & Nashv. b. Dec. | 1,674,850 | 2,030,897 | 694,980 | 900,584 |
| Jan. 1 to Dec. 31. | 666,989 | 714,113 | 101,767 | 187,807 | Jan. 1 to Dec. 31. | 20,474,632 | 21,859,477 | 7,384,248 | 7,942,354 |
| July 1 to Dec. 31. | 326,329 | 394,878 | 44,146 | 119,746 | July 1 to Dec. 31. | 9,755,924 | 11,884,929 | 3,874,577 | 4,511,422 |
| Cin. N. O. & Tex. P. | 333,000 | 346,754 | 106,000 | 108,655 | Louisv. N. A. & C. a. Dec. | 228,930 | 267,839 | 47,718 | 69,667 |
| Jan. 1 to Nov. 30. | 3,632,937 | 3,856,952 | 912,702 | 861,581 | Jan. 1 to Dec. 31. | 3,469,533 | 3,300,103 | 1,140,690 | 1,051,117 |
| July 1 to Nov. 30. | 1,823,272 | 1,806,256 | 433,000 | 431,617 | July 1 to Dec. 31. | 1,354,725 | 1,801,663 | 652,122 | 572,056 |
| Ala. Gt. South'n. a. Sept. | 121,244 | 151,273 | 32,780 | 25,239 | Louisv. St. L. & Tex. | 525,456 | 644,588 | 164,708 | 246,378 |
| Jan. 1 to Sept. 30. | 1,251,959 | 1,295,799 | 230,832 | 236,598 | Jan. 1 to Dec. 31. | 5,864 | 5,892 | 1,427 | 1,628 |
| July 1 to Sept. 30. | 377,997 | 439,219 | 90,760 | 61,023 | Macon & Birming. | 68,526 | 78,633 | 12,594 | 4,006 |
| S. O. & No. east. a. Nov. | 151,000 | 134,789 | 49,000 | 23,000 | Jan. 1 to Dec. 31. | 34,796 | 38,031 | 8,008 | 6,514 |
| Jan. 1 to Nov. 30. | 1,293,745 | 1,185,557 | 224,938 | 193,478 | Manistique | 2,407 | 4,354 | 1,615 | 2,089 |
| July 1 to Nov. 30. | 596,940 | 581,806 | 124,000 | 92,000 | Jan. 1 to Dec. 31. | 74,430 | 85,780 | 28,832 | 29,705 |
| Ala. v. & Vicks. a. Nov. | 74,000 | 58,591 | 28,000 | 11,000 | Mexican Central. | 718,915 | 750,688 | 281,070 | 301,864 |
| Jan. 1 to Nov. 30. | 526,573 | 536,315 | 114,563 | 59,833 | Jan. 1 to Dec. 31. | 7,981,769 | 7,963,254 | 2,345,588 | 2,961,167 |
| July 1 to Nov. 30. | 258,615 | 257,272 | 60,000 | 29,000 | Mex. International. Dec. | 211,761 | 213,250 | 129,334 | 26,553 |
| Vicks. Sh. & Pac. a. Nov. | 71,000 | 61,569 | 31,000 | 23,000 | Jan. 1 to Dec. 31. | 2,050,934 | 2,095,726 | 749,540 | 768,815 |
| Jan. 1 to Nov. 30. | 493,431 | 502,336 | 163,132 | 77,524 | Mexican National. | 333,630 | 438,881 | 113,533 | 119,623 |
| July 1 to Nov. 30. | 247,914 | 245,863 | 68,000 | 51,000 | Jan. 1 to Nov. 30. | 3,869,499 | 4,240,617 | 1,479,123 | 1,499,018 |
| Cin. Ports. & Vir. b. Dec. | 20,710 | 22,019 | 2,922 | 1,715 | Mexican Northern. | 63,420 | ----- | 32,635 | ----- |
| Jan. 1 to Dec. 31. | 266,234 | 230,939 | 39,501 | 46,158 | Minn. & St. Louis. a. Dec. | 132,552 | 179,194 | 44,105 | 72,184 |
| July 1 to Dec. 31. | 137,442 | 148,294 | 20,456 | 32,099 | Jan. 1 to Dec. 31. | 1,785,284 | 2,022,082 | 637,734 | 779,127 |
| Clev. Akron & Col. b. | 77,474 | 81,668 | 22,672 | 21,034 | July 1 to Dec. 31. | 923,557 | 1,114,790 | 395,227 | 411,300 |
| Clev. Cin. C. & St. L. a. Dec. | 1,110,076 | 1,300,209 | 279,038 | 398,088 | Minn. St. P. & S. M. | 213,864 | 333,218 | 22,913 | 12,542 |
| Jan. 1 to Dec. 31. | 13,789,665 | 14,894,074 | 3,360,989 | 3,914,984 | Jan. 1 to Dec. 31. | 3,320,301 | 3,314,150 | 859,738 | 1,210,916 |
| July 1 to Dec. 31. | 7,116,730 | 7,946,120 | 1,773,510 | 2,116,799 | Nash. Ch. & St. L. b. Jan. | 411,775 | 433,462 | 163,725 | 163,319 |
| Peoria & East'n a. Dec. | 121,623 | 163,075 | 13,666 | 29,033 | July 1 to Jan. 31. | 2,631,893 | 3,107,836 | 1,156,623 | 1,224,347 |
| Jan. 1 to Dec. 31. | 1,710,909 | 1,774,246 | 193,544 | 447,111 | Nevada Central. | 2,844 | 2,984 | 330 | def. 39 |
| July 1 to Dec. 31. | 996,479 | 926,933 | 135,406 | 208,213 | Jan. 1 to Dec. 31. | 33,497 | 42,582 | 7,533 | 3,445 |
| Col. H. V. & Tol. | 321,117 | 316,410 | 181,795 | 15,324 | New Or. & South. a. Dec. | 18,801 | 20,629 | 6,944 | 5,701 |
| Jan. 1 to Oct. 31. | 2,793,374 | 2,778,847 | 1,224,313 | 1,233,982 | Jan. 1 to Dec. 31. | 136,169 | 151,104 | 10,176 | 8,629 |
| Crystal. | 2,006 | 1,671 | 719 | 168 | July 1 to Dec. 31. | 72,509 | 79,791 | 9,334 | 2,736 |
| Current River. | 10,453 | 17,018 | 3,037 | 6,399 | N. Y. L. E. & West'n. Dec. | 2,187,267 | 2,539,137 | 595,478 | 823,126 |
| Jan. 1 to Dec. 31. | 158,347 | 203,218 | 35,590 | 83,840 | Jan. 1 to Dec. 31. | 29,418,045 | 30,912,925 | 9,477,696 | 9,318,493 |
| July 1 to Dec. 31. | 70,156 | 110,385 | 17,898 | 49,613 | Oct. 1 to Dec. 31. | 7,303,757 | 7,880,373 | 2,366,225 | 2,733,913 |
| Den. & R. Grande. b. Dec. | 575,430 | 803,229 | 237,066 | 375,528 | N. Y. & Northern. | 42,625 | 45,810 | 2,458 | 2,572 |
| Jan. 1 to Dec. 31. | 7,731,910 | 9,221,738 | 3,189,743 | 3,965,494 | Jan. 1 to Nov. 30. | 543,908 | 522,895 | 56,938 | 88,901 |
| July 1 to Dec. 31. | 3,423,475 | 5,099,212 | 1,361,523 | 2,257,343 | N. Y. Ont. & West. a. Dec. | 263,920 | 280,717 | 53,232 | 56,707 |
| Des. Mo. No. & W. | 37,918 | 41,540 | 15,210 | 15,243 | Jan. 1 to Dec. 31. | 3,901,140 | 3,473,760 | 1,013,216 | 894,937 |
| Jan. 1 to Oct. 31. | 343,759 | 349,724 | 116,281 | 138,013 | July 1 to Dec. 31. | 2,095,159 | 1,882,193 | 644,936 | 521,718 |
| Det. Bay City & Al. b. Sept. | 20,574 | 32,794 | 7,261 | 12,997 | N. Y. Sus. & West. b. Dec. | 139,757 | 118,549 | 59,398 | 45,433 |
| Jan. 1 to Sept. 30. | 324,918 | 272,253 | 147,585 | 85,600 | Jan. 1 to Dec. 31. | 1,782,908 | 1,713,912 | 797,634 | 764,542 |
| Det. Lans. & Nor. a. Dec. | 86,747 | 112,005 | 13,569 | 23,609 | Norfolk & Southern. Dec. | 38,709 | 31,598 | 15,647 | 11,116 |
| Jan. 1 to Dec. 31. | 1,205,993 | 1,265,572 | 234,306 | 341,501 | Jan. 1 to Dec. 31. | 435,892 | 428,184 | 156,203 | 156,192 |
| Elgin Joliet & E. a. Dec. | 108,703 | 80,573 | 38,804 | 24,320 | Norfolk & Western. Dec. | 791,911 | 904,011 | 187,238 | 223,392 |
| Jan. 1 to Dec. 31. | 983,534 | 855,968 | 279,817 | 253,516 | Jan. 1 to Dec. 31. | 10,032,618 | 9,932,832 | 2,833,157 | 2,911,209 |
| July 1 to Dec. 31. | 526,459 | 457,950 | 181,537 | 144,077 | Northern Central. b. Dec. | 531,218 | 638,618 | 167,293 | 173,935 |
| Eureka Springs. | 6,048 | 5,956 | 3,768 | 3,386 | Jan. 1 to Dec. 31. | 6,881,806 | 7,191,290 | 2,118,650 | 2,073,930 |
| Jan. 1 to Nov. 30. | 73,632 | 73,990 | 39,832 | 37,462 | Osceola & Western. Jan. | 2,919 | ----- | 611 | ----- |
| Evans. & Terre H. h. Sept. | 140,000 | 118,797 | 90,000 | 69,703 | Ohio River. | 50,134 | 71,996 | 13,714 | 32,689 |
| July 1 to Sept. 30. | 387,719 | 376,177 | 207,469 | 213,649 | Jan. 1 to Dec. 31. | 793,262 | 795,136 | 311,723 | 312,345 |
| Flint & Pere Mar. a. Nov. | 189,464 | 235,013 | 38,769 | 74,948 | Oregon Imp. Co. a. | 289,977 | 301,645 | 21,541 | 44,641 |
| Jan. 1 to Nov. 30. | 2,528,966 | 2,621,944 | 622,931 | 778,484 | Jan. 1 to Dec. 31. | 3,877,743 | 3,894,033 | 743,226 | 764,337 |
| Ft. Worth & Rio Gr. Dec. | 34,414 | 35,920 | 11,263 | 13,962 | Penn. (east P. & E.) Dec. | 5,392,845 | 5,934,923 | 1,715,155 | 1,539,678 |
| Jan. 1 to Dec. 31. | 379,038 | 387,632 | 120,115 | 120,456 | Jan. 1 to Dec. 31. | 66,378,221 | 68,841,342 | 19,379,207 | 20,022,434 |
| Gadsden & Att. Un. Dec. | 691 | 1,133 | 438 | 623 | Lines west P. & E. Dec. | Dec. 707,392 | Dec. 224,511 | ----- | ----- |
| Jan. 1 to Dec. 31. | 9,392 | 14,144 | 5,834 | 8,409 | Dec. 1,227,187 | Dec. 319,752 | ----- | ----- | |
| Georgia. | 120,232 | 133,439 | 43,416 | 27,148 | Peoria Dec. & Ev. a. Sept. | 70,000 | 79,062 | 37,823 | 32,261 |
| July 1 to Jan. 31. | 875,454 | 946,975 | 383,531 | 306,780 | Jan. 1 to Sept. 30. | 298,619 | 236,296 | 108,035 | 100,674 |
| Ga. South'n & Fla. b. Dec. | 87,976 | 78,304 | 30,042 | 24,753 | Petersburg. | 38,333 | 43,169 | 11,179 | 2,232 |

| Roads. | Gross Earnings. | | Net Earnings. | | Roads. | Gross Earnings. | | Net Earnings. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|----------------------------------|-----------------------|------------|--------------------|------------|--|-----------------|-----------|---------------|------------|--|--|--|--|--|--------|-----------------------|--|--------------------|--|---------|---------|---------|---------|-------------------------|--------|---------|--------|--------|----------------------------|---------|---------|-----------|----------|-----------------------|-----------|-----------|---------|---------|-----------------------|-----------|-----------|------------|------------|-----------------------|---------|-----------|---------|---------|--------------------------|---------|---------|-----------|------------|--------------------------|---------|---------|--------|--------|-----------------------|-----------|-----------|-----------|---------|-----------------------|-----------|-----------|---------|---------|----------------------------|-----------|-----------|------------|--------|-----------------------------|--------|--------|-------|--------|-----------------------|-----------|-----------|------------|------------|-----------------------|---------|---------|---------|---------|---------------------------|--------|--------|-------|--------|-------------------------|--------|--------|-----|-------|-----------------------|---------|---------|---------|---------|-----------------------|---------|---------|--------|---------|-------------------------|-------|-------|------------|------------|--------------------------|---------|---------|---------|---------|-----------------------|--------|--------|--------|--------|-----------------------|-----------|-----------|-----------|-----------|-------------------------|--------|--------|-------|-----------|----------------------|-------|--------|-------|-------|-----------------------|---------|---------|-------|---------|-----------------------|--------|---------|--------|--------|---------------------------|---------|---------|---------|---------|--------------------------|--------|--------|-------|-------|-----------------------|-----------|-----------|-----------|-----------|-----------------------|---------|---------|--------|--------|--------------------------------|---------|---------|--------|---------|-----------------------------|---------|---------|--------|--------|-----------------------|-----------|-----------|---------|---------|-----------------------|-----------|-----------|---------|---------|-------------------------|--------|--------|------------|-----------|-----------------------|---------|---------|--------|--------|-----------------------|---------|---------|------------|------------|-----------------------|--|--|--|--|--------------------------|-------|-------|-----------|------------|-----------------------------|---------|---------|--------|--------|-----------------------|--------|--------|------------|-------|-----------------------|-----------|-----------|---------|-----------|-------------------------|---------|---------|--------|---------|---------------------------|--------|---------|--------|--------|-----------------------|-----------|-----------|---------|---------|-----------------------|-----------|-----------|---------|---------|-----------------------------|--------|--------|------------|-----------|----------------------------|---------|---------|---------|---------|-----------------------|---------|---------|-------------|----------|-----------------------|-----------|-----------|-----------|-----------|--------------------------|--------|--------|--------|--------|---------------------------|--------|--------|--------|--------|------------------------|--------|--------|---------|---------|-----------------------|---------|---------|---------|--------|-------------------------|--------|--------|------------|--------|-------------------------|---------|---------|--------|--------|-----------------------|---------|---------|--------|---------|-----------------------|-----------|-----------|---------|---------|------------------------|-------|-------|-------|-------|-----------------------------|-----------|-----------|---------|---------|-----------------------|--------|--------|--------|--------|-----------------------|------------|------------|-----------|-----------|---------------------------|--------|--------|---------|-----------|---------------------------|-----------|-----------|---------|---------|-----------------------|--------|--------|------------|------------|-----------------------|------------|------------|------------|------------|--------------------------|---------|--------|--------|--------|-------------------------|-----------|-----------|-----------|-----------|-----------------------|---------|---------|---------|----------|-----------------------|------------|------------|------------|------------|--------------------------|--------|--------|-----|-------|-----------------------|--|--|--|--|-----------------------|-------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| | 1893-4. | 1892-3. | 1893-4. | 1892-3. | | 1893-4. | 1892-3. | 1893-4. | 1892-3. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rich. Fred. & Pot. Dec. | 56,282 | 65,491 | 28,875 | 33,447 | Western Maryland. Dec. | 82,238 | 91,274 | 22,427 | 27,942 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 1 to Dec. 31.... | 732,150 | 757,144 | 242,069 | 297,735 | Jan. 1 to Dec. 31.... | 1,201,507 | 1,151,434 | 402,099 | 439,149 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rich. Nic. Irv. & Bly. Oct. | 5,311 | | 1,005 | | Oct. 1 to Dec. 31.... | 271,572 | 286,412 | 92,741 | 91,214 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rio Grande South b. Dec. | 29,131 | 68,991 | 14,847 | 34,516 | West N.Y. & Penn. b. Dec. | 232,765 | 315,137 | 57,249 | 115,153 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 1 to Dec. 31.... | 466,736 | 698,908 | 207,922 | 357,030 | Jan. 1 to Dec. 31.... | 3,494,008 | 3,531,687 | 992,133 | 1,203,012 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rio Grande West. b. Dec. | 158,227 | 185,379 | 51,743 | 65,723 | July 1 to Dec. 31.... | 1,695,509 | 1,918,140 | 463,107 | 675,487 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 1 to Dec. 31.... | 2,253,973 | 2,583,341 | 826,156 | 912,082 | West Va. Cent. & P. Jan. | 74,417 | 69,849 | 28,062 | 19,067 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| July 1 to Dec. 31.... | 1,142,961 | 1,385,451 | 459,197 | 526,356 | July 1 to Jan. 31.... | 629,797 | 621,203 | 227,139 | 205,183 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sag. Tus. & Huron. ¶ Dec. | 8,335 | 9,191 | 2,249 | 3,751 | Whitebreast Fuel Co. Dec. | | | 13,020 | 17,105 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 1 to Dec. 31.... | 125,729 | 123,762 | 38,474 | 36,533 | Jan. 1 to Dec. 31.... | | | 165,231 | 90,091 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sag. Valley & St. L. Dec. | 6,791 | 8,297 | 2,056 | 2,525 | July 1 to Dec. 31.... | | | 82,787 | 45,892 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 1 to Dec. 31.... | 92,554 | 94,063 | 27,517 | 24,273 | Wrights. & Tenn. ¶ Dec. | 6,473 | 6,500 | 3,044 | 2,086 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| St. L. A. & T. H. b. Nov. | 119,093 | 141,047 | 46,735 | 57,482 | July 1 to Dec. 31.... | 39,699 | 37,366 | 11,166 | 19,078 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 1 to Nov. 30.... | 1,428,482 | 1,388,043 | 604,258 | 603,199 | <p>a Net earnings here given are after deducting taxes. b Net earnings here given are before deducting taxes. c Net earnings here given are after deducting taxes on property. d Consolidated line; includes Ohio & Mississippi. e Includes Milwaukee & Northern for all the period in both years. f After deducting other expenditures for repairs, replacements and general expenses, net income applicable to interest on bonds in November was \$1,279, against \$140,538 last year, and for 11 months \$838,744, against \$1,068,759. Mexican dollars are treated as equivalent to 80 cents United States money, and all depreciation beyond 20 per cent is charged in the above items. g Business of Lehigh Valley and Lehigh Valley & Wilkesbarre departments eliminated. h For September taxes are included in fixed charges; for the months preceding in operating expenses. i Period of receivership. j Does not include Grand Rapids & Indiana and Vandalia systems formerly included in the monthly statements. k After deducting proportion due roads operated on a percentage basis, net in December, 1893, was \$403,698, against \$592,213 in 1892; for twelve months to December 31, \$6,874,340, against \$7,183,196, and for three months from October 1 to December 31, \$1,693,205, against \$2,011,716. l Includes only one-half of lines in which Union Pacific has a part interest. m Tol. Col. & Cin. included for all periods, both years. n Including income from ferries, &c. o A paragraph mark added after the name of a road indicates that the figures for that road for the period given have not previously been published by us.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| St. Louis Southw'n. Nov. | 555,632 | 483,181 | 186,772 | 137,513 | <p>Interest Charges and Surplus.—The following roads, in addition to their gross and net earnings given in the foregoing, also report charges for interest, &c., with the surplus or deficit above or below those charges.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| July 1 to Nov. 30 ... | 2,112,207 | 2,160,786 | 448,068 | 445,890 | <table border="1"> <thead> <tr> <th rowspan="2">Roads.</th> <th colspan="2">Inter'l. rentals, &c.</th> <th colspan="2">Bal. of Net Earns.</th> </tr> <tr> <th>1893-4.</th> <th>1892-3.</th> <th>1893-4.</th> <th>1892-3.</th> </tr> </thead> <tbody> <tr> <td>St. Paul & Dul. b. Dec.</td> <td>93,872</td> <td>186,292</td> <td>17,196</td> <td>80,151</td> <td>Ach. T. & S. Fe. Dec.</td> <td>942,000</td> <td>919,000</td> <td>df121,831</td> <td>†119,667</td> </tr> <tr> <td>Jan. 1 to Dec. 31....</td> <td>1,713,759</td> <td>2,130,710</td> <td>458,205</td> <td>781,123</td> <td>July 1 to Dec. 31....</td> <td>5,652,000</td> <td>5,514,000</td> <td>†1,295,147</td> <td>†2,189,815</td> </tr> <tr> <td>July 1 to Dec. 31....</td> <td>886,309</td> <td>1,277,824</td> <td>303,171</td> <td>527,444</td> <td>St. L. & S. F. Dec.</td> <td>285,000</td> <td>275,000</td> <td>df153,354</td> <td>def.25,829</td> </tr> <tr> <td>San Ant. & Aran. P. Dec.</td> <td>167,859</td> <td>170,834</td> <td>29,961</td> <td>43,444</td> <td>July 1 to Dec. 31....</td> <td>1,710,000</td> <td>1,650,000</td> <td>df252,147</td> <td>360,700</td> </tr> <tr> <td>Jan. 1 to Dec. 31....</td> <td>1,881,551</td> <td>1,694,443</td> <td>372,241</td> <td>185,676</td> <td>Aggregate total. Dec.</td> <td>1,227,000</td> <td>1,194,000</td> <td>†df275,185</td> <td>93,838</td> </tr> <tr> <td>San Fr. & N. Pac. a. ¶ Jan.</td> <td>44,001</td> <td>62,334</td> <td>1,354</td> <td>15,025</td> <td>July 1 to Dec. 31....</td> <td>7,362,000</td> <td>7,164,000</td> <td>†1,043,000</td> <td>†2,550,515</td> </tr> <tr> <td>July 1 to Jan. 31....</td> <td>437,430</td> <td>554,129</td> <td>164,282</td> <td>213,344</td> <td>Buff. Roch. & Pitts. Nov.</td> <td>63,129</td> <td>57,006</td> <td>8,387</td> <td>28,385</td> </tr> <tr> <td>Sav. Amer. & Mont. Dec.</td> <td>42,513</td> <td>53,684</td> <td>443</td> <td>4,649</td> <td>July 1 to Nov. 30....</td> <td>355,412</td> <td>290,631</td> <td>105,108</td> <td>159,414</td> </tr> <tr> <td>Jan. 1 to Dec. 31....</td> <td>492,500</td> <td>536,697</td> <td>50,964</td> <td>113,441</td> <td>Cam. & Atl. & Brs. Nov.</td> <td>9,535</td> <td>4,796</td> <td>def.18,100</td> <td>def.21,195</td> </tr> <tr> <td>Sav. Fla. & West. ¶ Dec.</td> <td>362,213</td> <td>331,466</td> <td>189,830</td> <td>167,722</td> <td>Jan. 1 to Nov. 30....</td> <td>97,477</td> <td>95,044</td> <td>86,910</td> <td>54,027</td> </tr> <tr> <td>Jan. 1 to Dec. 31....</td> <td>3,000,959</td> <td>3,025,989</td> <td>1,097,282</td> <td>1,040,237</td> <td>Chic. & West Mich. Dec.</td> <td>36,662</td> <td>37,688</td> <td>4,669</td> <td>def.5,080</td> </tr> <tr> <td>Silverton. Dec.</td> <td>5,034</td> <td>11,969</td> <td>1,948</td> <td>5,813</td> <td>Jan. 1 to Dec. 31....</td> <td>396,393</td> <td>313,924</td> <td>2,174</td> <td>213,231</td> </tr> <tr> <td>Jan. 1 to Dec. 31....</td> <td>68,397</td> <td>103,526</td> <td>25,711</td> <td>47,348</td> <td>Chic. Burl. & Quincy Dec.</td> <td>830,000</td> <td>815,075</td> <td>351,945</td> <td>513,489</td> </tr> <tr> <td>South Bound. a Nov.</td> <td>22,184</td> <td>21,657</td> <td>6,192</td> <td>6,972</td> <td>Jan. 1 to Dec. 31....</td> <td>9,960,000</td> <td>9,780,901</td> <td>3,894,293</td> <td>4,472,504</td> </tr> <tr> <td>Jan. 1 to Nov. 30....</td> <td>213,226</td> <td>182,207</td> <td>37,619</td> <td>29,767</td> <td>Clev. Cin. Chic. & St. L. Dec.</td> <td>238,388</td> <td>226,982</td> <td>42,650</td> <td>171,106</td> </tr> <tr> <td>South Carolina. ¶ Dec.</td> <td>109,412</td> <td>114,745</td> <td>27,506</td> <td>31,886</td> <td>July 1 to Dec. 31....</td> <td>1,363,660</td> <td>1,328,455</td> <td>409,850</td> <td>788,345</td> </tr> <tr> <td>Jan. 1 to Dec. 31....</td> <td>1,294,501</td> <td>1,320,044</td> <td>287,339</td> <td>377,513</td> <td>Peoria & Eastern. ¶ Dec</td> <td>36,802</td> <td>36,802</td> <td>def.22,836</td> <td>def.7,796</td> </tr> <tr> <td>Nov. 1 to Dec. 31....</td> <td>220,468</td> <td>237,417</td> <td>25,326</td> <td>66,222</td> <td>July 1 to Dec. 31....</td> <td>220,810</td> <td>220,810</td> <td>def.85,404</td> <td>def.12,597</td> </tr> <tr> <td>Southern Pacific Co.—</td> <td></td> <td></td> <td></td> <td></td> <td>Current River. Dec.</td> <td>6,691</td> <td>6,691</td> <td>def.3,604</td> <td>def.29,222</td> </tr> <tr> <td>Gal. H. & S. Ant. b. ¶ Dec.</td> <td>312,039</td> <td>384,785</td> <td>26,507</td> <td>84,814</td> <td>July 1 to Dec. 31....</td> <td>40,150</td> <td>40,150</td> <td>def.22,542</td> <td>9,463</td> </tr> <tr> <td>Jan. 1 to Dec. 31....</td> <td>4,192,755</td> <td>4,556,424</td> <td>985,453</td> <td>1,094,084</td> <td>Denver & Rio Gr'de Dec.</td> <td>202,160</td> <td>214,114</td> <td>34,346</td> <td>161,414</td> </tr> <tr> <td>Louisiana West. b. ¶ Dec.</td> <td>89,420</td> <td>113,864</td> <td>43,938</td> <td>63,332</td> <td>July 1 to Dec. 31....</td> <td>1,214,359</td> <td>1,342,342</td> <td>146,864</td> <td>914,501</td> </tr> <tr> <td>Jan. 1 to Dec. 31....</td> <td>1,106,143</td> <td>1,097,970</td> <td>529,710</td> <td>549,073</td> <td>Det. Lans. & Nor. Dec.</td> <td>31,317</td> <td>26,242</td> <td>def.17,748</td> <td>def.2,633</td> </tr> <tr> <td>M'gan's La. & T. b. ¶ Dec.</td> <td>721,549</td> <td>750,324</td> <td>279,589</td> <td>295,718</td> <td>Jan. 1 to Dec. 31....</td> <td>320,290</td> <td>315,215</td> <td>†def.85,934</td> <td>\$26,286</td> </tr> <tr> <td>Jan. 1 to Dec. 31....</td> <td>5,784,860</td> <td>5,741,322</td> <td>1,306,160</td> <td>1,372,386</td> <td>Evansv. & Terre H. Sept.</td> <td>30,350</td> <td>21,746</td> <td>59,750</td> <td>47,957</td> </tr> <tr> <td>N. Y. Tex. & M. b. ¶ Dec.</td> <td>24,782</td> <td>25,135</td> <td>13,410</td> <td>12,361</td> <td>July 1 to Sept. 30....</td> <td>81,350</td> <td>64,809</td> <td>126,119</td> <td>148,840</td> </tr> <tr> <td>Jan. 1 to Dec. 31....</td> <td>266,433</td> <td>257,417</td> <td>102,865</td> <td>88,015</td> <td>Flint & Pere Marq. Nov.</td> <td>51,591</td> <td>51,056</td> <td>def.12,822</td> <td>23,892</td> </tr> <tr> <td>Texas & N. O. b. ¶ Dec.</td> <td>138,366</td> <td>153,489</td> <td>57,514</td> <td>72,029</td> <td>Jan. 1 to Nov. 30....</td> <td>556,750</td> <td>556,959</td> <td>66,181</td> <td>221,525</td> </tr> <tr> <td>Jan. 1 to Dec. 31....</td> <td>1,759,301</td> <td>1,690,226</td> <td>784,938</td> <td>724,960</td> <td>Kanawha & Mich. ¶ Nov.</td> <td>9,624</td> <td>6,851</td> <td>1,466</td> <td>5,006</td> </tr> <tr> <td>Atlantic sys. b ¶ Dec.</td> <td>1,314,106</td> <td>1,447,423</td> <td>439,755</td> <td>534,307</td> <td>July 1 to Nov. 30....</td> <td>43,157</td> <td>35,354</td> <td>11,267</td> <td>18,748</td> </tr> <tr> <td>Jan. 1 to Dec. 31....</td> <td>13,301,994</td> <td>13,493,070</td> <td>3,772,870</td> <td>3,845,792</td> <td>Kan. C. Clin. & Spr. Dec.</td> <td>13,640</td> <td>13,640</td> <td>def.117</td> <td>def.1,424</td> </tr> <tr> <td>Pacific system. b. ¶ Dec.</td> <td>2,368,702</td> <td>2,638,000</td> <td>807,555</td> <td>753,141</td> <td>July 1 to Dec. 31....</td> <td>81,830</td> <td>81,830</td> <td>def.14,023</td> <td>def.25,914</td> </tr> <tr> <td>Jan. 1 to Dec. 31....</td> <td>31,747,554</td> <td>35,473,815</td> <td>13,700,434</td> <td>13,837,894</td> <td>Kan. C. Fb. S. & M. Dec.</td> <td>114,975</td> <td>95,059</td> <td>47,368</td> <td>83,755</td> </tr> <tr> <td>Total of all. b. ¶ Dec.</td> <td>3,682,808</td> <td>4,085,733</td> <td>1,247,310</td> <td>1,287,758</td> <td>July 1 to Dec. 31....</td> <td>568,351</td> <td>554,047</td> <td>*95,452</td> <td>*225,396</td> </tr> <tr> <td>Jan. 1 to Dec. 31....</td> <td>48,049,548</td> <td>48,972,195</td> <td>17,473,304</td> <td>17,683,996</td> <td>Kan. C. Mem. & Bir. Dec.</td> <td>39,971</td> <td>33,246</td> <td>942</td> <td>3,294</td> </tr> <tr> <td>Southern Pacific RR.—</td> <td></td> <td></td> <td></td> <td></td> <td>July 1 to Dec. 31....</td> <td>238,092</td> <td>227,754</td> <td>†df115,113</td> <td>†df117,926</td> </tr> <tr> <td>Coast and South'n Call-</td> <td></td> <td></td> <td></td> <td></td> <td>Lake Erie & West'n. ¶ Dec.</td> <td>54,340</td> <td>53,569</td> <td>69,988</td> <td>104,634</td> </tr> <tr> <td>ifornia Divs. ¶ Nov.</td> <td>830,579</td> <td>875,614</td> <td>370,683</td> <td>346,751</td> <td>Jan. 1 to Dec. 31....</td> <td>650,470</td> <td>634,700</td> <td>813,408</td> <td>935,659</td> </tr> <tr> <td>Jan. 1 to Nov. 30....</td> <td>9,940,940</td> <td>9,416,797</td> <td>4,345,148</td> <td>4,050,054</td> <td>Louisv. Ev. & St. L. Sept.</td> <td>47,043</td> <td>41,156</td> <td>15,333</td> <td>22,255</td> </tr> <tr> <td>Arizona Divis'n. ¶ Nov.</td> <td>181,763</td> <td>189,590</td> <td>72,858</td> <td>57,937</td> <td>July 1 to Sept. 30....</td> <td>141,130</td> <td>123,159</td> <td>15,434</td> <td>16,972</td> </tr> <tr> <td>Jan. 1 to Nov. 30....</td> <td>1,875,446</td> <td>1,829,020</td> <td>635,127</td> <td>528,616</td> <td>Nashv. Chat. & St. L. Jan.</td> <td>122,926</td> <td>125,466</td> <td>40,799</td> <td>43,353</td> </tr> <tr> <td>New Mex. Div. b. ¶ Nov.</td> <td>80,459</td> <td>88,030</td> <td>30,061</td> <td>41,372</td> <td>July 1 to Jan. 31....</td> <td>856,530</td> <td>860,240</td> <td>300,093</td> <td>368,107</td> </tr> <tr> <td>Jan. 1 to Nov. 30....</td> <td>870,278</td> <td>925,915</td> <td>327,692</td> <td>442,986</td> <td>Peoria Dec. & Ev. ... Sept.</td> <td>25,508</td> <td>24,979</td> <td>12,317</td> <td>10,290</td> </tr> <tr> <td>Staten I. Rap. Tr. b. ¶ Dec.</td> <td>63,682</td> <td>65,654</td> <td>14,357</td> <td>12,265</td> <td>July 1 to Sept. 30....</td> <td>76,525</td> <td>75,108</td> <td>31,480</td> <td>25,566</td> </tr> <tr> <td>Jan. 1 to Dec. 31....</td> <td>1,024,882</td> <td>1,057,043</td> <td>332,628</td> <td>354,249</td> <td>Sag. Valley & St. L. Dec.</td> <td>5,160</td> <td>4,332</td> <td>def.3,104</td> <td>def.1,807</td> </tr> <tr> <td>July 1 to Dec. 31....</td> <td>568,756</td> <td>597,905</td> <td>226,276</td> <td>231,613</td> <td>Jan. 1 to Dec. 31....</td> <td>42,680</td> <td>42,680</td> <td>def.15,163</td> <td>def.18,407</td> </tr> <tr> <td>Stony Cl. & C. M. b. ¶ Dec.</td> <td>1,615</td> <td>1,817</td> <td>def.261</td> <td>def.93</td> <td>San Fran. & No. Pac. ¶ Jan.</td> <td>17,312</td> <td>17,450</td> <td>def.15,988</td> <td>def.2,425</td> </tr> <tr> <td>Jan. 1 to Dec. 31....</td> <td>47,822</td> <td>59,100</td> <td>13,805</td> <td>26,300</td> <td>July 1 to Jan. 31....</td> <td>121,396</td> <td>122,183</td> <td>42,888</td> <td>91,156</td> </tr> <tr> <td>July 1 to Dec. 31....</td> <td>32,782</td> <td>44,907</td> <td>17,684</td> <td>27,915</td> <td>Tenn. Coal I. & RR. Dec.</td> <td>60,300</td> <td>.....</td> <td>11,300</td> <td>.....</td> </tr> <tr> <td>Summit Branch. ¶ Jan.</td> <td>74,438</td> <td>102,431</td> <td>15,493</td> <td>10,621</td> <td>Jan. 1 to Dec. 31....</td> <td>723,600</td> <td>.....</td> <td>90,600</td> <td>.....</td> </tr> <tr> <td>Lykens Valley. ¶ Jan.</td> <td>65,883</td> <td>82,089</td> <td>12,251</td> <td>7,101</td> <td>West Jersey & Brs. Nov.</td> <td>15,865</td> <td>11,263</td> <td>11,843</td> <td>19,650</td> </tr> <tr> <td>Total both Co's. ¶ Jan.</td> <td>140,369</td> <td>184,520</td> <td>27,749</td> <td>17,721</td> <td>Jan. 1 to Nov. 30....</td> <td>209,302</td> <td>194,877</td> <td>192,023</td> <td>249,712</td> </tr> <tr> <td>Tenn. Coal I. & RR. Dec.</td> <td>.....</td> <td>.....</td> <td>71,600</td> <td>.....</td> <td colspan="10"> <p>¶ A paragraph mark added to the name of a road indicates that the figures for that road for the period given have not previously been published by us. * After deducting Kan. C. Clin. & Spr. and Current River deficits surplus is \$61,887 for 1893, against \$199,482 for 1892. † Includes other income. ‡ After deducting other income net deficit in 1893 was \$103,730, against \$108,875 in 1892. § After allowing for deficit on Sag. Valley & St. Louis and misc. interest, total deficit in 1893 was \$107,290, against a surplus in 1892 of \$9,685.</p> </td> </tr> <tr> <td>Tex. Sab. V. & N. W. ¶ Dec.</td> <td>5,670</td> <td>5,427</td> <td>def.581</td> <td>2,544</td> <td colspan="10"></td> </tr> <tr> <td>Jan. 1 to Dec. 31....</td> <td>57,602</td> <td>51,347</td> <td>14,661</td> <td>16,607</td> <td colspan="10"></td> </tr> <tr> <td>Tol. A. A. & No. M. ¶ Jan.</td> <td>74,766</td> <td>89,697</td> <td>19,747</td> <td>11,681</td> <td colspan="10"></td> </tr> <tr> <td>Toledo & O. Cent. b. ¶ Dec.</td> <td>132,011</td> <td>181,792</td> <td>33,863</td> <td>71,037</td> <td colspan="10"></td> </tr> <tr> <td>Jan. 1 to Dec. 31....</td> <td>1,945,930</td> <td>2,000,614</td> <td>689,786</td> <td>694,789</td> <td colspan="10"></td> </tr> <tr> <td>July 1 to Dec. 31....</td> <td>978,670</td> <td>1,128,071</td> <td>354,549</td> <td>403,133</td> <td colspan="10"></td> </tr> <tr> <td>Tol. Peoria & West. b. ¶ Dec.</td> <td>80,891</td> <td>90,385</td> <td>12,534</td> <td>21,982</td> <td colspan="10"></td> </tr> <tr> <td>Jan. 1 to Dec. 31....</td> <td>975,492</td> <td>996,282</td> <td>223,788</td> <td>259,962</td> <td colspan="10"></td> </tr> <tr> <td>July 1 to Dec. 31....</td> <td>514,424</td> <td>524,566</td> <td>122,225</td> <td>143,664</td> <td colspan="10"></td> </tr> <tr> <td>Ulster & Delaw'le. ¶ Dec.</td> <td>28,495</td> <td>29,492</td> <td>7,942</td> <td>8,674</td> <td colspan="10"></td> </tr> <tr> <td>Jan. 1 to Dec. 31....</td> <td>433,604</td> <td>424,277</td> <td>148,064</td> <td>134,425</td> <td colspan="10"></td> </tr> <tr> <td>July 1 to Dec. 31....</td> <td>253,157</td> <td>253,923</td> <td>102,420</td> <td>94,917</td> <td colspan="10"></td> </tr> <tr> <td>Union Pacific—</td> <td></td> <td></td> <td></td> <td></td> <td colspan="10"></td> </tr> <tr> <td>Oreg. S. L. & U. N. b. ¶ Dec.</td> <td>335,048</td> <td>574,772</td> <td>133,245</td> <td>213,700</td> <td colspan="10"></td> </tr> <tr> <td>Jan. 1 to Dec. 31....</td> <td>5,861,635</td> <td>7,201,200</td> <td>2,299,489</td> <td>2,902,549</td> <td colspan="10"></td> </tr> <tr> <td>Ore. Ry. & N. Co. b. ¶ Dec.</td> <td>312,176</td> <td>396,422</td> <td>57,258</td> <td>103,888</td> <td colspan="10"></td> </tr> <tr> <td>Jan. 1 to Dec. 31....</td> <td>3,868,114</td> <td>4,831,793</td> <td>1,021,750</td> <td>1,511,072</td> <td colspan="10"></td> </tr> <tr> <td>Un. P. D. & Gulf. b. ¶ Dec.</td> <td>397,028</td> <td>506,214</td> <td>97,237</td> <td>138,756</td> <td colspan="10"></td> </tr> <tr> <td>Jan. 1 to Dec. 31....</td> <td>5,093,332</td> <td>5,885,226</td> <td>1,012,891</td> <td>1,466,639</td> <td colspan="10"></td> </tr> <tr> <td>St. Jos. & Gd. Isl. ¶ Dec.</td> <td>118,566</td> <td>138,663</td> <td>41,205</td> <td>64,788</td> <td colspan="10"></td> </tr> <tr> <td>Jan. 1 to Dec. 31....</td> <td>1,163,118</td> <td>1,266,699</td> <td>360,738</td> <td>467,813</td> <td colspan="10"></td> </tr> <tr> <td>All other lines. b. ¶ Dec</td></tr></tbody></table> | | | | | | | | | | Roads. | Inter'l. rentals, &c. | | Bal. of Net Earns. | | 1893-4. | 1892-3. | 1893-4. | 1892-3. | St. Paul & Dul. b. Dec. | 93,872 | 186,292 | 17,196 | 80,151 | Ach. T. & S. Fe. Dec. | 942,000 | 919,000 | df121,831 | †119,667 | Jan. 1 to Dec. 31.... | 1,713,759 | 2,130,710 | 458,205 | 781,123 | July 1 to Dec. 31.... | 5,652,000 | 5,514,000 | †1,295,147 | †2,189,815 | July 1 to Dec. 31.... | 886,309 | 1,277,824 | 303,171 | 527,444 | St. L. & S. F. Dec. | 285,000 | 275,000 | df153,354 | def.25,829 | San Ant. & Aran. P. Dec. | 167,859 | 170,834 | 29,961 | 43,444 | July 1 to Dec. 31.... | 1,710,000 | 1,650,000 | df252,147 | 360,700 | Jan. 1 to Dec. 31.... | 1,881,551 | 1,694,443 | 372,241 | 185,676 | Aggregate total. Dec. | 1,227,000 | 1,194,000 | †df275,185 | 93,838 | San Fr. & N. Pac. a. ¶ Jan. | 44,001 | 62,334 | 1,354 | 15,025 | July 1 to Dec. 31.... | 7,362,000 | 7,164,000 | †1,043,000 | †2,550,515 | July 1 to Jan. 31.... | 437,430 | 554,129 | 164,282 | 213,344 | Buff. Roch. & Pitts. Nov. | 63,129 | 57,006 | 8,387 | 28,385 | Sav. Amer. & Mont. Dec. | 42,513 | 53,684 | 443 | 4,649 | July 1 to Nov. 30.... | 355,412 | 290,631 | 105,108 | 159,414 | Jan. 1 to Dec. 31.... | 492,500 | 536,697 | 50,964 | 113,441 | Cam. & Atl. & Brs. Nov. | 9,535 | 4,796 | def.18,100 | def.21,195 | Sav. Fla. & West. ¶ Dec. | 362,213 | 331,466 | 189,830 | 167,722 | Jan. 1 to Nov. 30.... | 97,477 | 95,044 | 86,910 | 54,027 | Jan. 1 to Dec. 31.... | 3,000,959 | 3,025,989 | 1,097,282 | 1,040,237 | Chic. & West Mich. Dec. | 36,662 | 37,688 | 4,669 | def.5,080 | Silverton. Dec. | 5,034 | 11,969 | 1,948 | 5,813 | Jan. 1 to Dec. 31.... | 396,393 | 313,924 | 2,174 | 213,231 | Jan. 1 to Dec. 31.... | 68,397 | 103,526 | 25,711 | 47,348 | Chic. Burl. & Quincy Dec. | 830,000 | 815,075 | 351,945 | 513,489 | South Bound. a Nov. | 22,184 | 21,657 | 6,192 | 6,972 | Jan. 1 to Dec. 31.... | 9,960,000 | 9,780,901 | 3,894,293 | 4,472,504 | Jan. 1 to Nov. 30.... | 213,226 | 182,207 | 37,619 | 29,767 | Clev. Cin. Chic. & St. L. Dec. | 238,388 | 226,982 | 42,650 | 171,106 | South Carolina. ¶ Dec. | 109,412 | 114,745 | 27,506 | 31,886 | July 1 to Dec. 31.... | 1,363,660 | 1,328,455 | 409,850 | 788,345 | Jan. 1 to Dec. 31.... | 1,294,501 | 1,320,044 | 287,339 | 377,513 | Peoria & Eastern. ¶ Dec | 36,802 | 36,802 | def.22,836 | def.7,796 | Nov. 1 to Dec. 31.... | 220,468 | 237,417 | 25,326 | 66,222 | July 1 to Dec. 31.... | 220,810 | 220,810 | def.85,404 | def.12,597 | Southern Pacific Co.— | | | | | Current River. Dec. | 6,691 | 6,691 | def.3,604 | def.29,222 | Gal. H. & S. Ant. b. ¶ Dec. | 312,039 | 384,785 | 26,507 | 84,814 | July 1 to Dec. 31.... | 40,150 | 40,150 | def.22,542 | 9,463 | Jan. 1 to Dec. 31.... | 4,192,755 | 4,556,424 | 985,453 | 1,094,084 | Denver & Rio Gr'de Dec. | 202,160 | 214,114 | 34,346 | 161,414 | Louisiana West. b. ¶ Dec. | 89,420 | 113,864 | 43,938 | 63,332 | July 1 to Dec. 31.... | 1,214,359 | 1,342,342 | 146,864 | 914,501 | Jan. 1 to Dec. 31.... | 1,106,143 | 1,097,970 | 529,710 | 549,073 | Det. Lans. & Nor. Dec. | 31,317 | 26,242 | def.17,748 | def.2,633 | M'gan's La. & T. b. ¶ Dec. | 721,549 | 750,324 | 279,589 | 295,718 | Jan. 1 to Dec. 31.... | 320,290 | 315,215 | †def.85,934 | \$26,286 | Jan. 1 to Dec. 31.... | 5,784,860 | 5,741,322 | 1,306,160 | 1,372,386 | Evansv. & Terre H. Sept. | 30,350 | 21,746 | 59,750 | 47,957 | N. Y. Tex. & M. b. ¶ Dec. | 24,782 | 25,135 | 13,410 | 12,361 | July 1 to Sept. 30.... | 81,350 | 64,809 | 126,119 | 148,840 | Jan. 1 to Dec. 31.... | 266,433 | 257,417 | 102,865 | 88,015 | Flint & Pere Marq. Nov. | 51,591 | 51,056 | def.12,822 | 23,892 | Texas & N. O. b. ¶ Dec. | 138,366 | 153,489 | 57,514 | 72,029 | Jan. 1 to Nov. 30.... | 556,750 | 556,959 | 66,181 | 221,525 | Jan. 1 to Dec. 31.... | 1,759,301 | 1,690,226 | 784,938 | 724,960 | Kanawha & Mich. ¶ Nov. | 9,624 | 6,851 | 1,466 | 5,006 | Atlantic sys. b ¶ Dec. | 1,314,106 | 1,447,423 | 439,755 | 534,307 | July 1 to Nov. 30.... | 43,157 | 35,354 | 11,267 | 18,748 | Jan. 1 to Dec. 31.... | 13,301,994 | 13,493,070 | 3,772,870 | 3,845,792 | Kan. C. Clin. & Spr. Dec. | 13,640 | 13,640 | def.117 | def.1,424 | Pacific system. b. ¶ Dec. | 2,368,702 | 2,638,000 | 807,555 | 753,141 | July 1 to Dec. 31.... | 81,830 | 81,830 | def.14,023 | def.25,914 | Jan. 1 to Dec. 31.... | 31,747,554 | 35,473,815 | 13,700,434 | 13,837,894 | Kan. C. Fb. S. & M. Dec. | 114,975 | 95,059 | 47,368 | 83,755 | Total of all. b. ¶ Dec. | 3,682,808 | 4,085,733 | 1,247,310 | 1,287,758 | July 1 to Dec. 31.... | 568,351 | 554,047 | *95,452 | *225,396 | Jan. 1 to Dec. 31.... | 48,049,548 | 48,972,195 | 17,473,304 | 17,683,996 | Kan. C. Mem. & Bir. Dec. | 39,971 | 33,246 | 942 | 3,294 | Southern Pacific RR.— | | | | | July 1 to Dec. 31.... | 238,092 | 227,754 | †df115,113 | †df117,926 | Coast and South'n Call- | | | | | Lake Erie & West'n. ¶ Dec. | 54,340 | 53,569 | 69,988 | 104,634 | ifornia Divs. ¶ Nov. | 830,579 | 875,614 | 370,683 | 346,751 | Jan. 1 to Dec. 31.... | 650,470 | 634,700 | 813,408 | 935,659 | Jan. 1 to Nov. 30.... | 9,940,940 | 9,416,797 | 4,345,148 | 4,050,054 | Louisv. Ev. & St. L. Sept. | 47,043 | 41,156 | 15,333 | 22,255 | Arizona Divis'n. ¶ Nov. | 181,763 | 189,590 | 72,858 | 57,937 | July 1 to Sept. 30.... | 141,130 | 123,159 | 15,434 | 16,972 | Jan. 1 to Nov. 30.... | 1,875,446 | 1,829,020 | 635,127 | 528,616 | Nashv. Chat. & St. L. Jan. | 122,926 | 125,466 | 40,799 | 43,353 | New Mex. Div. b. ¶ Nov. | 80,459 | 88,030 | 30,061 | 41,372 | July 1 to Jan. 31.... | 856,530 | 860,240 | 300,093 | 368,107 | Jan. 1 to Nov. 30.... | 870,278 | 925,915 | 327,692 | 442,986 | Peoria Dec. & Ev. ... Sept. | 25,508 | 24,979 | 12,317 | 10,290 | Staten I. Rap. Tr. b. ¶ Dec. | 63,682 | 65,654 | 14,357 | 12,265 | July 1 to Sept. 30.... | 76,525 | 75,108 | 31,480 | 25,566 | Jan. 1 to Dec. 31.... | 1,024,882 | 1,057,043 | 332,628 | 354,249 | Sag. Valley & St. L. Dec. | 5,160 | 4,332 | def.3,104 | def.1,807 | July 1 to Dec. 31.... | 568,756 | 597,905 | 226,276 | 231,613 | Jan. 1 to Dec. 31.... | 42,680 | 42,680 | def.15,163 | def.18,407 | Stony Cl. & C. M. b. ¶ Dec. | 1,615 | 1,817 | def.261 | def.93 | San Fran. & No. Pac. ¶ Jan. | 17,312 | 17,450 | def.15,988 | def.2,425 | Jan. 1 to Dec. 31.... | 47,822 | 59,100 | 13,805 | 26,300 | July 1 to Jan. 31.... | 121,396 | 122,183 | 42,888 | 91,156 | July 1 to Dec. 31.... | 32,782 | 44,907 | 17,684 | 27,915 | Tenn. Coal I. & RR. Dec. | 60,300 | | 11,300 | | Summit Branch. ¶ Jan. | 74,438 | 102,431 | 15,493 | 10,621 | Jan. 1 to Dec. 31.... | 723,600 | | 90,600 | | Lykens Valley. ¶ Jan. | 65,883 | 82,089 | 12,251 | 7,101 | West Jersey & Brs. Nov. | 15,865 | 11,263 | 11,843 | 19,650 | Total both Co's. ¶ Jan. | 140,369 | 184,520 | 27,749 | 17,721 | Jan. 1 to Nov. 30.... | 209,302 | 194,877 | 192,023 | 249,712 | Tenn. Coal I. & RR. Dec. | | | 71,600 | | <p>¶ A paragraph mark added to the name of a road indicates that the figures for that road for the period given have not previously been published by us. * After deducting Kan. C. Clin. & Spr. and Current River deficits surplus is \$61,887 for 1893, against \$199,482 for 1892. † Includes other income. ‡ After deducting other income net deficit in 1893 was \$103,730, against \$108,875 in 1892. § After allowing for deficit on Sag. Valley & St. Louis and misc. interest, total deficit in 1893 was \$107,290, against a surplus in 1892 of \$9,685.</p> | | | | | | | | | | Tex. Sab. V. & N. W. ¶ Dec. | 5,670 | 5,427 | def.581 | 2,544 | | | | | | | | | | | Jan. 1 to Dec. 31.... | 57,602 | 51,347 | 14,661 | 16,607 | | | | | | | | | | | Tol. A. A. & No. M. ¶ Jan. | 74,766 | 89,697 | 19,747 | 11,681 | | | | | | | | | | | Toledo & O. Cent. b. ¶ Dec. | 132,011 | 181,792 | 33,863 | 71,037 | | | | | | | | | | | Jan. 1 to Dec. 31.... | 1,945,930 | 2,000,614 | 689,786 | 694,789 | | | | | | | | | | | July 1 to Dec. 31.... | 978,670 | 1,128,071 | 354,549 | 403,133 | | | | | | | | | | | Tol. Peoria & West. b. ¶ Dec. | 80,891 | 90,385 | 12,534 | 21,982 | | | | | | | | | | | Jan. 1 to Dec. 31.... | 975,492 | 996,282 | 223,788 | 259,962 | | | | | | | | | | | July 1 to Dec. 31.... | 514,424 | 524,566 | 122,225 | 143,664 | | | | | | | | | | | Ulster & Delaw'le. ¶ Dec. | 28,495 | 29,492 | 7,942 | 8,674 | | | | | | | | | | | Jan. 1 to Dec. 31.... | 433,604 | 424,277 | 148,064 | 134,425 | | | | | | | | | | | July 1 to Dec. 31.... | 253,157 | 253,923 | 102,420 | 94,917 | | | | | | | | | | | Union Pacific— | | | | | | | | | | | | | | | Oreg. S. L. & U. N. b. ¶ Dec. | 335,048 | 574,772 | 133,245 | 213,700 | | | | | | | | | | | Jan. 1 to Dec. 31.... | 5,861,635 | 7,201,200 | 2,299,489 | 2,902,549 | | | | | | | | | | | Ore. Ry. & N. Co. b. ¶ Dec. | 312,176 | 396,422 | 57,258 | 103,888 | | | | | | | | | | | Jan. 1 to Dec. 31.... | 3,868,114 | 4,831,793 | 1,021,750 | 1,511,072 | | | | | | | | | | | Un. P. D. & Gulf. b. ¶ Dec. | 397,028 | 506,214 | 97,237 | 138,756 | | | | | | | | | | | Jan. 1 to Dec. 31.... | 5,093,332 | 5,885,226 | 1,012,891 | 1,466,639 | | | | | | | | | | | St. Jos. & Gd. Isl. ¶ Dec. | 118,566 | 138,663 | 41,205 | 64,788 | | | | | | | | | | | Jan. 1 to Dec. 31.... | 1,163,118 | 1,266,699 | 360,738 | 467,813 | | | | | | | | | | | All other lines. b. ¶ Dec |
| Roads. | Inter'l. rentals, &c. | | Bal. of Net Earns. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1893-4. | 1892-3. | 1893-4. | 1892-3. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| St. Paul & Dul. b. Dec. | 93,872 | 186,292 | 17,196 | 80,151 | Ach. T. & S. Fe. Dec. | 942,000 | 919,000 | df121,831 | †119,667 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 1 to Dec. 31.... | 1,713,759 | 2,130,710 | 458,205 | 781,123 | July 1 to Dec. 31.... | 5,652,000 | 5,514,000 | †1,295,147 | †2,189,815 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| July 1 to Dec. 31.... | 886,309 | 1,277,824 | 303,171 | 527,444 | St. L. & S. F. Dec. | 285,000 | 275,000 | df153,354 | def.25,829 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| San Ant. & Aran. P. Dec. | 167,859 | 170,834 | 29,961 | 43,444 | July 1 to Dec. 31.... | 1,710,000 | 1,650,000 | df252,147 | 360,700 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 1 to Dec. 31.... | 1,881,551 | 1,694,443 | 372,241 | 185,676 | Aggregate total. Dec. | 1,227,000 | 1,194,000 | †df275,185 | 93,838 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| San Fr. & N. Pac. a. ¶ Jan. | 44,001 | 62,334 | 1,354 | 15,025 | July 1 to Dec. 31.... | 7,362,000 | 7,164,000 | †1,043,000 | †2,550,515 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| July 1 to Jan. 31.... | 437,430 | 554,129 | 164,282 | 213,344 | Buff. Roch. & Pitts. Nov. | 63,129 | 57,006 | 8,387 | 28,385 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sav. Amer. & Mont. Dec. | 42,513 | 53,684 | 443 | 4,649 | July 1 to Nov. 30.... | 355,412 | 290,631 | 105,108 | 159,414 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 1 to Dec. 31.... | 492,500 | 536,697 | 50,964 | 113,441 | Cam. & Atl. & Brs. Nov. | 9,535 | 4,796 | def.18,100 | def.21,195 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sav. Fla. & West. ¶ Dec. | 362,213 | 331,466 | 189,830 | 167,722 | Jan. 1 to Nov. 30.... | 97,477 | 95,044 | 86,910 | 54,027 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 1 to Dec. 31.... | 3,000,959 | 3,025,989 | 1,097,282 | 1,040,237 | Chic. & West Mich. Dec. | 36,662 | 37,688 | 4,669 | def.5,080 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Silverton. Dec. | 5,034 | 11,969 | 1,948 | 5,813 | Jan. 1 to Dec. 31.... | 396,393 | 313,924 | 2,174 | 213,231 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 1 to Dec. 31.... | 68,397 | 103,526 | 25,711 | 47,348 | Chic. Burl. & Quincy Dec. | 830,000 | 815,075 | 351,945 | 513,489 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| South Bound. a Nov. | 22,184 | 21,657 | 6,192 | 6,972 | Jan. 1 to Dec. 31.... | 9,960,000 | 9,780,901 | 3,894,293 | 4,472,504 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 1 to Nov. 30.... | 213,226 | 182,207 | 37,619 | 29,767 | Clev. Cin. Chic. & St. L. Dec. | 238,388 | 226,982 | 42,650 | 171,106 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| South Carolina. ¶ Dec. | 109,412 | 114,745 | 27,506 | 31,886 | July 1 to Dec. 31.... | 1,363,660 | 1,328,455 | 409,850 | 788,345 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 1 to Dec. 31.... | 1,294,501 | 1,320,044 | 287,339 | 377,513 | Peoria & Eastern. ¶ Dec | 36,802 | 36,802 | def.22,836 | def.7,796 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Nov. 1 to Dec. 31.... | 220,468 | 237,417 | 25,326 | 66,222 | July 1 to Dec. 31.... | 220,810 | 220,810 | def.85,404 | def.12,597 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Southern Pacific Co.— | | | | | Current River. Dec. | 6,691 | 6,691 | def.3,604 | def.29,222 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Gal. H. & S. Ant. b. ¶ Dec. | 312,039 | 384,785 | 26,507 | 84,814 | July 1 to Dec. 31.... | 40,150 | 40,150 | def.22,542 | 9,463 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 1 to Dec. 31.... | 4,192,755 | 4,556,424 | 985,453 | 1,094,084 | Denver & Rio Gr'de Dec. | 202,160 | 214,114 | 34,346 | 161,414 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Louisiana West. b. ¶ Dec. | 89,420 | 113,864 | 43,938 | 63,332 | July 1 to Dec. 31.... | 1,214,359 | 1,342,342 | 146,864 | 914,501 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 1 to Dec. 31.... | 1,106,143 | 1,097,970 | 529,710 | 549,073 | Det. Lans. & Nor. Dec. | 31,317 | 26,242 | def.17,748 | def.2,633 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| M'gan's La. & T. b. ¶ Dec. | 721,549 | 750,324 | 279,589 | 295,718 | Jan. 1 to Dec. 31.... | 320,290 | 315,215 | †def.85,934 | \$26,286 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 1 to Dec. 31.... | 5,784,860 | 5,741,322 | 1,306,160 | 1,372,386 | Evansv. & Terre H. Sept. | 30,350 | 21,746 | 59,750 | 47,957 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| N. Y. Tex. & M. b. ¶ Dec. | 24,782 | 25,135 | 13,410 | 12,361 | July 1 to Sept. 30.... | 81,350 | 64,809 | 126,119 | 148,840 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 1 to Dec. 31.... | 266,433 | 257,417 | 102,865 | 88,015 | Flint & Pere Marq. Nov. | 51,591 | 51,056 | def.12,822 | 23,892 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Texas & N. O. b. ¶ Dec. | 138,366 | 153,489 | 57,514 | 72,029 | Jan. 1 to Nov. 30.... | 556,750 | 556,959 | 66,181 | 221,525 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 1 to Dec. 31.... | 1,759,301 | 1,690,226 | 784,938 | 724,960 | Kanawha & Mich. ¶ Nov. | 9,624 | 6,851 | 1,466 | 5,006 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Atlantic sys. b ¶ Dec. | 1,314,106 | 1,447,423 | 439,755 | 534,307 | July 1 to Nov. 30.... | 43,157 | 35,354 | 11,267 | 18,748 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 1 to Dec. 31.... | 13,301,994 | 13,493,070 | 3,772,870 | 3,845,792 | Kan. C. Clin. & Spr. Dec. | 13,640 | 13,640 | def.117 | def.1,424 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Pacific system. b. ¶ Dec. | 2,368,702 | 2,638,000 | 807,555 | 753,141 | July 1 to Dec. 31.... | 81,830 | 81,830 | def.14,023 | def.25,914 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 1 to Dec. 31.... | 31,747,554 | 35,473,815 | 13,700,434 | 13,837,894 | Kan. C. Fb. S. & M. Dec. | 114,975 | 95,059 | 47,368 | 83,755 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total of all. b. ¶ Dec. | 3,682,808 | 4,085,733 | 1,247,310 | 1,287,758 | July 1 to Dec. 31.... | 568,351 | 554,047 | *95,452 | *225,396 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 1 to Dec. 31.... | 48,049,548 | 48,972,195 | 17,473,304 | 17,683,996 | Kan. C. Mem. & Bir. Dec. | 39,971 | 33,246 | 942 | 3,294 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Southern Pacific RR.— | | | | | July 1 to Dec. 31.... | 238,092 | 227,754 | †df115,113 | †df117,926 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Coast and South'n Call- | | | | | Lake Erie & West'n. ¶ Dec. | 54,340 | 53,569 | 69,988 | 104,634 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ifornia Divs. ¶ Nov. | 830,579 | 875,614 | 370,683 | 346,751 | Jan. 1 to Dec. 31.... | 650,470 | 634,700 | 813,408 | 935,659 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 1 to Nov. 30.... | 9,940,940 | 9,416,797 | 4,345,148 | 4,050,054 | Louisv. Ev. & St. L. Sept. | 47,043 | 41,156 | 15,333 | 22,255 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Arizona Divis'n. ¶ Nov. | 181,763 | 189,590 | 72,858 | 57,937 | July 1 to Sept. 30.... | 141,130 | 123,159 | 15,434 | 16,972 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 1 to Nov. 30.... | 1,875,446 | 1,829,020 | 635,127 | 528,616 | Nashv. Chat. & St. L. Jan. | 122,926 | 125,466 | 40,799 | 43,353 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| New Mex. Div. b. ¶ Nov. | 80,459 | 88,030 | 30,061 | 41,372 | July 1 to Jan. 31.... | 856,530 | 860,240 | 300,093 | 368,107 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 1 to Nov. 30.... | 870,278 | 925,915 | 327,692 | 442,986 | Peoria Dec. & Ev. ... Sept. | 25,508 | 24,979 | 12,317 | 10,290 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Staten I. Rap. Tr. b. ¶ Dec. | 63,682 | 65,654 | 14,357 | 12,265 | July 1 to Sept. 30.... | 76,525 | 75,108 | 31,480 | 25,566 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 1 to Dec. 31.... | 1,024,882 | 1,057,043 | 332,628 | 354,249 | Sag. Valley & St. L. Dec. | 5,160 | 4,332 | def.3,104 | def.1,807 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| July 1 to Dec. 31.... | 568,756 | 597,905 | 226,276 | 231,613 | Jan. 1 to Dec. 31.... | 42,680 | 42,680 | def.15,163 | def.18,407 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Stony Cl. & C. M. b. ¶ Dec. | 1,615 | 1,817 | def.261 | def.93 | San Fran. & No. Pac. ¶ Jan. | 17,312 | 17,450 | def.15,988 | def.2,425 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 1 to Dec. 31.... | 47,822 | 59,100 | 13,805 | 26,300 | July 1 to Jan. 31.... | 121,396 | 122,183 | 42,888 | 91,156 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| July 1 to Dec. 31.... | 32,782 | 44,907 | 17,684 | 27,915 | Tenn. Coal I. & RR. Dec. | 60,300 | | 11,300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Summit Branch. ¶ Jan. | 74,438 | 102,431 | 15,493 | 10,621 | Jan. 1 to Dec. 31.... | 723,600 | | 90,600 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Lykens Valley. ¶ Jan. | 65,883 | 82,089 | 12,251 | 7,101 | West Jersey & Brs. Nov. | 15,865 | 11,263 | 11,843 | 19,650 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total both Co's. ¶ Jan. | 140,369 | 184,520 | 27,749 | 17,721 | Jan. 1 to Nov. 30.... | 209,302 | 194,877 | 192,023 | 249,712 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Tenn. Coal I. & RR. Dec. | | | 71,600 | | <p>¶ A paragraph mark added to the name of a road indicates that the figures for that road for the period given have not previously been published by us. * After deducting Kan. C. Clin. & Spr. and Current River deficits surplus is \$61,887 for 1893, against \$199,482 for 1892. † Includes other income. ‡ After deducting other income net deficit in 1893 was \$103,730, against \$108,875 in 1892. § After allowing for deficit on Sag. Valley & St. Louis and misc. interest, total deficit in 1893 was \$107,290, against a surplus in 1892 of \$9,685.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Tex. Sab. V. & N. W. ¶ Dec. | 5,670 | 5,427 | def.581 | 2,544 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 1 to Dec. 31.... | 57,602 | 51,347 | 14,661 | 16,607 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Tol. A. A. & No. M. ¶ Jan. | 74,766 | 89,697 | 19,747 | 11,681 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Toledo & O. Cent. b. ¶ Dec. | 132,011 | 181,792 | 33,863 | 71,037 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 1 to Dec. 31.... | 1,945,930 | 2,000,614 | 689,786 | 694,789 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| July 1 to Dec. 31.... | 978,670 | 1,128,071 | 354,549 | 403,133 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Tol. Peoria & West. b. ¶ Dec. | 80,891 | 90,385 | 12,534 | 21,982 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 1 to Dec. 31.... | 975,492 | 996,282 | 223,788 | 259,962 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| July 1 to Dec. 31.... | 514,424 | 524,566 | 122,225 | 143,664 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ulster & Delaw'le. ¶ Dec. | 28,495 | 29,492 | 7,942 | 8,674 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 1 to Dec. 31.... | 433,604 | 424,277 | 148,064 | 134,425 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| July 1 to Dec. 31.... | 253,157 | 253,923 | 102,420 | 94,917 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Union Pacific— | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Oreg. S. L. & U. N. b. ¶ Dec. | 335,048 | 574,772 | 133,245 | 213,700 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 1 to Dec. 31.... | 5,861,635 | 7,201,200 | 2,299,489 | 2,902,549 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ore. Ry. & N. Co. b. ¶ Dec. | 312,176 | 396,422 | 57,258 | 103,888 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 1 to Dec. 31.... | 3,868,114 | 4,831,793 | 1,021,750 | 1,511,072 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Un. P. D. & Gulf. b. ¶ Dec. | 397,028 | 506,214 | 97,237 | 138,756 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 1 to Dec. 31.... | 5,093,332 | 5,885,226 | 1,012,891 | 1,466,639 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| St. Jos. & Gd. Isl. ¶ Dec. | 118,566 | 138,663 | 41,205 | 64,788 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 1 to Dec. 31.... | 1,163,118 | 1,266,699 | 360,738 | 467,813 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| All other lines. b. ¶ Dec | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

ANNUAL REPORTS.

Delaware & Hudson Canal Co.

(For the year ending December 31, 1893.)

The report of president Olyphant says: "In presenting to the stockholders the results of the business of the year 1893, your managers have the pleasure to report that the coal trade has been an exception to the general depression that has characterized the industries of the country during that period, and that more coal has been mined than during any previous year in the anthracite history; while prices, though not high, have been fairly maintained.

Such condition was doubtless largely due to the cold winter of 1892-93, causing a large consumption for domestic uses, which so depleted the stock in the hands of buyers that they were constantly compelled to replenish the same.

The total output was 43,089,537 tons.

Of this amount your company produced..... 4,467,346
And transported for others..... 1,710,312

Total tons..... 6,177,659

The gross receipts were..... \$20,672,317
Expenses..... 14,050,131 \$6,622,186

Less taxes, interest and rentals..... 3,407,637

Leaving net earnings..... \$3,214,548

Or a fraction over 10¹/₁₀₀ per cent.

The amount of anthracite coal carried over your leased lines again records a gratifying gain, but the unprecedented dulness in general trade and the enforced idleness in the iron industry along Lake Champlain during almost the entire year have so diminished the receipts from these sources that the net results permit your managers to report a credit to Profit and Loss account of only \$11,444 as compared with \$237,811 for 1892.

The additions to equipment during the year were 27 passenger cars, 1 officers' car, 1 dining car, 500 coal cars, 100 box cars, 8 locomotives, and 7,442 tons steel rails were paid for.

The statistics for four years have been compiled for the CHRONICLE as follows:

| INCOME ACCOUNT. | | | | |
|-------------------------------|------------|------------|------------|------------|
| | 1890. | 1891. | 1892. | 1893. |
| <i>Receipts—</i> | | | | |
| From coal..... | 7,800,207 | 8,335,010 | 9,629,333 | 9,939,648 |
| From railroads..... | 10,468,674 | 10,662,324 | 10,361,443 | 10,212,412 |
| From miscellaneous..... | 911,968 | 711,869 | 452,765 | 520,258 |
| Total..... | 19,180,849 | 19,109,203 | 20,438,542 | 20,672,317 |
| Operating expenses..... | 13,101,176 | 13,511,776 | 13,977,757 | 14,050,131 |
| Net..... | 6,079,672 | 5,597,427 | 6,460,785 | 6,622,187 |
| Interst, taxes & rentals..... | 3,511,333 | 3,393,377 | 3,425,320 | 3,407,638 |
| Balance for divid's..... | 2,568,340 | 2,204,050 | 3,035,465 | 3,214,549 |

| PROFIT AND LOSS ACCOUNT. | | | | |
|-------------------------------|------------|------------|------------|------------|
| | 1890. | 1891. | 1892. | 1893. |
| <i>Receipts—</i> | | | | |
| Sales of coal..... | 7,875,379 | 7,574,114 | 9,854,422 | 10,405,474 |
| Canal tolls..... | 58,183 | 55,570 | 65,025 | 52,729 |
| Int. on invest. & miscel..... | 853,784 | 656,239 | 387,740 | 467,579 |
| Coal on hand Dec. 31..... | 320,927 | 1,081,823 | 856,733 | 390,956 |
| Net earn. from RR's..... | 1,693,226 | 1,125,694 | 1,503,593 | 1,375,340 |
| Total..... | 10,801,499 | 10,493,500 | 12,667,513 | 12,692,018 |

| GENERAL BALANCE AT CLOSE OF EACH FISCAL YEAR. | | | | |
|---|------------|------------|------------|------------|
| | 1890. | 1891. | 1892. | 1893. |
| <i>Assets—</i> | | | | |
| Canal..... | 6,339,210 | 6,339,210 | 6,339,210 | 6,139,210 |
| Railroad and equip't..... | 8,534,119 | 9,345,802 | 9,294,805 | 9,755,916 |
| Real estate..... | 11,454,325 | 11,520,780 | 11,559,107 | 11,582,449 |
| Mine imp'ts, fix'ts, &c..... | 3,933,169 | 3,057,144 | 3,151,749 | 3,116,443 |
| Coal yard, barges, &c..... | 1,036,341 | 1,084,907 | 1,017,451 | 963,936 |
| Lacka. & Susqueh. RR..... | 1,062,467 | 1,087,577 | 1,091,334 | 1,104,498 |
| N. Y. & Canada RR..... | 3,997,211 | 4,033,030 | 4,351,148 | 4,520,977 |
| Cherry V'l Sh. & AL RR..... | 210,000 | 210,000 | 210,000 | 210,000 |
| Mechan. & Fr. Ed. RR..... | 54,998 | 54,993 | 54,998 | 54,998 |
| Schen. & Mehan RR..... | 214,895 | 214,895 | 215,761 | 215,761 |
| Construct. leased lines..... | 332,164 | 345,523 | 506,451 | 625,736 |
| Coal on hand Dec. 31..... | 320,927 | 1,081,823 | 856,733 | 390,956 |
| Advances to P'd lines..... | 658,616 | 376 | — | — |
| Adv. on coal royalties..... | 989,204 | 1,045,200 | 1,039,762 | 1,010,296 |
| Miscellaneous assets..... | 5,575,241 | 4,672,601 | 4,044,912 | 4,903,612 |
| Telegraph..... | 18,708 | 18,708 | 18,708 | 18,708 |
| Supplies, tools, &c..... | 1,410,776 | 1,723,166 | 1,878,202 | 1,795,615 |
| Cash and bills and ac- counts receivable, net..... | 6,011,780 | 1,740,226 | 1,731,838 | 2,276,628 |
| Total assets..... | 51,259,445 | 47,575,966 | 47,103,471 | 47,633,772 |

| GENERAL BALANCE AT CLOSE OF EACH FISCAL YEAR. | | | | |
|---|------------|------------|------------|------------|
| | 1890. | 1891. | 1892. | 1893. |
| <i>Liabilities—</i> | | | | |
| Stock..... | 30,000,000 | 30,000,000 | 30,000,000 | 30,000,000 |
| Bonds..... | 15,380,000 | 9,829,000 | 9,829,000 | 9,829,000 |
| Other accounts..... | 669,889 | 1,924,198 | 600,727 | 1,583,222 |
| Surplus fund..... | 5,211,556 | 5,822,764 | 6,673,744 | 7,221,949 |
| Total liabilities..... | 51,259,445 | 47,575,966 | 47,103,471 | 47,633,772 |

* These miscellaneous assets consist of the following: Sundry bonds, \$50,470; 4,000 shares Albany & Susquehanna RR., \$450,000; 16,000 shares Kenschlaer & Saratoga RR., \$1,600,000; 40,000 shares Rutland RR., \$1,500,000; sundry stocks, \$30,172

† Interest and dividends payable January, \$441,900; dividends, interest and bonds unpaid, \$134,323.

‡ Of this \$5,960,873 is No. Coal & Iron Co.

Northern Central Railway.

(For the year ending December 31, 1893.)

The report of President Roberts for the year 1893 is given at length on subsequent pages.

The comparative statistics for four years have been compiled for the CHRONICLE as follows:

| OPERATIONS AND FISCAL RESULTS. | | | | |
|--------------------------------|-------|-------|-------|-------|
| | 1890. | 1891. | 1892. | 1893. |
| Road operated..... | 377 | 377 | 377 | 377 |

| | | | | |
|----------------------------|-------------|-------------|-------------|-------------|
| <i>Operations—</i> | | | | |
| Pass. carried No..... | 4,617,976 | 4,629,044 | 5,062,444 | 4,740,675 |
| Pass. carried 1 mile..... | 53,123,738 | 56,429,617 | 64,788,288 | 61,629,942 |
| Rate p. pass. p. mile..... | 1'840 cts. | 2'170 cts. | 2'034 cts. | 2'114 cts. |
| Fre't (tons) carried..... | 16,078,663 | 16,397,043 | 18,191,780 | 16,997,762 |
| Fre't (tons) one mile..... | 840,267,263 | 834,517,438 | 929,886,142 | 857,194,188 |
| Rate p. ton p. mile..... | 0'593 cts. | 0'621 cts. | 0'592 cts. | 0'605 cts. |
| <i>Earnings—</i> | | | | |
| Passengers..... | 1,173,121 | 1,219,039 | 1,317,487 | 1,302,879 |
| Freight..... | 4,980,622 | 5,182,761 | 5,500,799 | 5,188,637 |
| Mail, exp. & miscel..... | 465,054 | 418,768 | 373,004 | 390,290 |

| | | | | |
|-------------------------|-----------|-----------|-----------|-----------|
| Gross earnings..... | 6,608,797 | 6,820,568 | 7,191,290 | 6,881,506 |
| Operating expenses..... | 4,921,759 | 4,917,222 | 5,112,360 | 4,763,156 |
| Net earnings..... | 1,687,038 | 1,903,346 | 2,078,930 | 2,118,650 |

| INCOME ACCOUNT. | | | | |
|---------------------|-----------|-----------|-----------|-----------|
| | 1890. | 1891. | 1892. | 1893. |
| <i>Receipts—</i> | | | | |
| Net earnings..... | 1,687,038 | 1,903,346 | 2,078,930 | 2,118,650 |
| Other receipts..... | 522,951 | 377,181 | 333,886 | 496,979 |
| Total income..... | 2,209,989 | 2,280,527 | 2,412,816 | 2,615,629 |

| | | | | |
|-------------------------------|-----------|-----------|-----------|-----------|
| <i>Disbursements—</i> | | | | |
| Rent'l's'l's d lines, &c..... | 475,572 | 440,461 | 442,140 | 500,253 |
| Interest on debt..... | 924,039 | 914,001 | 869,698 | 859,561 |
| Dividends..... | 526,260 | 526,263 | 601,444 | 601,446 |
| Rate of dividend..... | (7) | (7) | (8) | (8) |
| Miscellaneous..... | 226,656 | 229,553 | 129,341 | 94,174 |
| Total disbursements..... | 2,152,527 | 2,110,283 | 2,042,623 | 2,055,434 |
| Balance, surplus..... | 57,462 | 170,244 | 370,193 | 560,195 |

* Includes rent of roads and interest on their equipment.
† Includes car trusts.

BALANCE SHEET DECEMBER 31.

| | 1892. | 1893. |
|---|------------|------------|
| <i>Assets—</i> | | |
| Cost of railway, equipment, &c..... | 20,177,073 | 20,477,923 |
| Bonds and stocks owned..... | 3,827,224 | 3,589,228 |
| Materials and supplies..... | 414,507 | 405,222 |
| Due from agents and connecting roads, &c..... | 58,040 | 1,116,358 |
| Cash..... | 698,848 | 396,098 |
| Depreciation fund..... | 277,814 | 277,814 |
| Miscellaneous..... | 9,752 | 9,752 |
| Total assets..... | 25,993,260 | 26,272,395 |

| | | |
|---|------------|------------|
| <i>Liabilities—</i> | | |
| Capital stock..... | 7,518,150 | 7,518,150 |
| Bonds (see SUPPLEMENT)..... | 14,236,000 | 14,150,000 |
| Mortgages and ground rents payable..... | 319,829 | 319,829 |
| Interest and rentals accrued..... | 394,026 | 388,641 |
| Vouchers and pay-rolls..... | 554,839 | 423,393 |
| Dividends..... | 375,902 | 300,724 |
| Depreciation fund..... | 292,943 | 308,689 |
| Other liabilities..... | 969,574 | 1,234,682 |
| Profit and loss..... | 1,231,490 | 1,628,277 |
| Total liabilities..... | 25,993,260 | 26,272,395 |

Philadelphia & Erie Railroad.

(For the year ending December 31, 1893.)

The President's report says: "The amount shown in the report for the year 1892 as being due Pennsylvania Railroad Company for advances on account of construction, right of way and real estate expenditures during that year was settled by the payment to that company of \$133,000 of Allegheny Valley Railway Company general mortgage 4 per cent bonds and \$1,446 in cash. The expenditures for the same account during the year 1893 amounted to \$124,712, which has been settled by the issue of \$125,000 of the company's general mortgage 4 per cent registered bonds at par." * * *

"Soon after the settlement of the claim of the Commonwealth of Pennsylvania for tax on capital stock of the company, referred to in the report for the year 1891, the State authorities entered suit against this company for tax on capital stock for year 1888. The trial of the case before the Court of Common Pleas of Dauphin County, in January, 1893, resulted in a verdict against the company for the amount of the claim, with interest and costs, aggregating \$26,850. An appeal was taken from this decision, but has not yet been argued before the Supreme Court. The Auditor General of the State subsequently presented claim for tax on capital stock of the company for years 1889, 1890, 1891 and 1892, aggregating \$110,211, making the total amount of the claims \$137,062.

"As compared with the previous year, the total freight-car mileage shows a decrease of about 1.6 per cent. The anthracite coal trade to Erie shows an increased shipment of 33,637 tons, and the ore business eastward shows a net increase from the Erie & Pittsburg Railroad piers of about 6,000 tons, and from our own piers an increase of about 4,000 tons. The general depression of industrial interests throughout the country has naturally had its effect upon the trade of the road, but while the result of the year's operations shows a decrease of 154,936 in the number of passengers carried and a decrease of 61,000 tons of through and 354,709 tons of local freight, and a slight decrease in the average gross earnings per ton, it is gratifying to note that the careful and economical management of the operating officers has resulted in an increase in net earnings, as compared with the previous year, while the general physical characteristics of the road have been fully maintained."

The earnings, expenses and charges, were as follows:

| EARNINGS AND EXPENSES. | | | | |
|-----------------------------------|------------------|------------------|------------------|------------------|
| | 1890. | 1891. | 1892. | 1893. |
| <i>Earnings</i> | | | | |
| Passengers..... | 717,222 | 739,308 | 729,158 | 678,363 |
| Freight..... | 4,262,254 | 4,334,693 | 4,396,545 | 4,297,301 |
| Mail, express, &c..... | 134,311 | 127,362 | 130,843 | 129,216 |
| Total | 5,113,787 | 5,201,361 | 5,256,551 | 5,104,880 |
| <i>Expenses (incl. all taxes)</i> | | | | |
| | 3,415,595 | 3,516,391 | 3,759,933 | 3,577,450 |
| Net earnings | 1,698,192 | 1,684,970 | 1,496,618 | 1,527,430 |
| INCOME ACCOUNT. | | | | |
| | 1890. | 1891. | 1892. | 1893. |
| <i>Receipts—</i> | | | | |
| Net earnings..... | 1,698,192 | 1,684,970 | 1,496,618 | 1,527,430 |
| Other receipts..... | 18,248 | 18,015 | 19,953 | 19,353 |
| Total income | 1,716,440 | 1,702,985 | 1,516,571 | 1,546,783 |
| <i>Disbursements—</i> | | | | |
| Interest on debt..... | 1,034,470 | 1,042,470 | 1,042,470 | 1,042,470 |
| Interest on special stock.. | 168,000 | 168,000 | 168,000 | 168,000 |
| Interest on equipment.... | 183,614 | 156,063 | 124,307 | 120,827 |
| Miscellaneous..... | 8,000 | 8,000 | 8,000 | 8,000 |
| Total disbursements .. | 1,394,084 | 1,374,473 | 1,342,777 | 1,339,297 |
| Surplus | 322,356 | 328,512 | 173,794 | 207,486 |

Huntingdon & Broad Top Mountain RR. & Coal Co.

(For the year ending December 31, 1893.)

The President's report says that the figures show some falling off in the traffic in coke, ore, limestone, pig metal, and miscellaneous freight, largely owing to the panic and the consequent depression in general business during the latter part of the year.

"The management has been convinced of the wisdom of adding to the coal-car equipment and motive power of the road from time to time. * * In carrying out this policy a contract was made with the George's Creek & Cumberland Railroad Company to build for their use and to assign to them for a term of years 500 hopper gondola coal-cars of 60,000 pounds capacity each, these cars to be used in the transportation of coal from the Cumberland region over the Huntingdon & Broad Top Railroad to the Pennsylvania Railroad. * * In addition to the above, 250 more coal-cars were built and delivered to your company during the early part of 1893, reference to which is made in the last annual report. Car trusts have been created for all the above."

Results for three years have been as follows:

| RECEIPTS AND EXPENSES. | | | | |
|---------------------------|----------------|----------------|----------------|--|
| | 1891. | 1892. | 1893. | |
| <i>Receipts—</i> | | | | |
| General freight..... | 627,591 | 612,606 | 637,266 | |
| Passengers..... | 50,138 | 54,783 | 52,705 | |
| U. S. Mail..... | 3,993 | 3,948 | 4,365 | |
| Adams express..... | 4,470 | 4,868 | 5,106 | |
| Miscellaneous..... | 1,861 | 1,867 | 3,105 | |
| Total | 688,058 | 678,122 | 703,607 | |
| <i>Expenses</i> | | | | |
| | 324,094 | 312,410 | 334,188 | |
| Net earnings | 363,964 | 365,712 | 369,419 | |
| INCOME ACCOUNT. | | | | |
| | 1891. | 1892. | 1893. | |
| <i>Receipts—</i> | | | | |
| Net earnings..... | 363,964 | 365,712 | 369,419 | |
| Other net receipts..... | 2,332 | 4,526 | 3,184 | |
| | 366,296 | 370,238 | 372,603 | |
| <i>Deduct—</i> | | | | |
| Interest on bonds..... | 116,358 | 117,253 | 117,568 | |
| Dividends..... | 164,992 | 193,916 | 208,142 | |
| Total | 281,350 | 311,169 | 325,710 | |
| Surplus | 84,946 | 59,069 | 46,893 | |

Lake Erie & Western RR.

(For the year ending December 31, 1893.)

Results for 1893 compared with prior years are compiled as follows from a preliminary statement:

| | 1891. | 1892. | 1893. |
|------------------------------|--------------------|--------------------|--------------------|
| Gross earnings..... | \$3,273,355 | \$3,558,482 | \$3,512,620 |
| Operating expenses..... | 1,825,458 | 1,938,123 | 2,048,743 |
| Net earnings | \$1,447,897 | \$1,620,359 | \$1,463,877 |
| <i>Deduct—</i> | | | |
| Interest on mortgage bonds.. | \$363,771 | \$434,667 | \$444,972 |
| Taxes..... | 115,813 | 160,800 | 165,872 |
| Rental of tracks..... | 39,255 | 49,233 | 39,626 |
| Total | \$518,839 | \$634,700 | \$650,470 |
| Surplus | \$929,058 | \$985,659 | \$813,407 |

Consolidation Coal Company.

(For the year ending December 31, 1893.)

President Chas. F. Mayer remarks in his report: "The steam coal trade of the Atlantic seaboard for the year 1893 has suffered from the general great depression prevailing during a large period of that year. In its mining department the company has continued during the past year its long-established policy of extensions and improvements, wherever that would accomplish greater facilities and economies in working. The substitution of steam for horse and man power is being continued, wherever practicable, with very satisfactory results." * * *

"The daily output capacity of the company's mines has been maintained at 4,000 tons, with a larger capacity for the present year when necessary. The company's two iron steam colliers, built in 1884, have been constantly employed during the past year, furnishing their usual effective and important aid in conducting the company's large coast-

wise trade. The unusually low rates of freight which prevailed in 1892 have continued the greater part of 1893, affecting seriously the revenues from these ships. They have, however, been maintained in perfect condition."

Results for three years were as follows:

| | 1891. | 1892. | 1893. |
|--|-------------------|-------------------|------------------|
| <i>Receipts from mines, railroads, rents, &c. (including coal on hand)</i> | | | |
| | 2,581,338 | 2,424,994 | 2,377,528 |
| <i>Expenses (including extraordinary)</i> | | | |
| | 2,194,952 | 2,070,777 | 2,009,020 |
| Net receipts | 384,386 | 354,217 | 368,508 |
| Interest on debt..... | 122,730 | 116,900 | 116,900 |
| Balance to credit of profit and loss .. | 261,656 | 237,317 | 251,608 |
| <i>Deduct—</i> | | | |
| Dividend..... | 205,000 | 205,000 | 205,000 |
| Amount carried to "Royalty Fund"..... | 45,586 | 47,104 | 45,247 |
| | 250,586 | 252,104 | 250,247 |
| Balance | sur.11,070 | def.14,787 | sur.1,361 |
| Total bal. to profit and loss Dec. 31 ... | 91,506 | 76,720 | 78,080 |

Lehigh Coal & Navigation Company.

(For the year ending December 31, 1893.)

The President's report says: "The production of coal from the company's property was greater than in any previous year in its history, exceeding by 151,679 tons that of any other year since the first shipment was made, the largest production heretofore being in 1892, when 1,393,662 tons were mined. The total production in 1893 was 1,445,341 tons, the cost of producing which was \$1.355 per ton, being a decrease of 1 2-1 cents per ton from the cost of 1892 and 5 1 cents from that of 1891. This reduction in cost was due to the larger tonnage and economies in the general mining expenses. The net earnings from coal were \$489,847, being an increase over 1891 of \$331,009 and over 1892 of \$146,770. The mines are all in good condition and capable of producing as much, or more, coal in 1894 than in 1893, and should more coal be mined this year than last, we can easily maintain the same ratio of the increased tonnage from our mines as in 1893."

Receipts and disbursements for four years have been as follows:

| | 1890. | 1891. | 1892. | 1893. |
|-----------------------------------|------------------|------------------|------------------|------------------|
| <i>Receipts—</i> | | | | |
| From railroads..... | 1,766,174 | 1,835,754 | 1,745,474 | 1,814,887 |
| Canals..... | 45,518 | 38,161 | 31,344 | 16,987 |
| Lehigh coal lands..... | 143,049 | 158,837 | 343,077 | 489,847 |
| Miscellaneous..... | 105,308 | 96,808 | 104,817 | 79,946 |
| Total receipts | 2,060,049 | 2,129,560 | 2,224,711 | 2,401,667 |
| <i>Disbursements—</i> | | | | |
| Interest account..... | 803,559 | 815,328 | 852,463 | 833,600 |
| Rentals, taxes, &c..... | 336,562 | 331,897 | 377,604 | 397,031 |
| Total disbursements .. | 1,140,121 | 1,147,223 | 1,230,067 | 1,230,631 |
| Balance of earnings | 924,928 | 982,337 | 994,644 | 1,171,036 |
| Less sinking fund..... | 99,150 | 96,790 | 99,857 | 108,450 |
| Less depreciation..... | 107,533 | 100,680 | 50,058 | 110,268 |
| Total | 206,685 | 197,470 | 149,915 | 218,718 |
| Surplus for year | 718,245 | 784,867 | 844,729 | 952,318 |
| Dividend fund Jan. 1..... | 893,513 | 897,274 | 966,991 | 1,022,655 |
| Total | 1,611,758 | 1,682,141 | 1,811,720 | 1,974,973 |
| Dividends..... | 714,484 | 715,150 | 789,065 | 860,799 |
| Rate of dividend..... | (5 p. c.) | (5 p. c.) | (5 1/2 p. c.) | (6 p. c.) |
| Dividend fund Dec. 31 | 897,274 | 966,991 | 1,022,655 | 1,114,174 |

GENERAL INVESTMENT NEWS.

Called Bonds.—The following bonds have been called for payment; the numbers may be learned at the offices of the respective companies.

BEECH CREEK.—Thirty-four car trusts certs. for \$1,000 each and 14 for \$250 each will be redeemed March 1.

INDIANA BLOCK COAL CO.—Two bonds for \$1,000 each and two for \$500 will be paid on presentation, interest ceasing July 1.

MISSISSIPPI RIVER BRIDGE CO.—Eight bonds will be redeemed on April 1.

NASHVILLE CHATTANOOGA & ST. LOUIS.—Twenty bonds of the Tracy City Branch will be redeemed on presentation.

Cincinnati Jackson & Mackinaw.—The courts having declared illegal the proposed lease of the Cincinnati Jackson & Mackinaw to the Cincinnati Hamilton & Dayton, the holders of the Central Trust Company certificates of deposit of Cincinnati Jackson & Mackinaw securities are requested to have their certificates stamped as assenting to the issue of first mortgage bonds without the guarantee of the Cincinnati Hamilton & Dayton as was proposed. Under the plan of re-organization the holders of Cincinnati Van Wert & Michigan first mortgage bonds and Jackson & Mackinaw consolidated mortgage bonds with December, 1894, coupon attached are to receive par in the new bonds and also interest at the rate of 4 per cent from July, 1889, to June 1, 1894, payable in said bonds. Owners of the judgment known as the William Stewart Tod judgment are to receive \$270,117, which includes interest at 4 per cent from November, 1889, to June, 1894, in the new bonds.

The whole issue of new fours will be \$4,250,000 instead of \$4,800,000 as originally proposed. This will be at the rate of \$13,000 a mile on the 327 miles of road. The new securities will be issued as soon as both the bond and stock holders assent to the modification of the plan regarding the Cincinnati Hamilton & Dayton lease and guarantee.

The further plans of the reorganization committee are to proceed with the extension of the road on the north from Addison to Jackson twenty miles and on the south into Cincinnati about fifty miles. This work will be accomplished by the proceeds from the sale of consolidated 5 per cent bonds, which it is proposed to authorize at the rate of \$20,000 a mile. Under the mortgage, bonds will be issued for the new construction at \$17,000 a mile, leaving \$3,000 a mile in the company's treasury. The new bonds will be a first mortgage on the seventy miles of new road; they will cover adequate terminal property which has been secured in Cincinnati and provide for the construction of a tunnel 7,000 feet in length near that city.

Delaware Lackawanna & Western.—The New York *Tribune* gave the following account of the election: "The annual meeting of the stockholders of the Delaware Lackawanna & Western Railroad was held yesterday. There were 1,900 stockholders, holding over 400,000 shares out of the total capital of 526,000 shares represented in the vote cast for the regular ticket, which was follows: President, Samuel Sloan; Secretary, Fred. F. Chambers; Treasurer, Frederick H. Gibbens; Board of Managers, John I. Blair, George Bliss, Percy R. Pyne, Eugene Higgins, William W. Astor, William Rockefeller, Henry A. C. Taylor, J. Rogers Maxwell, George F. Baker, James Stillman, Alexander T. Van Nest, Frank Work, Hamilton McK. Twombly and Harris C. Fahnestock. Messrs. Work, Twombly and Fahnestock are new managers, succeeding A. H. McClintock, W. H. Appleton and R. F. Ballantine. An analysis of the vote showed 80,000 shares held in the Vanderbilt interest, including 40,000 shares in the name of W. K. Vanderbilt, 5,000 shares held by H. McK. Twombly and 35,000 shares held by Frank Work. The Jersey Central interest holds about 50,000 shares, and the remainder represented the old Lackawanna management and individual stockholders. Of the new directors Messrs. Twombly and Work represent Mr. Vanderbilt, and Mr. Fahnestock is an additional representative of the Jersey Central interest. The independent holdings of Lackawanna are so large that no one interest could secure control in its own right.

"Mr. Sloan's re-election to the presidency is his twenty-eighth. He has been in the board since 1864, and was chosen President in 1867. He preceded George Bliss, of Morton, Bliss & Co., in the board by one year, but John I. Blair is the veteran, having become a manager in 1850. Mr. Blair is ninety-two years old, but has promised to attend the meeting of the board to-morrow. Mr. Sloan is now seventy-six years old, and before he entered the Lackawanna he was President of the old Hudson River road from Feb. 13, 1855, until June 13, 1864. He looks as vigorous and cheerful as he has in years."

Long Island Traction.—The consolidation of the Brooklyn City Street Railroad Company and the Brooklyn Heights Company with the Long Island Traction was finally consummated on Wednesday by the election of one management for the entire property. Daniel F. Lewis resigned the presidency of the Brooklyn City Railroad Company and was elected to succeed Felix Campbell as President of the Long Island Traction Company, the lessee of the lines controlled by the former corporation and run by it. The board of trustees of the Traction Company, which was organized under the laws of Virginia, and has a capital of \$30,000,000, has been changed by increasing the number of directors from five to thirteen. The Executive Committee is comprised of Daniel F. Lewis, E. W. Bliss, Felix Campbell, Crowell Hadden, S. L. Keeney and Martin Joost. Among the new directors are Abraham Abraham, of Abraham & Strauss; W. S. Sloan, of the D. L. & W. Railroad Company, and James Timson, of the Mutual Life Insurance Company. The other officers, besides President Lewis, are E. W. Bliss, Vice-President; W. A. H. Bogardus, General Manager, and Cyrus P. Smith, Secretary and Treasurer. The same officers were chosen for the Brooklyn Heights Railroad Company.

Philadelphia & Reading.—In Philadelphia, Feb. 20, counsel for the Reading receivers applied to the United States Circuit Court for permission to issue \$5,000,000 trust notes, secured by the coal accounts held by the Finance Company of Pennsylvania. The notes are to run ten years, with an option of paying them in five at 105, and to bear 6 per cent interest. The Finance Co. takes \$2,500,000 of these notes towards payment of its advances and the Speyer loan of \$1,500,000 due in April is to be paid off. The Finance Company of Pennsylvania and Eugene Delano are to be the trustees. The petition of Joseph S. Harris, Edward M. Paxson and John Lowber Welsh, receivers of the Philadelphia & Reading Coal & Iron Company, was as follows:

First. That in pursuance of the permission and authority conferred by the decree of December 5, 1893, upon the twentieth report of the Special Master, the Philadelphia & Reading Railroad Company, and your petitioners, entered into a supplemental contract with the Finance Company of Pennsylvania, of which a copy was annexed to the petition to which said report of the Master relates, and the increase of the advances by the said Finance Company of Pennsylvania therein contemplated up to \$3,000,000 has since been made in accordance with the terms of said supplemental contract.

Second. Your petitioners further show that they are now able to obtain a further increase in the advances upon the security of the coal and coal accounts in the hands of the Finance Company of Pennsylvania of \$2,000,000, upon the following terms: That an issue be made by the Philadelphia & Reading Coal & Iron Company of five-year gold certificates, bearing six per cent interest, payable quarterly, to be secured by the coal and the coal accounts in the possession of the Finance Company of Pennsylvania, payable ten years after April 1, 1894, with the right on the part of the company of an-

participation at the expiration of five years; that the compensation to be paid to the Finance Company of Pennsylvania, as mercantile agent or factor, be reduced to one-half at the expiration of the existing contract, and that in consideration of the agreement on the part of the Finance Company of Pennsylvania to increase the amount of the advances to \$5,000,000, and to extend the time of repayment of the advances for ten years from the said April 1st, 1894, and to reduce the rate of compensation as mercantile agent or factor, the said certificates are to be sold to or accounted for by the said company at the rate of 97½ per cent of their par value. The agreement is to further provide that the value of the coal in the possession of the Finance Company at the market price of the day, and of the accounts and bills receivable at their face value, as shown by the daily reports rendered to it in the daily course of business, shall at all times be equal to five-fourths of the aggregate amount of certificates outstanding. The details of the contract have not yet been finally agreed upon, but will be submitted to a Master.

Third—Your petitioners further show that Messrs. Drexel & Co. and Brown Bros. & Co. have agreed to purchase one-half of the proposed issue at the rate of 97½ per cent of their par value, and that John Lowber Welsh, one of the receivers, has agreed, subject to the approval of the Court, to take an interest in said purchase of \$250,000.

Fourth—Your petitioners believe that the arrangement, if carried into effect, will prove highly advantageous, and they therefore pray that this petition may be referred to a Special Master to take such evidence as may be submitted to him, and to report upon the propriety of granting this petition.

Judge Butler referred this to Special Master Crawford.

Application was also made for permission to purchase a steam-tug and ten barges. No opposition was made and President Harris testified that the tug was to cost \$175,000 and the barges \$31,000 each. He declared that the transportation of coal to Boston and New England points could be carried on much cheaper by the use of barges than by rail. He explained the company's method of keeping accounts and pointed out that there had been a reduction of over \$2,000,000 in outstanding accounts in the last two months. This, he said, enabled the receivers to reduce their application for coal notes from \$6,000,000 to \$5,000,000.

Philadelphia Reading & New England—New York & New England.—The receiver of the company first named has ordered the Sheriff at Hartford, Conn., to release the cars and engines of the New York & New England Railroad, attached by the P. R. & N. E. company for \$300,000 for unsettled balances. The Sheriff released the attachments and took receipts for the thirty-one locomotives and 264 freight cars held by him.

The release, it is reported, was obtained upon an agreement by the New York & New England Railroad to recognize the attachment as legal and admit the claim of the Philadelphia Reading & New England for \$235,000 as just. The New York & New England receivers also agreed to pay off the claim in cash from the road's receipts by weekly instalments of \$10,000 each.

Railroads in New York State.—The following roads have reported to the New York State Railroad Commissioners for the quarter ending Dec. 31.

| NEW YORK LAKE ERIE & WESTERN. | | |
|--------------------------------------|------------------------|-------------|
| | —Quar. ending Dec. 31— | |
| | 1892. | 1893. |
| Gross earnings..... | \$7,880,872 | \$7,305,787 |
| Operating expenses..... | 5,029,600 | 4,808,270 |
| Net earnings..... | \$2,851,272 | \$2,497,517 |
| Less proportion to leased roads..... | 722,196 | 673,020 |
| Total..... | \$2,129,076 | \$1,824,497 |
| Other income..... | 341,235 | 403,200 |
| Balance..... | \$2,470,311 | \$2,227,667 |
| Interest, rentals, taxes, &c..... | 1,927,748 | 1,920,300 |
| Surplus..... | \$542,563 | \$307,367 |

| NEW YORK & NEW ENGLAND. | | | | |
|------------------------------|------------------------|-------------|-------------|-------------|
| | —Quar. end. Dec. 31— | | —Year— | |
| | 1892. | 1893. | 1892. | 1893. |
| Gross earnings..... | \$1,680,858 | \$1,392,741 | \$6,220,493 | \$6,019,203 |
| Operating expenses..... | 1,139,122 | 1,078,127 | 4,412,147 | 4,457,974 |
| Net earnings..... | 541,736 | 314,614 | 1,808,346 | 1,561,234 |
| Other income..... | 1,456 | 1,428 | 5,360 | 5,350 |
| Total..... | 543,192 | 316,042 | 1,813,706 | 1,566,584 |
| Int., rentals and taxes..... | 483,373 | 475,433 | 1,874,131 | 1,893,983 |
| Balance..... | sur.59,819 def.159,391 | def.60,425 | def.327,391 | |

| LEHIGH & HUDSON RIVER. | | | | |
|--------------------------------|----------------------|-----------|-------------------------|------------|
| | —Quar. end. Dec. 31— | | —Six mos. end. Dec. 31— | |
| | 1892. | 1893. | 1892. | 1893. |
| Gross earnings..... | \$126,379 | \$146,853 | \$250,419 | \$294,909 |
| Operating expenses..... | 96,905 | 112,237 | 165,103 | 210,929 |
| Net earnings..... | 29,474 | 34,616 | 85,316 | 83,980 |
| Interest, rentals & taxes..... | 33,900 | 34,600 | 67,800 | 69,250 |
| Balance..... | loss 4,426 | sur. 16 | sur.17,516 | sur.14,730 |

Union Pacific.—The receivers of the Oregon Short Line & Utah Northern Railway Company, having received authority from the Court, are advertising the payment on and after February 17, through Treasurer Harris in Boston and the Union Trust Company in New York, of the following coupons due January 1: Idaho Central first 6s, Utah & Northern first 7s, Utah & Northern consolidated 5s, Utah Southern general mortgage 7s, and Utah Southern extension first 7s. The order restricts the payment to coupons of bonds owned by the public and does not cover the payment on coupons of bonds owned by Union Pacific or any road in the system.

Union Pacific Denver & Gulf.—A press dispatch from Denver, Feb. 18, said: "Receiver Trumbull has entered into a traffic agreement with the Denver & Rio Grande Railroad Company which is expected to prove of great advantage to both systems."

Reports and Documents.

NORTHERN CENTRAL RAILWAY CO.

THIRTY-NINTH ANNUAL REPORT.

OFFICE OF NORTHERN CENTRAL RAILWAY COMPANY, }
BALTIMORE, February, 15th, 1894. }

To the Stockholders of the Northern Central Railway Co. :

Your Directors submit the following report of the operations of the Company for the year ending December 31st, 1893. The revenue of your main line, with its leased and operated roads, was as follows :

| | |
|----------------------|-----------------------|
| From freight | \$5,188,636 16 |
| " passengers..... | 1,302,879 44 |
| " express..... | 105,352 37 |
| " mails..... | 86,335 84 |
| " miscellaneous..... | 198,602 43 |
| Total..... | \$6,881,806 24 |

The operating expenses were :

| | |
|------------------------------------|---------------------|
| For conducting transportation..... | \$1,872,820 71 |
| " motive power..... | 1,462,717 14 |
| " maintenance of cars..... | 653,055 54 |
| " maintenance of way..... | 686,833 75 |
| " general expenses..... | 87,709 06 |
| Total..... | 4,763,156 20 |

Net earnings.....\$2,118,650 04

In comparison with the year 1892 there was a decrease in gross earnings of \$309,484 18, equal to 4 30-100 per cent, and a decrease in expenses of \$349,203 80, or 6 83-100 per cent, with an increase in net earnings of \$39,719 62, or 1 91-100 per cent.

| | |
|--|----------------|
| In addition to the net earnings as above stated..... | \$2,118,650 04 |
| There was received from dividends and interest..... | 470,454 00 |
| Interest on equipment..... | 26,525 19 |

Total net receipts.....\$2,615,629 23

| | |
|---|---------------------|
| From which deduct the following amounts: | |
| Rental Shamokin Valley & Pottsville Railroad..... | \$201,380 73 |
| Rental Elmira & Williamsport RR..... | 153,788 28 |
| Rental Elmira & Lake Ontario RR..... | 14,959 02 |
| Rental Summit Branch RR..... | 62,499 96 |
| Extraordinary expenditures Shamokin Valley & Pottsville RR..... | 26,500 00 |
| Extraordinary expenditures Elmira & Lake Ontario RR..... | 5,000 00 |
| Total..... | \$464,127 99 |

| | |
|--------------------------------------|------------------|
| Add interest on Equipment:— | |
| Shamokin Valley & Pottsville RR..... | \$4,189 50 |
| Elmira & Williamsport RR..... | 15,213 97 |
| Elmira & Lake Ontario RR..... | 16,721 92 |
| Total..... | 36,125 39 |

500,253 38

| | |
|--|-------------------|
| Deduct interest on funded debt as follows: | |
| Interest on lien to State of Maryland..... | \$90,000 00 |
| Interest on \$1,126,000 mortgage bonds, due 1900..... | 67,560 00 |
| Interest on \$2,804,000 gold mortgage bonds, due 1900..... | 168,240 00 |
| Interest on consolidated general mortgage gold bonds: | |
| 6 months on \$3,835,000 at 6 per cent per annum..... | \$115,050 00 |
| 6 months on \$3,727,000 at 6 p. c. per annum..... | 111,310 00 |
| 12 months on \$1,400,000 at 4 1/2 per cent..... | 63,000 00 |
| Total..... | 289,860 00 |

| | |
|---|------------|
| Interest on second general mortgage five per cent bonds: six months on \$2,621,000 and six months on \$2,593,000 Series A, and twelve months on \$1,000,000 Series B..... | 180,350 00 |
|---|------------|

Total interest on mortgage indebtedness of the company..... 796,010 00

| | |
|--|-------------------|
| Deduct:— | |
| Rents and interest on mortgages and ground-rents..... | \$21,633 68 |
| Interest on car trusts..... | 63,551 43 |
| State tax on capital stock and bonds..... | 42,340 72 |
| Interest General Account and exchange amount advanced to Elmira & Lake Ontario RR. Co. for interest..... | 10,298 98 |
| One-half profit from operating Elmira and Canandaigua divisions paid to Pennsylvania RR. Company..... | 19,333 49 |
| Total..... | 157,725 29 |

Balance to credit of Income Account for 1893.....\$1,161,610 56
Out of which were paid cash dividends of eight per cent.. 601,446 00

| | |
|---|----------------|
| Leaving amount to be transferred to credit of Profit and Loss Account for 1-93..... | \$560,194 56 |
| Amount to credit Profit and Loss Account, December 31st, 1892..... | \$1,281,890 21 |

| | | |
|--|---------------------|--------------|
| Brought forward..... | \$1,281,890 21 | \$560,194 56 |
| Deduct amount charged off for extraordinary expenditures and in settlement of sundry accounts..... | 213,808 11 | |
| Total..... | 1,068,082 10 | |

Balance to credit of Profit and Loss Account December 31st, 1893.....\$1,628,276 66

The total number of passengers, irrespective of the division over which they were carried, the passenger mileage, and the revenue derived from the same, on all lines of the company, were:

| | Passengers. | Passengers one mile. | Earnings. | Rate per passenger per mile. |
|-----------------|-------------|----------------------|----------------|------------------------------|
| 1893..... | 4,631,969 | 61,629,942 | \$1,302,879 44 | 2-114 |
| 1892..... | 4,957,067 | 64,788,288 | 1,317,486 70 | 2-034 |
| Increase..... | | | 14,607 26 | 0-080 |
| Decrease..... | 325,098 | 3,158,346 | | |
| Percentage..... | 6-56 | 4-87 | 1-11 | 3-93 |

The total number of tons, irrespective of the division over which they were moved, the tonnage mileage, and the revenue derived from the same, on all lines of the company, were:

| | Tons. | Tons one mile. | Earnings. | Rate per ton per mile. |
|-----------------|------------|----------------|----------------|------------------------|
| 1893..... | 13,296,212 | 857,194,188 | \$5,188,636 16 | 605 |
| 1892..... | 13,898,742 | 929,886,142 | 5,500,799 22 | 592 |
| Increase..... | | | \$312,163 06 | 013 |
| Decrease..... | 602,530 | 72,691,954 | | |
| Percentage..... | 4-335 | 7-817 | 5-675 | 2-196 |

The earnings per mile of road were as follows :

| | |
|--------------------------------------|-------------|
| Main line, 148 miles..... | \$30,575 89 |
| Summit Branch RR, 20 miles..... | 6,693 56 |
| Shamokin Division, 28 miles..... | 17,471 54 |
| Elmira Division, 78 miles..... | 13,655 33 |
| Canandaigua Division, 103 miles..... | 6,489 17 |

The aggregate movement of bituminous coal was 2,436,894 tons, a decrease of 29,026 tons, and of anthracite coal 3,961,698 tons, a decrease of 96,239 tons. The tonnage of both classes amounted to 6,398,592 tons as against 6,523,857 for the preceding year, being a decrease of 125,265 tons in the actual aggregate of coal transported, irrespective of the number of divisions over which it was moved.

The amount of grain received at the elevators at Canton as compared with the previous year was:

| | |
|-----------|---------------------|
| 1893..... | 11,362,174 bushels. |
| 1892..... | 19,940,985 bushels. |

A decrease of..... 8,578,811 bushels.

The amount of grain received at the local elevator, No. 2, in the city of Baltimore during the year was 1,694,363 bushels, as against 1,377,171 bushels in 1892.

The main items of tonnage, besides coal and grain, were lumber, iron ore, manufactures of iron and petroleum.

The tonnage mileage shows a decrease of 7 817 per cent and the gross receipts from freight traffic a decrease of 5 675 per cent.

The average receipts from freight on your main line, leased lines and branches, were 605 cent per ton per mile—an increase of 013; the cost per ton per mile was 422 cent, an increase of 002 cent; and the net profit per ton per mile was 1 83 mills, as against 1 72 mills for 1892.

The passenger business for the year shows a decrease in mileage of 4 87 per cent, while the revenue received therefrom decreased \$14,607 26 or 1 11 per cent. As appears from the preceding tables, there was a net profit per passenger per mile of 2 59 mills as compared with a profit in 1892 of 1 71 mills.

While the severe depression in the manufacturing industries of the country caused a large decrease in your gross earnings, yet through the economies put in force in all departments the expenses were reduced in even a greater amount than the reduction in the gross revenue, and the net earnings were therefore sufficient to enable you to pay dividends of eight per cent and carry a fair surplus to the credit of Profit and Loss.

The total charges to Capital Account for the year amounted to \$300,850 26, made up as follows:—

| | |
|---------------------------|---------------------|
| CONSTRUCTION. | |
| Second track: | |
| Grading and culverts..... | \$67,960 22 |
| Tracks..... | 25,046 73 |
| Bridges..... | 14,140 55 |
| Total..... | \$107,147 50 |

| | |
|----------------------|-----------|
| EQUIPMENT. | |
| Ten locomotives..... | 96,049 76 |

| | |
|---|------------------|
| REAL ESTATE. | |
| Ground-rent of land near North Avenue, Baltimore..... | \$3,000 00 |
| Real estate..... | 94,653 00 |
| Total..... | 97,653 00 |

Total.....\$300,850 26

The motive power was further increased by the addition of 1 passenger, 7 freight and 2 shifting engines, and there were considerable purchases of real estate made in Baltimore to increase your terminal facilities in that city.

There were completed on the 6th of August, 1893, 2 68-100 miles of second track between Falls and Goldsboro, on the Baltimore Division, and the grading for 8 additional miles

between Goldsboro and New Cumberland was finished during the year.

There were large expenditures at various points upon your line in the substitution of stone arches and iron-girder bridges for wooden structures. The bridge over Maryland Avenue at Baltimore was extended 149 feet for the purpose of spanning the additional tracks at that point. The piers, wharves and yards at Canton were also further improved. An electric-light plant was established at that point to light the piers, warehouses and yards. The passenger station at Shamokin was completed and a frame station erected at Canandaigua.

There was a total increase of 9 12-100 miles of track, made up of the 268 100 miles of second track on main line before referred to and of 6 44-100 miles of sidings, of which latter 3 1-10 miles were laid at Canton and 2 81-100 miles to the Richards' Colliery on the Shamokin Division.

With the view of furnishing additional facilities for your traffic in Baltimore, a hay warehouse was built at the southeast corner of Holliday and Monument streets, which has been leased to the Terminal Warehouse Company, and was opened for business November 15th, 1893. That company is erecting at the southwest corner of North and Pleasant streets a large warehouse for the purpose of receiving, unloading, and storing flour and other merchandise brought over your lines. There is every reason to believe that this enterprise will be profitable to your company and of advantage to the commercial interests of that city.

There were 2737 tons of new steel and 156,998 ties used in renewal and construction during the year.

Ten old engines were condemned and replaced by new standard power on the main line and 2 on the Elmira & Williamsport Division. The passenger equipment was increased by the building of 5 new coaches, 3 combined passenger and baggage and 5 combined baggage and mail cars, and by the restoration of 4 cars which had been previously withdrawn from service. There were 67 box, 26 long and 85 hopper gondolas re-built at Renovo, and 1 fifteen-ton derrick car was added to the maintenance-of-way equipment. All these outlays were charged to expenses.

The Union Railroad of Baltimore, in which your company is largely interested, completed the elevation of its track between Canton Junction and Biddle street, thus affording increased facilities for the movement of your traffic to and from Canton.

The Allegheny Valley Railway Company was able to meet from its own resources the payments due on its five per cent bonds to the State of Pennsylvania; and this company was therefore not called upon to make any advance on this account.

During the past year the advances to the Mineral Railroad & Mining Company amounted to \$140,000.

Through the operations of the Sinking Funds there was a reduction in the bonds outstanding as follows:—

| | |
|---|------------------|
| Consolidated general mortgage, Series A and B, six per cent drawn and payable July 1st, 1893..... | \$108,000 |
| Second general mortgage, Series A..... | 28,000 |
| Making the total reductions of funded debt in 1893..... | \$136,000 |

By reference to the statement of the Insurance Fund, appended to this report, it will be seen that the cost of the assets held therein is \$515,446 96, an increase of \$34,681 02 as compared with 1892.

On March 1st, 1893, a revised organization went into effect, under which the following officers were elected:—

Mr. Frank Thomson, First Vice-President, Mr. John P. Green, Second Vice-President, Mr. Charles E. Pugh, Third Vice-President, Mr. Samuel Rea, Assistant to the President, Mr. Theodore N. Ely, Chief of Motive Power, and Mr. Joseph T. Richards, Engineer of Maintenance of Way. Mr. S. M. Prevost was appointed General Manager, vice Mr. Charles E. Pugh, and Mr. J. B. Hutchison, General Superintendent of Transportation, vice Mr. S. M. Prevost, promoted.

On March 15th, 1893, Mr. F. D. Casanave was appointed General Superintendent of Motive Power, vice Mr. Theodore N. Ely, promoted.

On April 1st, 1893, Mr. Hugh B. Ely, was appointed Superintendent of the Insurance Department.

It is with deep regret that your Board records the loss of one of your oldest and most valued officers, Mr. John S. Leib, who died suddenly in Baltimore, September 18th, 1893. Mr. Leib entered railway service in 1849, and was the Secretary and Treasurer of the York & Cumberland Railroad Company at the time of its consolidation into the Northern Central Railway Company. When your company was permanently organized February 15th, 1855, he was made Treasurer, and held that position uninterruptedly until his death. During the whole of this period he was distinguished for sterling integrity and zealous devotion to duty.

Mr. A. W. Hendrix was elected Treasurer October 1st, 1893, to fill the vacancy caused by the death of Mr. Leib, and Mr. Thomas Leib appointed Cashier, vice Mr. Hendrix promoted.

On December 1st, 1893, Mr. Enoch Lewis resigned his position as purchasing Agent, and Mr. A. W. Sumner, Assistant Purchasing Agent, was promoted to fill the vacancy.

The Board takes great pleasure in acknowledging the zeal and fidelity with which the officers and employes have discharged their duties during the past year.

By order of the Board of Directors,

G. B. ROBERTS,
President.

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, Feb. 23, 1894.

The course of trade for the past week was interrupted yesterday by a close holiday (Washington's Birthday). Business, though showing some improvement, continues dull. Grave discontent is expressed on all sides with the delay of Congress in acting upon the pending tariff bill and in endeavoring to pass senseless silver bills. Many manufacturing establishments are resuming or increasing their operations, but the number of people who are wholly or partially unemployed is still large, and the calls upon public and private charity to supply the urgent needs of the destitute continue. The weather has become less severely wintry, and our streets are no longer obstructed by snow.

Lard on the spot has met with a light trade, but prices have been without change, and the close was steady at 7½c. for prime City, 8c. for prime Western and 8-45c. for refined for the Continent. The speculation in lard for future delivery at this market has continued at a standstill, and in the absence of any new features of importance prices have made very little change, closing steady.

DAILY CLOSING PRICES OF LARD FUTURES.

| | Sat. | Mon. | Tues. | Wed. | Thurs. | Fri. |
|---------------|------|------|-------|------|---------|------|
| February..... | 7-85 | 7-90 | 7-95 | 7-95 | Holiday | 7-95 |
| March..... | 7-70 | 7-70 | 7-75 | 7-75 | | 7-75 |
| May..... | 7-55 | 7-60 | 7-60 | 7-60 | | 7-60 |

Pork has not attracted very much attention, but prices have held fairly steady, and the close was unchanged at \$13 50@14 for mess, \$14 50@16 50 for short clear, \$14 75@15 for family and \$13@13 25 for extra prime. Beef is dull but steady at \$8 for mess, \$9@11 for packet, \$12@14 for family and \$18@22 for extra India mess. Beef hams are steady at \$16 50@17. Cut meats have sold slowly, but prices have been fairly steady at 7½@7¾c. for pickled bellies 12@10 lbs. av., 9¼@9½c. for pickled hams and 6½@6¾c. for pickled shoulders. Tallow has been quiet but steady at 5c. Lard stearine has been without change and quiet, closing steady at 8¾c. Oleo-stearine has further declined and the close was dull at 7½c. Butter is dull and weak at 17@26½c. for creamery. Cheese is in fair demand and firm at 9@12¾c. for State factory, full cream. Fresh eggs are closing fairly active and firm at 19c. for choice Western.

Coffee on the spot has attracted very little attention, and with free arrivals from Brazil the market has been easy, but no quotable changes have been made in prices. Rio quoted at 17½c. for No. 7, good Cucuta at 21@21½c. and interior Padang at 23½@24c. The market for contracts has been a dull one and prices have gradually weakened under easier advices from Europe and limited selling by home traders.

The following are the final asking prices:

| | | | | | |
|-----------|---------|-----------|---------|------------|---------|
| Feb. | 15-90c. | May..... | 15-30c. | Aug. | 14-45c. |
| Mar. | 15-70c. | June..... | 15-00c. | Sept. | 14-30c. |
| Apr. | 15-40c. | July..... | 14-80c. | Dec. | 13-85c. |

Raw sugars have received very little call and at the close the tone was easy. Centrifugals quoted at 3 5-16c. asked for 96 degrees test and muscovado at 2 13-16c. for 89-degrees test. Refined sugars have sold slowly, buyers waiting for definite news from Washington, but prices have held steady; granulated quoted at 4 7-16c. Teas have been quiet and easier.

Kentucky tobacco has been quiet but prices have held steady; sales 150 hbd. Seed leaf tobacco has been in light request but steady; sales for the week were 950 cases, as follows: 50 cases 1892 crop, New England Havana, 18@40c.; 75 cases 1892 crop, State Havana, private terms; 400 cases 1892 crop, Wisconsin Havana, 7@11½c.; 150 cases 1892 crop, Pennsylvania Havana, 11@14c.; 100 cases 1892 crop, Pennsylvania seed, 5@14c.; 75 cases 1892 crop, Zimmer's, 11@14c., and 100 cases sundries, 5@25c.; also 500 bales Havana, 68c. @ \$1 10, and 300 bales Sumatra, \$2 80 a \$5.

For Straits tin the market has continued in a stagnant state and prices have declined, closing dull at 19c. Ingot copper has not met with a very brisk trade, but prices have advanced and the close was steady at 9 60c. for Lake. Lead has been quiet and prices have made no important changes, closing quiet at 3-17½c. for domestic. Spelter has advanced to 3-80c. for domestic. Pig iron is quiet but steady at \$11@14 for domestic.

Refined petroleum is quiet at 5-15c. in bbls., 2-65c. in bulk and 6-25c. in cases; crude in bbls. is unchanged, Washington closing at 6c. in bbls. and 3-50c. in bulk; naphtha, 5½c. Crude certificates have declined, closing with sellers at 80½c. Spirits turpentine has further declined, with the South closing quiet at 32@32½c. Rosin has been dull but steady at \$1 10@1 15 for common and good strained. Wool is fairly active and steady. Hops are dull and weak.

COTTON.

FRIDAY NIGHT, February 23, 1894.

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 82,981 bales, against 71,627 bales last week and 100,560 bales the previous week; making the total receipts since the 1st of Sept., 1893, 5,168,870 bales, against 4,283,350 bales for the same period of 1892-3, showing an increase since Sept. 1, 1893, of 885,520 bales.

| Receipts at— | Sat. | Mon. | Tues. | Wed. | Thurs. | Fri. | Total. |
|-----------------------|-------|--------|--------|--------|--------|--------|--------|
| Galveston..... | 1,354 | 799 | 1,319 | 1,128 | 1,113 | 2,023 | 7,751 |
| Velasco, &c..... | ..... | ..... | ..... | ..... | ..... | 397 | 397 |
| New Orleans..... | 2,209 | 7,848 | 7,863 | 6,975 | 1,723 | 3,722 | 30,340 |
| Mobile..... | 27 | 230 | 584 | 93 | 61 | 876 | 1,871 |
| Florida..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Savannah..... | 1,022 | 1,971 | 1,706 | 1,827 | 1,605 | 1,156 | 9,287 |
| Brunswick, &c..... | ..... | ..... | ..... | ..... | ..... | 1,108 | 1,108 |
| Charleston..... | 262 | 731 | 138 | 617 | 189 | 175 | 2,112 |
| Pt. Royal, &c..... | ..... | ..... | ..... | ..... | ..... | 8,339 | 8,339 |
| Wilmington..... | 69 | 362 | 68 | 481 | ..... | 1,046 | 2,026 |
| Wash'ton, &c..... | ..... | ..... | ..... | ..... | ..... | 5 | 5 |
| Norfolk..... | 1,911 | 532 | 421 | 444 | 1,520 | 690 | 5,518 |
| West Point..... | 679 | 315 | 512 | 443 | 531 | 499 | 2,979 |
| N'port N., &c..... | ..... | ..... | ..... | ..... | ..... | 264 | 264 |
| New York..... | ..... | 506 | 600 | 200 | 537 | 394 | 2,537 |
| Boston..... | 389 | 269 | 4,438 | 1,227 | 282 | ..... | 6,605 |
| Baltimore..... | ..... | ..... | ..... | ..... | ..... | 857 | 857 |
| Philadelph'a &c..... | 136 | 18 | 160 | 199 | ..... | 382 | 895 |
| Tot'ls this week..... | 8,058 | 13,881 | 17,809 | 13,644 | 7,561 | 21,938 | 82,891 |

The following shows the week's total receipts, the total since Sept. 1, 1893, and the stock to-night, compared with last year.

| Receipts to Feb. 23. | 1893-94. | | 1892-93. | | Stock. | |
|----------------------|------------|---------------------|------------|---------------------|---------|---------|
| | This Week. | Since Sep. 1, 1893. | This Week. | Since Sep. 1, 1892. | 1894. | 1893. |
| Galveston... | 7,751 | 932,261 | 16,804 | 951,235 | 76,732 | 80,008 |
| Velasco, &c. | 397 | 32,443 | 1,312 | 40,128 | 600 | 2,162 |
| New Orleans... | 30,340 | 1,611,875 | 25,951 | 1,290,863 | 295,178 | 331,735 |
| Mobile..... | 1,871 | 178,260 | 1,822 | 150,534 | 37,163 | 32,435 |
| Florida..... | ..... | 31,099 | ..... | 26,827 | ..... | ..... |
| Savannah..... | 9,287 | 856,423 | 7,075 | 678,237 | 81,633 | 79,972 |
| Br'wick, &c. | 1,108 | 60,643 | 187 | 139,450 | 1,800 | 4,100 |
| Charleston... | 2,112 | 318,632 | 1,225 | 257,989 | 41,977 | 40,899 |
| P. Royal, &c. | 8,339 | 61,848 | ..... | 425 | ..... | ..... |
| Wilmington... | 2,026 | 184,332 | 286 | 153,572 | 22,184 | 10,284 |
| Wash'n, &c. | 5 | 487 | 15 | 730 | ..... | ..... |
| Norfolk..... | 5,518 | 415,539 | 4,963 | 220,203 | 61,483 | 46,718 |
| West Point..... | 2,979 | 211,036 | 1,893 | 177,741 | 9,233 | 7,524 |
| N'p't N., &c. | 264 | 43,633 | 261 | 16,868 | 2,489 | 165 |
| New York..... | 2,537 | 61,540 | ..... | 32,085 | 254,489 | 295,954 |
| Boston..... | 6,605 | 80,937 | 1,744 | 63,215 | 21,000 | 18,614 |
| Baltimore..... | 857 | 45,711 | 427 | 43,988 | 28,339 | 13,549 |
| Philadel., &c. | 895 | 37,196 | 1,496 | 34,210 | 9,973 | 13,777 |
| Totals..... | 82,891 | 5,168,870 | 65,496 | 4,283,350 | 944,273 | 977,896 |

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

| Receipts at— | 1894. | 1893. | 1892. | 1891. | 1890. | 1889. |
|---------------|--------|--------|---------|---------|--------|--------|
| Galves'n, &c. | 8,148 | 18,146 | 16,577 | 11,962 | 8,651 | 13,170 |
| New Orleans | 30,340 | 25,951 | 69,996 | 35,316 | 27,972 | 22,407 |
| Mobile..... | 1,871 | 1,822 | 3,095 | 5,253 | 705 | 2,279 |
| Savannah..... | 9,287 | 7,075 | 11,204 | 21,262 | 12,067 | 8,209 |
| Char'ton, &c. | 10,451 | 1,225 | 4,950 | 9,131 | 2,360 | 3,854 |
| Wilm'ton, &c. | 2,031 | 301 | 1,330 | 2,362 | 1,457 | 980 |
| Norfolk..... | 5,518 | 4,968 | 6,026 | 9,534 | 3,823 | 6,180 |
| W. Point, &c. | 3,243 | 2,154 | 9,485 | 13,895 | 7,059 | 15,872 |
| All others... | 12,002 | 3,854 | 20,005 | 18,191 | 22,514 | 23,572 |
| Tot. this wk. | 82,891 | 65,496 | 142,638 | 126,896 | 86,603 | 96,593 |

Since Sept. 1 5,168,870 4,283,350 6,072,934 5,809,392 5,372,469 4,929,327

The exports for the week ending this evening reach a total of 124,419 bales, of which 36,973 were to Great Britain, 13,201 to France and 24,245 to the rest of the Continent. Below are the exports for the week and since September 1, 1893.

| Exports from— | Week Ending Feb. 23. Exported to— | | | | From Sept. 1, 1893, to Feb. 23, 1894. Exported to— | | | |
|-------------------|-----------------------------------|--------|------------|-------------|--|---------|------------|-----------|
| | Great Brit'n. | France | Continent. | Total Week. | Great Britain. | France | Continent. | Total. |
| Galveston..... | 19,175 | ..... | ..... | 19,175 | 527,279 | 98,361 | 91,483 | 717,129 |
| Velasco, &c..... | ..... | ..... | 300 | 300 | ..... | ..... | 28,301 | 28,301 |
| New Orleans..... | 12,333 | 12,940 | ..... | 25,273 | 556,312 | 350,474 | 283,665 | 1,190,451 |
| Mobile & Pen..... | ..... | ..... | ..... | ..... | 30,303 | 530 | 820 | 31,628 |
| Savannah..... | ..... | ..... | 7,560 | 7,560 | 111,798 | 32,697 | 290,362 | 434,877 |
| Brunswick..... | ..... | ..... | ..... | ..... | 34,985 | 2,600 | 6,330 | 43,915 |
| Charleston*..... | 15,559 | ..... | 11,696 | 27,255 | 212,985 | 16,208 | 125,390 | 354,581 |
| Wilmington..... | ..... | ..... | ..... | ..... | 65,028 | ..... | 50,185 | 145,193 |
| Norfolk..... | 6,752 | ..... | ..... | 6,752 | 121,673 | 350 | 10,976 | 132,999 |
| West Point..... | ..... | ..... | ..... | ..... | 76,497 | ..... | 14,666 | 91,103 |
| N'p't News, &c. | 7,031 | ..... | ..... | 7,031 | 32,555 | ..... | ..... | 31,555 |
| New York..... | 14,093 | 291 | 3,332 | 18,296 | 307,339 | 13,040 | 136,670 | 467,019 |
| Boston..... | 10,618 | ..... | ..... | 10,618 | 159,224 | ..... | 2,412 | 161,636 |
| Baltimore..... | 563 | ..... | 1,257 | 1,820 | 31,240 | 4,183 | 93,654 | 132,077 |
| Philadelph'a &c. | 243 | ..... | 100 | 343 | 15,892 | ..... | 3,985 | 19,377 |
| Total..... | 56,973 | 13,201 | 24,215 | 124,419 | 2,285,615 | 518,814 | 1,168,812 | 3,902,871 |

* Including Port Royal.

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. Lambert & Barrows, 24 Beaver Street.

| Feb. 23 at— | ON SHIPBOARD, NOT CLEARED—FOR | | | | | Leaving Sick. |
|------------------|-------------------------------|--------|---------------|------------|---------|---------------|
| | Great Britain. | France | Other Foreign | Coastwise. | Total. | |
| New Orleans..... | 17,590 | 4,693 | 8,974 | 176 | 31,433 | 263,745 |
| Galveston..... | 3,361 | 5,842 | 4,873 | 2,081 | 15,957 | 60,775 |
| Savannah..... | None. | None. | 1,500 | 1,100 | 2,600 | 79,033 |
| Charleston..... | None. | None. | 2,600 | 100 | 2,700 | 39,277 |
| Mobile..... | None. | None. | None. | None. | None. | 37,163 |
| Norfolk..... | 20,000 | None. | 2,500 | 3,000 | 25,500 | 35,983 |
| New York..... | 9,500 | 300 | 4,600 | None. | 14,400 | 240,089 |
| Other port..... | 19,000 | None. | 11,500 | None. | 30,500 | 65,118 |
| Total 1894..... | 69,451 | 10,835 | 36,347 | 6,457 | 123,090 | 821,183 |
| Total 1893..... | 30,458 | 21,728 | 54,526 | 18,822 | 125,534 | 852,362 |
| Total 1892..... | 59,477 | 20,932 | 56,914 | 13,495 | 115,818 | 1,077,868 |

The speculation in cotton for future delivery at this market has been more active for the week under review, but prices show a material decline. The strength which had been given this market by the adjustment of arbitrage dealings with Liverpool was withdrawn on Monday. A sharp decline at Liverpool on Tuesday, together with a movement of the crop at the ports somewhat in excess of estimates, and the dullness of spot cotton, quite discouraged large "long" interests, and heavy selling to realize was the result, under which prices rapidly gave way, until on Wednesday the close was about twenty points below the previous Saturday. As prices gave way, buying became brisker. It was mainly to realize profits on sales made at higher figures, but it was asserted that there was a good deal of fresh buying for the "long" account, encouraged by the relatively low prices and the falling off in receipts at interior towns. A feature of the dealings on Tuesday and Wednesday was the large "exchanges" from the early to the later months. The next crop attracted very little attention. To-day the market opened about steady, Liverpool having made some recovery from the decline in that market yesterday, but as that market again weakened toward the close and the port receipts proved unexpectedly large, a semi-panic set in, which carried down prices about 12 points from the close of Wednesday. A partial recovery took place, on a demand to cover contracts, but the close was tame. Delivery notices for March passed into strong hands. Cotton on the spot has continued very dull. There was little buying either for export or home consumption, and the deliveries on contract were on a very moderate scale. Quotations were reduced 1-16c. on Tuesday, and though nominally unchanged on Wednesday it was understood that salable values were at a further decline of 1-16c. To-day official quotations were reduced 1/8c. to 7/16c. for middling uplands, with only a limited business for home consumption.

The total sales for forward delivery for the week are 785,400 bales. For immediate delivery the total sales foot up this week 1,025 bales, including — for export, 825 for consumption, — for speculation and 200 on contract. The following are the official quotations for each day of the past week—February 17 to February 23.

Rates on and off middling, as established Nov. 23 by the Revision Committee, at which grades other than middling may be delivered on contract:

| | | | |
|---------------------------|--------------|----------------------------|---------------|
| Fair..... | c. 1 1/4 on. | Good Ordinary..... | c. 1 1/2 off. |
| Middling Fair..... | 7/8 on. | Good Middling Tinged... | Even. |
| Strict Good Middling..... | 7/8 on. | Strict Middling Stained... | 7/8 off. |
| Good Middling..... | 5/16 on. | Middling Stained..... | 7/16 off. |
| Strict Low Middling..... | 5/16 off. | Strict Low Mid. Stained... | 29/32 off. |
| Low Middling..... | 7/16 off. | Low Middling Stained.... | 1 3/8 off. |
| Strict Good Ordinary..... | 1 1/16 off. | | |

On this basis the prices for a few of the grades would be as follows:

| UPLANDS. | Sat. | Mon. | Tues. | Wed. | Th. | Fri. |
|--------------------|----------|----------|--------|--------|----------|-------|
| Good Ordinary..... | 6 1/8 c. | 6 1/8 c. | 6 3/4 | 6 3/4 | Holiday. | 6 5/8 |
| Low Middling..... | 7 1/4 | 7 1/4 | 7 7/16 | 7 7/16 | Holiday. | 7 5/8 |
| Middling..... | 7 15/16 | 7 15/16 | 7 7/8 | 7 7/8 | Holiday. | 7 3/4 |
| Good Middling..... | 8 1/4 | 8 1/4 | 8 3/16 | 8 3/16 | Holiday. | 8 1/8 |
| Middling Fair..... | 8 3/4 | 8 3/4 | 8 3/4 | 8 3/4 | Holiday. | 8 1/8 |

| GULF. | Sat. | Mon. | Tues. | Wed. | Th. | Fri. |
|--------------------|--------|--------|---------|---------|----------|--------|
| Good Ordinary..... | 7 1/16 | 7 1/16 | 7 | 7 | Holiday. | 6 7/8 |
| Low Middling..... | 7 3/4 | 7 3/4 | 7 11/16 | 7 11/16 | Holiday. | 7 9/16 |
| Middling..... | 8 3/16 | 8 3/16 | 8 1/8 | 8 1/8 | Holiday. | 8 |
| Good Middling..... | 8 1/2 | 8 1/2 | 8 7/16 | 8 7/16 | Holiday. | 8 5/16 |
| Middling Fair..... | 9 1/16 | 9 1/16 | 9 | 9 | Holiday. | 8 7/8 |

| STAINED. | Sat. | Mon. | Tues. | Wed. | Th. | Fri. |
|---------------------------|---------|---------|--------|--------|----------|---------|
| Low Middling..... | 6 9/16 | 6 9/16 | 6 1/2 | 6 1/2 | Holiday. | 6 3/8 |
| Middling..... | 7 1/2 | 7 1/2 | 7 7/16 | 7 7/16 | Holiday. | 7 5/8 |
| Strict Middling..... | 7 3/4 | 7 3/4 | 7 3/4 | 7 3/4 | Holiday. | 7 19/32 |
| Good Middling Tinged..... | 7 15/16 | 7 15/16 | 7 7/8 | 7 7/8 | Holiday. | 7 3/4 |

MARKET AND SALES.

| | SPOT MARKET CLOSED. | SALES OF SPOT AND CONTRACT. | | | | | Sales of Futures. |
|---------------|---------------------|-----------------------------|------------|--------------|-------------|--------|-------------------|
| | | Ex- port. | Con- sump. | Spec- ul't'n | Con- tract. | Total. | |
| Sat'day..... | Quiet | ..... | ..... | ..... | ..... | ..... | 61,200 |
| Monday..... | Dull and easy | ..... | 194 | ..... | 100 | 294 | 82,900 |
| Tuesday..... | Dull at 1 1/2 dec. | ..... | ..... | ..... | ..... | ..... | 206,800 |
| Wed'day..... | Dull and easy | ..... | 238 | ..... | 100 | 338 | 179,600 |
| Thur'day..... | ..... | ..... | Holi- day. | ..... | ..... | ..... | ..... |
| Friday..... | Quiet at 1/2 dec. | ..... | 393 | ..... | ..... | 393 | 254,900 |
| Total..... | ..... | ..... | 825 | ..... | 200 | 1,025 | 785,400 |

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. 23. | CLOSING QUOTATIONS FOR MIDDLING COTTON ON— | | | | | |
|----------------------|--|--------------------------------|--------------------------------|--------------------------------|--------|--------------------------------|
| | Satur. | Mon. | Tues. | Wednes. | Thurs. | Fri. |
| Galveston... | 7 ¹ / ₁₆ | 7 ¹ / ₁₆ | 7 ¹ / ₁₆ | 7 ¹ / ₁₆ | ..... | 7 ¹ / ₁₆ |
| New Orleans | 7 ¹ / ₁₆ | 7 ¹ / ₁₆ | 7 ¹ / ₁₆ | 7 ¹ / ₁₆ | ..... | 7 ¹ / ₁₆ |
| Mobile..... | 7 ¹ / ₁₆ | 7 ¹ / ₁₆ | 7 ¹ / ₁₆ | 7 ¹ / ₁₆ | ..... | 7 ¹ / ₁₆ |
| Savannah... | 7 ¹ / ₁₆ | 7 ¹ / ₁₆ | 7 ¹ / ₁₆ | 7 ¹ / ₁₆ | ..... | 7 ¹ / ₁₆ |
| Charleston... | 7 ¹ / ₁₆ | 7 ¹ / ₁₆ | 7 ¹ / ₁₆ | 7 ¹ / ₁₆ | ..... | 7 ¹ / ₁₆ |
| Wilmington. | 7 ¹ / ₁₆ | 7 ¹ / ₁₆ | 7 ¹ / ₁₆ | 7 ¹ / ₁₆ | ..... | 7 ¹ / ₁₆ |
| Norfolk..... | 7 ¹ / ₁₆ | 7 ¹ / ₁₆ | 7 ¹ / ₁₆ | 7 ¹ / ₁₆ | ..... | 7 ¹ / ₁₆ |
| Boston..... | 7 ¹ / ₁₆ | 7 ¹ / ₁₆ | 7 ¹ / ₁₆ | 7 ¹ / ₁₆ | ..... | 7 ¹ / ₁₆ |
| Baltimore... | 7 ¹ / ₁₆ | 7 ¹ / ₁₆ | 7 ¹ / ₁₆ | 7 ¹ / ₁₆ | ..... | 7 ¹ / ₁₆ |
| Philadelphia | 8 ¹ / ₁₆ | 8 ¹ / ₁₆ | 8 ¹ / ₁₆ | 8 ¹ / ₁₆ | ..... | 8 ¹ / ₁₆ |
| Augusta..... | 7 ¹ / ₁₆ | 7 ¹ / ₁₆ | 7 ¹ / ₁₆ | 7 ¹ / ₁₆ | ..... | 7 ¹ / ₁₆ |
| Memphis.... | 7 ¹ / ₁₆ | 7 ¹ / ₁₆ | 7 ¹ / ₁₆ | 7 ¹ / ₁₆ | ..... | 7 ¹ / ₁₆ |
| St. Louis.... | 7 ¹ / ₁₆ | 7 ¹ / ₁₆ | 7 ¹ / ₁₆ | 7 ¹ / ₁₆ | ..... | 7 ¹ / ₁₆ |
| Houston.... | 7 ¹ / ₁₆ | 7 ¹ / ₁₆ | 7 ¹ / ₁₆ | 7 ¹ / ₁₆ | ..... | 7 ¹ / ₁₆ |
| Cincinnati.. | 7 ¹ / ₁₆ | 7 ¹ / ₁₆ | 7 ¹ / ₁₆ | 7 ¹ / ₁₆ | ..... | 7 ¹ / ₁₆ |
| Louisville.. | 7 ¹ / ₁₆ | 7 ¹ / ₁₆ | 7 ¹ / ₁₆ | 7 ¹ / ₁₆ | ..... | 7 ¹ / ₁₆ |

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

| | | | | | |
|----------------|-------------------------------|------------------|-------------------------------|----------------|--------------------------------|
| Atlanta..... | 7 | Little Rock..... | 7 ¹ / ₈ | Newberry..... | 6 ³ / ₄ |
| Columbus, Ga. | 7 | Montgomery.... | 6 ³ / ₄ | Raleigh..... | 7 ¹ / ₈ |
| Columbus, Miss | 6 ³ / ₄ | Nashville..... | 7 ¹ / ₈ | Selma..... | 7 |
| Eufaula..... | 7 | Natchez..... | 7 | Shreveport.... | 6 ¹ / ₁₆ |

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. | | | Stk at Interior Towns. | | | Rec'pts from Plant'ns. | | |
|--------------|------------------------|---------|---------|------------------------|---------|---------|------------------------|--------|---------|
| | 1892. | 1893. | 1894. | 1892. | 1893. | 1894. | 1892. | 1893. | 1894. |
| Jan. 10..... | 102,438 | 101,737 | 150,017 | 605,907 | 446,672 | 432,721 | 81,511 | 95,705 | 141,517 |
| " 20..... | 130,607 | 71,769 | 154,352 | 576,253 | 444,920 | 420,147 | 100,953 | 70,017 | 141,775 |
| Feb. 2..... | 166,548 | 86,863 | 118,748 | 565,276 | 449,734 | 406,940 | 155,571 | 91,677 | 103,541 |
| " 9..... | 182,983 | 51,163 | 100,560 | 558,815 | 448,157 | 390,917 | 176,522 | 79,688 | 84,587 |
| " 16..... | 145,681 | 68,920 | 71,627 | 548,755 | 441,594 | 376,763 | 135,621 | 62,357 | 67,473 |
| " 23..... | 142,668 | 65,496 | 82,891 | 522,746 | 438,804 | 343,821 | 116,659 | 62,798 | 60,949 |

The above statement shows: 1.—That the total receipts from the plantations since Sept. 1 in 1893 are 5,456,535 bales; in 1892-93 were 4,593,610 bales; in 1891-92 were 6,539,801 bales.

2.—That although the receipts at the outports the past week were 82,891 bales, the actual movement from plantations was 69,949 bales, the balance being taken from the stocks at the interior towns. Last year the receipts from the plantations for the week were 62,796 bales and for 1892 they were 116,659 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. 23 and since Sept. 1 in the last two years are as follows:

| February 23. | 1892-94. | | 1892-93. | |
|--------------------------------------|---------------|----------------|---------------|----------------|
| | Week. | Since Sept. 1. | Week. | Since Sept. 1. |
| Shipped— | | | | |
| Via St. Louis..... | 6,069 | 433,249 | 10,788 | 311,781 |
| Via Cairo..... | 3,865 | 191,396 | 6,442 | 159,698 |
| Via Hannibal..... | 50 | 13,459 | 3,477 | 131,111 |
| Via Evansville..... | ..... | 6,296 | 231 | 13,458 |
| Via Louisville..... | 1,226 | 75,307 | 1,926 | 95,630 |
| Via Cincinnati.. | 2,050 | 86,044 | 721 | 72,607 |
| Via other routes, &c..... | 2,324 | 102,539 | 1,259 | 122,024 |
| Total gross overland..... | 15,584 | 908,290 | 24,844 | 906,304 |
| Deduct shipments— | | | | |
| Overland to N. Y., Boston, &c.. | 10,894 | 225,384 | 3,687 | 178,498 |
| Between interior towns..... | 48 | 20,797 | 1,113 | 20,148 |
| Inland, &c., from South..... | 1,643 | 71,942 | 883 | 46,301 |
| Total to be deducted..... | 12,585 | 318,123 | 5,663 | 244,947 |
| Leaving total net overland*.. | 2,999 | 590,167 | 19,181 | 661,357 |

*Including movement by rail to Canada. The foregoing shows that the week's net overland movement this year has been 2,999 bales, against 19,181 bales for the week in 1893, and that for the season to date the aggregate net overland exhibits a decrease from a year ago of 71,190 bales.

| In Sight and Spinners' Takings. | 1893-94. | | 1892-93. | |
|---|----------------|------------------|----------------|------------------|
| | Week. | Since Sept. 1. | Week. | Since Sept. 1. |
| Receipts at ports to Feb. 23..... | 82,391 | 5,168,870 | 65,496 | 4,283,350 |
| Net overland to Feb. 23..... | 2,999 | 590,167 | 19,181 | 661,357 |
| Southern consumption to Feb. 23 | 16,000 | 416,000 | 18,000 | 403,000 |
| Total marketed..... | 101,890 | 6,175,037 | 102,677 | 5,347,707 |
| Interior stocks in excess..... | 12,942 | 287,655 | 2,700 | 310,260 |
| Came into sight during week. | 88,948 | ..... | 99,977 | ..... |
| Total in sight Feb. 23..... | ..... | 6,462,692 | ..... | 5,657,967 |
| North's spinners tak'gs to Feb. 23 | ..... | 1,064,359 | ..... | 1,289,737 |

*Decrease during week.

It will be seen by the above that there has come into sight during the week 88,948 bales, against 99,977 bales for the same week of 1893, and that the increase in amount in sight to-night as compared with last year is 804,725 bales.

WEATHER REPORTS BY TELEGRAPH.—Reports to us by telegraph from the South to-night indicate that while as a rule the rainfall has been light during the week, at a few points the precipitation has been excessive. The Mississippi River is falling at Memphis.

Galveston, Texas.—It has rained rather heavily on three days of the week, the rainfall reaching one inch and seventy-three hundredths. Average thermometer 57, highest 75, lowest 39.

Palestine, Texas.—Rain has fallen lightly on two days of the week, to the extent of four hundredths of an inch. The thermometer has averaged 55, the highest being 81 and the lowest 29.

Huntsville, Texas.—We have had light rain on two days of the past week, the precipitation reaching six hundredths of an inch. The thermometer has averaged 54, ranging from 32 to 76.

Dallas, Texas.—There has been no rain during the week. Weather cold. The thermometer has ranged from 26 to 78, averaging 52.

San Antonio, Texas.—We have had one shower during the past week, the rainfall being two hundredths of an inch. Average thermometer 57, highest 82, lowest 32.

Luling, Texas.—Rain has fallen on one day of the week, the precipitation reaching eight hundredths of an inch. The thermometer has averaged 53, the highest being 80 and the lowest 30.

Columbia, Texas.—There has been good rain on three days during the week, the precipitation being one inch and five hundredths. The thermometer has averaged 54, ranging from 34 to 74.

Cuero, Texas.—Rain has fallen on two days of the week to the extent of thirty-nine hundredths of an inch. The thermometer has ranged from 34 to 89, averaging 62.

Brenham, Texas.—We have had light rain on one day during the week, the precipitation being four hundredths of an inch. Average thermometer 54, highest 78, lowest 30.

Belton, Texas.—There has been rain on one day of the week, the precipitation reaching six hundredths of an inch. The thermometer has averaged 54, the highest being 81 and the lowest 28.

Fort Worth, Texas.—Clear weather has prevailed all the week. The thermometer has averaged 54, ranging from 28 to 80.

Weatherford, Texas.—There has been no rain during the week. The thermometer has ranged from 30 to 81, averaging 55.

Shreveport, Louisiana.—We have had rain on two days the past week, to the extent of forty-six hundredths of an inch. The thermometer has ranged from 30 to 78, averaging 52.

New Orleans, Louisiana.—It has rained heavily on six days of the week, the precipitation reaching six inches and twenty hundredths of an inch. The thermometer has averaged 58.

Columbus, Mississippi.—We have had rain on four days of the week, to the extent of fifty-seven hundredths of an inch. The thermometer has averaged 50, the highest being 76 and the lowest 30.

Leland, Mississippi.—Telegram not received. Meridian, Mississippi.—The weather has been pleasant during the week, with rain on one day. Stocks at uncounted stations in this section are not over one-quarter as much as last season. Cotton was sold as fast as received.

Little Rock, Arkansas.—The weather has been blustry and disagreeable the past week and too cold for any farm work. It has rained on one day of the week, the rainfall being forty-three hundredths of an inch. Average thermometer 42.8, highest 66 and lowest 24.

Helena, Arkansas.—Farmers are not making much progress with work, rain having interfered. There has been rain on two days during the week, on one of which sleet fell, the precipitation being eighty-four hundredths of an inch. The thermometer has averaged 42, the highest being 67 and the lowest 25.

Memphis, Tennessee.—The river is twenty-eight feet above low-water mark and falling. It has rained on four days of the week, the rainfall reaching eighty-five hundredths of an inch. Snow is now threatened. The thermometer has averaged 40.6, ranging from 24.3 to 61.1.

Nashville, Tennessee.—We have had rain during the week, the precipitation reaching ninety-nine hundredths of an inch. The thermometer has ranged from 19 to 64, averaging 39.

Mobile, Alabama.—It has rained on six days during the week, to the extent of two inches and sixty-four hundredths. Average thermometer 56, highest 70 and lowest 30.

Montgomery, Alabama.—There has been rain on five days during the week, the precipitation reaching eighty-one hundredths of an inch. The stock here does not include about eighteen thousand bales formerly reported as received and shipped, being transit cotton. The thermometer has averaged 54, the highest being 82 and the lowest 46.

Selma, Alabama.—It has rained on three days of the week, the precipitation reaching eighty-seven hundredths of an inch. The thermometer has averaged 51, ranging from 30 to 78.

Madison, Florida.—There has been rain on six days of the past week, the rainfall reaching two inches and eighty hundredths. The thermometer has ranged from 31 to 70, averaging 59.

Columbus, Georgia.—We have had rain on two days during the week, the precipitation reaching seventy-three hundredths

of an inch. Average thermometer 50.5, highest 67 and lowest 22.

Savannah, Georgia.—There has been rain on four days during the week, the precipitation reaching seventy-three hundredths of an inch. The thermometer has averaged 58, the highest being 76 and the lowest 29.

Augusta, Georgia.—The early part of the week was clear and pleasant, but in the latter portion it has rained lightly on three days, the precipitation reaching seventy-seven hundredths of an inch. Farmers are well advanced with preparations for planting. The thermometer has averaged 54, ranging from 25 to 72.

Charleston, South Carolina.—We have had rain on five days during the week to the extent of fifty-five hundredths of an inch. The thermometer has ranged from 36 to 70, averaging 57.

Stateburg, South Carolina.—It has rained on three days of the week, the rainfall reaching forty-five hundredths of an inch. Average thermometer 51.8, highest 71, lowest 25.

Wilson, North Carolina.—We had rain on two days of the week, the rainfall reaching thirty-one hundredths of an inch. The thermometer has averaged 49, the highest being 70 and the lowest 24.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 8 o'clock February 22, 1894, and February 23, 1893.

| | Feb. 22, '94 | Feb. 23, '93 |
|---------------------------------------|--------------|--------------|
| | Feet. | Feet. |
| New Orleans.....Above low-water mark. | 12.4 | 9.9 |
| Memphis.....Above low-water mark. | 29.1 | 29.7 |
| Nashville.....Above low-water mark. | 17.1 | 40.5 |
| Shreveport.....Above low-water mark. | 15.2 | 11.9 |
| Vicksburg.....Above low-water mark. | 38.1 | 33.5 |

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. 23.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

| Year | Shipments this week. | | | Shipments since Sept. 1. | | | Receipts. | |
|-------|----------------------|------------|--------|--------------------------|------------|---------|------------|----------------|
| | Great Brit'n. | Continent. | Total. | Great Britain. | Continent. | Total. | This Week. | Since Sept. 1. |
| '93-4 | 7,000 | 14,000 | 21,000 | 20,000 | 221,000 | 241,000 | 58,000 | 677,000 |
| '92-3 | ..... | 7,000 | 7,000 | 9,000 | 231,000 | 240,000 | 40,000 | 547,000 |
| '91-2 | 3,000 | 11,000 | 14,000 | 13,000 | 127,000 | 140,000 | 55,000 | 455,000 |
| '90-1 | ..... | 31,000 | 31,000 | 27,000 | 226,000 | 253,000 | 84,000 | 766,000 |

According to the foregoing Bombay appears to show an increase compared with last year in the week's receipts of 18,000 bales and an increase in shipments of 14,000 bales, and the shipments since Sept. 1 show an increase of 1,000 bales. The movement at Calcutta, Madras, and other India ports for the last reported week and since the 1st of September, for two years, has been as follows. "Other ports" cover Ceylon, Tuticorin, Kurrachee and Coconada.

| | Shipments for the week. | | | Shipments since Sept. 1. | | |
|-------------|-------------------------|------------|--------|--------------------------|------------|---------|
| | Great Britain. | Continent. | Total. | Great Britain. | Continent. | Total. |
| Calcutta— | | | | | | |
| 1893-94... | 2,000 | 2,000 | 4,000 | 6,000 | 9,000 | 15,000 |
| 1892-93... | ..... | 2,000 | 2,000 | 4,000 | 13,000 | 17,000 |
| Madras— | | | | | | |
| 1893-94... | 3,000 | 2,000 | 5,000 | 23,000 | 14,000 | 37,000 |
| 1892-93... | ..... | 1,000 | 1,000 | 13,000 | 7,000 | 20,000 |
| All others— | | | | | | |
| 1893-94... | 1,000 | 2,000 | 3,000 | 22,000 | 29,000 | 51,000 |
| 1892-93... | ..... | ..... | ..... | 21,000 | 26,000 | 47,000 |
| Total all— | | | | | | |
| 1893-94... | 6,000 | 6,000 | 12,000 | 51,000 | 52,000 | 103,000 |
| 1892-93... | ..... | 3,000 | 3,000 | 38,000 | 46,000 | 84,000 |

The above totals for the week show that the movement from the ports other than Bombay is 9,000 bales more than the same week last year. For the whole of India, therefore, the total shipments since September 1, 1893, and for the corresponding periods of the two previous years, are as follows:

EXPORTS TO EUROPE FROM ALL INDIA.

| Shipments to all Europe from— | 1893-94. | | 1892-93. | | 1891-92 | |
|-------------------------------|------------|----------------|------------|----------------|------------|----------------|
| | This week. | Since Sept. 1. | This week. | Since Sept. 1. | This week. | Since Sept. 1. |
| Bombay..... | 21,000 | 241,000 | 7,000 | 240,000 | 14,000 | 140,000 |
| Allother ports. | 12,000 | 103,000 | 3,000 | 84,000 | 2,000 | 99,000 |
| Total..... | 33,000 | 344,000 | 10,000 | 324,000 | 16,000 | 239,000 |

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 21 | 1893-94. | | 1892-93. | | 1891-92 | |
|--------------------------------|------------|----------------|------------|----------------|------------|----------------|
| | This week. | Since Sept. 1. | This week. | Since Sept. 1. | This week. | Since Sept. 1. |
| Receipts (cantars).... | | | | | | |
| This week..... | | 115,000 | | 65,000 | | 100,000 |
| Since Sept. 1..... | | 4,036,000 | | 4,830,000 | | 4,214,000 |
| Exports (bales)— | | | | | | |
| To Liverpool..... | 7,000 | 227,000 | 3,000 | 265,000 | 10,000 | 263,000 |
| To Continent..... | 4,000 | 168,000 | 6,000 | 184,000 | 3,000 | 134,000 |
| Total Europe..... | 11,000 | 395,000 | 9,000 | 449,000 | 13,000 | 397,000 |

¹ A cantar is 98 pounds.

MANCHESTER MARKET.—Our report received by cable to-night from Manchester states that the market is flat for yarns and quiet for sheetings. Stocks of yarn are accumulating. We give the prices for to-day below and leave those for previous weeks of this and last year for comparison:

| | 1894. | | | | | | 1893. | | | | | |
|--------|-----------------|--------|--------------------|----------|--------------------|-------|-----------------|----------|--------------------|-------|--------------------|-------|
| | 32s Oop. Twist. | | 8½ lbs. Shirtings. | | Cott'n Mid. Uplds. | | 32s Oop. Twist. | | 8½ lbs. Shirtings. | | Cott'n Mid. Uplds. | |
| | d. | s. d. | s. d. | s. d. | d. | s. d. | d. | s. d. | s. d. | s. d. | d. | s. d. |
| Jan 19 | 61 1/16 | 07 3/4 | 5 7 | 07 6 | 4 3/8 | 8 1/2 | 08 3/4 | 5 9 | 07 4 | 5 1/2 | 5 1/2 | 5 1/2 |
| " 26 | 69 1/8 | 07 3/4 | 5 6 | 07 6 | 4 1/4 | 8 1/4 | 08 3/4 | 5 10 | 07 5 | 5 1/2 | 5 1/2 | 5 1/2 |
| Feb. 2 | 69 1/8 | 07 3/4 | 5 6 | 07 6 | 4 1/4 | 8 3/8 | 09 | 5 10 1/2 | 07 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 |
| " 9 | 6 1/4 | 07 3/4 | 5 5 | 07 4 1/2 | 4 1/4 | 8 3/8 | 09 | 5 10 1/2 | 07 5 1/2 | 4 7/8 | 4 7/8 | 4 7/8 |
| " 16 | 67 1/8 | 07 3/4 | 5 4 1/2 | 07 4 | 4 1/4 | 8 1/4 | 09 | 5 10 | 07 4 1/2 | 4 1/2 | 4 1/2 | 4 1/2 |
| " 23 | 6 3/8 | 07 3/4 | 5 3 1/2 | 07 3 | 4 3/8 | 8 1/4 | 09 | 5 10 1/2 | 07 4 1/2 | 4 1/2 | 4 1/2 | 4 1/2 |

SEA ISLAND COTTON MOVEMENT.—We have received this (Friday) evening by telegraph from the various ports the details of the Sea Island cotton movement for the week. The receipts for the week ending to-night (Feb. 23) and since Sept. 1, 1893, the stocks to-night, and the same items for the corresponding periods of 1892-93, are as follows.

| Receipts to Feb. 23. | 1893-94. | | 1892-93. | | Stock. | |
|----------------------|------------|----------------|------------|----------------|--------|--------|
| | This week. | Since Sept. 1. | This week. | Since Sept. 1. | 1894. | 1893. |
| Savannah..... | 333 | 52,772 | 252 | 31,141 | 8,039 | 12,497 |
| Charleston..... | 1 | 1,919 | 7 | 5,825 | 846 | 1,518 |
| Florida, &c..... | 41 | 3,357 | ..... | 3,495 | 2,851 | ..... |
| Total..... | 425 | 58,049 | 259 | 40,461 | 11,736 | 14,015 |

The exports for the week ending this evening reach a total of 69 bales, of which 41 bales were to Great Britain, 11 to France and 17 to Bremen, and the amount forwarded to Northern mills has been 577 bales. Below are the exports for the week and since September 1 in 1893-94 and 1892-93.

| Exports from— | Week Ending Feb. 23. | | | Since Sept. 1, 1893. | | | North'n Mills. | |
|-------------------|----------------------|------------|--------|----------------------|------------|--------|----------------|----------------|
| | Great Brit'n. | Fr'nce &c. | Total. | Great Brit'n. | Fr'nce &c. | Total. | Week. | Since Sept. 1. |
| Savannah..... | ..... | ..... | 22,932 | 1,776 | 24,708 | 577 | 13,567 | |
| Charl'tn, &c..... | 41 | 17 | 58 | 386 | 17,403 | ..... | 994 | |
| Florida, &c..... | ..... | ..... | 125 | ..... | 125 | ..... | 2,927 | |
| New York..... | ..... | 11 | 11 | 2,747 | 1,771 | 4,518 | ..... |  |
| Boston..... | ..... | ..... | 843 | ..... | 843 | ..... | ..... |  |
| Baltimore..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Total..... | 41 | 28 | 69 | 27,033 | 3,564 | 30,597 | 577 | 17,488 |
| Total 1892-93 | 30 | | 30 | 11,238 | 1,412 | 12,650 | 223 | 15,697 |

A considerable portion of the Sea Island cotton shipped to foreign ports goes via New York, and some small amounts via Boston and Baltimore. Instead of including this cotton for the week in which it leaves the Southern outports, we follow the same plan as in our regular table of including it when actually exported from New York, &c. The details of the shipments of Sea Island cotton for the week will be found under the head "Shipping News," on a subsequent page.

Quotations Feb. 23 at Savannah for Floridas, common, 18c.; medium fine, 15 1/2c.; choice, 17 1/2c.

Charleston, Carolinas, medium fine, 30 to 32c.; fine, 30 to 35c.; extra fine, 40 to 50c., all nominal.

The following exchanges have been made during the week:

| | |
|---------------------------------------|--|
| '25 pd. to exch. 800 Mch. for July. | '27 pd. to exch. 500 May for Aug. |
| '21 pd. to exch. 7,100 Mch. for J'ne. | '26 pd. to exch. 500 Mch. for Sept. |
| '07 pd. to exch. 1,200 Apr. for May. | '31 pd. to exch. 1,300 Mch. for Aug. |
| '07 pd. to exch. 400 May for June. | '27 pd. to exch. 2,800 Mch. for July. |
| '14 pd. to exch. 4,300 Mch. for May. | '23 pd. to exch. 200 Mch. for Sept. |
| '19 pd. to exch. 100 June for Dec. | '16 pd. to exch. 2 1/2 May for Aug. |
| '07 pd. to exch. 500 Mch. for Apr. | '02 pd. to exch. 100 Feb. for Mch. |
| '08 pd. to exch. 300 Aug. for Nov. | '28 pd. to exch. 1,700 Mch. for July. |
| '15 pd. to exch. 11,300 Mch. for May. | '13 pd. to exch. 1,000 Mch. for May. |
| '30 pd. to exch. 1,300 Mch. for Aug. | '40 pd. to exch. 200 Mch. for Nov. |
| '30 pd. to exch. 100 Mch. for Oct. | '02 pd. to exch. 200 Feb. s. n. for regular. |
| '14 pd. to exch. 100 Apr. for June. | '29 pd. to exch. 200 Mch. for Sept. |
| '20 pd. to exch. 1,000 Mch. for J'ne. | '14 pd. to exch. 300 May for Sept. |
| '03 pd. to exch. 1,300 Mch. for Apr. | '28 pd. to exch. 100 Mch. for July. |
| '28 pd. to exch. 100 Mch. for July. | '23 pd. to exch. 3,000 Mch. for J'ne. |
| '23 pd. to exch. 4,100 Mch. for J'ne. | |

EXPORTS OF YARN FROM INDIA TO CHINA AND JAPAN.—We give below a statement of the shipments of yarn from India to China and Japan during the calendar years 1877 to 1893, inclusive:

| | To China (bales 400 lbs. each). | To Japan (bales 400 lbs. each) | Total bales. |
|-----------|---------------------------------|--------------------------------|--------------|
| 1877..... | 23,516 | 142 | 28,658 |
| 1878..... | 45,933 | 1,745 | 47,678 |
| 1879..... | 45,530 | 4,842 | 50,372 |
| 1880..... | 69,194 | 4,527 | 67,721 |
| 1881..... | 61,783 | 7,378 | 69,161 |
| 1882..... | 81,434 | 9,854 | 91,288 |
| 1883..... | 94,982 | 17,421 | 112,403 |
| 1884..... | 127,318 | 13,846 | 141,164 |
| 1885..... | 154,517 | 19,020 | 173,537 |
| 1886..... | 199,407 | 20,543 | 219,950 |
| 1887..... | 205,158 | 39,730 | 244,888 |
| 1888..... | 234,071 | 52,697 | 286,768 |
| 1889..... | 254,697 | 62,220 | 316,917 |
| 1890..... | 325,060 | 37,722 | 362,782 |
| 1891..... | 363,038 | 10,939 | 373,977 |
| 1892..... | 385,771 | 21,445 | 407,216 |
| 1893..... | 297,872 | 13,898 | 311,770 |

From the above it will be seen that the shipments to both China and Japan during the year just closed were much less than in 1893 and also smaller than in any of the years from 1891 back to 1889.

STOCK OF COTTON GOODS IN INDIA.—Some apprehension has been expressed that recent heavy shipments of cotton goods from Great Britain to India would cause

an accumulation of stocks there. To remove this impression so far as possible Messrs. Lyon & Co., of Bombay, have prepared a chart showing the maximum and minimum stocks of cloth and yarns held at that point each year since January 1, 1887. We have received this week a copy of the chart and from it find that in 1890 the stock of cloths reached 42,000 bales and 33,000 cases, and in 1891 was 43,000 bales and 33,000 cases. Since 1891, however, there has been a considerable decrease, the stock on January 1, 1893, being but 13,000 bales and 12,500 cases, and on July 31st only 7,000 bales and 12,000 cases were on hand. During the last half of the year the stock was slightly augmented, standing on December 31 at 12,000 bales and 14,000 cases, which Messrs. Lyon, Comber & Co., of Liverpool, state is practically as low a point as any touched in the height of the importing season.

Messrs. Lyon, Comber & Co. further remark: "We think that the position, present and past, as shown by the chart, clears away the ground for apprehending that India is becoming overloaded with cloth and gives hope that our trade with that dependency may be expected to continue good for some time yet. A slight dislocation has been occasioned by the late collapse in exchange, but currency prices have shown such a quick aptitude to adapt themselves to the altered ratio between silver and gold that the disarrangement may reasonably be expected to be short lived."

JUTE BUTTS, BAGGING, &c.—The demand for jute bagging has been extremely light during the week under review, at 5 1/2c. for 1 3/4 lbs., 5 5/8c. for 2 lbs. and 6 1/8c. for standard grades in a jobbing way. Car-load lots of standard brands continue at 5c. for 1 3/4 lbs., 5 1/2c. for 2 lbs. and 6c. for 2 1/4 lbs., f. o. b. at New York. Jute butts have been very quiet. Quotations are 1 5/8c. for paper grades and 2 3/4c. for bagging quality.

EAST INDIA CROP.—The following is from Messrs. Lyon & Co.'s report, dated Bombay, January 19:

Crop Accounts.—There has been a little more rain in the Omra and Bengal districts, but only light showers are reported, and the damage will be but slight; still there is no doubt that the weather since last November has at times been sufficiently unfavorable to injure the quality, and we fear later arrivals will not show much, if any, improvement upon the cotton that has already arrived and been shipped.

Picking has commenced in the Bhownigger and Dhollera districts, and also in some portions of the Broach districts, and at present it looks as if these crops would be early this season, but a good deal depends upon the state of the weather during the next few weeks. If we have fine, bright, sunny weather, the "bolts" will naturally open quicker than they would in cloudy weather.

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 122,454 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph and published in the CHRONICLE last Friday. With regard to New York we include the manifests of all vessels cleared up to Thursday.

| | | Total bales. | |
|--|---------|--------------|--|
| NEW YORK —To Liverpool, per steamers Bovic, 6,588.... | | | |
| Hilary, 637... Lake Huron, 563... St. Ronans, 2,727.... | | | |
| Servia, 2,217... Umbria, 687 | 13,519 | | |
| To Hull, per steamer Francisco, 1,174 | 1,174 | | |
| To Havre, per steamer La Champagne, 250 upland and 11 Sea Island | 261 | | |
| To Bremen, per steamers Darmstadt, 300... Lahn, 113.... | 413 | | |
| To Hamburg, per steamer Marsala, 650 | 650 | | |
| To Antwerp, per steamer Westerland, 1,760 | 1,760 | | |
| To Genoa, per steamer Soree, 100 | 100 | | |
| To Naples, per steamer Rugia, 409 | 409 | | |
| NEW ORLEANS —To Liverpool, per steamers Barbadian, 10,350 | | | |
| Costa Rican, 5,751... Orion, 5,500... Serra, 4,200.... | 25,801 | | |
| To Havre, per steamer Clan Sinclair, 6,188 | 6,188 | | |
| To Bremen, per steamer Niazara, 4,438 | 4,438 | | |
| To Barcelona, per steamer Gran Antilla, 2,903... per brig Maria Teresa, 300 | 3,203 | | |
| To Malaga, per steamers Gran Antilla, 1,600... Tuscan Prince, 1,000 | 2,600 | | |
| To Genoa, per steamer Tuscan Prince, 2,312 | 2,312 | | |
| To Leghorn, per steamer Tuscan Prince, 900 | 900 | | |
| To Trieste, per steamer Tuscan Prince, 125 | 125 | | |
| GALVESTON —To Liverpool, per steamers Benita, 3,760... Rotherfield, 7,401... Sandhill, 5,363 | 16,529 | | |
| To Havre, per steamer Britannic, 6,185 | 6,185 | | |
| To Hamburg, per steamer Elmets, 541 | 541 | | |
| MOBILE —To Liverpool, per steamer Wylo, 3,560 | 3,560 | | |
| CHARLESTON —To Liverpool, per steamer Norfolk, 4,857 upland and 6 Sea Island | 4,863 | | |
| To Barcelona, per steamer Avalon, 5,900 | 5,900 | | |
| NORFOLK —To Liverpool, per steamer Laurel Branch (additional), 500 | 500 | | |
| WEST POINT —To Liverpool, per steamer Tafna, 3,550 | 3,550 | | |
| NEWPORT NEWS —To Liverpool, per steamers Shenandoah and Sicilia, 5,041 | 5,041 | | |
| BOSTON —To Liverpool, per steamers Georgian, 4,376... Michigan, 2,395... Ottoman, 1,982 upland and 514 Sea Island | 9,267 | | |
| BALTIMORE —To London, per steamer Michigan, 100 | 100 | | |
| To Bremen, per steamer H. H. Meler, 1,816 | 1,816 | | |
| To Hamburg, per steamer Bohemia, 279 | 279 | | |
| PHILADELPHIA —To Liverpool, per steamer British Prince, 470 | 470 | | |
| Total | 122,454 | | |

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

| | Liverpool | Hull & London | Bremen & Hamburg | Antwerp | Spain | Italy & Austria | Total | |
|--------------|-----------|---------------|------------------|---------|-------|-----------------|--------|---------|
| New York | 13,519 | 1,174 | 261 | 1,063 | 1,760 | 509 | 18,286 | |
| N. Orleans | 25,301 | 6,188 | 4,438 | | 5,803 | 3,337 | 45,067 | |
| Galveston | 16,529 | 6,185 | 541 | | | | 23,255 | |
| Mobile | 3,560 | | | | | | 3,560 | |
| Charleston | 4,863 | | | | 5,900 | | 10,763 | |
| Norfolk | 500 | | | | | | 500 | |
| West Point | 3,550 | | | | | | 3,550 | |
| N'p't News | 5,041 | | | | | | 5,041 | |
| Boston | 9,267 | | | | | | 9,267 | |
| Baltimore | 100 | | | | | | 100 | |
| Baltimore | 1,816 | | | | | | 1,816 | |
| Philadelphia | 470 | | 2,095 | | | | 2,195 | |
| Total | 83,100 | 1,274 | 12,634 | 8,137 | 1,760 | 11,703 | 3,845 | 122,454 |

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. 17—Steamer Ramleh, 6,750.... Feb. 20—Steamer Teutonia, 5,357... Feb. 23—Steamer Parkfield, 7,068. |
| NEW ORLEANS —To Liverpool—Feb. 19—Steamer Jamaican, 9,390.... Feb. 20—Steamer Ernesto, 2,962. |
| To Havre—Feb. 20—Steamer Montezuma, 12,940. |
| SAVANNAH —To Barcelona—Feb. 16 Steamer Miguel Gallart, 7,560. |
| CHARLESTON —To Liverpool—Feb. 17—Steamer Glenmorven, 7,220 upland. |
| To Bremen—Feb. 17—Steamer Glengoll, 8,018 upland and 17 Sea Island. |
| To Barcelona—Feb. 16—Bark India, 2,150.... Feb. 21—Bark Teresa Figueras, 1,511. |
| PORT ROYAL —To Liverpool—Feb. 19—Steamer British Crown, 8,293 upland and 41 Sea Island. |
| NORFOLK —To Liverpool—Feb. 21—Steamer Iona, 6,752. |
| NEWPORT NEWS —To Liverpool—Feb. 17—Steamer Hazel Branch, 7,034. |
| BOSTON —To Liverpool—Feb. 12—Steamer Calalonia, 3,023... Feb. 14—Steamer Columbian, 5,067.... Feb. 16 Steamer Lake Ontario, 1,430... Feb. 19—Steamers Palestine, 1,098. |
| BALTIMORE —To Liverpool—Feb. 12—Steamer Sedgemore, 563. |
| To Bremen—Feb. 19 Steamer America, 1,077. |
| To Rotterdam—Feb. 14—Steamer Urbino, 200. |
| PHILADELPHIA —To Liverpool—Feb. 20—Steamer Indiana, 248. |
| To Antwerp—Feb. 20—Steamer Illinois, 100. |

Cotton freights the past week have been as follows:

| | Satur. | Mon. | Tues. | Wednes. | Thurs. | Fri. |
|----------------------|--------------|---------|---------|---------|--------|---------|
| Liverpool, steam.d | 19 1/28 | 19 1/28 | 19 1/28 | 19 1/8 | ..... | 19 1/28 |
| Do ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Havre, steam... c. | 25* | 25* | 25* | 25* | ..... | 25* |
| Do later... d. | 30* | ..... | ..... | ..... | ..... | ..... |
| Bremen, steam... d. | 11 6/4 | 11 6/4 | 11 6/4 | 11 6/4 | ..... | 11 6/4 |
| Do later... d. | ..... | ..... | ..... | ..... | ..... | ..... |
| Hamburg, steam.d. | 5 3/2 | 5 3/2 | 5 3/2 | 5 3/2 | ..... | 5 3/2 |
| Do later... d. | ..... | ..... | ..... | ..... | ..... | ..... |
| Ams'dam, steam.c. | 25† | 25† | 25† | 25† | ..... | 25† |
| Do later... c. | ..... | ..... | ..... | ..... | ..... | ..... |
| Seval, steam... d. | 7 3/2 | 7 3/2 | 7 3/2 | 7 3/2 | ..... | 7 3/2 |
| Do ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| B'lona, direct... d. | ..... | ..... | ..... | ..... | ..... | ..... |
| Genoa, steam... d. | 3 1/6 | 3 1/6 | 3 1/6 | 3 1/6 | ..... | 3 1/6 |
| Trieste, via Hull.d. | 17 6/4 | 1 1/2 | 1 1/2 | 1 1/2 | ..... | 1 1/2 |
| Antwerp, steam.d. | 9 6/4 2 5/32 | 5 3/2 | 5 3/2 | 5 3/2 | ..... | 5 3/2 |

* Cents per 100 lbs. and primage.

† Cents per 100 lbs.

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

| | Feb. 2. | Feb. 9. | Feb. 16. | Feb. 23. |
|-------------------------------|-----------|-----------|-----------|-----------|
| Sales of the week..... bales. | 55,000 | 52,000 | 50,000 | 46,000 |
| Of which exporters took .. | 2,000 | 900 | 1,800 | 2,000 |
| Of which speculators took .. | 5,000 | 6,000 | 2,400 | 2,000 |
| Sales American..... | 49,000 | 45,000 | 43,000 | 42,000 |
| Actual export..... | 7,000 | 6,000 | 8,000 | 7,000 |
| Forwarded..... | 81,000 | 71,000 | 66,000 | 63,000 |
| Total stock—Estimated..... | 1,600,000 | 1,673,000 | 1,718,000 | 1,712,000 |
| Of which American—Estim'd | 1,347,000 | 1,408,000 | 1,443,000 | 1,447,000 |
| Total import of the week..... | 127,000 | 151,000 | 119,000 | 64,000 |
| Of which American..... | 113,000 | 123,000 | 97,000 | 58,000 |
| Amount afloat..... | 251,000 | 203,000 | 192,000 | 212,000 |
| Of which American..... | 245,000 | 196,000 | 185,000 | 200,000 |

The tone of the Liverpool market for spots and futures each day of the week ending Feb. 23, and the daily closing prices of spot cotton, have been as follows:

| Spot. | Saturday | Monday | Tuesday | Wednes. | Thurs'dy. | Friday. |
|---------------------------|-------------------------------|---------------------|-------------------------------|-------------------------------|----------------|----------------|
| Market, } 1:45 P. M. } | In buyers' favor. | Dull. | Irregular. | Dull. | Quiet. | Steadier. |
| Mid. Upl'ds. | 4 1/4 | 4 1/4 | 4 1/4 | 4 3/16 | 4 3/16 | 4 3/16 |
| Sales..... | 6,000 | 8,000 | 8,000 | 8,000 | 8,000 | 10,000 |
| Spec. & exp. | 500 | 500 | 500 | 500 | 500 | 500 |
| Futures. | | | | | | |
| Market, } 1:45 P. M. } | Steady as partially 1-64 adv. | Steady as 1-64 adv. | Steady as partially 1-64 dec. | Steady as partially 1-64 dec. | Easy. | Steady. |
| Market, } 4 P. M. } | Steady. | Quiet and steady. | Quiet and steady. | Barely steady. | Barely steady. | Barely steady. |

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

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

| | Sat., Feb. 17. | | | | Mon., Feb. 19. | | | | Tues., Feb. 20. | | | |
|--------------|----------------|------|------|-------|----------------|------|------|-------|-----------------|------|------|-------|
| | Open | High | Low | Close | Open | High | Low | Close | Open | High | Low | Close |
| February... | 4 09 | 4 10 | 4 09 | 4 10 | 4 09 | 4 10 | 4 08 | 4 09 | 4 07 | 4 08 | 4 06 | 4 07 |
| Feb.-Mch... | 4 09 | 4 10 | 4 09 | 4 10 | 4 09 | 4 10 | 4 08 | 4 09 | 4 07 | 4 08 | 4 06 | 4 07 |
| Mch.-Apr... | 4 10 | 4 11 | 4 10 | 4 11 | 4 10 | 4 10 | 4 09 | 4 10 | 4 08 | 4 08 | 4 07 | 4 07 |
| Apr.-May... | 4 12 | 4 12 | 4 12 | 4 12 | 4 12 | 4 12 | 4 11 | 4 11 | 4 10 | 4 10 | 4 09 | 4 09 |
| May-June... | 4 14 | 4 14 | 4 14 | 4 14 | 4 14 | 4 14 | 4 13 | 4 13 | 4 11 | 4 12 | 4 10 | 4 11 |
| June-July... | 4 15 | 4 16 | 4 15 | 4 16 | 4 15 | 4 16 | 4 14 | 4 15 | 4 13 | 4 14 | 4 12 | 4 13 |
| July-Aug... | 4 17 | 4 17 | 4 17 | 4 17 | 4 17 | 4 17 | 4 16 | 4 16 | 4 15 | 4 15 | 4 14 | 4 14 |
| Aug.-Sept... | 4 18 | 4 19 | 4 18 | 4 19 | 4 18 | 4 19 | 4 17 | 4 18 | 4 16 | 4 17 | 4 15 | 4 16 |
| Sept.-Oct... | 4 18 | 4 18 | 4 18 | 4 18 | 4 19 | 4 19 | 4 18 | 4 18 | 4 17 | 4 17 | 4 16 | 4 16 |
| Oct.-Nov... | 4 19 | 4 19 | 4 19 | 4 19 | 4 19 | 4 20 | 4 18 | 4 19 | 4 17 | 4 18 | 4 16 | 4 17 |

| | Wed., Feb. 21. | | | | Thurs., Feb. 22. | | | | Fri., Feb. 23. | | | |
|---------------|----------------|------|------|-------|------------------|------|------|-------|----------------|------|------|-------|
| | Open | High | Low | Clos. | Open | High | Low | Clos. | Open | High | Low | Clos. |
| | d. | d. | d. | d. | d. | d. | d. | d. | d. | d. | d. | d. |
| February... | 4 08 | 4 06 | 4 05 | 4 05 | 4 03 | 4 03 | 4 02 | 4 02 | 4 04 | 4 05 | 4 03 | 4 03 |
| Feb.-Mch... | 4 05 | 4 06 | 4 05 | 4 05 | 4 04 | 4 04 | 4 02 | 4 02 | 4 04 | 4 05 | 4 03 | 4 03 |
| Mch.-April... | 4 06 | 4 06 | 4 05 | 4 06 | 4 04 | 4 04 | 4 02 | 4 03 | 4 04 | 4 05 | 4 03 | 4 03 |
| April-May... | 4 08 | 4 08 | 4 07 | 4 08 | 4 06 | 4 06 | 4 04 | 4 05 | 4 06 | 4 07 | 4 04 | 4 05 |
| May-June... | 4 10 | 4 10 | 4 09 | 4 09 | 4 08 | 4 08 | 4 06 | 4 06 | 4 05 | 4 09 | 4 06 | 4 07 |
| June-July... | 4 11 | 4 12 | 4 11 | 4 11 | 4 10 | 4 10 | 4 07 | 4 08 | 4 10 | 4 10 | 4 08 | 4 08 |
| July-Aug... | 4 18 | 4 13 | 4 12 | 4 13 | 4 10 | 4 11 | 4 09 | 4 10 | 4 12 | 4 12 | 4 12 | 4 12 |
| Aug.-Sept... | 4 14 | 4 15 | 4 14 | 4 14 | 4 11 | 4 12 | 4 10 | 4 11 | 4 13 | 4 11 | 4 13 | 4 11 |
| Sept.-Oct... | 4 15 | 4 16 | 4 15 | 4 15 | 4 12 | 4 13 | 4 11 | 4 12 | 4 14 | 4 12 | 4 14 | 4 12 |
| Oct.-Nov... | 4 16 | 4 16 | 4 15 | 4 16 | 4 12 | 4 13 | 4 12 | 4 13 | 4 14 | 4 15 | 4 13 | 4 13 |

BREADSTUFFS.

FRIDAY, February 23, 1894.

Early in the week the market for wheat flour was dull and uninteresting, but later, in consequence of an advance in the grain, home buyers advanced to holders' views, resulting in a fairly active business in trade brands. Rye flour has met with a limited trade at steady prices. Buckwheat flour has received a trifle more attention and prices have ruled steady. Corn meal has continued in moderate request at unchanged values. To-day the market for wheat flour was moderately active and steady.

Immediately after our last the market for wheat futures made a further decline under continued liquidation by long holders, but subsequently there was a rally and prices made a moderate advance on buying by shorts to cover contracts, stimulated by reports of an increased demand for spot wheat in the Northwest, as several flour mills have resumed operations, therefore leading the trade to look for a decrease in the visible supply, as the crop movement is small. In the spot market there has been a fair inquiry from shippers, though the advance in prices has had a tendency to check the demand. The sales on Wednesday included No. 1 hard Manitoba at 62½c. over May, f. o. b. afloat, and No. 2 red winter at about 62½c., f. o. b. from store. To-day the market was fairly active and higher in response to stronger foreign advices and buying for Western account. The spot market was higher, checking the demand. The only sale reported was No. 2 red winter at 1c. under May, f. o. b. from store.

DAILY CLOSING PRICES OF NO. 2 RED WINTER WHEAT.

| | Sat. | Mon. | Tues. | Wed. | Thurs. | Fri. |
|---------------------------|------|------|-------|------|--------|------|
| March delivery.....c. | 61½ | 60¼ | 62 | 61½ | 62 | 62½ |
| May delivery.....c. | 63¼ | 62½ | 64½ | 63½ | 64 | 64½ |
| July delivery.....c. | 65½ | 64½ | 66½ | 66¼ | 67 | 67½ |
| August delivery.....c. | 66¼ | 65½ | 67½ | 67½ | 68 | 68½ |
| September delivery.....c. | 67 | 66½ | 68½ | 68¼ | 69 | 69½ |
| December delivery.....c. | 70¼ | 70 | 72 | 71½ | 72 | 72½ |

The speculation in the market for Indian corn futures has continued slow and fluctuations have been few and small, but the general tendency of prices has been towards a higher basis in sympathy with the improvement in wheat and on the continued small movement from the interior to the seaboard. In the spot market trade has been quiet but offerings have been small and prices have been firmly maintained. The sales Wednesday included No. 2 mixed at 42½c. @ 42¼c. in elevator and 43½c. @ 43¼c. delivered. To-day the market was easier under expectations of an increased movement from the interior in consequence of a cut in rail freights. The spot market was nominally lower. No sales were reported. No. 2 mixed was quoted at 42½c. in elevator.

DAILY CLOSING PRICES OF NO. 2 MIXED CORN.

| | Sat. | Mon. | Tues. | Wed. | Thurs. | Fri. |
|-----------------------|------|------|-------|------|--------|------|
| March delivery.....c. | 43 | 42½ | 42¾ | 42¾ | 42¾ | 42¾ |
| May delivery.....c. | 43¼ | 42¾ | 43¼ | 43¼ | 43¼ | 42¾ |
| July delivery.....c. | 44 | 43¾ | 44¼ | 44¼ | 44 | 44 |

Oats for future delivery have been quiet, but prices have scored a fractional advance on buying by a few shorts to cover contracts, stimulated by a decrease in the visible supply and small shipments from primary points to the East. The spot market has been moderately active and with limited supplies prices have advanced. Wednesday the sales included No. 2 mixed at 37½c. in elevator and No. 2 white at 38½c. in elevator. To-day the market was dull but steady. The spot market was neglected, but prices were nominally steady at 37½c. @ 38c. for No. 2 mixed and 38½c. @ 39c. for No. 2 white.

DAILY CLOSING PRICES OF NO. 2 MIXED OATS.

| | Sat. | Mon. | Tues. | Wed. | Thurs. | Fri. |
|--------------------------|------|------|-------|------|--------|------|
| February delivery.....c. | 36½ | 36 | 36¼ | 36¼ | 36¼ | 36½ |
| March delivery.....c. | 35 | 35 | 35¼ | 35¼ | 35 | 35 |
| May delivery.....c. | 34½ | 34½ | 34½ | 34½ | 34½ | 34½ |

Rye and barley have been dull and featureless. The following are closing quotations:

| FLOUR. | | GRAIN. | |
|---|-------------------|---------------------------|-------------------|
| Fine..... | \$ 1 90 @ \$ 2 00 | Patent, winter..... | \$ 3 25 @ \$ 3 55 |
| Superfine..... | 2 10 @ 2 20 | City mills extras..... | 2 75 @ 2 90 |
| Extra, No. 2..... | 2 20 @ 2 30 | Rye flour, superfine..... | 2 25 @ 2 30 |
| Extra, No. 1..... | 2 35 @ 2 55 | Buckwheat flour..... | 2 25 @ 2 30 |
| Clears..... | 2 60 @ 2 80 | Corn meal— | |
| Straights..... | 2 85 @ 3 50 | Western, &c..... | @ |
| Patent, spring..... | 3 60 @ 4 00 | Brandy wine..... | @ |
| [Wheat flour in sacks sells at prices below those for barrels.] | | | |
| Wheat— | | Corn, per bush— | |
| Spring, per bush..... | 59 @ 73 | West'n mixed..... | @ |
| Red winter No. 2..... | 62 @ 64 | No. 2 mixed..... | @ |
| Red winter..... | 53 @ 66 | Western yellow..... | @ |
| White..... | 56 @ 66 | Western White..... | @ |
| Oats—Mixed, per bu..... | 37 @ 39 | Rye— | |
| White..... | 38 @ 43 | Western, per bush..... | @ |
| No. 2 mixed..... | 37½ @ 38½ | State and Jersey..... | @ |
| No. 2 white..... | 38½ @ 39½ | Barley—No. 2 West'n..... | @ |
| | | State 2-rowed..... | @ |
| | | State 6-rowed..... | @ |

THE DRY GOODS TRADE.

NEW YORK, Friday, P. M., February 23, 1894.

Although a large number of buyers have been in the city this week their presence helped the primary market but little until near the close when a somewhat better demand was experienced for season fabrics in cotton varieties. The jobbing trade has, however, shown material increase in the business doing, and although broken into by the holiday yesterday the results are probably the best in volume secured so far this season. This, so far as it goes, is encouraging, as it means some expansion in supplementary requirements and the prospect of a better trade at first hands next week. There have been no changes of an important character made openly in prices since last report, but agents have quietly conformed to the values established by recent reductions in prominent lines, in the majority of cases very few being in a position to adhere to their previous prices, and "trading" is the prevailing feature in other directions. In the woolen goods division of the market some improvement is noted in the demand, but it is yet of a perfunctory character. Collections are generally favorably reported upon.

DOMESTIC COTTON GOODS.—The exports of cotton goods from this port for the week ending February 19 were 3,023 packages, valued at \$170,431, their destination being to the points specified in the table below:

| NEW YORK TO FEB. 19. | 1894. | | 1893. | |
|---------------------------|-------|--------|-------|--------|
| | Week. | Year. | Week. | Year. |
| Great Britain..... | 52 | 950 | 90 | 673 |
| Other European..... | 30 | 469 | 23 | 147 |
| China..... | 1,727 | 17,972 | .... | 5,554 |
| India..... | 50 | 1,654 | .... | 776 |
| Arabia..... | .... | 3,309 | .... | 1,439 |
| Africa..... | 300 | 703 | .... | 494 |
| West Indies..... | 135 | 3,419 | 460 | 2,996 |
| Mexico..... | 25 | 285 | 32 | 289 |
| Central America..... | 159 | 908 | 40 | 824 |
| South America..... | 494 | 5,124 | 289 | 7,206 |
| Other countries..... | 51 | 337 | 37 | 514 |
| Total..... | 3,023 | 35,130 | 971 | 20,912 |
| China, via Vancouver*.... | .... | 5,390 | .... | 5,268 |
| Total..... | 3,023 | 40,520 | 971 | 26,180 |

* From New England mill points direct.

The value of the New York exports for the year has been \$1,793,514 in 1894, against \$1,317,773 in 1893.

The demand for brown sheetings presents no new feature; four-yard makes are still leading in home request; other kinds quiet and irregular. Colored cottons occasionally moving in larger quantities to the manufacturing trade, but the demand is not well sustained. Export business in both brown and colored goods is of moderate extent only. Bleached shirtings have again sold with more freedom than other staples in lines on which low prices are made. In accordance with announcement made when prices were lately reduced, Lonsdale, Blackstone and other tickets under same control will be advanced ½c. to ¾c. per yard on Monday next. White goods are selling steadily in fair quantities. Kid-finished cambrics reduced ¼c. per yard and quiet, as are other linings. Quilts, table and fancy damasks, etc., without change. Prints irregular for fancies, with fair sales; indigo blues sold up at lately reduced prices; shirting prints quiet and unchanged; other printed lines featureless. Fine and dress ginghams in moderate request, staples quiet. A fair business has been done in print cloths at 2½c. for extras, spots and deliveries, the market closing quietly thereat.

| | 1894. | 1893. | 1892. |
|---------------------------------------|----------|----------|----------|
| Stock of Print Cloths— | Feb. 17. | Feb. 18. | Feb. 19. |
| Held by Providence manufacturers..... | 179,000 | None. | 11,000 |
| Fall River manufacturers..... | 308,000 | None. | 13,000 |
| Total stock (pieces)..... | 487,000 | None. | 24,000 |

DOMESTIC WOOLENS.—There have been more buyers in the market this week and more inquiries concerning new lines of woolen and worsted suitings for fall wear, but the actual increase in business has not been of more than indicative importance. Some agents, it is true, report fair sales, but these are exceptions. Low and medium grade goods are in comparatively best request in piece-dyed woollens and chevriots, fine worsted still in small supply and limited request. The over-coating trade continues indifferent outside of some leading makes of the frieze and beaver order. Cloakings quiet and unchanged. Satinets dull, and only a limited business reported in union and cotton-warp cassimeres, doeskins, Kentucky jeans and cotton worsteds. Staple and fancy dress goods in woolen worsted and cotton-warp varieties in steady request, and leading makes continue in a good position. Flannels, blankets and carpets in quiet demand without new feature.

FOREIGN DRY GOODS.—There has been a good attendance of buyers in this division of the market and an increased business is reported. The demand has been well varied and shows replenishing requirements of encouraging extent. Stocks of new goods are light in most directions, owing to limited importations having quite offset reduced buying up to date.

STATE AND CITY DEPARTMENT.

TERMS OF SUBSCRIPTION.

Commercial and Financial CHRONICLE contains 40 to 64 pages, published every week.

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The purpose of this State and City Department is to furnish our subscribers with a weekly addition to and continuation of the STATE AND CITY SUPPLEMENT. In other words, with the new facts we shall give, the amplifications and corrections we shall publish, and the municipal laws we shall analyze in the "State and City Department," we expect to bring down weekly the information contained in the STATE AND CITY SUPPLEMENT to as near the current date as possible. Hence if every Subscriber will note in his SUPPLEMENT on the page designated at the head of each item a reference to the page where the item in the CHRONICLE can be found, he will at all times possess a complete and fresh cyclopædia of information respecting Municipal Debts.

NOTICE.

A new edition of our STATE AND CITY SUPPLEMENT corrected to as near the date of publication as possible will be issued early in the month of April. We make this announcement in response to numerous inquiries which have recently been received.

Bond Proposals and Negotiations.—We have received through the week the following notices of bonds recently negotiated and bonds offered and to be offered for sale.

Augusta, Ga.—(STATE AND CITY SUPPLEMENT, page 167.)—The city of Augusta will offer for sale about the first of May a small issue of refunding bonds.

Ballinger, Texas.—Bonds of this city will be issued for water-works.

Bath, W. Va.—The \$10,000 of 6 per cent water-works and electric light bonds of Bath were awarded on February 10 to the Berkeley Springs Water-Works and Improvement Company, at par, theirs being the only bid received. The securities are dated December 1, 1893, and run fifteen years, with option of call after ten years. Principal and interest will be payable at the Bank of Berkeley Springs, Bath, W. Va.

Beaver Falls, Pa.—(STATE AND CITY SUPPLEMENT, page 66.)—W. W. Kerr, Secretary of the Council of Beaver Falls, writes us that the election which took place in this borough on Feb. 20 to vote on issuing \$125,000 of water-works bonds resulted in favor of the proposition. He states that the loan will be offered for sale soon after the reorganization of the Council, which takes place March 5. The rate per cent and date of maturity of the bonds have not as yet been fixed.

Bellevue, Pa.—An election will be held at Bellevue to vote on issuing \$25,000 of street improvement bonds.

Boston, Mass.—(STATE AND CITY SUPPLEMENT, page 21.)—Mayor Matthews has signed an order authorizing a loan of \$750,000 for a new bridge to Charlestown.

Brunswick, Md.—Bills have been introduced in the Maryland Legislature authorizing Brunswick to issue water bonds to the amount of \$40,000 and street improvement bonds to the amount of \$10,000.

Buffalo, N. Y.—(STATE AND CITY SUPPLEMENT, page 45.)—On February 15 \$300,000 of Buffalo school bonds, dated Feb. 1, 1894, interest 3½ per cent, and due Feb. 1, 1914, were sold to the Erie County Savings Bank of Buffalo at 101.05, and \$209,176.37 of 4 per cent tax loan bonds dated Feb. 1, 1894, and due Aug. 1, 1898, were awarded to George Trumble of Boston at his bid of 100.10. A full list of the bids received is given below.

| TAX LOAN BONDS. | |
|---|--------|
| | Bids. |
| Erie County Savings Bank, Buffalo, N. Y. | 101.05 |
| Geo. Trumble, Boston, Mass. | 100.76 |
| Harvey Fisk & Sons, New York City | 100.76 |
| Blake Bros. & Co., New York City | 100.57 |
| Wm. B. Serret, Buffalo, N. Y. (\$150,000) | 100.55 |
| L. W. Morrison, New York City (\$50,000) | 100.80 |
| L. W. Morrison, New York City (\$50,000) | 100.71 |
| SCHOOL BONDS. | |
| Geo. Trumble, Boston, Mass. | 100.10 |
| Wm. B. Serret, Buffalo, N. Y. (\$200,000) | 100.01 |

Cambridge, Mass.—(STATE AND CITY SUPPLEMENT, page 23.)—City Treasurer William W. Dallinger will receive bids until 12 o'clock to-day for the purchase of Cambridge park bonds to the amount of \$250,000. The securities will bear interest at the rate of 4 per cent per annum, payable February and August; they will be dated February 1, 1894, and will mature February 1, 1924.

Chariton, Mo.—(STATE AND CITY SUPPLEMENT, page 113.)—Five per cent compromise and funding bonds of this township, numbered 2, 3, 4, 5 and 6, for \$1,000 each, dated February 1, 1889, are called for payment on March 1, 1894, after which date interest will cease. They will be paid on presentation at the National Bank of Commerce, New York City.

Charlottesville, Va.—(STATE AND CITY SUPPLEMENT, page 153.)—Within a few months the city of Charlottesville will issue sewerage bonds to the amount of \$80,000.

Chester, Pa.—(STATE AND CITY SUPPLEMENT, page 66.)—It is reported that the citizens of Chester will vote on issuing water bonds to the amount of \$30,000.

Cincinnati, Ohio.—(STATE AND CITY SUPPLEMENT, page 78.)—The \$100,000 of 4 per cent University bonds of the city of Cincinnati offered for sale on February 12 were awarded to the Citizens' National Bank for \$102,313, their's being the highest and best bid. Ten bids in all were received, of which the following is a list:

| | Amount Bid. |
|-------------------------|--------------|
| Citizens' National Bank | \$102,313.00 |
| Irwin, Ellis & Ballmann | 102,275.00 |
| George Eustis & Co. | 102,100.00 |
| S. Kuhn & Sons | 102,051.00 |
| R. Kleybolte & Co. | 102,037.50 |
| German National Bank | 102,017.00 |
| Market National Bank | 101,995.00 |
| Western German Bank | 101,897.00 |
| Seasongood & Mayer | 101,625.00 |
| Atlas National Bank | 101,500.00 |

The loan is dated July 1, 1893, and matures July 1, 1918. Interest is payable semi-annually at the American Exchange National Bank, New York City.

Cleveland, Ohio.—(STATE AND CITY SUPPLEMENT, page 79.)—We give below a list of the bids received on February 21 for \$200,000 of 4 per cent park bonds:

| | Amount Bid. |
|--|-------------|
| Blodgett, Merritt & Co., Boston, Mass. | \$207,334 |
| Dietz, Denison & Prior, Cleveland, Ohio | 210,517 |
| Blake Bros & Co., Boston, Mass. | 210,312 |
| E. Rollins, Morse & Co., Boston, Mass. | 209,180 |
| Blair & Co., New York City | 207,333.11 |
| E. H. Rollins & Sons, Boston, Mass. | 209,866 |
| Brewster, Cobb & Estabrook, Boston, Mass. | 206,643 |
| Euclid Avenue National Bank, Cleveland, Ohio | 208,030 |
| N. W. Harris & Co., Chicago, Ill. | 207,330 |
| R. L. Day & Co., Boston, Mass. | 210,694 |

The bonds will draw interest from October 1, 1893, payable semi-annually at the American Exchange National Bank of New York City and will mature October 1, 1923.

In reference to the bill providing for the issuance of \$750,000 of bonds for an electric-light plant, Mr. W. A. Madison, City Auditor, writes us that it was killed by the committee on legislation, and it is not probable in his opinion that the city will undertake to establish a lighting plant for some years.

Cohoes, N. Y.—(STATE AND CITY SUPPLEMENT, page 46.)—A bill has been introduced in the New York Legislature authorizing Cohoes to issue \$100,000 of bonds to erect a city-hall, station house and jail.

Concord, N. H.—(STATE AND CITY SUPPLEMENT, page 14.)—It is reported that 4 per cent city water bonds to the amount of \$50,000 have been sold for \$51,666.

Dallas, Ore.—Bids will be received until April 2nd by City Auditor A. V. R. Snyder for \$14,000 of 6 per cent 20-year bonds of the city of Dallas, interest and principal to be payable in gold.

Dayton, Ohio.—(STATE AND CITY SUPPLEMENT, page 80.)—Bids will be received until March 21 for \$500,000 of improvement bonds.

East Liverpool, Ohio.—(STATE AND CITY SUPPLEMENT, page 81.)—On February 19 Messrs. Rudolph Kleybolte & Co., of Cincinnati, were awarded the \$50,000 of school bonds for \$52,382.50. The following is a list of the bids received:

| | Bid. |
|---|-------------|
| Rudolph Kleybolte & Co., Cincinnati, O. | \$52,382.50 |
| Spitzer & Co., Toledo, O. | 51,503.00 |
| Seasongood & Mayer, Cincinnati, O. | 51,187.75 |
| W. G. McCulloch, Wellsville, O. | 51,137.50 |
| Farson, Leach & Co., Chicago, Ill. | 51,117.00 |
| First and Potter's Nat. Banks, East Liverpool, O. | 50,750.00 |
| E. H. Rollins & Son, Boston, Mass. | 50,377.00 |
| Lamprecht Bros. & Co., Cleveland, O. | 50,257.00 |

Other bids received, as given below, but were not entertained as the accompanying checks were for too small an amount.

| | Bid. |
|-----------------------------------|----------|
| W. J. Hayes & Son., Cleveland, O. | \$51,215 |
| N. W. Harris & Co., Chicago, Ill. | 51,900 |
| S. A. Kern, Chicago, Ill. | 50,026 |

The bonds will be dated May 1, 1894, will bear interest at the rate of 5 per cent, payable semi-annually, both principal and interest being payable at the office of the City Treasurer, and will become due at the rate of \$2,000 yearly from May 1, 1910, to May 1, 1934.

East Orange, N. J.—(STATE AND CITY SUPPLEMENT, page 59.)—The East Orange Township Committee has awarded the contract for building an outlet sewer to Newark to Thomas A. Nevins for \$230,000, to be paid for in 30-year bonds at 4 p. c.

Ellicott, Md.—A bill has been introduced in the Maryland Legislature authorizing the city of Ellicott to issue water-

works bonds to an amount not exceeding \$30,000 and the interest rate not to exceed 6 per cent.

Elyria, Ohio.—City Clerk S. C. Kelsey reports to us that bonds will be issued for paving and improving West Broad Street, and the securities will probably be put upon the market very soon.

Flushing, N. Y.—Mr. E. J. W. Rossiter, President of the village of Flushing, will receive bids until May 6, 1894, for \$34,000 of 4 per cent street improvement bonds, interest payable M. and N. and bonds to mature at the rate of \$4,000 yearly from May 1, 1910, to May 1, 1917, and \$2,000 on May 1, 1918.

Freeport, N. Y.—Bids were asked for yesterday on \$25,000 of water-works bonds.

Gallipolis, Ohio.—(STATE AND CITY SUPPLEMENT, page 81.)—The \$88,000 of water-works bonds and \$4,500 of redemption bonds offered for sale on February 19 were awarded to Messrs. Seanson & Mayer, of Cincinnati, O., at a premium of 1/2 per cent. Ten bids in all were received. The bonds bear interest at the rate of 5 per cent, payable semi-annually at the City Treasurer's office, and mature February 25, 1914.

Griggs County, N. Dak.—(STATE AND CITY SUPPLEMENT, page 117.)—The \$30,000 of refunding bonds of this county offered for sale on Feb. 12 were awarded to F. R. Fulton of Grand Forks, N. D., at a premium of 1 1/2 per cent. Interest at the rate of 6 per cent will be payable semi-annually and the bonds will become due in 20 years, with an option of call after 10 years.

Grinnell, Iowa.—It is reported that \$15,000 of water-works bonds have been sold for \$15,305. This is the remainder of a \$30,000 loan which was voted a short time since.

Howard County, Mo.—(STATE AND CITY SUPPLEMENT, page 113.)—Five per cent compromise and funding bonds of Howard County, dated February 1, 1889, for \$1,000 each, numbered from 31 to 45, inclusive, will be paid by A. F. Willis, County Treasurer, on March 1, 1894, at the National Bank of Commerce, New York City, at which time interest will cease.

Hamilton, Ohio.—(STATE AND CITY SUPPLEMENT, page 81.)—Electric-light bonds of Hamilton to the amount of \$50,000

were sold on February 17 to Messrs. Seanson & Mayer, of Cincinnati, for \$52,713. Other bids received were as follows:

| Bid. | |
|--|-----------|
| Atlas National Bank, Cincinnati, O. | \$52,500 |
| Spitzer & Co., Toledo, O. | 52,416 |
| Kleybolte & Co., Cincinnati, O. | 52,379-75 |
| Farson, Leach & Co., Chicago, Ill. | 52,250 |
| Blair & Co., New York City. | 52,185-75 |
| E. H. Rollins & Sons, Boston Mass. | 52,115 |
| S. Kuhn & Sons, Cincinnati, O. | 52,000 |
| Street, Wykes & Co., New York City. | 51,865 |
| First National Bank, Hamilton, O. | 51,100 |
| O. H. White & Co., Chicago, Ill. | 51,006 |
| Miami Valley National Bank, Hamilton, O. | 50,500 |

The loan will be dated March 1, 1894, will bear interest at the rate of 5 per cent, and will become due at the rate of \$5,000 yearly, beginning March, 1904.

Indianapolis, Ind.—(STATE AND CITY SUPPLEMENT, page 88.)—On Feb. 15 the \$600,000 of 4 per cent 30-year refunding bonds were sold to the Indiana Trust Company on their bid of par and a total premium of \$10,187 50. Fletcher's Bank offered a premium of \$9,000; R. L. Day & Co. of Boston, \$6,822; Street, Wykes & Co. of New York bid on \$100,000, offering a premium of \$300, which would be equivalent to \$1,800 on the entire issue.

City Comptroller P. C. Trusler expressed himself as well satisfied with the bids, saying: "We practically issue the bonds at 3 3/4 per cent, which is a remarkably low figure considering that most of the other cities are issuing 5 per cent bonds. I should have been satisfied had we only gotten par."

The bonds were issued to take up the old 7-3 per cent bonds which matured July 1, 1893, and which are to be carried until July 1, 1894, by the New York Life Insurance Company.

Keokuk, Ia.—(STATE AND CITY SUPPLEMENT, page 110.)—Refunding bonds of this city to the amount of \$153,000 have been sold to N. W. Harris & Co. for a total premium of \$2,000. The bonds will bear 5 per cent interest, and \$100,000 of the issue will be straight 20-year bonds, dated July 1, 1894. The remaining \$53,000 will be dated July 1, 1894, and mature at the rate of \$2,000 yearly from July 1, 1896, to July 1, 1906, then at the rate of \$4,000 yearly from July 1, 1907, to July 1, 1912, and \$5,000 will mature July 1, 1913.

For other proposals see next page.

MISCELLANEOUS.

\$37,500

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Laurel, Md.—Street improvement bonds to the amount of \$48,000 are under consideration.

Lucas County, Ohio—(STATE AND CITY SUPPLEMENT, page 82.)—Five hundred thousand dollars of Lucas County 30-50-year 4 per cent gold court house bonds were sold on February 20 to Rudolph Kleybolte & Co., of Cincinnati.

Mahanoy City, Pa.—(STATE AND CITY SUPPLEMENT, page 68.)—Edward Fogarty, Borough Treasurer, writes the CHRONICLE that an election which took place at Mahanoy City on February 20 to vote on increasing the debt \$100,000 for water-works resulted in the defeat of the proposition.

Madison, Fla.—The citizens of Madison voted on February 6th in favor of issuing water-works bonds to the amount of \$16,000. At a subsequent meeting of the Common Council it was decided to issue 6 per cent 30-year bonds for \$100 each. The loan will probably be put upon the market next month.

Mansfield, Ohio—(STATE AND CITY SUPPLEMENT, page 82.)—The people of Mansfield will vote April 2 on the question of issuing \$30,000 of bonds for water-works extensions.

Martinsville, Ind.—Water bonds for \$18,000 have recently been sold.

Marion, Ohio.—School bonds to the amount of \$14,000 were awarded on February 15 to N. W. Harris & Co., of Chicago, for \$14,479 50. The number of bids received were nine, prices ranging from a premium of \$50 to \$479 50. The bonds will be dated March 1, 1894, will bear interest at the rate of 5 per cent, and will become due at the rate of \$2,000 every 6 months from March 1, 1913 to March 1, 1916. Both principal and interest will be payable at the First National Bank, New York.

Middletown, Conn.—(STATE AND CITY SUPPLEMENT, page 88.)—On February 20 sewer bonds of this city to the amount of \$28,000 were awarded to Rollins & Sons at 102-0756 and \$27,000 of water bonds were sold to Thomas S. Kmitz at 100-85. The loans are described as follows:

| LOANS— | When Due. | WATER BONDS— |
|--------------------------------------|--------------|--------------------------------------|
| SEWER BONDS— | | 4s, F&A, \$3,000 |
| 4s, M&S, \$28,000 | Mar. 1, 1904 | 4s, F&A, \$3,000 |
| (\$2,000 due yearly) to Mar. 1, 1917 | | 4s, F&A, 24,000 |
| | | (\$2,000 due yearly) to Feb. 1, 1909 |

A complete list of the bids received for the loans follows:

| | For sewer bonds. | For water bonds. |
|--------------------------------|------------------|------------------|
| Middletown Savings Bank | 100 | 100 |
| Rollins & Sons | 102-0756 | 100-6347 |
| Blodgett, Merritt & Co. | 101-334 | 101-334 |
| R. L. Day & Co. (both issues) | 101-546 | 100-387 |
| Street, Wykes & Co. | 101-25 | 100-82 |
| J. H. Guy | 101-18 | |
| C. E. Jackson | 100-53 | 100-17 |
| Quigley & Tuttle (both issues) | 101-25 | 101-25 |
| Guy & Stanwood | 101-55 | |
| Blake Bros. & Co. | 101-185 | 100-15 |
| T. S. Kmitz | | 100-85 |
| Geo. A. Fernald & Co. | 100-83 | 100-83 |

The bonds are issued for the purpose of funding the floating indebtedness. The city's total debt is \$367,000 less water debt \$169,000 and sinking fund \$47,800; net debt, \$150,200. The assessed valuation is \$5,775,000.

Mount Vernon, Ohio.—(STATE AND CITY SUPPLEMENT, page 83.)—Paving bonds to the amount of \$13,000 have recently been sold by this city.

New Orleans, La.—(STATE AND CITY SUPPLEMENT, page 173.)—On February 13 the Board of Liquidation of the City Debt of New Orleans awarded 4 per cent 50-year constitutional bonds to the amount of \$540,000 to the Louisiana National Bank on their bid of par for the entire issue. The Board also voted to have the 4 per cent constitutional bonds listed on the New York Stock Exchange.

Norfolk, Neb.—(STATE AND CITY SUPPLEMENT, page 123.)—It is reported that the \$40,000 of 6 per cent 20-year bonds which were voted last September for the purchasing of the water-works have recently been sold.

Omaha, Neb.—(STATE AND CITY SUPPLEMENT, page 123.)—Five per cent street improvement bonds of Omaha to the amount of \$70,500 were awarded on February 10 to John Dale, agent, at 1/2 of 1 per cent. Bids were received as follows.

| | Bid. |
|--------------------------------|--------|
| John Dale | 100-5 |
| Blake Bros. & Co., (irregular) | 100-6 |
| Blodgett, Merritt & Co. | 100-28 |
| Omaha National Bank | 100 |
| J. E. Riley | 100 |

The average time of the bonds is 6 1/2 years.

MISCELLANEOUS.

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MISCELLANEOUS.

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& **Mercantile Ins. Co.**
OF
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Assets (Market Values) Jan. 1, 1894.....\$53,346,092
Liabilities (N. Y. and Mass. Standard).... 49,742,802
Surplus..... 3,603,790
Surplus, by former N. Y. Standard, (Am. Ex. 4 1/2 per cent Reserve)..... 6,385,707
POLICIES ABSOLUTELY NON-FORFEITABLE AFTER SECOND YEAR.

In Case of Lapse the Policy is CONTINUED IN FORCE as long as its value will pay for; or if preferred, a Paid-up policy for its full value is issued in exchange. After the second year Policies are INCONTRESTABLE, and all restrictions as to residence, travel or occupation are removed.
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Oshkosh, Wis.—(STATE AND CITY SUPPLEMENT, page 102.)—Bids will be received until February 26 by Florain Lampert, Comptroller, for the purchase of \$30,000 of 4½ per cent park bonds. Interest will be payable annually and the bonds will become due at the rate of \$5,000 yearly from January 23, 1909, to January 23, 1914, with an option of call after five years from date. The city's charter compels the insertion in all bonds of the five-year option clause, but it is not the intention of the city to pay the bonds before they are due.

The city's total bonded debt at present is \$236,800. Its assessed valuation for 1893 was \$8,472,351; actual value \$20,000,000. The population according to local figures is 30,835.

Petersburg, Va.—(STATE AND CITY SUPPLEMENT, page 154.)—City Treasurer, C. A. Slaughter writes us that only \$5,000 of the \$25,000 water-improvement bonds have been sold, they being taken by citizens of the town. The remaining \$20,000 are still on sale, no satisfactory bids having been received. They are 5 per cent 40-year bonds dated February 1, 1894. Interest will be payable semi-annually in February and August. The bonds are part of an issue of \$80,000 authorized by an ordinance of the Common Council passed February 1, 1894, and are exempt from city taxation. No bid under 106-75 will be entertained.

Port of Portland, Ore.—(STATE AND CITY SUPPLEMENT, page 147.)—On February 8th \$10,000 of 5 per cent 30-year gold bonds of the Port of Portland were sold to Messrs. E. H. Rollins & Sons of Boston at 105-33 and accrued interest. This is the highest price which has yet been received by the Port of Portland for these securities. In 1892 they were marketed at 105-07, 104-50 and 104-52, and the first block of \$100,000 was sold in 1891 at 101-14. The corporation is authorized to issue bonds to the amount of \$500,000, and \$310,000 of them have already been placed. The total assessed valuation for the year 1893 was \$62,736,393, property being assessed at from 50 to 60 per cent of its actual value. The population is estimated at 80,000.

St. Paul, Minn.—(STATE AND CITY SUPPLEMENT, page 107.)—Three hundred certificates of indebtedness of \$500 each, amounting in all to \$150,000, were sold on February 13 to

W. J. Hayes & Sons of Cleveland, Ohio, for \$152,340. We give below a list of the bids received for each of the 300 certificates:

| | Bid. |
|--------------------------------------|----------|
| St. Paul Trust Co. | \$502-03 |
| E. H. Rollins & Sons, Boston, Mass. | 503-12½ |
| State Savings Bank, for 50. | 506-01 |
| E. W. Peet & Son, St. Paul. | 506-02 |
| Capital Bank, St. Paul. | 506-33 |
| National Bank, Republic, N. Y. | 506-55 |
| Bank of Minnesota. | 506-62½ |
| St. Paul National Bank. | 506-37½ |
| T. L. Schurmeier, St. Paul. | 506-60 |
| First National Bank, St. Paul. | 507-01 |
| St. Paul Title Insurance & Trust Co. | 507-07 |
| W. J. Hayes & Sons, Cleveland, Ohio. | 507-80 |

The loan is dated February 15, 1894, bears interest at the rate of 6 per cent, payable semi-annually, and matures June 15, 1895.

Salem, N. J.—(STATE AND CITY SUPPLEMENT, page 62.)—City Recorder H. P. Morrison reports to the CHRONICLE that the \$10,000 of 5 per cent water bonds recently authorized will probably not be issued before June or July.

The city's total debt on February 1, 1894, was \$54,600, of which \$50,000 is water debt. Its assessed valuation for 1893 of real estate was \$2,395,450; personal property, \$1,673,650; total, \$4,069,100. The total tax rate per \$1,000 was \$12 50, including county tax, \$3 20; city tax, \$4 50; school tax, \$3 80, and water tax \$2 00.

Schenectady, N. Y.—(STATE AND CITY SUPPLEMENT, page 54.) The people of this city have petitioned the Legislature for authority to issue water bonds to the amount of \$315,000.

Virginia.—(STATE AND CITY SUPPLEMENT, page 151.)—It has been reported this week that the Virginia Sinking Fund Commissioners have purchased \$161,000 of Virginia Century bonds at 59.

Waukesha County, Wis.—This county has sold \$10,000 of one and two year Court House bonds to local investors.

Waynesboro, Pa.—Borough Treasurer James P. Wolff writes the CHRONICLE that the election to vote on issuing \$15,000 of street improvement bonds, which took place on February 20, resulted in favor of the proposition.

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SURPLUS, - - - - - 50,000

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Undivided earnings, including surplus..... 239,000
Deposited with State Auditor. . 200,000

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