HUNT'S MERCHANTS' MAGAZINE,

> Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES. [Entered according to Act of Congress, in the year 1895, by the WILLIAM B. DANA COMPANY, in the office of the Librarian of Congress.]

VOL. 60.

SATURDAY, JANUARY 19, 1895.

NO. 1543.

The Chronicle.

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CLEARING HOUSE RETURNS.

The following table, made up by telegraph, etc., Indicates that the total bank clearings of all the clearing houses of the United States for the week ending to-day, January 19, have been \$972,537,129, against \$991,701,150 last week and \$904,-786,154 the corresponding week of last year.

| CLEARINGS. | Week Ending January 19. | | | | | |
|----------------------------|-------------------------|---------------|-----------|--|--|--|
| Returns by Telegrayh. | 1895. | 1894. | Per Cent. | | | |
| New York | \$432,258,219 | \$394,133,227 | + 9.7 | | | |
| Boston | 73,928,739 | 71,183,116 | + 3.8 | | | |
| Philadelphia | 56,711,315 | 57,278,682 | + 8.5 | | | |
| Baltimore | 13,107,396 | 11,663,027 | +12.4 | | | |
| Chicago | 74,481,973 | 74,386,061 | + 0.1 | | | |
| St. Louis | 22,763,955 | 21,403,150 | + 6.4 | | | |
| New Orleans | 9,919,993 | 10,907,205 | - 9:1 | | | |
| Seven cities, 5 days | \$683,171,590 | \$635,954,468 | + 7.4 | | | |
| Other cities, 5 days | 134,994,276 | 129,502,761 | + 4.2 | | | |
| Total all cities, 5 days | \$818,165,866 | \$765,457,229 | + 6.8 | | | |
| All cities, 1 day | 154,371,263 | 139,328,925 | +10.8 | | | |
| Total all cities for week. | \$972,537,129 | \$904,786,154 | + 7.8 | | | |

The full details of clearings for the week covered by the above statement will be given next Saturday. We cannot, of course, furnish them to-day, bank clearings being made up by the various clearing houses at noon on Saturday, and hence in the above the last twenty-four hours of the week have to be in all cases estimated, as we go to press Friday night.

our usual detailed figures for the previous week, covering the returns for the period ending with Saturday noon, January 12, are given below, and we also present the results for the corresponding week in 1894, 1893 and 1892. In comparison with the preceding week there is a decrease in the aggregate exchanges of about forty-five and a-half millions of dollars, the loss at New York being thirty-one millions. Contrasted with the week of 1894 fifty-five cities record gains, and the total for the whole country shows an excess of 3·9 per cent. Compared with the week of 1893 the current returns exhibit a falling off of 27·1 per cent, and the loss from 1892 is 27·3 per cent. Outside of New York the excess over 1894 is 8 per cent, the loss from 1893 reaches nearly 18 per cent and from

1892 is 8.9 per cent. Kalamazoo, Michigan, is now included

| | Clearings at— | 1895. | 1894. | 1895. P. Cent. | 1893. | 1892. |
|---|---|--|--|--|--|---|
| The part of | New York Philadelphia. Pittsburg Baltimore Buffalo Washington Syracuse Wilmington Geranton Binghamton Total Middle | \$ 532,017,491 62,845,336 12,800,290 15,873,170 4,411,461 2,035,170 1,490,023 943 046 674,839 798,325 547,000 634,236,981 | \$28,776,088 52,809,281 13,032,662 14,252,793 4,130,581 1,752,307 1,397,600 917,213 701,650 684,951 372,400 618,854,526 | +0.6 +19.0 -1.8 +11.4 +6.8 +16.2 +6.7 -0.4 -3.8 +16.6 -6.6 | \$09,081,749 77,752,345 15,693,523 15,792,671 4,762,035 2,439,009 1,894,682 1,652,152 904,650 289,700 923,662,515 | \$ 59,481,982 71,079,592 14,852,331 17,691,818 3,635,632 1,912,929 1,447,488 1,910,382 278,900 972,216,427 |
| | Boston Providence Hartford New Haven Springfield Worcester. Portland Fall River Lowell New Bedford | 89,464,570 5,885,600 3,010,243 1,619,265 1,481,268 1,195,067 1,457,000 934,888 514,287 426,710 105,988,898 | 85,828,937 4,657,500 2,547,906 1,534,+03 1,329,912 1,059,842 1,400,536 815,169 631,144 549,188 | | 112,677,899 6,371,100 3,797,176 1,723,387 1,575,696 1,879,893 1,539,523 892,233 781,554 601,923 131,330,384 | 105,033,986 6.304,900 2,878,019 1,535,401 1,338,050 1,191,576 1,294,238 746,512 556,787 |
| G Service Control of the Control of | Total New Eng Chicago Cincinnati Milwaukee Detroit. Cleveland. Columbus Peorla. Indianapolis Grand Rapids. Lexington. Saginaw Bay City Akron. Springfield, Ohio Canton. Rockford. Kalamazoo Tot. Mid. West'n. | 92,295,317 14.091,150 | 85,223,757 12,628,100 | +8·3 +11·6 +8·4 +18 +25·5 +20·1 +46·1 -22·7 +5·2 -16·8 +18·2 +10·9 +30·0 -6·8 +35·5 +16·7 | 107,058,348 10,509,600 8,705,124 8,34e,749 6,698,20e 3,309,500 1,980,200 1,106,990 1,104,107 1,00,227 325,025 225,252,000 330,000 330,000 340,722 165,040 | 96, 615, 697 15, 352, 650 7, 120, 070 6, 712, 115 5, 466, 085 3, 176, 900 2, 199, 425 2, 272, 496 1, 140, 106 484, 809 389, 654 |
| | San Francisco Portland Salt Lake City Seattle Tacoma Los Angeles Helena Spokane Sloux Falls Fargo | 12,029,808 1,294,494 1,350,475 471,077 515,937 1,252,607 660,058 357,103 79,143 182,152 | 12,077,785 1,100,000 1,338,817 550,826 600,000 835,545 350,000 312,458 141,642 162,299 | +49.9 +88.6 +14.3 -44.1 +12.2 | 1,050,000 936,740 1,217,341 98×,917 1,257,172 122,104 | 17,458,258 2,065,344 1,965,000 882,610 1,115,348 710,544 |
| | Total Pacific Kansas City Minneapolis Omaha St. Paul Denver Duluth St. Joseph Sioux City Des Moines Lincoln Wiehita Topeka Fremont Tot, other West. | 9,900,022 5,261,784 4,380,464 3,451,075 3,044,637 1,800,000 1,487,079 672,286 1,134,787 554,603 613,382 497,203 76,682 | 17,469,872 9,545,460 5,120,604 5,033,265 2,943,723 2,700,002 2,700,002 3,700,002 3,700,002 4,000 | +3·7 +2·8 -13·0 +17·2 +12·8 -6·6 -21·6 -17·4 +8·9 -16·3 +19·0 +22·4 -10·4 | 27,833,146 11,307,846 8,260,879 5,989,932 5,149,882 5,556,058 1,689,581 2,186,194 1,440,013 1,274,211 714,556 556,091 406,881 102,762 | 24,147,104 10,835,517 7,537,971 5,972,458 4,642,583 4,857,704 1,749,476 1,789,860 1,121,980 1,121,980 307,047 41,025,692 |
| | St. Louis. New Orleans. Louisville. Galveston. Houston Richmond. Savannah Memphis. Nashville. Atlanta. Norfolk. Dallas. Waco Fort Worth Birmingham Jacksonville. Chattanooga. | 27,910,934 11,089,293 6,664,566 3,081,940 3,095,000 | 24,396,769 12,386,740 6,473,048 | 2 +14·4 -10·5 3 +2·9 4 +2·1 +2·1 +17·2 +17·2 -6·7 -0·5 +12·3 -13·6 +11·5 -2·1 +3·3·4 +42·0 +13·6 +42·0 +13·6 +42·1 +13·6 +14·1 +13·6 +14·1 +13·6 + | 27,191,325 14,920,624 8,653,270 3,273,892 2,640,000 1,726,617 2,530,073 1,712,700 955,645 1,150,000 980,000 9865,362 588,995 496,012 507,967 | 2,685,727 2,662,805 2,400,000 1,977,856 2,531,191 2,008,741 1,431,941 1,003,890 1,000,000 |
| | Total Southern Total all Outside N. York. | 67,593,666 991,701,150 459,683,659 | 63,508,890 954,514,91 425,738,82 | +8.0 | 557,687,068 | 64,682,378 1,363,876,472 504,414,492 |
| | Montreal | 1,328,224 1,110,573 694,882 | 10,661,603 6,943,01 1,152,803 1,115,800 711,644 20 584.88 | 1 -19·0 2 +15·3 6 -0·5 5 -2·4 | 722,998 | 733,785 |

THE CHRONICLE FOR 1895.

We shall prepare and publish during the present year two new Supplements-

> A STREET RAILWAY SUPPLEMENT, to be issued quarterly.

A BOND AND STOCK QUOTATION SUPPLEMENT, to be issued monthly.

These publications will be given to our subscribers without charge. The first number of the Street Railway Supplement we hope to furnish our readers the last Saturday in February. The first issue of the Quotation Supplement will probably be made a little ater—the date and fuller particulars with reference to its contents will be announced hereafter.

THE FINANCIAL SITUATION.

Among domestic affairs there has been no conspicuous occurrence this week changing in any degree the course of business. The Treasury situation, as affected by gold exports, by insufficient current revenue, and by the lack of progress in legislation tending to relieve the embarrassment, has been the prominent influence restraining enterprise and keeping our financial markets dull and spiritless. The only apparent chance now of any alteration in these conditions seems to be reduced to a hope that a new, short, low-rate bond may be authorized for the use of the Treasury. The knowledge that the Government had at command a proper security payable definitely in gold (this last feature is desirable for best results because of the wide distrust felt with reference to our currency stability) would of itself at once impart a much more cheerful tone in financial circles; and if such a security is not authorized before the 4th of March we see no escape for the Administration from speedily calling together the new 'ongress, as the authorization is an imperative reuirement of the situation. We need not say how reatly it would be regretted in business circles to have another summer session.

This spiritless situation of financial affairs is well reflected in the rates for money. That market is approaching and indeed is quite close upon a state of congestion. Call loans on the Stock Exchange cannot be freely made at 1 per cent, and large amounts are daily left over unemployed. Even the banks do not refuse to make loans at 1 per cent, though they try to get 11 per cent as the minimum. The same conditions control the time money and commercial paper markets, rates being almost phenomenally low. Some of the banks report to us purchases this week of very choice sixty-day endorsed bills receivable at 2 per cent and of sixty to ninety day names of the same class at 21 per cent, while exceptionally good six months single name paper has been taken at 3½ per cent. We learn of a sale of Eastern mill paper having nine months to run at 3 per cent. These of course are special cases of low figures and are not fairly quotable, but they indicate the eagerness of lenders to put out their money.

At the same time the mercantile business in progress is fair in amount, decidedly larger than a year ago, condition is explainable. Cotton goods, for instance,

have ever touched. The reason is not far to seek. Cotton-the raw material-was never so low as now, and still the supply pressing for sale meets a halting demand from spinners both of Europe and America. Why the raw material is so low is mainly because of the fact that the world's crop is this year considerably in excess of the wants of trade, but in part also that this excessive supply falls nowhere on an eager goods market. So cotton declines, and goods decline, and buyers of goods neglect to stock up, their purchases being limited by their immediate wants. Take the country as a whole, however, there is no doubt that the volume of business has increased and is increasing. Our more important iron markets are showing this week a little better tone and a little firmer prices. The feeling is that the turn has come. Our railroads are increasing their orders, and their purchases as the spring opens promise to be on a much larger scale.

The most stirring event of the week has been the resignation on Tuesday evening of M. Casimir-Perier, President of France, and the election on Thursday by the National Assembly of M. Felix Faure by 425 votes, a majority of 72 over M. Henri Brisson. We have written on this matter in a subsequent column, and it is only needful to add here that the resignation of M. Perier, though wholly unexpected, and therefore a great surprise to the French people, had only a slight influence upon the Paris Bourse, causing a fall in rentes and in International stocks. At the other financial centres of Europe the effect was very temporary and surprisingly slight; by Wednesday it had almost entirely disappeared. The rates for money, even in Paris, were not changed in the least, and therefore there was no influence upon the exchanges. These facts speak well for the French and the French Government. They express confidence in the stability of affairs and in the permanency of the Republic, not only by their own people but by Europe also; for the crisis was for the moment as trying an event as could well overtake any Government.

Money on call at the Stock Exchange has this week loaned almost uniformly at 1 per cent, with very few transactions at 11, and large balances have been daily left unemployed. Money is accumulating at this centre. receipts from the West being liberal. The bank statement of last week showed a gain of \$6,568,900 in the reserve and an increase of \$5,930,150 in surplus reserve, and there are large gains in cash this week also. Lenders of money fail to place it for fixed periods, and the accumulation finds its way into the call loan branch of the market at the Board. Banks and trust companies willingly lend at 1 per cent when they have an opportunity, though the quoted rate is 1½ per cent. There is only a slight inquiry for time contracts, and this chiefly for three and six months, while the amount offering is abundant. Some of the foreign bankers whose principals require that 21 per cent shall be obtained for three and 31 per cent for six months find the domestic competition so great that they are unable to do any business. Quotations for time money are 11 per cent, nominal, for thirty to sixty days; 2 per cent, with some transactions, for ninety days; 2½ per cent, nominal, for four to five months, and 3 per cent, with a little business doing, for six months. The offerings though prices in some cases are declining. This latter of first-class commercial paper do not increase, indicating small borrowing by merchants, and the demand are a case in point. Print cloths this week de- is good not only from city but from out-of-town buyers. clined to 21 cents for extras, the lowest they In this condition of the paper market it will probably

not be long before rates become easier, but brokers still quote them, as they have done since the middle of November, at $2\frac{3}{4}$ @3 per cent for sixty to ninety day endorsed bills receivable, $3@3\frac{1}{2}$ per cent for four months' commission house and prime four months' single names, $3\frac{1}{2}$ @4 per cent for prime six months and $4\frac{1}{2}$ @7 per cent for good four to six months single names, for which, however, there is only a moderate inquiry.

As noted above, the French political crisis had only a temporary and a very slight effect at the European financial centres, and none whatever upon money. The Bank of England minimum rate of discount remains unchanged at 2 per cent. The cable reports discounts of sixty to ninety day bank bills in London 9-16@5 of 1 per cent. The open market rate at Paris is 13 per cent, at Berlin it is 14 per cent and at Frankfort it is 13 per cent. According to our special cable from London the Bank of England gained £724,853 bullion during the week and held at the close of the week £34,604,965. Our correspondent further advises us that the gain was due to receipts from the interior of Great Britain of £657,000, to imports of £223,000 (of which £189,000 came from Australia, £20,000 from Portugal, £5,000 from Roumania and £9,000 was bought in the open market), and to exports of £155,000, of which £100,000 was to the Argentine Republic, £42,-.000 to other South American points, £7,000 to the West Indies and £6,000 to the Continent.

The foreign exchange market has been dull and firm all the week, with a good demand from coffee and sugar importers for remittance and a fair inquiry for other mercantile settlements, while the supply of bills has been small and promptly absorbed, leaving the market quite bare. As is usually the case when exchange reaches the gold point, the changes in rates for actual business have been so slight as not to be quotable, and indeed there has been no alteration throughout the week in sterling rates, which have been maintained at figures that permit the shipment of gold to London at a small profit. The arrivals of bills from the South and West were light on Monday, and they were promptly taken. About the only feature was the receipt by Heidelbach, Ickelheimer & Co. of \$500,000 Spanish gold by the Normandie, in transit to Cuba. On the following day Lazard Freres withdrew \$850,000 gold for shipment on the Paris to London on Wednesday, and the tone of the market was then quoted as strong. On Thursday \$1,500,000 was taken from the Sub-Treasury for export to-day, and yesterday other engagements were made, so that the exports by to-day's steamer amount to \$4,400,000, bringing the shipments for the week up to \$5,250,000. The following table shows the daily posted rates of exchange by leading drawers

| Tuesda at cachange | by it | auing | ulawo. | 10. | | |
|---|----------|-------------------|--------------------|-------------------|---------------------|-------------------|
| | | Mon., Jan. 14, | Tues., Jan. 15. | Wed., Jan. 16. | Thurs., Jan. 17. | Fri., Jan. 18. |
| Brown Bros 60 days | 89 90 | 89 90 | 89 90 | 89 90 | 89 | 89 90 |
| Baring, Magoun & Co. Sight | 8914 | 8816 | 89 90 | 89 90 | 89 90 | 89 |
| Bank British 60 days No. America Sight | | 89 90 | 89 90 | 89 90 | 89 90 | 89 90 |
| Bank of 60 days Sight | 89 90 | 89 90 | 89 90 | 89 90 | 89 | 89 90 |
| Canadian Bank 60 days of Commerce. Sight | | 8816 | 8816 | 8814 8914 | 89 90 | 89 90 |
| Heidelbach, Ick- 60 days elheimer & Co Sight | 8912 | 8816 | 881/2 891/2 | 89 90 | 89 | 89 90 |
| Lazard Freres \ 60 days Sight | 8814 | 8916 | 89 90 | 89 90 | 89 90 | 89 90 |
| Merchants' Bk. 60 days of Canada Sight | 89 90 | 89 90 | 89 | 89 90 | 89 90 | 89 90 |

The market closed very firm on Friday at 489 for sixty-day and 490 for sight. Rates for actual business in sterling were 488@488\frac{1}{4}\$ for long, 488\frac{3}{4}\$ 489 for short and 489@489\frac{1}{4}\$ for cable transfers. Prime commercial bills are 487\frac{1}{4}@487\frac{1}{2}\$ and documentary are

4 863 @4 87. Mr. Worthington C. Ford, the Chief of the Bureau of Statistics at Washington, has this week issued the statement of the country's foreign trade for December and the calendar year, and we give below a summary of the figures in our usual form.

FOREIGN TRADE MOVEMENT OF THE UNITED STATES.

In the following table three ciphers (000) are in all cases omitted.

| - | | -1894 | | | -1893 | |
|---|---|---|---|---|---|--|
| Merchan- | | Imports. | Excess. | Exports. | Imports. | Excess. |
| JanMarch. April-June July-Sept October November December | 221,760 182,669 172,1-0 33 482 80,005 81,871 | 167,260 164,683 167,647 56,070 5 .951 62,061 | +54,500 +13,986 +4,533 +27,412 +29,054 +22,810 | 194,122 194,275 214,825 87,420 91,651 93,539 | 234,533 222,663 168,129 43,127 48,669 49,119 | -40,411 -28,388 +46,696 +44,293 +42,982 +44,420 |
| Total | 824,967 | 672,672 | +152,295 | 875,832 | 766,240 | +109,592 |
| Gold. Jan. March. April-June. July-Sept October November. December. | 8,509 62,411 19,601 1,068 423 9,804 | 3,939 7,507 5,477 1,370 1,937 391 | +4,570 +54,904 +14,124 -303 -1,509 +9,413 | 34.943 38,775 2,561 511 331 2,654 | 8,237 3,522 54,202 1,584 4,471 746 | +26,708 +35,253 -51,641 -1,073 -4,140 +1,908 |
| Total | 101,821 | 20,621 | +81,200 | 79,775 | 72,762 | +7,013 |
| Silver. JanMarch. April-June. July-Sept October November. December. | 12,468 11,247 11,650 4,382 3,606 3,683 | 2,427 2,158 2,761 963 728 1,459 | +10,041 +9,089 +8,889 +3,419 +2,878 +2,224 | 10,136 9,415 13,868 3,458 4,166 5,246 | 5,308 4,264 5,434 1,418 919 932 | +4,828 +5,151 +8,434 +2,040 +3,247 +4,314 |
| Total | 47,036 | 10,496 | +36,540 | 46,289 | 18,275 | +28,014 |

+ Excess of exports - Excess of imports

We subjoin the totals for merchandise, gold and silver for the twelve months for six years.

| - | MERCHANDISE. | | GOLD. | | | SILVER. | | | |
|----------------|--------------|----------|-------------------------|---------------|---------------|-------------------------|--------|---------------|----------------------------|
| Twelve Mos. | Exports. | Imports. | Excess of Exports | Ex- ports. | Im- ports. | Excess of Exports | Ex- | Im- ports. | Excess of Ex- ports. |
| | 8 | \$ | 8 | 8 | 8 | 8 | 8 | 8 | 8 |
| 1894. | 824,967 | 672,672 | 152295 | 101,821 | 20,621 | 81,200 | 47,036 | 10.496 | 36.540 |
| 1893. | 575,832 | 766,210 | 109-92 | 79,775 | 72.762 | | 46,289 | | |
| 1892. | 938,421 | 840,981 | 97,490 | 76,532 | 17,451 | | 35,976 | | |
| 1891. | 970,510 | 828,331 | 142189 | 79,086 | 44,970 | | 27,693 | | |
| 1890. | 857,503 | 823,898 | 34,105 | 24,068 | 20,230 | 3,830 | 26,540 | 22,426 | 3,999 |
| 1889. | 827,106 | 770,526 | 56,580 | 50,934 | 12,005 | 38,929 | 40,694 | 19,219 | 21,475 |

* Excess of imports.

The results, it will be seen, are very striking, and we comment on them at length in another article.

We have had a number of very good returns of railroad net earnings this week-some for November and some for December. The Baltimore & Ohio is one of the prominent companies which have reported for this latter period; it shows a small increase in both gross and net. The Pittsburg Cincinnati Chicago and St. Louis, one of the lines in the Pennsylvania Railroad system, with \$21,331 decrease in gross, reports \$41,621 increase in net, and the Pittsburg Youngstown & Ashtabula, another Pennsylvania Railroad line, shows \$37,168 increase in gross and \$35,264 increase in net. The Nashville Chattanooga & St. Louis for the same month has gross of \$415,916 against \$377,236, and net of \$170,067 against \$162,664; the Georgia Railroad, on the other hand, has net of only \$35,304 against \$74,990, though part of this loss is due to the charging up of taxes to amount of \$19,440 in the return for 1894, which in 1893 were distributed over the several months. For November the Lake Erie & Western has a strikingly favorable exhibit, with net of \$144,612 against \$107,851, and the Pittsburg & Western is distinguished in the same way, with net of \$70,946 against \$34,483.

The Illinois Central likewise has a very good return. The early estimate of gross earnings for November had shown a decrease of \$125,330, but the actual result proves much better than the estimate, and the audited figures make a loss in gross of only \$30,037; at the same time operating expenses were reduced in amount of \$81,843, so that in the net there is \$51,806 increase. Of course for the five months of the fiscal year from July 1 to November 30, comparison being with the period of the World's Fair, when the road's traffic reached extraordinary figures, there is a large loss; the net for these five months of 1894 is \$2,231,015, against

\$3,714,607 for 1893. For December the company estimates a decrease in gross earnings of only \$22,909, and when the audited statement for that month comes to hand, three or four weeks hence, we should not be surprised to see an increase.

Several other roads have submitted favorable state-The Baltimore & Ohio Southwestern for November has a small increase in both gross and net, and the Cleveland Lorain & Wheeling reports gross of \$121,393 against \$96,612 and net of \$40,469 against \$25,208. The Fort Worth & Denver City has gross of \$184,694 against \$154,665 and net of \$91,634 against \$55,637, and the Union Pacific Denver & Gulf records a small improvement in both gross and net. These two roads form parts of the Union Pacific system, but are now operated by separate receivers. The Union Pacific system itself has a conspicuously bad return, gross showing a falling off of \$310,501 and net a falling off of \$485,572. The Ohio River Railroad reports gross of \$61,124 against \$69,185 and net of \$21,319 against \$30,993.

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

| Week Ending January 18, 1895. | | Shipped by N.Y. Banks | Net Interior Movement. |
|-------------------------------|---|-------------------------|------------------------------------|
| Ourrency | \$6,581,000 400,000 | | Gain. \$5,071,000 Gain. 100,000 |
| Total gold and legal tenders | \$6,981,000 | \$1,810,000 | Gain.\$5,171,000 |
| Result with Sub-Trea | 7 | \$1,810,000 erations | and go |

Result with Sub-Treasury operations and gold exports:

| Week Ending January 18, 1895. | Into Banks. | Out of Banks. | Net Change in Bank Holdings. |
|-----------------------------------|----------------|---------------|---------------------------------|
| Banks'interior movement, as above | | | Gain.\$5,171,000 |
| Sub-Treas. oper. and gold exports | | - | Loss. 1,350,000 |
| Total gold and legaltenders | \$28,981,000 | \$25,160,000 | Gain.\$3,821,000 |

The following table indicates the amount of bullion in the principal European banks this week and at the corresponding date last year.

| Bank of | Jan | uary 17, 1 | 895. | January 18, 1894. | | |
|----------------|-------------|------------|------------------|-------------------|------------|-------------|
| | Gold. | Silver. | Silver. Total. | | Silver. | Total. |
| 7 | £ | £ | £ | £ | £ | £ |
| England | 34,604,965 | | 84,604-965 | 26,540,555 | | 26,540,555 |
| France | 83,630,453 | 49,292,986 | 132,923,439 | 67,991,000 | 50,361,000 | 118,352,000 |
| Germany | 38,431,125 | 12,810,375 | 51,241,500 | 31,394,250 | 10,464,750 | 41,859 000 |
| AustHung'y | 15,504,000 | 13,916,000 | 29,420,000 | 10,265,000 | 16.235,000 | 26,500,000 |
| Spain | 8,004,000 | 11,200,000 | 19,204,000 | 7,918,000 | 7,143,000 | 15,061,000 |
| Netherlands . | 4,094,000 | 6,938,000 | 10,932,000 | 4,017,000 | 6,983,000 | 11,000,000 |
| Nat.Belgium. | 8,486,000 | 1,743,000 | 5,229,000 | 3,016,667 | 1,508,333 | 4,525,000 |
| Tot.this week | 187,754,543 | 95,800,361 | 283,554,904 | 151 142,472 | 92,695,083 | 243,837,558 |
| Tot. prev. w'k | 186,343,019 | 95,920,208 | 282,263,227 | 149,068,990 | 92.214,000 | 241,282,990 |

THE GOVERNMENT'S GREAT NEED.

The week has been prolific in proposals made chiefly by Senators at Washington interested in seeking financial relief for the Government and our industries. After it all no apparent progress can be said to have been made towards a unification of ideas. The views of members are seemingly as wide apart as ever, and we suppose must continue to be so as long as the different currency theories our legislators hold are based upon such dissimilar data. Since our last issue Senator Jones of Arkansas has tried to fill up the chasm which lies between these discordant beliefs. He has accomplished nothing except to illustrate our remark of last week, how foolish it is to seek to unite a party and expect thereby to get good legislation on such a subject. His scheme furnished a broad enough platform for every member of his political organization to secure standing room. But it suited no one, having too much gold in it to satisfy the silver men, and too much silver to be acceptable to any one in quest of a sound currency.

We have seen nothing suggested this week or any other week that affords so fair a promise of meeting the conditions of parties and of the needs of the country and the Government as the proposal of Senator Platt of Connecticut. His idea seems to be to frame separate bills, each devoted to a single branch of the general subject under discussion. He says let there be one bill authorizing a cheaper bond issue for the relief of the Treasury. Then have another providing for a bank-note system. Still another should present the proposal to retire the green-Indeed, we would add, let there be as many bills as a majority of the Finance Committee of the Senate, with the members of both parties in attendance can agree upon or are willing to report, each bill confined though to one single branch of a general financial scheme. If such a movement as that could be undertaken with the sole desire to help the country out of its entanglement, a non-partisan device might be reported in shape to meet each question at issue, and a vote be had without any great delay. Of course no individual or party could in this manner expect to have his or its precise plan followed. Without deciding who in that event would be the loser this much at least may be said to be true—the public would be likely to gain some measure of relief, and that party would fare the best which did the most to hasten it.

Undoubtedly, of all pieces of legislation which are within the power of Congress to enact, there is no single law that would to-day go farther to restore confidence than the passage of a bill empowering the Administration, whenever in its opinion the condition of the gold reserve made it needful, to issue a low-rate, short-date bond, payable principal and interest in gold coin. If Senator Platt's plan were carried out and a bill of that character could be got before each House, there is good reason to think it would be passed. In case more votes could be obtained for the measure by limiting the issue to say 200 million dollars and by restricting the authority to use the law to the present. emergency or to a fixed number of years, no conservative Senator ought to hesitate to accept these suggestions. To be sure the power to issue a temporary loan. should always exist in the Government, and the absence of it reflects on the intelligence and sagacity of our people. Yet the restrictions mentioned become immaterial in view of the circumstance that the existing embarrassment is so pressing and is certain to increase if an enabling act is not passed. Besides. the law President Cleveland is acting under now is for many reasons such an unsatisfactory reliance that the mere presence among our statutes of the new authority referred to would, as Mr. Carlisle said in his report, go far to remove the need for its use. And yet notwithstanding all this is true our struggling industries have hitherto been denied this relief. Must they be compelled to face during another summer the uncertainties which the absence of such a law permits, and may we not say in large part produces?

We are glad to find that on Thursday Senator Sherman—who is always quick to see the weakest spot in the situation—introduced a bond and temporary security bill, which was referred to the Finance Committee. This is intended to meet the want that is as stated so urgent. We would be greatly pleased to see the same measure reported, but it should be changed in a single particular. The bond to obtain best results must be made payable principal and interest in gold. This feature is very needful, far more so than ever before,

change in the standard of value, a danger which has money markets because of the character of the bond been long and is to-day widely felt at home and abroad. With such a loan act secured a currency measure could probably without loss be deferred. That opinion is perhaps somewhat forced, for as there is only a little more than one short month left for legislation by this Congress, unusually prompt work would certainly be required to perfect and pass a currency It is unfortunate that the time is so short, for the condition, present and prospective, of parties in the Senate is such that within the next two years, and perhaps for a longer period, the situation is not likely to be better fitted than at present to secure a conservative non-partisan measure. Even now possibly it is not too late under Senator Platt's method to make the attempt, though under any other it is hopeless; and certainly the lack of results hitherto reached, and especially the reception Senator Jones's proposal has received this week makes it quite evident that nothing is to be gained by further effort along party lines. It will no doubt be a decided advance towards currency reform whenever a suitable plan can be matured and adopted for getting rid of our legal-tenders by substituting a flexible bank-note system-one that would be responsive to commerce. That is a consummation most earnestly to be desired and worked for.

There is one other point that needs careful attention at Washington. If we may believe current reports, doubts exist as to the sufficiency of the existing tax laws to furnish revenue enough to meet the prospective disbursements. Certainly hitherto the original official estimates as to the productiveness of the taxes have proved faulty. We supposed, however, that the deficit up to the first of January was capable of explanation and would be overcome shortly. That belief was urged by us in our last monthly review (January 5th, page 4) of the Treasury figures, we assuming at the same time that subsequent receipts would show considerable gains. There has been a decided improvement in the revenue the current month, but still the ordinary disbursements continue in excess of the receipts. At this late date Treasury officials ought to be able to fix with a near approach to accuracy the future productiveness of the taxes. If they are really insufficient, as many so persistently claim they are, it would seem only prudent to lay other imposts and make good the deficiency at the current session of Congress. The Government assuredly ought not to be dependent upon bond sales for supplying a permanently continuing deficit. Bond sales as a source of income may very properly be utilized to make good an unexpected and temporary loss of revenue, but their main object on the present occasion is to guard and replenish the gold reserve.

As already indicated, however, the first and an almost indispensable requirement for the recovery of confidence is a new bond authorization. This is desirable even for the minor reason that the money wanted could in that case be obtained by the Government on much better terms than under the present arrangement. Other features make the legislation still more important. It may become very desirable to effect a loan in Europe. At the present low rates ruling there it is likely that a suitable security could be placed in London even on better terms than in this country. However that may be, when the kind of money required is gold, it is a mark of special folly for our was no longer any prospect of getting a ministry legislators to leave the Administration in such a plight out of the Chamber, unless it were a ministry in open

because the danger to be provided against now is a as to virtually shut the Government out from European it has to offer.

THE FRENCH CRISIS-THE RESIGNATION AND THE ELECTION.

France is to be credited with the honors of the week so far as the furnishing of a trouble and of a triumph of world-wide interest is concerned. It has been the occasion of all the excitement which came from an unlooked-for Presidential resignation and with all the hopes and fears which are inseparable from a Presidential election. What seemed a grave crisis has been so far and s) promisingly gotten over that we can look back without concern and contemplate the dangers which threatened, the causes of which they would have been the result, and also upon the prospects which the slightly altered situation holds out for the immediate future.

It is but simple truth to say that the resignation of President Casimir-Perier was a complete surprise. Not that Presidential resignations in France are a novelty. It is a striking and significant fact that of the five Presidents who have had control in France since the inauguration of the Republic in 1871, one has been assassinated and four have resigned. President Thiers resigned after he had put the Republic on its legs in 1873. MacMahon resigned in 1879, and before he had completed his septennate. Grevy resigned in December, 1875, shortly after his election to a second term. And now, as if following these examples, Casimir Perier has resigned after a tenure of office which has hardly reached the limit of the seventh month.

They have all had their reasons. Thiers resigned because he abandoned the Royalists, and because the Royalists afterwards abandoned him. MacMahon resigned because he refused to be the slave of Gambetta and his followers, and dismiss from the army some of his old and trusted friends. Grevy resigned because he had completely lost the confidence of the Chambers and the people, through the follies and wrongdoings of his son-in-law in the matter of the Limousin or decoration scandals. It is thus apparent that Presidential resignations are not new in France, and that if President Casimir-Perier had a satisfactory reason, he had as good a right to resign as any of his predecessors.

It has to be admitted, however, that the case of the late President was somewhat peculiar. It was known that matters were not exactly according to his liking either in the Chambers or among the people generally. But there had been no open collision between the President and any of the branches of the Government. He had been pained by the defection of friends; and it was no secret that he had suffered severely from this source. It is well known that he had no personal desire to fill the Presidential Chair; and if he yielded and accepted the responsibilities of the position, it was because of the earnest solicitation of those friends and because of their promised support. It had been painful to him to see M. Henri Brisson, his most redoubtable adversary, elected to the Presidency of the Chamber of Deputies. The last and most damaging blow came when the Dupuy Cabinet From the light which we now have, resigned. he seems to have come to the conclusion that there was no longer any prospect of getting a ministry

antagonism to his own avowed and well-known policy. He felt too that his power—a power determined by the Constitution—was not at all proportioned to his responsibility. All this was bad enough; but there had been no dead-lock, nothing which had exposed the President to the disgrace of public defeat.

In his letter of resignation the ex-President enumerates several reasons by way of justifying his retirement. It cannot be said that they touch the root of the difficulty. They have not given general satisfaction, and they are not certainly the reasons which a man of strong will and of determined purpose, whose heart was in his work, would have given in such circumstances. It is friction which produces the heat. It is difficulty which brings out the man. It is in the hour of difficulty that the leader is specially needed. When found wanting then his opportunity is lost, and often lost forever. In our own country and in our own history we have had difficulties more than once trying enough to the executive head of the Government; but no American President has ever resigned. For good or for evil he has remained at his post. What would have been said or thought of Lincoln, if in view of the terrible difficulties he was about to encounter when he entered upon his duties as President, or later when he was involved in those difficulties, he had succumbed and retired? We shall not answer the question. As it was he took a full view of his work, braced himself for it, grew to its mighty requirements; and as the result he has left behind him a reputation which is second only to that of Washing. ton. If there is work to be done in perfecting the Constitution of the French Republic, by a better adjustment of the machinery of government, by a wiser distribution of powers, and particularly by making the President something more than a powerless and practically helpless figure-head, President Casimir-Perier would have done well to attempt that work; and while failure would not have injured him, success would have redounded to his lasting honor.

In all this, however, we do not wish it to be understood that we are belittling the difficulties which lay in his way. He has been blamed, although not wholly without reason, yet perhaps too severely, for not dissolving the Assembly and making a direct appeal to the people. If he had resolved to continue at the helm of affairs, it was probably the only course open to him. But it was a course which was by no means free from difficulties-a pathway in which success might and might not be found. MacMahon tried it in his emergency and failed. It was not tried by either Thiers or Grevy. According to the French Consti. tution as it now stands, the President has no power to dissolve Parliament without the consent of the Senate. How the Senate would have acted had the President decided upon this course we can only conjecture. It was certainly difficult for the President to assure him self beforehand; and to ask the Senate's consent and be refused would have been humiliating in the extreme. Supposing consent had been given, it was doubtful how the appeal to the people would result. In the towns the Socialists and Radicals have been largely on the increase. The Conservatives, on which Casimer-Perier relied for support, could not hope for increased strength from the great industrial centres; and the peasantry, who feel aggrieved because of the railroad concessions, were not to be counted upon with any amount of confidence. We do not blame the ex-President for not ap pealing to the people; but it was an experiment, which

was justifiable in the circumstances, which might have saved him, and which probably ought to have been tried.

The burden which a few days ago rested upon the shoulders of M. Casimir-Perier, and which he found so irksome, now rests upon the shoulders of another. The National Assembly at Versailles showed wisdom and sound judgment in preferring Felix Faure to Henri Brisson. It might have been better still if the majority had gone for M. Waldeck-Rousseau. France needs at present is to be held on conservative lines. Waldeck Rousseau was the Government candidate, and no doubt he would have been elected but for his professional connection with the Panama scandals. It was his fortune, good or bad, to defend as a lawyer several of the accused and some of the principal criminals. Through this he incurred the ill-will of many influential people, and it was this which stood in the way of his success. If he had been elected his influence would have been exerted to preserve the Republic, but to preserve it on the conservative principles of the past. By retiring in favor of M. Faure he did the best he could do in the circumstances. M. Brisson is a strong man but inclined to Radicalism; and although he might have proved himself much more conservative in office than in opposition, it is perhaps better for France that the reins of Government have dropped into the hands of a man less distinctly pronounced.

The new President belongs to the ranks of business men. Before the Franco-German war he was a shipowner of Havre, and is to-day. He was at one time President of the Chamber of Commerce of that town. He took an active part as an officer of volunteers in putting down the Commune. First elected to the Chamber of Deputies in 1881, he became later Under Secretary of State for Commerce and the Colonies in Gambetta's Cabinet. He was in office again in the Jules Ferry Cabinet from 1883 to 1885. In the first Tirard Cabinet he was also in office; and in the late Dupuy Cabinet he held the post of Minister of Marine. He is not therefore without experience as a Cabinet Minister. France is to be congratulated in getting so easily through what seemed a dangerous crisis; and under her new President it is to be hoped she will continue in the paths of peace and prosperity.

THE PHILADELPHIA & READING REPORT.

The annual report of the Philadelphia & Reading Railroad does not reveal a very encouraging state of things. And yet doubtless the showing is fully as good as could reasonably have been expected under existing conditions. The year has been a very trying one for all railroads, and even the strongest of them have felt the pressure. The prostration of business which has been common to the whole country has been particularly marked in the coal and iron districts, whence comes so much of the Reading's traffic. At the same time the anthracite coal trade has been adversely affected by the mild winter weather which distinguished the season of 1893-4 and by the great demoralization of prices for coal resulting from that and other causes. The Reading, as is known, is a very large carrier of anthracite, and in its operations has labored under great disadvantages. On the one hand it has been seriously handicapped in being financially embarrassed and in the hands of receivers. On the other hand it had to cope with rivals strongly intrenched and who could stand very heavy losses in income without risk of impairment of their financial condition. On the whole, the wonder is that the property has done no

The income account shows a deficiency below the amount needed to meet the obligatory fixed charges, and the deficit is large too. But we have become pretty well accustomed in this country to such an outcome during the last two years of trade depression, and it will be admitted that a deficiency in a year like 1894 has not the significance it would have in an ordinary year. Still, the feature is an unfortunate one, and in the case of a property already deeply embarrassed, with no reserve to draw upon, is a serious thing, giving to the future a dubious look. The way the management regard the matter is evident from their frank admission that the prospects of the property have been greatly changed by the continued depression in trade and loss of revenue, and their equally frank admission that because of the change the recently-proposed reorganization is inadequate and will have to be replaced by a more drastic scheme calling for larger concessions from junior security holders. Says the report: "The falling off in the earnings of the Reading comparies, in common with other producers and carriers of coal, during the latter part of the fiscal year, is so great as to render necessary a larger contribution from the junior security holders, and possibly some concession from the general mortgage bondholders, unless a great and permanent improvement in the coal trade shall promptly occur."

The deficiency for the year in the amount required to meet obligatory fixed charges is \$907,405 for the Railroad Company and \$1,025,602 for the Coal & Iron Company, or \$1,933,007 together. But this is after charging \$1,241,028 for equipment payments and \$316,210 for improvements, or \$1,557,238 for the two combined. Calculations recently made show that the requirements for additions and improvements will average about a million dollars a year. The expenditures in the late year for that purpose were therefore \$557,-238 above the average. But subtracting that amount from the \$1,933,007 deficiency reported, a shortage of \$1,375,769 would still remain on the operations of the Railroad Company and the Coal & Iron Company combined. In other words, says the report, the accounts would show \$408,838 earned on account of the general mortgage interest. On the basis of the payments actually made during the year-that is, on the basis of the \$1,933,007 deficit reported on the year's income—the net revenues fell \$148,400 short of meeting even the interest on the liens prior to the general mortgage. There were, however, some special expenses in 1894 which may not be repeated another year-as, for instance, the \$49,804 spent for electric signals and the expenditures made to repair the damage occasioned by

the great floods of last May. Of course as soon as trade revives the revenues of the road should quickly improve. But a reorganization now will have to be based on present revenues and not on expected future revenues. Besides this, a readjustment, if carried through, should be such as not to invite a recurrence of trouble hereafter. That has been the defect of previous reorganizations. They have not been thorough enough, and by making the burden of liabilities heavier than the company could bear have simply paved the way for renewed embar rassment after a few years.

The property seems to be well administered under

departments appears to be carefully looked after. Vigorous efforts have been made, we are told, to reduce the cost of railway transportation, and considerable economy has been effected in the use of fuel and also a noticeable saving made in the use of lubricating oil. The cost of handling coal at the terminals has been decreased in a striking manner, while the cost of mining the coal was for 1894 the smallest of any year for the last fifteen, with one exception. In marketing coal great caution was exercised concerning credits, and while coal to the value of \$21,779,672 was disposed of in 1894, the amount transferred to suspense account was but \$32,222, or only about one seventh of one per cent; and the greater part of this amount, it is said, will be ultimately collected.

With reference to the road's position in the anthracite trade, the report says that a persistent endeavor was made during the year to induce the Reading companies to accept a lower rank in the coal business than they have hitherto held. The effort was vigorously resisted, it is stated, and proved unsuccessful. A smaller amount of coal was transported over the Reading than in the preceding year, but the loss was in the portion contributed by other roads. The Reading's own coal increased 191,915 tons in face of a decrease of 1,545,974 tons in the total quantity transported by all the carriers. Regret is expressed, however, that a lack of harmony in the conduct of the trade, resulting largely from the failure of the attempt to reduce the Reading's proportion of the business, led to decreasing prices for the product. The decline was heaviest in the last half of the year, and the result for the twelve months shows that 23.7 cents less per ton was realized for the whole product than in the twelve months of the year preceding. The loss to the Reading from this fall in price aggregated \$1,884,710. It is evident therefore that an improvement in the income of the property might occur either through an agreement for an advance in the price of coal or through a revival of industrial activity. The report is only preliminary and does not contain the balance sheet, which will be issued later.

OUR EXCEPTIONAL FOREIGN TRADE POSITION.

The statement of United States imports and exports for the calendar year 1894, issued this week by the Bureau of Statistics at Washington, serves to bring out and emphasize the very unusual position of our foreign trade during that year. Many recent years have been noteworthy in one way or another, but there are features distinguishing 1894 which make that year noteworthy beyond all others. The fact is not a new one since attention was directed to it in the CHRONICLE many times during the course of the year. But with the figures complete for the twelve months, the movements and results are seen to be very striking indeed and deserving of very careful consideration.

The fact which attracts chief attention is the magnitude of the gold exports and the apparent lack of reason for them in the state of our foreign trade. Sterling rates of exchange were high nearly all through the year, and shipments of gold were likewise in progress during most of the year and the greater part of the time were on a very large scale. In fact, examination of the monthly returns discloses that in only three of the twelve months-namely September, October and the present management, and every detail in all the November-was there a net inflow of gold (comparing

the exports of the metal with the imports), while in the remaining nine months there was a net outflow each month. By the statement for the full year it now appears that the aggregate gross shipments of gold for the twelve months reached almost 102 million dollars-\$101,821,375. The exports had been heavy in the years preceding, too, but the totals in those years fell considerably below the amount for the late year; in fact the 1894 aggregate is decidedly the largest for any calendar year as far as our records go.

Moreover, in the other recent years when the outflow was heavy, there was usually a considerable return flow, reducing the net loss. For instance, in 1893, when the gross shipments were 793 million dollars, there was a return movement in amount of 723 million dollars, leaving the net outflow only a little over 7 million dollars. Of course 1893 was a rather momentous period, and undoubtedly the panic (during which cash at one time commanded 5 per cent premium) forced a large flow of gold this way. But even in 1891 with exports of 79 million dollars, we had imports of nearly 45 million dollars, reducing the net export to only 34 million dollars. In 1894, on the other hand, the movement was almost continuously in the one direction, and with \$101,821,375 exports we had only \$20,621,024 imports, making a net loss in the very large sum of 814 million dollars. From the following, giving the record for the calendar years for a quarter of a century past, it will be observed that not only is the 1894 loss by far the largest for any calendar year, but the net outflow at \$81,200,351 is actually greater than the gross shipments for any of the years. The fact is the more striking that coincidently the shipments of silver, gross and net, were very heavy, the exports aggregating 47 million dollars, and the balance of exports over imports amounting to 361 million dollars, being in both cases in excess of the sum for any preceding calendar year for the whole quarter of a century.

GOLD AND SILVER IMPORTS AND EXPORTS.

| -Gold | | | -Silver | |
|--|---|--|---|---|
| | Excess of | | | Excess of |
| | Exports (+) o | r | | Exports(+)or |
| . Imports. | Imports (-) | . Exports. | | Imports(-) |
| \$ | \$ | \$ | 8 | 8 |
| 5 5,841,948 5 11,113,290 8 20,537,254 1 7,422,80 7 14,:48,781 6 11,622,655 8 10,477,859 3 78,767,941 9 13,402,528 9 12,055,961 7 23,642,826 1 27,957,61 7 23,642,826 1 3 41,309,826 1 41,908,820 1 41,808,820 1 41 | +99,074,027 +77,524 885 +4,958,684 +38,726,285 +39,063,166 +7,555,684 +7,352,983 -1,821,911 -74,652,495 -70,582,239 -67,795,077 +25,314,551 -16,07,191 -12,255,619 -35,744,873 +3,832,984 +34,116,471 +59,081,116 | 27,846,083 32,524,495 38,076,207 29,577,984 25,889,567 25,122,736 29,336,929 13,209,25 21,701,552 21,701,552 21,701,552 21,701,552 21,701,552 21,704,0290 29,583,748 27,644,988 29,880,403 40,694,230 26,539,789 27,624,988 27,624,988 27,624,988 27,624,988 27,624,988 27,624,988 27,624,988 27,624,988 27,624,988 27,624,988 | 15,259,199 10,962,467 10,968,714 9,212,185 7,830,998 8,547,367 10,795,238 12,141,568 14,425,017 11,631,025 8,595,645 9,028,385 15,504,777 17,771,241 17,221,465 16,772,614 15,907,969 19,219,242 22,426,119 19,219,242 22,426,119 18,194,750 21,726,258 | +12,586,884 +21,562,028 +21,980,085 +28,864,022 +21,746,986 +17,312,200 -180,632 +7,276,535 +1,352,417 +8,447,620 +11,614,313 +14,058,971 +15,509,301 +9,818,825 +13,52,374 +11,372,434 +11,372,434 +11,372,434 +11,372,434 +11,372,434 +21,477,938 +11,477,938 +21,477,938 +21,477,938 +21,477,938 +21,477,938 +21,477,938 +21,477,938 +28,013,917 |
| 1 | s. Imports. \$ 15 10,430,561 5 5,841,948 55 11,113,290 8 20,337,254 17 7,422,806 17 14,348,781 99 23,676,096 78,767,941 99 78,644,998 10,407,859 91 3,402,528 6 22,055,961 6 27,957,857 7 23,642,826 6 41,309,181 6 44,889,219 91 0,960,773 11,0060,773 11,0060,773 11,0060,773 11,0060,773 11,0060,773 11,0060,773 11,0060,773 12,004,632 4 20,230,990 144,970,110 | Excess of Exports (+) of Exports (+) of Exports (+) of Exports (+) of Exports (-) \$ 45 10.430.561 | Excess of Exports (+) or s. Imports. Imports (-). Exports, \$\$ \$\$ \$\$ \$\$ \$\$ \$\$ \$\$ \$\$ \$\$ \$\$ \$\$ \$\$ \$\$ | $Excess of \\ Exports (+) or \\ S. Imports. \\ S. $ |

If the circumstances were not so well known, one might be inclined to think that these large shipments were the natural result of, and merely reflected, a very unfavorable state of our merchandise trade. But every careful observer understands that there is no warrant at all for such a conclusion. It is indisputable that trade conditions have not been satisfactory. Certain of our agricultural products, by reason of poor harvests. have been in short supply, and in several cases where we had an adequate supply the demand has been small and at the same time prices have been extraordinarily low. This latter remark applies particularly to that important export staple—wheat. It applies with

of the United States, namely cotton. The great industrial prostration prevailing, moreover, and the lack of a home demand and the diminished domestic consumption, forced our merchants and manufacturers to let all their goods and products go at extremely-in many cases at unprecedentedly-low prices.

The effect of course has been to reduce the aggregate value of the exports. But though there has been a falling off the exports have nevertheless been on a very large scale, amounting roughly to 825 million dollars. In 1893 the total had been 875 million dollars, in 1892 938 million dollars, in 1891 970 million dollars. These last two were very exceptional periods. We get a better idea of the magnitude of the 1894 aggregate if we go back a few years and compare with the totals then. In the whole of the term from 1882 to 1888 the exports in no year reached 800 million dollars, and the average for the seven years stands at only about 730 million dollars, or about 95 million dollars less than the aggregate for 1894 at 825 million dollars.

Furthermore, while exports notwithstanding the low prices remained large, imports were very considerably reduced. The commercial depression in this country and the fact that large numbers of work people were out of employment, and that business was unprofitable. greatly restricted the purchasing power of the population and led to diminished buying of foreign goods. Then also prices of these goods, the same as of domestic goods, were very low (a low range of values being a world-wide feature), and this of course operated to lessen the aggregate value of the imports still further. The uncertainties regarding tariff legislation likewise tended to curtail imports for part of the time. During the last half of the year the importations increased as compared with the corresponding period in 1893 in every month but one. Nevertheless, aggregate imports for 1894 are only 672 million dollars, against 766 million dollars in 1893 and 841 million dollars in 1892.

Thus the decrease in imports has been very much greater than the decrease in exports, and as a consequence the year shows an unusually large trade ballance in favor of this country on the merchandise movement. The balance is over 1524 million dollars. In 1893 the amount was only $109\frac{1}{2}$ million dollars, in 1892 but 97½ million dollars. In fact the excess of exports for 1894 is the largest of any calendar year since 1881, as will appear by the following.

MERCHANDISE EXPORTS AND IMPORTS (CALENDAR YEARS).

| Calendar Year. | Exports. | Imports. | Excess. | Total Foreign Trade. |
|-------------------|-------------|-------------|--------------------|-------------------------|
| | \$ | \$ | \$ | \$ |
| 1870 | 403,586,010 | 461,132,058 | Imp. 57,546,048 | 861,718,063 |
| 1871 | 460,352,088 | 573,111,099 | 1mp. 112,759,011 | 1,033,463,187 |
| 1872 | 468,837,948 | 655,964,699 | Imp. 187, 126, 751 | 1,124,802,647 |
| 1873 | 567,757,867 | 595,248,018 | Imp. 27,490,181 | 1,163,005,915 |
| 1874 | 569,872,553 | 562,115,907 | Exp. 7,756,646 | 1,131,988,460 |
| 1875 | 510,947,422 | 503,152,936 | Exp. 7,794,486 | 1,014,100,358 |
| 1876 | 590,666,629 | 427,347,165 | Exp. 163,319,464 | 1,018,013,794 |
| 1877 | 620,302,412 | 480,246,300 | Exp. 140,056,112 | 1,100,548,712 |
| 1878 | 737,092,073 | 431,812,483 | Exp. 305,279,590 | 1,168,904,556 |
| 1879 | 765,159,825 | 513,602,796 | Exp. 251,557,029 | 1,278,762,621 |
| 1880 | 889,683,423 | 696,807,176 | Exp. 192,876,246 | 1,586,490,598 |
| 1881 | 833,549,127 | 670,209,448 | Exp. 163,339,879 | 1,503,758,575 |
| 1882 | 767,981,946 | 752,813,507 | Exp. 15,138,439 | 1,520,835,453 |
| 1883 | 795,209,316 | 687,066,216 | Exp. 108,143,100 | 1,482,275,532 |
| 1884 | 749,366,423 | 629,261,860 | Exp. 120, 104, 568 | 1.373,628,288 |
| 1885 | 688,249,798 | 587,868,673 | Exp. 100,381,125 | 1,276,118,471 |
| 1886 | 713,404,021 | 663,429,189 | Exp. 49,974,832 | 1,376,833,210 |
| 1887 | 715,301,044 | 708,818,478 | Exp. 6,482,566 | 1,424,119,522 |
| 1888 | 691,760,743 | 725,202,714 | Imp. 33,441,971 | 1,416,963,457 |
| 1889 | 827,106,347 | 770,526,484 | Exp. 56,579,863 | 1,597,632,831 |
| 1890 | 857,502,548 | 823,397,723 | Exp. 34,101,822 | 1,680,900,274 |
| 1891 | 970,509,643 | 828,320,943 | Exp. 142,188,703 | 1,798,830,589 |
| 1892 | 938,420,660 | 840,930,955 | Exp. 97,489,705 | 1,779,351,615 |
| 1893 | 875,831,848 | 766,239,846 | Exp. 109,592,002 | 1,642,071,694 |
| 1894 | 824,987.334 | 672,672,540 | Exp. 152,294,824 | 1,497,639,904 |

It is this fact that the merchandise balance in favor equal force to that other important export staple of the United States has been so large and that our sil-

ver exports have also been much in excess of the average, and that yet we have been obliged to send out unprecedented amounts of gold, that invests the results for the year with so much significance. Adding the merchandise and the gold and silver movements together we get a total excess of exports over imports in the enormous sum of 270 million dollars. Yet even at this very moment the outflow of gold is still in progress. It was the custom formerly to make an allowance of 10 million dollars a month for amounts due by the United States to foreign countries for interest, freights, &c., or say 120 million dollars. If the estimate was correct when made, the allowance now would doubtless have to be larger, though for the time being payments for interest are reduced by the extensive amount of railroad indebtedness in default, a good part of which is held abroad. But the excess of exports in 1894, as we see, was more than double this customary allowance of 120 million dollars, demonstrating very clearly that the gold movement did not arise out of ordinary trade conditions but must be considered as due entirely to abnormal causes. The following table shows in a graphic way how greatly the situation has changed within the last few years, the excess of exports for 1894 at 270 million dollars comparing with only 42 million dollars for

| 7 | EARLY TRADE | BALANCE. | | |
|------------------------|-------------------|-------------|-------------|------------|
| 189 | 1893. | 1892. | 1891. | 1890. |
| Excess of— | \$ | \$ | \$ | \$ |
| Merchan. exports152,29 | 4,824 109,592,002 | 97,489,705 | 142,189,703 | 34,104,822 |
| Silver exports 36,51 | | 14,249,582 | 9,500,129 | 4,113,670 |
| Total188,83 | 5,018 137,605,919 | 111,739,287 | 151,688,832 | 33,218,492 |
| Gold exports 81,200 | 0,351 7,013,431 | 59,081,110 | 34,116,471 | 3,832,984 |
| Grand total 270.03 | 5,369 144,619,350 | 170,820,397 | 185,805,303 | 42,051,476 |

There seems only one plausible explanation for the foregoing results, and that is that confidence abroad in our affairs has been deeply disturbed; that large withdrawals of foreign capital are taking place and new investments withheld, and that, aided by a defective currency system, gold is being expelled with accelerating force.

A word regarding the comparison of our merchandise exports. We have stated that the totals have been remarkably well maintained notwithstanding the low prices. It will be desirable to see what the changes have been in the export values of the leading commodities. We accordingly present the following brief summary.

EXPORTS OF LEADING PRODUCTS FOR SIX CALENDAR YEARS.

| Exports. | 1894. | 1893. | 1892. | 1891. | 1890. | 1889. |
|---|--------------------------|-------------|-------------|-------------|---|--|
| | \$ | \$ | \$ | \$ | \$ | \$ |
| Cotton | 200,381,000 | 204,106,023 | 217,063,558 | 277,038,511 | 254,275,863 | 266,649,345 |
| Breadstuffs. | 125,500,000 | 187,391,840 | 248,211,221 | 232,621,992 | 141,602,817 | 129,665,377 |
| Prov'ns, &c. | | | | | | |
| Cattle, sheep and hogs Petr'lm, &c. | 40,400,000 41,200,000 | | | | Charles and the San | The state of the s |
| Total All oth. exp. | | | | | 625,471,708 232,030,840 | |
| Total | 824,967,364 | 875,831,848 | 938,420,640 | 970,509,646 | 857,502,548 | 827,106,347 |

Here we see that more than the whole of the decrease occurred in the breadstuffs shipments, the value of which for 1894 was only \$125,500,000, against \$187,394,840 for 1893. There was a great falling off in the quantity of wheat sent out, the exports having been (counting flour at its equivalent in wheat) only 144,658,332 bushels in 1894, against 182,276,403 bushels in 1893 and 203,857,649 bushels in 1892. In value the wheat and flour shipments were only \$101,500,000 in 1894, against \$151,329,548 in 1893 and \$195,171,405 in 1892. But this decrease in values has not been entirely due to the diminution in the quantities shipped. As already stated above, prices have been very low. For wheat the average realized on the exports of 1894 was is, the poorly situated or poorly conditioned roads

only about 583 cents per bushel, against 731 cents in 1893, and for flour the average was only \$3 67 per bbl, against \$4 37 in 1893. Even for corn the average is lower (being 463 cents a bushel for 1894, against 491 cents for 1893), notwithstanding the crop shortage; 41,681,423 bushels were shipped in 1894, against 55,143,918 bushels in 1893, and values were \$19,317,217, against \$27,161,419.

But the effect of lower prices is most strikingly shown in the case of cotton. It will be observed that in value the shipments of that staple were nearly four million dollars less than in the previous year, the total being \$200,381,000 against \$204,106,023. But actually over a million bales more cotton was shipped in 1894 than in 1893, the exports having been 6,091,159 bales, against 4,938,468 bales. The cotton brought, however, an average of only about 61 cents per pound, against about 81 cents in 1893. As compared with 1891 the value of the cotton exports has fallen off nearly 77 million dollars, yet in quantity the exports of 1894 were above those for 1891, the comparison being 6,091,159 bales against 5,927,852 bales. But in 1891 the average export price was 9.37 cents per pound, while in 1894, as we have seen, it was only 6.54 cents. In the petroleum exports also the effect of lower prices is apparent, for while aggregate values record a small falling off, shipments were increased, having been about 903 million gallons against 878 million gallons. The average price was 4.56 cents per gallon in 1894 and 4.76 cents in 1893.

RAILROAD DIVIDENDS FOR 1894.

No one needs to be told what the course of railroad dividends was during 1894. With the year the most disastrous in railroad annals, the dividend list naturally furnishes very striking evidence of the fact. Never before have the railroads of the United States sustained such tremendous losses of earnings as during the last eighteen months. The managers met this situation by the practice of economy on a very heroic scale, and the saving in expenses has been no less radical than the reduction in gross receipts. In this way many roads have been enabled to show their regular dividends earned. roads have continued the regular payments, although their income fell short of fully meeting the dividend requirements, it being argued that present conditions are entirely exceptional and that early improvement must follow, and that this justified the policy of drawing temporarily upon accumulated surplus with which to make good any present deficiency of revenues for dividend purposes. As bearing on this latter point we may note that the Statistician of the Inter-State Commerce Commission in his preliminary report for the year ending June 30, 1894, referred to in our issue of December 15, found that after deducting dividends paid, no less than eight of the ten geographical groups into which the railroad system of the country has been divided show a deficit instead of a surplus from the operations of the year, the aggregate amount of the deficit being \$28,032,621.

With all this, very many roads have been obliged to reduce their dividend rates. The notable feature is that the list is made up to a great extent of the larger and more prominent roads. As far as the weaker and minor roads are concerned, the most of them had already previously gone through this experience; that

were the first to succumb, while the stronger lines are beginning to follow in their wake now that the pressure has become prolonged. The Michigan Central and the Canada Southern, it will be remembered, in their declarations in December, omitted the extra payments usual at this period. The Pennsylvania Railroad Company during the year also omitted the extra dividend of 2 per cent paid in May of the previous year. The New York New Haven & Hartford has come down from a basis of 10 per cent per annum to a basis of 8 per cent. The Baltimore & Ohio reduced its last semi-annual dividend from $2\frac{1}{2}$ per cent to 2 per cent. Fitchburg made its semi-annual payment on the preferred stock in July only 1 per cent, against 2 per cent previously, though in January 1895 2 per cent has again been paid. The Rock Island has reduced its quarterly dividend from 1 per cent to only 1 of 1 per cent; the Worcester Nashua & Rochester in July dropped from 3 semi-annual to 2 per cent, but pays 21 per cent the present January. The Long Island has reduced from 14 per cent quarterly to 1 per cent; the Boston & Maine is paying 6 per cent per annum on its common stock against 8 per cent previously; the St. Paul & Duluth has cut its preferred dividend from $3\frac{1}{2}$ semi-annual to only $2\frac{1}{2}$ per cent, and the Pittsburg Cincinnati Chicago & St. Louis has suspended payment altogether on its preferred shares.

The Chicago & North Western has lowered its semiannual distribution on the common stock from 3 per cent to 2½ per cent, and the Burlington & Quincy has reduced from 14 per cent quarterly to 1 per cent, while the Lehigh Coal & Navigation, after having paid 6 per cent in 1893, is now down to a 4 per cent basis. The Louisville & Nashville, the Cleveland Cincinnati Chicago & St. Louis (on the common stock) and the Wheeling & Lake Erie (preferred stock) have all passed off the dividend list. In the case of the Nashville Chattanooga & St. Louis the dividends have been somewhat irregular, and the Terre Haute & Indianapolis omitted its August distribution. The Boston Revere Beach & Lynn is paying only 2 per cent semi-annual now, against 21 in the previous year and $3\frac{1}{2}$ per cent two or three years ago. The Toledo & Ohio Central has given its common stockholders nothing during the year, the New York Susquehanna & Western has stopped paying on its preferred shares, and the Pennsylvania & Northwestern passed its dividend last July, though a payment of 2 per cent was made the present month.

In the following table we show the dividend record of the great east-and-west trunk lines for the last ten years. It should be understood that the method adopted is to give the dividends actually paid within each year. Where a dividend is declared in one year and paid in the next it appears in the latter year. This will account for the 'act that the omission of the extra dividend from Michigan Central and Canada Southern stock does not show in the results for 1894, as the payment of the dividends will not be made until February 1895. Moreover, where dividends have been reduced towards the close of the year the aggregate payment for the year does not of course indicate the actual present rate of distribution. Thus, the Baltimore & Ohio paid 21 in May but only 2 per cent in November. Hence the aggregate for the calendar year 1894 is 4½ per cent, though the present rate of distribution (judging by the November dividend) is East Tennessee and the Richmond & West Point divionly 4 per cent per annum.

| Trunk Lines. | 1885. | 1886 | 1887. | 1888. | 1889. | 1890. | 1891. | 1892. | 1893. | 1894. |
|--------------------------------------|-------|------|-------|-------|-------|-------|-------|---------|-------|-------|
| N. Y. Central N.Y. L. E.& W. pref | | 4 | 4 | 4 | 4 | 41/6 | 41/6 | 5¼ 3 | 5 | 5 |
| Pennsylvania | 5 | 5 | 516 | 5 | 5 | 516 | в. | 6 | *- | 5 |
| Balt. & Ohio | 10 | 8 | 4 | | | | 20+ | 334 | 5 | 416 |
| L. Sh. & Mich. So | | | 4 | 4 | 5 | 5 | 616 | 616 | 6 | 6 |
| Michigan Cent | | | 4 | 4 | 4 | 5 | 5 | 516 | 516 | 516 |
| Canada Southern | | | 21/2 | 216 | 216 | 31/6 | 216 | 3 | 3 | 3 |
| N.Y.C.& St. L. 1st pf. | | | | | | | 316 | 8 | 3 | 4 |

^{*} Two per cent of this in stock.

The New England roads have on the whole a very favorable record, though, as we have already seen, even here the effects of the conditions prevailing are plainly manifest, as appears from the reductions by the New Haven, the Boston & Maine, the Fitchburg, &c.

| New England Roads. | 1885. | 1886. | 1887. | 1888. | 1889. | 1890. | 1891 | 1892 | 1893. | 1894 |
|---------------------|-------|-------|------------|-------|-------|-------|-------|------|--------|------|
| | | | | | | 20001 | 2002. | 100% | 2000. | 2002 |
| Boston & Albany | 8 | +8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 |
| Boston & Lowell | 6 | 8 | 616 | 7 | 7 | 7 | 7 | 7 | 7 | 7 |
| Boston & Maine | 8 | 916 | 10 | 9 | 9 | 916 | 9 | 8 | 8 | в |
| Boston & Providence | 8 | 836 | 10 | 110 | 10 | 10 | 10 | 10 | 10 | 10 |
| Fitchburg | 5 | 5 | ‡ 7 | 32 | | \$2 | \$316 | \$4 | §4 | \$3 |
| Maine Central | 6 | 6 | 6 | 6 | в | 6 | 6 | 173 | 6 | 6 |
| N. Y. N. H. & Hartf | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 9 |
| N. Y. Prov. & Bos | 8 | 81/4 | 10 | 10 | 10 | 10 | 10 | (a) | (a) | (a) |
| Old Colony | 7 | 7 | 7 | 7 | 7 | 7 | 9.90 | 7 | 5 5-66 | 7 |
| Rutland, pref | 1 | 11/6 | 11/6 | 1 | 116 | 2 | 3 | 4 | 4 | 4 |

[†] And 313 in stock.

In the Northwest all the regular roads are still on the list, though dividends in several instances are much smaller than a few years ago.

| Roads in Northwest. | 1885. | 1886. | 1887. | 1888. | 1889. | 1890. | 1891. | 1892. | 1893. | 1894. |
|------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Chicago & Northw'n. | 616 | 8 | - 6 | - 6 | 8 | -6 | - 6 | -6 | -6 | 516 |
| Do pref | 716 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 |
| Chic. Milw. & St. P] | 4 | 5 | 5 | 216 | | | | 2 | 4 | 4 |
| Do pref | 7 | 7 | 7 | 6 | 416 | 7 | 7 | 7 | 7 | 7 |
| Chic. Burl. & Quincy | 8 | 8 | 8 | 5 | 4 | 5 | 414 | 5 | 5 | 434 |
| Chic. Rock Isl. & Pac. | 7 | 7 | 7 | 616 | 4 | 4 | 3 | 4 | 4 | 316 |
| Chic. St.P.M.&O. prf. | +434 | 6 | 6 | 6 | 3 | 4 | 1 | 616 | 7 | 7 |
| St. P. M. & Manitoba | 6 | в | 8 | 6 | 6 | 6 | 6 | 6 | 6 | 6 |
| Great Northern pref. | | | | | | 1 | 434 | 5 | 5 | 5 |

[†]Amount for year diminished by change of dividend periods from quarterly to semi-annual.

Among the roads running south and southwest from Chicago the Chicago & Alton still continues to pay the old-time rate of 8 per cent per annum, while Illinois Central is maintaining its dividend of 5 per cent per annum.

| Southwestern Roads. | 1885. | 1886. | 1887. | 1888. | 1889. | 1890. | 1891. | 1892. | 1893. | 1894 |
|------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|
| Chicago & Alton | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 |
| Do pref | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 |
| Illinois Central | 8 | 716 | 7 | 7 | 516 | 6 | 5 | 5 | 5 | 5 |
| Missouri Pacific | 7 | 7 | 7 | 514 | 4 | 4 | 3 | | | |
| Atch. Top. & San. Fe | 6 | 6 | 614 | 51/4 | | | | | | |
| St. Louis & S. Fr. pf. | | | 216 | 5 | 3 | | | | | |
| Do 1st prf. | 7 | 7 | 7 | 7 | 7 | 2 | | | | |

Coming to the anthracite coal group, the Central of New Jersey last week declared its usual quarterly dividend of 13 per cent. We have already referred to the reduction in the rate on the Lehigh Coal & Naviga-

| Anthracite Coal R'ds. | 1885. | 1886. | 1887. | 1888. | 1889. | 1890. | 1891. | 1892. | 1893. | 1894. |
|-----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Cent. of New Jersey | | | | | 3 | - 6 | 61/6 | 7 | 7 | 7 |
| Delaware Lack. & W | 784 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 |
| Delaware & Hudson. | 8 | 5 | 5 | 6 | 7 | 7 | 7 | 7 | 7 | 7 |
| Lehigh Valley | 6 | 4 | 436 | 5 | 5 | 5 | 5 | 51/4 | 4 | |
| Lehigh Coal & Nav. | 51/6 | 416 | 4 | 416 | 5 | 5 | 5 | 516 | 8 | 416 |

The Southern roads, as always, make a very sorry exhibit. We have left in in the subjoined table the dends to indicate the past situation.

[†] Paid in stock

Old stock exchanged into new preferred, with 3313 per cent stock dividend; and 2 per cent vaid on this preferred stock in November, 1887, after 3 per cent on old common in January, 1887, and 2 per cent § This is on new preferred stock.

Increase due to change of dividend period.

Also 3212 per cent extra out of amount received from the Old Colony under the provisions of lease.

⁽a) Exchanged for New York New Haven & Hartford stock.

⁽b) Change from 7 per cent due to change of dividend period.

| Southern Roads. | 1885. | 1886. | 1887. | 1888. | 1889. | 1890. | 1891. | 1892. | 1893. | 1894. |
|---|-------|---|-------|-------|-------|-------|-------|-------|-------|-------|
| Cent. RR. & B. Ga | 4 | -6 | 8 | 8 | 8 | 8 | 7 | | | |
| Cin. N. O. & Tex. Pac. | | | | | 3 | 8 | 4 | | | |
| E. T. Va.& Ga. 1st pf. | | | | 5 | 5 | 5 | 2 | | | |
| Louisville & Nashv | | | | 58 | 58 | 6# | 5 | 416 | 4 | |
| Nash. Chat. & St. L | | | 4 | 41/4 | 5 | 5 | 5 | 5 | 334 | 31/6 |
| Norfolk & West. pref | | | | 136 | 3 | 8 | 3 | *216 | | |
| R. & W. Pt. Ter. pref. | | | 21/6 | 5 | 5 | 5 | 5 | | | |
| Richmond & Danv'le | | 100000000000000000000000000000000000000 | | 5 | 10 | 10 | 10 | | | |
| | | 6 | 6 | В | В | 8 | 6 | 8 | 6 | 6 |
| Wilm.Col.& Augusta Wilming'n &Weldon | | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 3 | 8 |

One per cent of this in stock.

Among the Pacific roads the only one remaining on the list is the Canadian Pacific.

| Pacific Roads. | 1885. | 1886. | 1887. | 1888. | 1889. | 1890. | 1891. | 1892. | 1893. | 1894. |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Canadian Pacific | 4 | 8 | 3 | 3 | 3 | 5 | 5 | 5 | 5 | 5 |
| Central Pacific | | | | 2 | 2 | 2 | 2 | 2 | 2 | |
| Northern Pacific pf | | | | | | 4 | 4 | 2 | | |
| Oreg. Railway & Nav. | | | в | в | 7 | 6 | 6 | в | 8 | |

* Owing to change in dividend period the total paid in the year was only as here given.

SENATOR SHERMAN'S BOND AND SECURITY BILL. On Thursday Mr. Sherman introduced the following bill in the Senate, and it was referred to the Finance Committee:

the Sena'e, and it was referred to the Finance Committee:

"Be it enacted by the Senate and House of Representa tives of the United States of America in Congress assembled that, to enable the Secretary of the Treasury to provide for and maintain the redemption of United States notes according to the provisions of the act approved January 14, 1875, entitled "An act to provide for the resumption of specie payments," and also to enable him to pay current deficiencies in the revenue, he is authorized, from time to time, at his discretion to issue, sell, and dispose of, at not less than par in coin, either of the description of bonds authorized in said act, of coupon or registered bonds of the United States, to an amount sufficient for the objects herein stated, not exceed 3 per cent interest per annum, payable semi-annuto exceeding the current dendency of revenue, bearing not to exceed 3 per cent interest per annum, payable semi-annually, and redeemable at the pleasure of the United States in coin after five years from their date, with like qualities, privileges and exemptions provided in said act for the bonds therein authorized. And the Secretary of the Treasury shall use the proceeds thereof for the purposes herein provided for and none other.

use the proceeds thereof for the purposes herein provided for and none other.

SEC. 2. That in lieu of any of the bonds described in the first section of this act, the Secretary of the Treasury is hereby authorized, at his discretion, to issue certificates of indebtedness of the United States payable to the bearer in coin after five years from date at the pleasure of the United States of the denomination of \$25,\$50 and \$100, with annual coupons for interest at the rate of 3 per centum per annum, and to sell and dispose of the same for not less than an equal amount of lawful money of the United States at designated depositories of the United States and at such Post Offices as he may select. And such certificates shall have the like qualities, privileges, and exemptions described in said resumption act for the bonds therein authorized. And the proceeds thereof shall be used for the purposes prescribed in the first section of this act and for none other.

for the purposes prescribed in the first section of this act and for none other.

SEC. 3. That upon any deposit already or hereafter made in the manner required by law of any United States bonds or certificates bearing interest, any national banking association making the same shall be entitled to receive from the Comptroller of the Currency circulating notes of different denominations, in blank, registered and countersigned as provided by law, not exceeding in the whole amount the par value of the bonds deposited.

Provided, That at no time shall the total amount of such notes issued to any such association exceed the amount at such time actually paid in of its capital stock.

IMPORTS AND EXPORTS FOR DECEMBER.

The Bureau of Statistics has issued a detailed statement of the foreign commerce of the country for the month of December, 1894 and 1893, and for the twelve months ending December 31 in 1894 and 1893, as follows:

| MERCHAN | NDISE. | |
|---|--|--|
| 1894.—Exports—Domestic | December. \$83,714,064 1,156,642 | 12 mos. end. Dec. 31. \$807,233,383 17,733,981 |
| Total Imports—Free of duty Dutiable | \$84,870,706 \$30,691,731 31,368,849 | \$824,967,364 \$379,754,911 292,917,629 |
| Total | \$62,060,580 | \$672,672,540 |
| Excess of exports | \$22,810,126 \$91,594,168 1,945,171 | \$152,294,824 \$854,538,605 21,293,243 |
| Total Imports—Free of duty Dutiable | \$93,539,339 \$29,137,697 19,981,671 | \$875,831,848 \$407,335,096 358,904,750 |
| Total | \$19,119,368 | \$766,239,846 |
| Excess of exports | \$44,419,971 | \$109,592,002 |
| | | |

| GOLD COIN AND | | 1 |
|-------------------|-------------------------------------|--|
| 1894.—Exports | December. \$9,803,840 391,413 | 12 mos. end. Dec. 31. \$101,821,375 20,621,024 |
| Excess of exports | 9,412,427 | 81,200,351 |
| 1893.—Exports | \$2,654,545 746,245 | \$79,775,820 72,762,389 |
| Excess of exports | \$1,908,300 | \$7,013,431 |
| GOLD IN (| ORE. | |
| 1894.—Exports | 30,999 | a \$229,327 718,673 |
| Excess of imports | \$30,999 | \$489,346 |
| 1893.—Exports | \$4,827 48,472 | \$207,906 518,186 |
| Excess of imports | \$13,645 | \$310,280 |
| | \$3,682,908 | \$47,035,825 |
| 1894.—Exports | 1,459,233 | |
| Excess of exports | \$2,223,675 | \$36,540,194 |
| 1893.—Exports | \$5,245,682 932,019 | \$46,288,721 18,274,804 |
| Excess of exports | \$4,313,663 | \$23,013,917 |
| SILVER IN | ORE. | (b) |
| 1894.—Exports | \$239,180 | \$7,119,038 |
| Excess of imports | \$239,480 | \$7,119,038 |
| 1893.—Exports | \$7,563 | \$69,027 |
| Imports | 757,027 | 9,490,892 |
| Excess of imports | \$749,461 | \$9,421,865 |
| IMMIGRATI | | Number. |
| 1894 Male | Number. 8,306 | 141.057 |
| Female | 6,471 | 107,926 |
| Total | 14,777 | 248,983 |
| 1893.—Male | 7,285 5,841 | 308,169 180,607 |
| Female | 13,126 | 488,776 |
| Total | 10,120 | 400,110 |

STOCK EXCHANGE CLEARING-HOUSE TRANSACTIONS. - The subjoined statement includes the transactions of the Stock Exchange Clearing-House from Jan. 7 down to and including Friday, Jan. 18; also the aggregates for January to Desember inclusive, 1894 and 1893.

STOCK EXCHANGE CLEARING HOUSE TRANSACTIONS Chamas both sides -Ralances one side -

| - | | oth sides | | lances, one | | |
|-----------|--------------------------|------------------------------|------------------------|---------------|------------|--------|
| | Oleared. | Total Value. | snares. | Talue Shares | S S | eureu |
| 1893- | 00 744 700 | | 9 000 000 | 210,700,000 | 3,300,500 | 6,83 |
| January | 28,544,500 | 2,064,709,000 | 3,000,000 2,587,900 | 172,701,000 | 3,529,000 | 6,151 |
| February | 25,108,900 | 1,744,400,000 | 2,703,800 | 167,900,000 | 3,784,100 | 7,080 |
| March | 24,591,100 | 1,690,000,000 | 2,755,800 | 153,300,000 | 2,331,000 | 6,005 |
| April | 20,802,500 | 1,421,300,000 | 2,869,500 | 161,110,000 | 4,870,100 | 7,200 |
| May | 28,209,500 | 1,738,900,000 | 1,682,000 | 90,200,000 | 1,789,800 | 6,395 |
| June | 17,190,700 | 1,016,900,000 | 1,796,300 | 88,100,000 | 2,752,500 | 6,015 |
| July | 19,685,700 | 1,100,000,000 | 1,470,200 | 73,900,000 | 2,329,200 | 6,882 |
| August | 17,569,400 | 961,300,000 | 1,380,600 | 72,100,000 | 1,988,600 | 5,956 |
| September | 16,020,300 | 936,400,000 1,172,400,000 | 1,783,500 | 96,500,000 | 2,043,600 | 6,683 |
| October | 19,604,700 | 1,332,839,400 | 1,648,100 | 99,558,000 | 2,246,100 | 8,304 |
| November. | 19,894,100 18,739,900 | 1,034,100,000 | 1,551,000 | 74,600,000 | 2,031,600 | 6,201 |
| | | 16,213,248,400 | 24,784,200 | 1,460,669,000 | 32,993,100 | 77,715 |
| 1894- | | | | | | |
| January | 18,363,000 | 1,088,600,000 | 1,354,000 | 69,100,000 | 2,041,000 | 6,835 |
| February. | 12,847,800 | 784,800,000 | 1,035,400 | 56,200,000 | 1,396,900 | 5,598 |
| March | 16,912,900 | 1,076,441,000 | 1,452,100 | 81,800,000 | 1,928,700 | 6,581 |
| April | 14,728,000 | 868,700,000 | 1,384,300 | 77,200,000 | 1,418,900 | 6,401 |
| Мау | 19,140,800 | 1,250,300,000 | 1,551,100 | 91,700,000 | 1,938,500 | 6,689 |
| June | 13,185,700 | 842,800,000 | 1,147,800 | 65,300,000 | 1,484,000 | 6,088 |
| July | 10,911,400 | 734,700,000 | 938,500 | 57,070,000 | 1,328,500 | 5,856 |
| August | 18,370,200 | 1,185,400,000 | 1,580,300 | 98,900,000 | 2,161,900 | 6,958 |
| Septemb'r | 14,847,900 | 959,400,000 | 1,235,200 | 71,800,000 | 1,627,000 | 5,716 |
| October | 15,780,900 | 1,089,000,000 | 1,049,500 | 63,500,000 | 1,723,000 | 6,718 |
| November | 16,253,900 | 1,212,200,000 | 1,095,300 | 72,100,000 | 1,709,900 | 6,220 |
| December. | 16,172,200 | 1,106,700,000 | 1,136,000 | 69,600,000 | 1,805,700 | 5,955 |
| Year | 187,514,500 | 12,129,041,000 | 14,959,500 | 872,270,000 | | 75,619 |
| | Shares, | both sides | Ba | lances, one s | ride | Sheets |
| | Oleared. | Total Value. | Shares. | Value Share. | \$ | |
| Jan. 7 | 772,000 | 49,500,000 | 62,400 | 3,400,000 | 80,800 | 312 |
| " 8 | 635,600 | 45,800,000 | 60,100 | 3,500,000 | 91,800 | 304 |
| " 9 | 411,800 | 28,300,000 | 33,800 | 2,200,000 | 50,700 | 297 |
| " 10 | 532,400 | 40,700,000 | 39,400 | 2,500,000 | 107,700 | 237 |
| " 11 | 574,100 | 43,200,000 | 37,400 | 2,600,000 | 73,700 | 278 |
| | | 207,500,000 | 233,100 | 14,200,000 | 404,700 | 1,478 |
| | | 274,400,000 | 331,000 | 17,900,000 | 503,800 | 1,568 |
| Jan. 14 | 872,600 | 62,800,000 | 55,100 | 3,500,000 | 77,900 | 318 |
| " 15 . | 691,400 | 50,400,000 | 48,700 | 3,300,000 | 89,600 | 304 |
| " 16. | 575,600 | 39,000,000 | 44,300 | 2,800,000 | 52,400 | 293 |
| " 17 | 559,600 | 40,800,000 | 48,100 | 3,300,000 | 79,700 | 278 |
| " 18 | 379,200 | 25,800,000 | 37,200 | 2,100,000 | 54,000 | 261 |
| | | 218,800,000 | 233,400 | 15,900,000 | 353,600 | 1,454 |
| | | | | 13,300,000 | | 1,509 |
| WKIastyr | 3,229,700 | 192,600,000 | 2±1,000 | 10,000,000 | Oil | |
| The st | ocks clea | ared now ar | e Americ | an Cotton | OII COL | Human. |
| America | an Sugar | common, A | tchison, | Central of | N. J., CI | neago |

Burlington & Quincy, Chicago Gas, Chicago Milwaukee & St. Paul common, Chicago & Northwestern common, Chicago Rock Island & Pacific, Delaware & Hudson, Delaware Lackawanna & Western, Distilling & Cattle Feeding, General Electric, Lake Shore & Michigan Southern, Louisville & Nashville, Manhattan, Missouri Pacific, New York Central, New Y. L. E. & West., North. Pac. pref., National Lead common, Phila. & Read.. Un., Pac., U. S. Cordage common and preferred and Western Union.

Monetary Commercial English Aews

[From our own correspondent.]

London, Saturday, Jan. 5, 1895.

Since the New Year set in the rates of interest and discount in the open market have fallen away rapidly. Day-to-day loans are freely made at 1/4 per cent and the rate of discount in the open market is only about % per cent. At the present time the coin and bullion held in the Bank of England but little exceeds 33 millions sterling, and the reserve is a trifle under 24 millions sterling; but the expectation is that there will be a very large increase during the next few months. It is true that the demand for gold for Paris has sprung up again, and it is known that Austria will borrow 8 or 10 millions sterling before very long for the purpose of taking gold; but the argument here is that both France and Austria will be fully, or very nearly, supplied by the United States; while the receipts from South Africa and Australasia, as well as from the debtor countries generally, will be enormous, and that consequently for the next six months the supplies will steadily increase.

On Wednesday the India Council increased its drawings from 50 to 60 lakhs, and sold the whole amount at 1s. 0% d. per rupee. Trade continues very quiet in India, the demand for remittance is not large, and there does not seem any probability of an early rise in the exchange. The silver market, too, is quiet, the price having been all through the week rather under 271/2d. per ounce.

As was generally expected, the dividends announced so far by the joint-stock banks are for the most part lower than at this time last year; 1894 was an unfavorable year for bankers, and there is nothing surprising, therefore, in the fact. The London & Westminster, the largest of all the purely metropolitan banks, will pay 41/2 per cent for the past half-year, making with the 5½ per cent paid for the first half 10 per cent for the whole year. For 1893 12 per cent was paid. The London Joint-Stock Bank, also a very large metropolitan bank, will pay at the rate of 9 per cent per annum against 10 per cent at this time last year. The City Bank declares 8 per cent against 10 per cent, the London & Southwestern 10 per cent against 12 per cent, the National Discount Company 11 per cent against 12 per cent, and the Union Discount Company 9 per cent, which is at the same rate as twelve months ago.

The revenue returns for the first nine months of the financial year are satisfactory, though not quite so much so as at first sight appears. There was paid into the Exchequer £61,930,000 and to the Local Taxation account there was paid almost £4,890,000, making a total of £66,820,000. This is an increase compared with the corresponding period of last year of £2,-870,000. But it is to be recollected that the great coal strike in 1893, the banking crash in Australasia and the currency crisis in the United States so unfavorably affected our revenue that from the first of April to the end of December, 1893, there was a falling off compared with the preceding year of over a million and three-quarters sterling. Further, it is to be borne in mind that the new death duties were expected to bring in for the whole year nearly a million sterling and that a penny was added to the income tax, while there were small additions likewise to the customs and excise duties. Making full allowance for all this, the increase is fairly satisfactory; but it would be rash to expect that there will be much surplus at the end of March.

All through the week the purely investment markets have been decidedly stronger and prices have been rising, while the speculative markets have been undoubtedly weaker. Consols are now almost 104. Indian sterling stocks, British municipal stocks, and the debenture and preference stocks of British railways have likewise all risen. Even British railway ordinary stocks are for the most part decidedly higher, there being ary stocks are for the most part decidedly higher, there being a rise ranging from 1 to 2 per cent in most of them. But the American department continues entirely neglected. The shipments of gold from New York are looked upon here with shipments of gold from New York are looked upon here with shipments of gold from New York are looked upon here with shipments of gold from New York are looked upon here with shipments of gold from New York are looked upon here with shipments of gold from New York are looked upon here with shipments of gold from New York are looked upon here with shipments of gold from New York are looked upon here with shipments of gold from New York are looked upon here with shipments of gold from New York are looked upon here with shipments of gold from New York are looked upon here with shipments of gold from New York are looked upon here with shipments of gold from New York are looked upon here with shipments of gold from New York are looked upon here with shipments of gold from New York are looked upon here with shipments of gold have been sent to Paris a good many bars have reached the Bank. The arrivals at the Bank total \$\frac{124,000}{2124,000} and \$\frac{258,000}{258,000} and \$\frac{258,000

much uneasiness. It is hoped that Congress will legislate wisely; but until something is done to stop the drain there is little inclination here to buy. The South American department has also been very quiet, and there has been a decline in the South African market. The monthly settlement in Paris is going on. The account to be arranged is very large and the carrying-over rates are very high; consequently there has been a cessation since New Year's day of French buying. There is also reported to be some disagreement between leading operators in Paris and one or two of the chief mine-owners here. The causes of dispute are believed to be not serious, and on both sides it is felt that a falling out would have a bad influence upon the interests of all. Consequently it is expected that the disagreement will be settled. The result of all is that British operators have been selling upon a considerable scale to take profits. Those who are in the best position to judge predict that as soon as the settlement is over in Paris there will be a re-commencement of buying and that prices will be carried very much higher. All information leads to the belief that this is likely to be so.

Undoubtedly so active a speculation has not been witnessed in France for several years, and the rise in rates is hardly great enough to stop buying. Here in London, on the other hand, the feeling is very general that in many cases prices have been carried too high; that even if the production of gold increases as much as it has increased during the last four or five years, the improvement has been already discounted in several instances, and therefore the best judges wish for some reaction. But while that is the inclination here, there is of course no desire to break the market, and therefore if Paris begins buying again, we shall probably see a further rise. And this is the more likely because in some directions there has been selling by the "bears"; indeed in some of the stocks most in favor in Paris there is a very considerable short account in London.

The rates for money have been as follows:

| | 1 | Rate. | | | | ket Rate | es. | | Intere | est alle eposit | |
|--------|----|-------|-----------------|----------------|---------------|-----------------|----------------|---------------|--------------------------|--------------------|------------------|
| Londo | n. | | B | ank Bill | ls. | T | rade Bil | 18. | | Disc' | t H'se |
| | | Bank | Three Months | Four Months | Six Months | Three Months | Four Months | Six Months | Joint Stock Banks. | | 7 to 14 Days. |
| Nov. 8 | 30 | 2 | 1 @ - | 11/8@ - | 11/4@13/8 | 11/4@ - | 11/4@ - | 134@2 | 16 | 36 | 16 |
| Dec. | 7 | 2 | 789 - | 1 @ - | 1 3 16@ | 11/8@ - | 114@ - | 11/013/ | 36 | 36 | 16 |
| | 14 | 2 | 13-16 — | 783 - | 11/8@ - | 114@ - | 11/4@11/4 | 11/2@13/4 | 36 | 16 | 36 |
| | 21 | 2 | 780 - | 1 @ - | 114@ - | 1 @114 | 11/4@11/6 | 11/6@13/2 | 36 | 16 | 36 |
| ** 5 | 35 | 2 | 15 16 - | 1 @ - | 1 3-16- | 11/8@ - | 11/4@ - | 11/0 - | 36 | 36 | 36 |
| Jan. | 4 | 2 | 5%@ - | 34@ - | 3/4@ - | 7/8@1 | 11/6@11/4 | 14@ - | 16 | 16 | 16 |

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 | Jan | . 4. | Dec. 28. Dec. 21. | | . 21. | Dec. 14. | | |
|-----------------|---------------|----------------|-------------------|---------------|---------------|----------------|---------------|----------------|
| Interest at | Bank Rate. | Open Market | Bank Rate | Open Marke | Bank Rate. | Open Market | Bank Rate. | Open Market |
| Paris | 21/4 | 2 | 21/6 | 2 | 216 | 134 | 21/4 | 11/4 |
| Berlin | 3 | 15% | 3 | 17/8 | 3 | 17/8 | 3 | 11/6 |
| Hamburg | 3 | 15% | 3 | 17/8 | 3 | 134 | 3 | 11/6 |
| Frankfort | 3 | 15% | 3 | 17/8 | 3 | 17/6 | 3 | 134 |
| Amsterdam | 21/2 | 13/4 | 21/6 | 156 | 21/6 | 11/6 | 21/6 | 11/6 |
| Brussels | 3 | 11/4 | 3 | 11/6 | 3 | 11/6 | 3 | 11/6 |
| Vienna | 4 | 37/8 | 4 | 37/8 | 4 | 37/4 | 4 | 374 |
| St. Petersburg. | 6 | 51/6 | 6 | 5 | 6 | 5 | 6 | 5 |
| Madrid | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Copenhagen | 31/6 | 31/2 | 31/6 | 316 | 31/6 | 31/6 | 31/4 | 31/6 |

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:

| | 1895. Jan. 2. | 1894. Jan. 3. | 1893. Jan. 4. | Jan. 6. |
|-------------------------------------|------------------|------------------|------------------|-------------|
| Circulation | 25,918,775 | 25,748,110 | 25,898,420 | 25,8 9,475 |
| Public deposits | 6,598,906 | 6,237,235 | 8,177.402 | 6,437,443 |
| Other deposits | 38,198,631 | 31,152,556 | 34,019,255 | 34,135,935 |
| Government securities | 14,689,099 | 10,387,433 | 15,055 983 | 13,161,858 |
| Other securities | 24,025,528 | 29,384,504 | 30,195,125 | 32.509 326 |
| Reserve of notes and coin | 23,972,304 | 15,551,479 | 14,924,387 | 13,049,003 |
| Coin & bullion, both departm'ts | 33,091,079 | 24,819,589 | 24,372,807 | 22,488,478 |
| Prop. reserve to liabilitiesp. c. | 53 5-16 | 41 7-16 | 35 3-16 | 32 |
| Bank rateper cent. | 2 | 3 | 3 | 31/4 |
| Consols, 2% per cent | 103 13-16 | 98 11-16 | 98 3-16 | 95 11-16 |
| Silver | 27 7-16d.* | 31¼d. | 38 3-16d. | 43¼d. |
| Clearing-House returns* *January 3. | 180,319,000 | 156,326,000 | 165,532,000 | 147,216,000 |

Messrs. Pixley & Abell write as follows under date of January 4:

Silver.—After gradually receding to 273₁₆d, a slightly fitmer tone has since prevailed, and the market closes steady at 277₁₆d. Shipments Jan. 4: Bombay, £42,900; Hong Kong, £205,200; Janan, £15,000; Calcutta, £10,000. Total, £273,100. Arrivals: New York, £85,000; Australia, £6,000. Total, £91,000. Mexican Dollars.—Some dealings are reported in these Coin at 27%d., but the amounts to hand continue small. Shipments to Penang, £8,500.

The quotations for bullion are reported as follows:

| GOLD, London Standard. | Jan. | 4. | Dec. | 28. | SILVER. London Standard. | Jan. 4. | Dec. 28. |
|---------------------------|------|------|------|------|---------------------------|----------|----------|
| | 8. | d. | 8. | d. | | d. | d. |
| Bar gold, fineoz. | 77 | 9 | 77 | 9 | Bar silver, fine oz. | 27 7-16 | 2714 |
| Bar gold, parting.oz | 77 | 91/6 | 77 | 914 | Bar silver, contain- | | |
| Span. doubloons. oz. | 73 | 8 | 73 | 8 | ing 5 grs. goldoz. | 27 13-16 | 275% |
| U. S. gold coin oz. | 76 | 4 | 76 | | Cake silveroz. | 29% | 2936 |
| German gold coin.uz | 76 | 416 | 76 | 41/2 | Mexican dollarsoz. | 2756 | 2716 |

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

| - 1 | M | r | u | ĸ | ж | 0. |
|-----|---|---|---|---|---|----|

| 1894-5, | 1893-4. | 1892-3. | 1891-2. |
|--------------------------------|--------------|------------|------------|
| Imports of wheat.cwt.23,396,44 | 6 22,532,381 | 24,634,801 | 30,274,425 |
| Barley 12,706,99 | 4 12,827,890 | 7,768,045 | 10,234,373 |
| Oats 5,498,57 | 7 5,190,569 | 5,542,793 | 5,560,386 |
| Peas 999,62 | | 942,168 | 1,175,482 |
| Beans 1,706,82 | 4 1,705,783 | 1,635,576 | 1,502,133 |
| Indian Corn 7,959,21 | 4 10,192,795 | 10,896,595 | 6,623,618 |
| Flour 7,107,04 | 0 7,239,261 | 7,863,701 | 6,105,439 |

Supplies available for consumption (exclusive of stocks on

| September 1): | | | |
|----------------------------------|------------|------------|------------|
| 1894-5. | 1893-4 | 1892-3. | 1891-2 |
| Wheatcwt.23,396,446 | 22,532,381 | 24,334,801 | 30,274,425 |
| Imports of flour 7.107,040 | 7,239,261 | 7.863.701 | 6,105,439 |
| Sales of home-grown. 7,766,395 | 8,992,920 | 9,583,814 | 12,065,936 |
| Total38,269,881 | 38,764,562 | 42,082,316 | 48,445,790 |
| 1894-5. | 1893-4. | 1892-3. | 1891-2. |
| Aver. price wheat week. 20s. 5d. | 26s. 6d. | 25s. 8d. | 36s 4d. |
| Average price, season19s. 7d. | 26s. 11d. | 27s. 10d. | 37s. 0d. |
| FF11 | | | 0 |

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

| Wheatqrs. | This week. 2.515,000 | Last week. 2.436,000 | 1894 2,558,000 | 2,229,000 |
|----------------------|----------------------|----------------------|-------------------|-----------|
| Flour, equal to qrs. | 302,000 | 302,000 | 270,000 | 494,000 |
| Maizeqrs. | | 395,000 | 353,000 | 336,000 |

Eaglish Financial Tarkets-Per Cable.

The daily closing quotations for securities, &c., at London are reported by cable as follows for the week ending Jan. 18:

| London. | Sat. | Mon. | Tues. | Wed. | Thurs. | Fri. |
|----------------------------|---------|---------|--------|--------|---------|--------|
| Silver, per oz | 2738 | 27516 | 27316 | 27316 | 27316 | 27518 |
| Consols, new, 234 p. cts. | 10412 | 10458 | 104916 | 104916 | 10458 | 10478 |
| For account | 10442 | 10458 | 10458 | 10458 | 1041116 | 10478 |
| Fr'ch rentes (in Paris)fr. | 02.4712 | 02.3212 | 102.20 | 101.85 | 102.15 | 102.05 |
| U. 8. 4s of 1907 | | | | | | |
| Atch. Top. & S. Fe. com. | 458 | 449 | 434 | 434 | 478 | õ |
| Canadian Pacific | 5758 | 5738 | 5818 | 5734 | 5858 | 5858 |
| Chic. Milw. & St. Paul | 5758 | 5758 | 584 | 5719 | 5734 | 58 |
| Illinois Central | 3512 | 8619 | 89 | 8914 | 9014 | 91 |
| Lake Shore | 13912 | 139 | 1394 | 140 | 141 | 141 |
| Louisville & Nashville | 5478 | 5478 | 5634 | 5618 | 5658 | 5678 |
| Mexican Central 4s | 5534 | 5534 | 56 | 56 | 56 | 56 |
| N. Y. Central & Hudson | 1024 | 1024 | 103 | x10119 | 1024 | 10219 |
| N. Y. Lake Erie & West. | 104 | 104 | 104 | 104 | 1058 | 11 |
| 2d consols | 64 | 64 | 64 | 64 | 6419 | 6519 |
| Norfolk & West'n, pref. | | | | | | |
| Northern Pacific, pref | 18 | 1734 | 1848 | 1818 | 1818 | 1834 |
| Penasylvania | 5178 | 5178 | 52 | 524 | 5238 | 5238 |
| Phil. & Read., per share | 634 | 658 | 678 | 634 | 658 | 634 |
| Union Pacific. | 1178 | 1134 | 1178 | 1138 | 1158 | 1134 |
| Wabash, pref | 1414 | 144 | 144 | .144 | 1458 | 1458 |

Commercial and Miscellaneous News

NATIONAL BANKS.—The following information regarding national banks is from the Treasury Department:

LIQUIDATION

4,471—The Blaine National Bank of Blaine, Wash., has gone into vol untary liquidation, by resolution of its stockholders dated November 5, 1894.

INSOLVENT.

3,398—The First National Bank of Redfield, South Dakota, is insolvent, and was, on January 11, 1895, placed in the hands of C. Frederic Zimmermann, Receiver.

IMPORTS AND EXPORTS FOR THE WEEK .- The following ar the imports at New York for the week ending for dry goods Jan. 10 and for the week ending for general merchandise Jan. 11; also totals since the beginning of the first week in January.

FOREIGN IMPORTS AT NEW YORK.

| For Week. | 1892. | 1893. | 1894. | 1895. |
|------------------------------|---------------------------|---------------------------|---------------------------|---------------------------|
| Dry Goods Gen l mer'dise. | \$3,806,462 7,418,673 | \$4,145,453 10,016,440 | \$2,428,818 6,699,382 | \$3,952,537 5,698,104 |
| Total | \$11,225,135 | \$14,161,893 | \$9,128,200 | \$9,650,641 |
| Dry Goods Gen'l mer'dise. | \$6,154,588 14,749,529 | \$6,421,160 19,176,496 | \$4,037,449 13,452,227 | \$6,784,304 12,361,872 |
| Total 2 weeks. | \$20,904,117 | \$25,597,656 | \$17,489,675 | \$19.146,176 |

The imports of dry goods for one week later will be found in our report of the dry goods trade.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending Jan. 15 and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK.

| | 1892. | 1893. | 1894. | 1895. |
|---------------------------------|-----------------------------|--------------|--------------------------|--------------|
| For the week Prev. reported. | \$10,160,903 \$9,984,760 | | \$7,110,450 8,037,207 | |
| Total 2 weeks. | \$20,145,663 | \$13,955,441 | \$15,147,657 | \$14,913,283 |

The following table shows the exports and imports of species t the port of New York for the week ending Jan. 12 and since January 1, 1895, and for the corresponding periods in 1894 and 1893:

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK

| Gold. | Exp | orts. | Imp | orts. |
|--|---------------------------------|---------------|----------------------------------|------------------|
| Gota. | Week. | Since Jan. 1. | Week. | Since Jan. 1 |
| treat Britain France termany West Indies Mexico South America All other countries. | \$ | \$ | \$5,875 3,100 2,140 | 7,189 |
| Total 1895 Total 1894 Total 1893 | \$2,099,300 212,946 7,755 | 217,146 | \$11,115 27,995 25,902 | |
| m:1 | Exp | orts. | Imp | orts. |
| Silver. | Week. | Since Jan. 1. | Week. | Since Jan. 1. |
| France | \$673,550 | 408 | \$ 40 20,838 300 308 | 44,944 28,167 |

Of the above imports for the week in 1895 \$2,550 were American gold coin and \$52 American silver coin. Of the exports during the same time \$1,969,300 were American gold

\$688,550 802,786 341,784 1,420,504

New York City Bank Statement for the week ending January 12, 1895. We omit two ciphers (00) in all cases.

| BANKS. (00s omitted.) | Capital | Surpl's | Loans. | Specie. | Legals. | Deposits |
|---|--------------------|--|--|-------------------------------|---|--|
| | \$ | \$ | \$ | \$ | \$ 2,420,0 | \$ |
| Bank of New York | 2,000,0 | 2,044,3 | 13,360,0 | 1,890,0 | 2,420,0 | 13,930,0 |
| Manhattan Co | 2,050,0 | 1,976,4 | 13,148,0 | 1,248,0 | 3,617.0 | 15,051,0 |
| Merchants' Mechanics' | 2,000,0 | 981,3 | 10,206,2 | 1,895,1 | 786,2 | 11,362,9 |
| Mechanics' | 2,000,0 | 2,150,9 | 9,410,0 | 1,445,0 | 2,071.0 | 9,549,0 |
| America | 3,000,0 | 2,150,5 2,22×,3 419,2 2,999,7 173,9 7,311,5 | 19,784,7 4,937,0 18,237,2 1,754,9 27,277,0 3,789,7 6,428,1 | 1,746,8 | 6,056,5 | 23,756,3 |
| Phenix | 1,000,0 | 419,2 | 4,937,0 | 520,0 7,707,5 367,3 | 993,0 1,894.7 397,8 | 5,009,0 |
| City | 1,000,0 | 2,999,7 | 18,237,2 | 1,701,0 | 1,894.7 | 24,004,7 |
| Tradesmen's | 750,0 300,0 | 7 911 5 | 27 977 0 | 2,799,5 | 7,819,1 | 1,917,4 30,288,5 |
| Chemical | 600,0 | 147,6 | 3 789 7 | 890,4 | 592,6 | 4,538,8 |
| Gallatin National | 1,000,0 | 1,583,0 | 6,428,1 | 519,2 | 2,581,3 | 7,189,2 |
| Butchers'& Drovers' | 300,0 | 271,4 | 1,520,6 | 155,3 | 527,6 | 1,815,7 |
| Mechanics' & Trad's | 400,0 | 413,3 | 2,475,0 | 280,0 | 355,0 | 2,540,0 |
| Greenwich | 200,0 | 174,1 | 1,092,9 | 157,2 | 257,3 | 1,154,3 |
| Leather Manufac'rs Seventh National State of New York | 600,0 | 519,9 | 3,049,8 | 364,6 | | 3,074,3 |
| Seventh National | 300,0 | 1179 | 1,615,0 | 254.7 | 277.3 | 1,910,1 |
| State of New York. | 1.200.0 | 486,7 2,302,0 3,563,2 1,628,9 | 3 230 8 | 254,7 38,1 | 497.5 | 2.389 5 |
| American Exchange | 5,000,0 5,000,0 | 2,302,0 | 23,419,0 22,354,6 5,902,0 | 1,796,0 1,363,0 1,083,2 | 4.911,0 | 19,993,0 20,033,6 6,313,8 |
| Commerce | 5,000,0 | 3,563,2 | 22,354,6 | 1,363,0 | 5,095,1 | 20,033,6 |
| Broadway | 1,000,0 | 1,628,9 | 5,902,0 | 1,083,2 | 1,247,1 | 6,313,8 |
| Broadway Mercantile | 1,000,0 | 1,100,0 | 8,620,0 | 1,023,1 | 1,710,6 | 9,661,1 |
| Pacific | 422,7 1,500,0 | 481,6 | 2,880,1 12,342,4 | 592,2 | 794,4 277,3 497,5 4,911,0 5,095,1 1,247,1 1,710,6 671,7 2,475,7 | 4,011,9 |
| Republic | 1,500,0 | 973,0 | 12,342,4 | 1,308,7 | 2,475,7 | 13,960,6 |
| Chatham | 450,0 | 977,8 | 5,614,4 | 903,7 | | 6,275,2 |
| People's | 200,0 | 262,0 | 2,122,5 | 249,9 | 665,3 | 3,407,6 |
| North America | 700,0 | 604,9 | 5,869,0 | 656,0 | 700,8 | 5,834,7 |
| Hanover | 1,000,0 | 1,911,2 | 16,676,4 | 4,068,0 | 3,101,1 | 20,824,3 |
| Irving | 500,0 | 346,6 | 2,668,0 | 398,2 | 786,1 | 3,104,0 |
| Citizen's Nassau | 600,0 | 402,8 | 3,105,6 | 529,3 | 559,4 | 3,881,4 |
| Nassau | 500,0 | 272,7 825,6 | 2,195,1 | 474,0 | 534.2 | 3,130,6 |
| Market & Fulton | 750,0 | 34,0 | 4,606,6 | 522,3 402,0 | 1,294,6 | 5,377,5 |
| Shoe & Leather | 1,000,0 | 1 000 0 | 2,760,0 8,942,1 | 1 270 0 | 669,0 | 3,370,0 10,351,3 |
| Corn Exchange | 1,000,0 | 1,228,2 218,7 | 5,657,4 | 1,679,9 1,063,7 | 1,293,0 | 7,114,2 |
| Continental | 300,0 | 423,5 | 1,954,0 | 228,1 | 872,8 364,2 | 1,950,0 |
| Oriental | 1,500,0 | 5,541,1 | 21,727,0 | 3,612,0 | 5,834,0 | 25 395 0 |
| Importers'&Traders | 2,000,0 | 3,195,8 | 26,393,5 | 5,475,5 | 4 751.6 | 25,395,0 32,276,1 |
| Park | 250,0 | 142,3 | 1,079,4 | 107,3 | 4,751,6 223,8 | 1,018,5 |
| Fark East River Fourth National Central National Second National Ninth National First National Third National | 3,200,0 | 2,021,1 | 19,393,4 | 3,552,0 | 2,907,0 | 21,090,3 |
| Central National | 2,000,0 | 481.0 | 9,257,0 | 1,919.0 | 2 963.0 | 12,502,0 |
| Second National | 300.0 | 567,2 397,6 | 4,838,0 | 916.0 | 1,747,0 | 6 900 0 |
| Ninth National | 750.0 | 397,6 | 4,014,0 | 752,3 1,127,1 2,163,6 | 8 (4.0) | 4,938,4 24,737,1 10,260,7 1,343,0 |
| First National | 500,0 1,000,0 | 7,288,0 210,0 119,7 | 23,421,6 8,417,7 | 1,127,1 | 7,131,4 885,8 | 24,737,1 |
| Third National | 1,000,0 | 210,0 | 8,417,7 | 2,163,6 | 885,8 | 10,260,7 |
| THE THEOR PLACEMENTS | 300,0 250,0 | 119,7 | 1,293,4 $2,555,0$ | 154,0 | 301,1 | 1,343,0 |
| Bewery. | 250,0 | 500,4 | 2,555,0 | 453,0 | 614,0 | 0,104,0 |
| New York County | 200,0 | 529,3 | 2,960,5 | 779,3 | 265,1 | 3,631,3 |
| Gorman American | 750,0 | 280,8 | 2,738,9 | 274,0 | 922,5 | 3,180,1 |
| Chase National | 500,0 | 1,182,4 | 14,585,8 | 3,378,0 | 1,494,1 | 17,817,3 |
| Fifth Avenue | 100,0 | 1,040,5 | 6,823.8 | 901,5 | 1,036,4 | 7,592,4 |
| German Exchange | 200,0 | 640,0 | 2,916,1 | 362,0 | 745,7 | 3,740,7 |
| Germania United States | 200,0 | 601,5 | 2,922,7 | 459,6 | 317,0 669,1 | 3,466.2 |
| United States | 500,0 | 508,5 $515,2$ | 4,838,4 5,748,6 | 901,1 | 857,7 | 5,807,1 6,696,2 |
| Lincoln | 300,0 200,0 | 549,4 | 9,740,0 | 881,1 | 734,9 | |
| Fifth National | 200,0 | | 3,835,7 1,697,3 | 209,6 | 412,5 | 5,133.8 1,965,7 |
| Bank of the Metrop. | 300,0 | $306,1 \\ 757,2$ | 4,444,0 | 767,1 | 1,986,0 | 6,698,0 |
| West Side | 200,0 | 297,8 | 2,341,0 | 226,0 | 591 0 | 2,694,0 |
| West Side | 500,0 | 235,2 | 4,280,0 | 579.0 | 1,367,0 | 5,583,0 |
| Sixth National | 200,0 | 345,5 | 1.818.0 | 223,0 | 258,0 | 1,661,0 |
| Western National | 2,100,0 | 244,9 | 9,668,7 | 689,4 | 1,553,0 | 9,588,1 |
| First Nat. Br'klyn | 300,0 | 872,6 | 4,334,0 | 1,058,0 | 707,0 | 4,944,0 |
| Southern National. | 500.0 | 594,7 | 2,643.1 | 452,8 | 504.0 | 2,899,1 |
| N st. Union Bank | 1,200,0 | 334,3 | $2,643,1 \\ 8,201,2$ | 810.3 | 1,989,9 | 9.305.5 |
| Liberty Nat. Bank. | 500,0 | 106,5 | 1,488,7 | 22,9 | 359,8 | 1,331,7 |
| | 07.000 | 70,000,0 | 100 000 0 | FF 510 F | 105 100 0 | |
| Tota | 61,622,7 | 72,028,2 | 489,682.6 | 75,512,7 | 105,130,2 | 555,402,8 |

New York City, Boston and Philadelphia Banks:

| BANKS. | Capital & Surplus. | Loans. | Specie. | Legals. | Deposits.+ | Circ'l'n | Clearings. |
|-----------|-----------------------|-----------|----------|----------|------------|----------|------------|
| N. York.* | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| Dec. 15 | 132,882,3 | 506,871,3 | 65,545,9 | 1090009 | 564,803,9 | 111552 | 565,511,2 |
| " 22 | 132,882,3 | 498,266,2 | 72,097,0 | 1004311 | 554,509,7 | 111914 | 545,595,3 |
| " 29 | 133,650,9 | 492,647.0 | 73,760.6 | 98.831.1 | 549,291,4 | 112947 | 423,842.8 |
| Jan. 5 | 133.650.9 | 493,390.0 | 75.867.0 | 98.207.0 | 552.847.8 | 114051 | 563,487,2 |
| " 12 | 133,650,9 | 489,682,6 | 75,512,7 | 1051302 | 555,402,8 | 114265 | 532,017,5 |
| Boston.* | | | | | | N. 1470 | |
| Dec. 29 | 69,351,8 | 172,261,0 | 11,845,0 | 7,704,0 | 162,842,0 | 6,930,0 | 68,239,5 |
| Jan. 5 | 69,351,8 | 173.053.0 | 12,069,0 | 7,649,0 | 168,398,0 | 6,945,0 | 98,838,3 |
| " 12 | 69,351,8 | 173,177,0 | 12,314,0 | 7,349,0 | 167,535,0 | 6,934,0 | 89,464,5 |
| Phila.* | | | | | | | |
| Dec. 29 | 35,810,3 | 110,771.0 | 30.9 | 94.0 | 112,554,0 | 5,352,0 | 74,377,7 |
| Jan. 5 | 35,810,3 | 110,510,0 | 32,4 | 02.0 | 113,830,0 | 5,371,0 | 73,236,4 |
| " 12 | 35,810,3 | 110,117,0 | 32,2 | 80,0 | 112,551,0 | | |

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

-The monthly statement of the Credit Lyonnais appears in our advertising columns to-day.

—Messrs, Reed & Flagg advertise a selection of investment bonds and guaranteed stocks in to-day's issue.

-Messrs. Redmond, Kerr & Co. offer some high-grade bonds for investment in our advertising column.

—Messrs. Lee, Higginson & Co., Boston, offer 1,000 shares Connecticut River RR. stock. This stock pays 10 per cent dividends. The read is leased to the Boston & Maine.

-City of Troy Alahama 6 per cent bonds are offered for sale by R. B. Sperry, Baltimore. See advertisement on page 8, giving a financial statement and particulars as to the bonds.

—The committee of the holders of the collateral trust bonds of the Oregon Railway & Navigation Co., John Crosby Brown, Chairman, announces that there has been deposited with the United States Trust Company of New York, up to date, more than \$3,940,000 of the above-mentioned bonds out of an outstanding issue of \$5,182,000. In order to give time for additional deposits, of which the committee has been notified, the time within which deposits may be made without penalty will be further extended to Feb. 1st next, after which date deposits will only be received upon the payment of \$10 per bond in the discretion of the committee. posits will only be received upon the bond in the discretion of the committee.

Breadstuff's Figures Brought From Page 141.-The statements below are 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 Jan. 12, 18 5 and since August 1, for each of the last three years:

| Receipts at- | Flour. | Wheat. | Corn. | Oats. | Barley. | Rye. |
|---------------|-------------|-------------|-------------|-------------|------------|-----------|
| - | Bbls.196lbs | Bush.60 lbs | Bush.56 lbs | Bush.32 lbs | Bush.48 lb | Bu.56 lbs |
| Chloago | 27,014 | 171,932 | 1,393,108 | 1,022,018 | 278,927 | 31,509 |
| Milwaukee | 22,075 | 99,450 | 15,600 | 134,000 | 193,600 | 11,400 |
| Duluth | | 181,094 | | 18,450 | 1,957 | |
| Minneapolis. | *** | 669,860 | 26,580 | | | |
| Toledo | 966 | 104,500 | 174,2 10 | 1,300 | | 700 |
| Detroit | 1,000 | 78,787 | 101,982 | 44,908 | 23,541 | |
| Cleveland | 15,370 | 53,558 | 36,568 | 70,405 | 3,500 | |
| St. Louis | 16,130 | 28,012 | 281,630 | 193,600 | 88,500 | 2,100 |
| Peoria | 4,950 | 9,600 | 300,700 | 237,600 | 65,100 | 3,000 |
| Kansas City. | ***** | | 21,567 | | | |
| Tot.wk, 15 | 87,505 | 1,396,793 | 2,351,935 | 1,722,277 | 655,125 | 48,709 |
| Bame wk,'94. | 215,497 | 1,818,582 | 3,809,032 | | 539,576 | 62,088 |
| Bame wk,'93. | 161,583 | 3,938,000 | 2,541,829 | 1,671,790 | 686,052 | 125,378 |
| Since Aug. 1. | | | | | | |
| 1894-95, | 6,961,627 | 105,054,482 | 40,909,401 | 46,854,690 | 24,200,332 | 1,398,270 |
| 1893-94 | 6,919,459 | 106,091,869 | 81,572,804 | 65,519,523 | 19,743,135 | 2,089,815 |
| 1892-93 | 7,213,137 | 165,904,646 | 62,125,793 | 60,067,993 | 20,566,736 | |

The receipts of flour and grain at the seaboard ports for the week ended Jan. 12, 1895, follow

| Receipts at- | Flour, | Wheat, | Corn, | Oats, | Barley, | Rye. |
|--------------|---------|---------|-----------|-----------|---------|-------------------|
| New York | 68.333 | 55,250 | 57.200 | 235,200 | 62,900 | |
| Boston | 53,732 | 109,414 | 191,117 | 119,629 | 16,933 | |
| Montreal | 3,000 | 500 | 150 | 18,610 | 2,950 | * * * * * * * * * |
| Philadelphia | 50,761 | 12,987 | 46,862 | 131,971 | 18,400 | |
| Baltimore | 45,772 | 30,416 | 81,117 | 59,852 | | 12,043 |
| Richmond | 1,200 | 12,320 | 350 | 11,146 | | ****** |
| New Orleans | 6,380 | 1,200 | 225,958 | 21,837 | | |
| Total week | 229,178 | 222,037 | 608,081 | 601,245 | 101,183 | 12,043 |
| Week 1894 | 446 339 | 676.979 | 3 429 205 | 1.000 898 | 357 810 | 5 620 |

The total receipts at ports named in last table from Jan. 1 to Jan. 12 compare as follows for four years:

| Receipts of-Flourbbls. | 1895. | 1894. | 1893. | 1892. |
|-------------------------------------|-----------|-----------|-----------|------------|
| | 489,320 | 902,947 | 603,518 | 763,375 |
| Wheat bush. Corn. Oats. Barley Rye. | 530,503 | 1,200,135 | 1,409,829 | 3,801,037 |
| | 1,224,414 | 6,296,561 | 905,858 | 8,217,365 |
| | 978,961 | 1,869,436 | 1,213,659 | 2,413,209 |
| | 200,554 | 534,145 | 395,421 | 474,245 |
| | 26,176 | 7,623 | 16,653 | 435,374 |
| Total grain | 2,960,641 | 9,907,900 | 3,941,420 | 15.341.210 |

The exports from the several seaboard ports for the week ending Jan. 12, 1895, are shown in the annexed statement:

| Exports from- New York | Wheat. bush. 580,047 | Corn. bush. 126,021 | Flour. bbls. 83,355 | Oats. bush. 6,679 | Rye. bush. | Peas. bush. 4,921 |
|---------------------------|----------------------------|---------------------------|---------------------------|-------------------------|---------------|-------------------------|
| Boston | 126,912 | 200 | 29,913 | 783 | ******* | ** 0 100 |
| Portland | 4 PM 00PM | 35,537 | 1,930 | ****** | ******* | 8,136 |
| Philadelphia | 171,867 | 117 014 | 25,510 | ******* | | ******* |
| Baltimore | 84,000 | 115,714 | 25,491 | ******* | ******* | ******* |
| New Orleans | 170 000 | 206,120 | 4,418 | | ******* | ******* |
| Newport News | 152,000 | 94,285 | 6,300 | ******* | ******* | ******* |
| Norfolk | | ****** | ******** | ******* | | |
| Montreal | | ******* | ****** | | **** | |
| | ,114,826 ,168,483 | 577,877 1,629,634 | 181,971 300,456 | 7,462 45,529 | 6,956 | 13,057 69,489 |

The destination of these exports for the week and since Sept. 1, 1894, is as 1-low. We add the totals for the corresponding periods of last year for comparison:

| | Exports for week and since | Week Jan. 12. | Since Sept. 1, 1894. | Week Jan. 12. | Since Sept. 1, 1894. | Week Jan. 12. | Since Sept. |
|---|--|------------------|---------------------------------|------------------------|----------------------------------|---------------------------|----------------------------------|
| П | Sept. 1 to- | bbls. | bbls. | bush. | bush. | bush. | bush. |
| 1 | Onited Kingdom Continent 3. & C. America | 21.833 | 3,452,163 617,034 511,234 | 794,238 320,510 | 13,744,393 4,812,127 6,778 | 434,743 132,285 140 | 3,154,656 1,308,342 97,787 |
| | West Indies Brit. N. A. Col's. | 2d,179 2,037 | 452,167 196,414 | | 4,500 2,870 | 10,429 | 177,710 35,456 |
| 1 | Other countries | 400 | 15,148 | | 50,718 | | 17,239 |
| | Total | 181,977 | 5,244,160 5,096,011 | 1,114,826 1,168,483 | 18,621,386 21,758,410 | 577,877 1,629,634 | 4,791,190 18,209 ±11 |

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, Jan. 12, 1895, was as follows:

| In store at— Wheat, bush. | Corn, bush. | Oats bush. | Rye, bush. | Barley, |
|--|--------------------|--------------------|---------------|-----------|
| New York10,441,000 | 882,000 | 1,335,000 | 19,000 | 43,000 |
| Do afloat 2,450,000 | 8,000 | 1,187,000 | 59,000 | 326,000 |
| Albany | 11,000 | 70,000 | 01.000 | 43,000 |
| Do afloat 353,000 | 442,000 712,000 | 51,000 199,000 | 81,000 | 1,363,000 |
| Chicago25,812,000 | 3,651,000 | 1,294,000 | 143,000 | 31,000 |
| Do afloat 933,000 | 439,000 | 814,000 | 140,000 | 01,000 |
| Milwaukee 805,000 | | 5,000 | 34,000 | 111,000 |
| Do afloat | ******** | 21.0.000 | ******** | |
| Do afloat 8,831,000 | 3,000 | 590,000 | 4,000 | 85,000 |
| Do afloat 85,000 Toledo 2,790,000 | 990,000 | 10,000 | 5,000 | |
| _ Do afloat 257,000 | | 10,000 | | |
| Detroit 1,311,000 | 68,000 | 23,000 | 2,000 | 7,000 |
| Do afloat 193,000 | ******* | ****** | | |
| Oswego 37,000 | 4 004 000 | ******** | ******* | 130,000 |
| St. Louis 5,883,000 | 1,991,000 | 743,000 | 4,000 | 34,000 |
| Do afloat 19,000 | 32,000 | 172,000 | 9,000 | 189,000 |
| Boston 9×2,000 | 33,000 | 249,000 | 12,000 | 18,000 |
| Toronto 86,000 | | 16,000 | | 42,000 |
| Montreal 666,000 | 2,000 | 216,000 | 6,000 | 12,000 |
| Philadelphia 638,000 | 253,000 | 163,000 | ******* | |
| Peoria 208,000 | 332,000 | 307,000 | 10,000 | ******* |
| Indianapolis 175,000 | 179,000 | 110,000 | 7.000 | ******* |
| Kansas City 1,567,000 Baltimore 635,000 | 203,000 857,000 | 314,000 113,000 | 43,000 | ******* |
| Minneapolis | 10,000 | 592,000 | 48,000 | 84,000 |
| 8t. Paul | | | | ******* |
| On Mississippi River | **** *** | | | |
| On Lakes | | ******** | | |
| On canal and river 47,000 | ******* | 60,000 | | |
| Total Jan. 12, 189586,615,000 | 11,083,000 | 8.663,000 | 475,000 | 2,624,000 |
| Total Jan. 5, 189587,886,000 | 10,672,000 | 8,826,000 | 450,000 | 2,881,000 |
| Total Jan. 13, 189480,434,000 | 11,310,000 | 3,973,000 | 574,000 | 2,161,000 |
| Total Jan. 14, 189382,081,000 | 12,280,000 | 5,903,000 | 1,011,000 | 2,135,000 |
| Total Jan. 16, 189244,090,200 | 7,732,678 | 3,511,834 | 2,130 370 | 1,792,182 |

Auction Sales .- Among other securities the following, not regularly dealt in at the Board, were recently sold at auction:

By Messrs. R. V. Harnett & Co.:

| Shares. | Shares. | Shares. | Shares. | 165 | Benedict & Burnham | 2 N.Y. Life Ins. & Trust Co.734 | 10 | Real Estate Ex. & Auc. | Room, Lim. | 881 | Shares. | 150 | The Caxton Press. \$31 for lot. | 75 | Towle & Spreter Co...\$4,000

By Messrs. Adrian H. Muller & Son:

| | Shares. |
|----|--------------------------|
| 1 | N. Y. Law Institute\$151 |
| | Whiting Mfg. Co520 |
| | Home Insurance Co 141 |
| 80 | New Orleans Canal & |
| | Banking Co 1484 |
| 25 | Newport & Wickford RR. |
| | & Steamboat Co 28 |
| 00 | Consol. Electric Storage |
| | Co \$2 50 per share |
| | Washington Trust Co 1904 |
| 1 | Chemical Nat. Bank 4250 |

Warehouse Rects. for 501
Pkgs. Domes. Tobacco.
Warehouse Rects. for 55
bales Imp'ted Tobacco.

States | State | St

Banking and Financial.

Spencer Trask & Co., BANKERS,

10 WALL STREET, N. State and James Streets, Albany. NEW YORK.

Bonds and Stocks Bought and Dealers in State, Sold on Commission.

SAMUEL D. DAVIS & Co., BANKERS,

NO. 40 WALL ST., NEW YORK.

SAMUEL D. DAVIS.

CHAS. B. VAN NOSTRAND.

The Bankers' Gazette.

DIVIDENDS.

| Name of Company. | | Per Oent. When Payable. | | Books closed. (Days inclusive.) | | | | |
|---|-------------|-------------------------|-------|------------------------------------|----|------|----|--|
| Railroads. | | | | | | | | |
| Central Ohio com. and pref | 3 | | Jan. | | | | | |
| Illinois Central. | 212 | March 1 | | | | | | |
| Lake Erie & West. pref. (quar.) | 14 | Feb. 15 | | | | | 15 | |
| Nash. Chatt. & St. Louis (quar) | 1 | Feb. 1 | Jan. | 25 | to | Feb. | 1 | |
| Toledo & Ohio Cent. pref (quar.) | 14 | Jan. 25 | Jan. | 16 | to | Jan. | 25 | |
| Pacific (quar.) | 2 | Feb. 1 | Jan. | 19 | to | Jan. | 31 | |
| Hamilton, Brooklyn (quar.) | 9 | Feb. 1 | Jan. | 26 | to | Ton | 21 | |
| | 2 3 2 | | Jan. | | | | | |
| Nassau, Brooklyn | 9 | | Jan. | | | | | |
| People's, Brooklyn (quar) Fire Insurance. | 4 | rou. 1 | ван. | 44 | to | oan. | 91 | |
| Continental | 7.70 | On dem. | | _ | to | | | |
| Farragut | 3 | On dem. | | | | | | |
| Phenix, Brooklyn | 5 | On dem. | | | | | | |
| Rutgers. | 5 | Feb. 1 | | | | | | |
| Williamsburg City, Brooklyn | 10 | On dem. | | | | | | |
| Miscellaneous. | 10 | on dem. | | | 00 | | | |
| Canton Company, Baltimore | 15 | Feb. 8 | Jan. | 29 | to | Feb. | 8 | |
| Central Gas of N. Y. | 2 | | | | | | | |
| City & Suburban Ry., Baltimore. | 1 | | | - | | | | |
| Claffin, H. B., com. (quar.) | 112 | | | | | | | |
| " 1st pref. (quar.). | 14) | 4 4400 | - | 00 | - | | | |
| " 1st pref. (quar.) " 2d pref. (quar.) | 110 | Feb. 1 | Jan. | 20 | to | Feb. | 1 | |
| Consol. Coal, Maryland (annual) | 2 " | Feb. 1 | Jan. | 22 | to | Feb. | 1 | |
| Hestony, M. & Fair, Pass, RR.pf. | 3 | | o tem | | | | | |
| Northw. Equip. of Minn. (quar.) | 119 | | Jan. | | | | | |
| Worcester Traction | 3 | | | | | | | |

WALL STREET, FRIDAY, JANUARY 18, 1895-5 P. M.

The Money Market and Financial Situation.-The in-

The Money Market and Financial Situation.—The influence of moderate buying of some specialties for foreign account in both the bond and stock branches of the market is reflected in our quotations of Stock Exchange prices. The amount, however, was not sufficient to materially affect the market for foreign exchange.

The demand for good investment securities continues, and in consequence the so-called Vanderbilt stocks, the Manhattan Elevated, some other high-grade shares, and several issues of first-class bonds, are higher.

The advance in the price of Atchison bonds is one of the features of the week. The 4s, which sold in Dec. last below 62 and since Jan. 1st at 63, sold to-day at 67, and the Class A have advanced from 16½ on Jan. 4 to 20 to-day. This rise is attributed to the prospect of more consideration for the security holders in the coming new plan of reorganization than the old plan contained. This prospect is heightened by recent reports of the earnings of the system, which for the first time in several months show an increase.

The manager and some other Western railway shares.

The money market is inactive, and funds continue to accumulate at this centre.

mulate at this centre.

The open market rates for call loans during the week on stock and bond collaterals have ranged from 1 to 1½ per cent.

To-day rates on call were 1 to 1½ per cent. Prime commercial paper is quoted at 2 to 3½ per cent.

The Bank of England weekly statement on Thursday showed an increase in bullion of £724,853, and the percentage of reserve to liabilities was 62 T2, against 55 66 last week; the discount rate remains unchanged at 2 per cent. The Bank of France shows an increase of 11,375,000 francs in gold and a decrease of 600,000 francs in silver.

The New York City Clearing-House banks in their statement

The New York City Clearing-House banks in their statement of January 12 showed an increase in the reserve held of \$6.568,900 and a surplus over the required reserve of \$41,-792,200 against \$35,862,050 the previous week.

| | 1895. Jan. 12. | Differen's from Prev. week. | 1894. Jan. 13, | 1893. Jan. 14. |
|-------------------|-------------------|--------------------------------|-------------------|-------------------|
| | * | \$ | * | * |
| Capital | 61,622,700 | ********** | 60,422,700 | 60,422,700 |
| Surplus | 72,028,200 | | 72,515,200 | 69,191,600 |
| Loans & discints. | 489,682,600 | Dec.3,707,400 | 418,185,400 | 439,875,100 |
| Circulation | 11,426,500 | Inc. 21,400 | 12,977,500 | 5,623,200 |
| Net deposits | 555,402,800 | Inc.2,555,000 | 527,913,700 | 462,870,200 |
| Bpecie | 75,512,700 | Dec. 354,300 | 118,303,700 | 79,947,900 |
| L'egal tenders | 105,130,200 | Inc.6,923,200 | 106,258,400 | 51,380,100 |
| Reserve held | 180,642,900 | Inc.6,568,900 | 224 562 100 | 131 328 000 |
| | 138,850,700 | Inc. 638,750 | 131,978,425 | 115,717,550 |
| Surplus reserve | 41,792,200 | Inc.5,930,150 | 92,583,675 | 15,610,450 |

Foreign Exchange.—With an increasing demand for foreign exchange and a limited supply of bills, the market has hardened and quotations are a fraction higher than last week. The result is continued slapments of gold, the total during the week being \$5,250,000, of which \$4,400,000 goes out to-morrow. To-day's actual rates of exchange were as follows: Bankers' sixty days sterling 4 88@4 88¼; demand, 4 88¾@4 80; cables, 4 89@4 89¼. Posted rates of leading bankers are as follows:

ows:

| January 18. | Sixty Days. | Demand. |
|--|---|---------------------------|
| Paris bankers (francs). | 4 874 @ 4 874 4 8684 @ 4 87 5 1678 @ 5 1644 | 5 15 705 1438 |
| Amsterdam (guilders) bankers Frankfort or Bremen (reichmarks) b'nkers | $40^{5}_{16}@40^{3}_{8}$ $95^{4}_{2}@95^{9}_{16}$ | 4012@40916 9534@951316 |

The following were the rates of domestic exchange on New York at the under-mentioned cities to-day: Savannah, buying 1-16 discount, selling 1-16@1/3 premium; Charleston, buying par, selling 1-10 premium; New Orleans, bank, par; commercial, \$1 25 discount; Chicago, 70c. per \$1,000 premium; St. Louis, \$1 00 per \$1,000 premium.

United States Bonds.-The sales of Government bonds at the Board include \$86,000 5s coupon at $116\frac{1}{8}$ to $117\frac{1}{4}$, \$10,000 currency 6s of 1896 at $102\frac{3}{4}$. \$6,000 4s coupon at $113\frac{1}{2}$ and \$2,000 5s registered at $115\frac{3}{4}$. The following are closing prices:

| | Interest | | Jan. | Jan. | Jan. | Jan. | Jan. |
|------------------------|----------|--------|--------|---------|---------|--------|--------|
| | Periods | 12. | 14 | 15 | 16. | 17. | 18. |
| 2s,reg. | QMch. | * 97 | * 97 | * 97 | * 97 | 97 | * 97 |
| 4s, 1907reg. | QJan. | *113 | *113 | *113 | *113 | *113 | *113 |
| 4s, 1907coup. | QJan. | *113 | *113 | | *113 | *113 | *113 |
| 5s. 1904reg. | QFeb. | *117 | *117 | *x1534 | | *1154 | |
| 5s. 1904coup. | QFeb. | *117 | | 117 | | 11634 | |
| 6s. cur'cy,'95 reg. | J. & J. | *100 | *100 | | *100 | | *100 |
| 6s. cur'cv.'96 reg. | I. & J. | *10212 | | *1024 | | | |
| 6s. 3ur'cy,'97 reg. | I. & J. | *10512 | *10512 | *105 42 | م 105 ا | *10512 | *10512 |
| 6s, cur'cy,'98 reg. | I. & J. | *108 | *108 | *108 | *108 | | *108 |
| 6s. cur'cy.'99 reg. | J. & J. | *111 | *111 | *111 | *111 | *111 | *111 |
| 4s. (Cher.) 1896. reg. | | | | | | | ****** |
| 4s. (Cher.) 1897reg. | | | | | | | |
| 4s. (Cher.) 1898 reg. | | | | | | | |
| 4s, (Cher.) 1899 reg. | | | | | | | |
| *Did mnicon no col | o moa m | obo | | | | | - |

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

| | | | Balances | | | | | | | | | |
|---------|------------|------------|------------|--------------|----------------|--|--|--|--|--|--|--|
| Date. | Receipts. | Payments. | Ooin. | Ooin Oert's. | Ourrency. | | | | | | | |
| | \$ | | \$ | * | * | | | | | | | |
| Jan. 12 | 1,870,781 | 3,617,134 | 71,678,997 | 731,682 | 70,405,858 | | | | | | | |
| " 14 | 5,587,069 | 6,154,076 | 72,659,828 | | 68,785,641 | | | | | | | |
| " 15 | 3,254,125 | 4,539,499 | 71,383,810 | | 68,799,045 | | | | | | | |
| " 16 | 4.114.184 | 3,913,101 | 71,912,097 | 877,348 | 68,376,115 | | | | | | | |
| " 17 | 3,450,577 | 4.031.565 | 71,420,525 | 873,622 | 63,290,425 | | | | | | | |
| " 18 | 4,887,852 | 6,357,839 | 69,868,586 | 1,061,949 | 68,184,019 | | | | | | | |
| Total | 23,164.588 | 28,613,214 | | | ************** | | | | | | | |

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

Fine gold bars. .. par % 15 75 M15 75 Wisher ... 4 80 W 4 90 M 10.8 trade dollars - 55 W - 65

State and Railroad Bonds.—Sales of State bonds at the Board include \$330,000 Virginia 6s defd. trust rects., stpd., at 9 to 13, closing at 10½; Virginia fund. debt 2-3s of 1991 at 59½ (\$60; \$1,000 North Carolina 6s, 1919, at 124; and \$36,000 Tenn. settlement 3s at 83¼ to 83½. The Legislature of West Virginia has recently declined to acknowledge any obligation on account of the Virginia State debt.

The railroad bond market continues strong and prices are generally higher. There is more activity in the Atchisons as the time approaches for the new plan of reorganization to be announced; the 4s have advanced to 66¾ and the Class A to 19½. The Colorado Midland con. 4s and St. Louis & San Francisco issues are also higher under the same influence. Canada Southern 1st gtd. have gained 1½, closing at 111. M. K. & Texas issues are active at a fraction better prices. N. Y. N. & H. 4s. con. deb. ctfs. sold at 141 on Thursday, an advance of 2½ points since our last quotations. Wabash issues are active and steady. No. P. & Mont. Ists have declined about 2 points and U.S. Cord. 1sts are lower in sympathy with the stock.

Railroad and Miscellaneous Stocks.—The movement in

Railroad and Miscellaneous Stocks.—The movement in Chicago Gas has been a leading feature of the week at the Stock Exchange. The efforts referred to in this column last week to secure a change in the management of the company have thus far failed. The consequent liberal offering of the stock caused it to decline to 70½ on Tuesday, since which it has recovered to 74%, at which it closes, against 76% last week. American Sugar has been dull and weak on rumors of Congressional legislation, but fluctuated within narrow lim-Congressional legislation, but fluctuated within narrow limits, closing at 90%. U.S. Cordage continues weak, the common stock closing at 61%, the pfd. at 934. Western Union is a fraction higher at 88. General Electric is steady and

a fraction higher at 88. General Electric is steady and other industrials have been largely neglected.

The railroad list has been generally firm and most of the changes are to a higher level. The grangers are fractionally higher, stimulated by the prospect of better conditions when the pooling bill shall have become a law. The directors of Illinois Central have declared a semi-annual dividend of 3½ per cent, payable March 1 out of the net earnings of the last six months, and the stock has further advanced to 90½, a gain per cent, payable March 1 out of the net earnings of the last six months, and the stock has further advanced to 90½, a gain of 6½ since last week. The coalers are strong, except Cen tral of N. J., which has fluctuated between 94 and 90¾, closing at 91½, a loss of ½. D. & H. Canal closes at 133, a gain of 2¾, and D. L. & Western closes at 164, a gain of 2¾. Louisville & Nashville has been more than usually active; considerable purchases of the stock are said to have been for foreign account, and it closes at 55½, against 53⅓ last week. Ontario & Western was bid up on the prospect of a dividend, closing at 16¾, against 15½. Baltimore & Ohio advanced on reports that the floating indebtedness has been considerably reduced and the earnings improving. Manhattan Elevated is strong, in common with many of the high-priced stocks, closing at 108¾ against 105 last week, and N. Y. Cent. & H. R. closes at 100, a gain of 1¼. Pacific Mail is more active, as the business of the company is increasing, and has advanced to 23¼, against 21¾.

NEW YORK STOCK EXCHANGE-ACTIVE STOCKS for week ending JAN. 18, and since JAN. 1, 1895.

| | STOUR EXCHANGE—. SHEST AND LOWEST PR | | week ending JAN. 18, a | and since JAN. 1, 1895. Sales of Range for year 1895. | | | |
|---|--|--|--|---|--|--|--|
| Saturday, Monday, Jan. 12. Jan. 14. | Tuesday, Wednesday, Jan. 15. | | STOCKS. | the Week, Shares. | Lowest. | Highest. | |
| $\begin{array}{cccccccccccccccccccccccccccccccccccc$ | $\begin{array}{c ccccccccccccccccccccccccccccccccccc$ | 8 4 63\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\ | Active RR. Stocks. Actionson Topeka & Santa Fe. Atlantic & Pacific. Baltimore & Ohio Canadian Pacific. Canada Southern Central of New Jersey Chesapeake & Ohio Chicago & Alton Chicago & Eastern Illinois Do pref. | 4,072 103 2,495 11,149 1,450 17,922 100 20 | 78 Jan 9 6138 Jan 7 56 Jan 5 49 Jan 3 8478 Jan 4 17 Jan 2 147 Jan 9 6912 Jan 3 50 Jan 12 92 Jan 12 | 78 Jan. 9 65 2 Jao. 18 59 Jan. 2 50 4 Jan. 17 94 Jan. 14 17 4 Jan. 7 147 Jan. 9 7238 Jan. 15 50 Jan. 12 94 Jan. 12 | |
| $ \begin{array}{cccccccccccccccccccccccccccccccccccc$ | $ \begin{array}{c} ^*117^1_2 \ 120 \\ 95^5_8 \ 96^7_8 \\ \hline \\ 2 \ 62^3_4 \ 63^1_2 \\ 8 \ 33 \ 34 \\ \hline \\ 38^1_2 \ 38^3_4 \\ \hline \\ 38^1_2 \ 38^3_4 \\ \hline \\ 38^1_2 \ 38^3_4 \\ \hline \\ 17 \ 17 \\ \hline \\ 62 \\ 131^1_4 \ 131^3_4 \\ 162 \ 164 \\ \hline \\ 163^1_2 \ 164 \\ \hline \end{array} $ | $ \begin{array}{cccccccccccccccccccccccccccccccccccc$ | Chicago Rock Island & Pactfic Chicago St. Paul Minn. & Om. Do pref. Cleve. Cincin. Chic. & St. L Do pref. Columbus Hocking Val. & Tol Do pref. Columbus Hocking Val. & Tol Delaware & Hudson. Delaware Lackawanna & West | 15,826 60 21,977 920 20 2,095 10 505 | 1167s Jan. 7 947s Jan. 3 1444 Jan. 7 6012 Jan. 3 3112 Jan. 3 110 Jan. 2 3712 Jan. 7 822 Jan. 10 1612 Jan. 3 55 Jan. 9 1251g Jan. 3 1558 Jan. 4 | 119 Jan. 17 97 Jan. 14 144 ¹ 2 Jan. 7 64 ¹ 4 Jan. 18 34 Jan. 18 110 Jan. 2 39 ¹ 4 Jan. 18 86 Jan. 11 17 ⁷ 6 Jan. 10 60 Jan. 10 133 ¹ 2 Jan. 18 | |
| $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$ | $ \begin{bmatrix} 353_8 & 353_4 \\ *35 & 40 \\ *103 & 105 \\ 87 & 87 \\ 3 & 6^{1}_2 & 6^{1}_2 \\ 22 & 22 \\ 21 & 16^{1}_4 & 16^{1}_4 \\ 713_4 & 771 \\ 138 & 138 \\ *85 & 86 \\ *87 & 87 \\ 111_4 & 113_8 & 113_8 \\ *113_8 & 113_8 \\ *113_8 & 113_8 &$ | $ \begin{array}{cccccccccccccccccccccccccccccccccccc$ | Do pref. Evansville & Terre Haute. Great Northern, pref. Illinois Central. Do pref. Lake Erie & Western Long Leke Mich, Southern Long Island. | 2,920 50 2,102 235 210 2,075 2,950 | 10 ¹ 2 Jan. 3 34 ¹ 8 Jan. 4 40 Jan. 4 102 ¹ 4 Jan. 2 81 ¹ 8 Jan. 4 6 Jan. 11 21 ¹ 2 Jan. 18 16 Jan. 4 70 ¹ 2 Jan. 5 134 ¹ 2 Jan. 5 | 11½ Jan. 15 36 Jan. 17 41 Jan. 4 103 Jan. 9 90 Jan. 18 6½ Jan. 6 23½ Jan. 4 17³8 Jan. 18 74 Jan. 18 140 Jan. 17 | |
| $\begin{array}{cccccccccccccccccccccccccccccccccccc$ | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ | Louisville & Nashville. Louisv. New Alb. & Chicago. Do Pref. Manhattan Elevated, consol. Michigan Central. Minn. & St. L., tr. rects., 2d p'd Do pref. tr. rects., 2d p'd Missouri Kansas & Texas. Do Pref. Missouri Pacific. Mobile & Ohio. Nashv. Chattanooga&St. Louis New York Central & Hudson. New York Chicago & St. Louis Do Istpref. | 1,400 16,546 266 300 610 1,419 5,036 10 6,372 | 6 ¹ 2 Jan. 2 20 Jan. 4 104 Jan. 2 95 Jan. 3 46 ⁵ 8 Jan. 12 12 ⁷ 8 Jan. 5 22 ¹ 2 Jan. 5 22 ¹ 2 Jan. 9 65 ¹ 4 Jan. 3 97 ¹ 2 Jan. 3 13 Jan. 9 | 7% Jan. 18 22½ Jan. 15 103¼ Jan. 18 97 Jan. 18 47½ Jan. 14 1¼¼ Jan. 12 23 Jan. 11 26¾ Jan. 2 70 Jan. 18 100⅓ Jan. 17 13 Jan. 9 | |
| $ \begin{array}{cccccccccccccccccccccccccccccccccccc$ | $ \begin{array}{cccccccccccccccccccccccccccccccccccc$ | 1038 1019 1012 1078 1038 1019 1012 1078 1214 25 3258 3234 3278 3278 198 200 198 200 1658 1678 1634 17 1434 15 43 43 42 4278 4319 18 1838 1938 1938 319 319 1318 1838 1778 18 18 18 18 18 18 | Do 2d pref. New York Lake Erie & West'n Do pref. N.Y. & N.E., tr. recs.all ins.pd New York New Haven & Hart. New York Notario & Western New York Susq. & West, new. Do pref. Norfolk & Western Do pref. Northern Pacific | 116 2,025 4,325 13,395 1,880 820 780 1,110 2,244 | 14 ¹ ₂ Jan. 3 40 Jan. 8 43 ¹ ₄ Jan. 12 18 Jan. 2 3 ¹ ₂ Jan. 7 | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ | |
| *19\frac{1}{2} 21 | *5 7 *5\sqrt{8} 5\sqrt{2} *3\sqrt{2} 4 3\sqrt{2} 3\sqrt{2} 13\sqrt{8} 13\sqrt{2} 12\sqrt{2} 12\sqrt{8} *15\sqrt{2} 16\sqrt{2} *15\sqrt{2} 16\sqrt{2} | 20 21 20 20 20 20 20 20 20 20 20 20 20 20 20 | Ohio Southern Oregon R'y & Navigation Co. Oregon Sh. Line & Utah North Peoria Decatur & Evansville Philadelphia & Reading Pittsburg Cinn. Chie. & St. L. Do Pref. R. & W.P. Ter., tr. 7. 5th asst. pd Do pref. tr. reots. Rio Grande Western Rome Watertown & Ogdensb. St. Louis Alt. & Terre Haute. | 14,590 500 350 412 200 | 19 ¹ ₂ Jan. 4 5 ¹ ₈ Jan. 7 3 ¹ ₉ Jan. 16 12 ³ ₈ Jan. 3 15 Jan. 12 45 Jan. 2 32 Jan. 9 15 Jan. 7 | 21 Jan. 17 6 Jan. 5 3½ Jan. 16 13¾ Jan. 14 16 Jan. 17 46¾ Jan. 17 33½ Jan. 3 15⅙ Jan. 12 | |
| $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$ | $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$ | $ \begin{array}{cccccccccccccccccccccccccccccccccccc$ | st. Louis Southwestern pref. bt. Paul & Duluth pref. ct. Paul & Duluth pref. st. Paul Minn. & Manitoba. Southern Pacific Co Southern voting trust. certif. Do., pref. voting trust. cert. rexas & Pacific. Foledo Ann Arbor & N. Mich. Foledo & Ohio Central Do pref. Union Pacific | 120 614 | 4 ¹ 2 Jan. 9 9 Jan. 2 90 ¹ 8 Jan. 15 | 4 ¾ Jan. 2 9 ½ Jan. 18 90 ⅓ Jan. 18 10 Jan. 8 19 ¼ Jan. 2 10 ¾ Jan. 2 37 Jan. 18 9 ¾ Jan. 14 73 Jan. 14 73 Jan. 14 73 Jan. 15 | |
| $ \begin{array}{cccccccccccccccccccccccccccccccccccc$ | $ \begin{array}{cccccccccccccccccccccccccccccccccccc$ | $ \begin{array}{cccccccccccccccccccccccccccccccccccc$ | Union Pacific Denver & Gulf. Wabash | 1,600 605 08,896 491 3,600 | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ | 38 Jan. 11 612 Jan. 17 1412 Jan. 15 11 Jan. 5 4158 Jan. 15 3 Jan. 14 2412 Jan. 18 6012 Jan. 18 91 Jan. 11 92 Jan. 18 9938 Jan. 2 | |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$ | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ | Colorado Coal & Iron Devel Colorado Fuel & Iron Consolidated Gas Company | 82,986 145 200 565 24,592 4,143 3,217 1,194 467 300 7,625 6,000 795 | 70 \(9 \) Jan. 15 \\ 6 \(18 \) Jan. 18 \\ 25 \) Jan. 12 \\ 26 \(8 \) Jan. 3 \\ 33 \(8 \) Jan. 3 \\ 33 \(8 \) Jan. 7 \\ 36 \) Jan. 5 \\ 38 \(8 \) Jan. 5 \\ 38 \(8 \) Jan. 17 \\ 11 \) Jan. 2 \\ 14 \(13 \) Jan. 4 \\ 95 \(\) Jan. 4 \\ 50 \(\) Jan. 4 \\ 160 \) Jan. 10 \\ 60 \) Jan. 10 | 11 ¹ 2 Jan. 14 35 ¹ 2 Jan. 10 38 Jan. 18 8 ¹ 3 ¹ 4 Jan. 16 3 ⁵ 8 Jan. 7 11 ¹ 2 Jan. 10 23 ⁵ 8 Jan. 18 99 ³ 8 Jan. 9 57 Jan. 17 60 Jan. 10 | |
| 15 15½ 15½ 15½ 1558 678 7 7½ 7½ 10½ 10⅓ 11 11 4438 44¾ 44⅓ 44⅓ \$7½ 88 87¾ 8∜ | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ | 15 ¹ 2 15 ⁵ 8 15 ³ 4 16 ⁷ 8 T 6 ⁵ 8 6 ³ 4 6 ³ 4 9 ¹ 2 9 ³ 4 44 ³ 8 44 ¹ 2 44 ¹ 4 44 ¹ 4 U | ennessee Coal & Iron | 2,071 2,180 1,183 | 14 ¹ 2 Jan. 7 6 ¹ 4 Jan. 18 9 ¹ 2 Jan. 10 43 ¹ 2 Jan. 4 | 167 ₈ Jan. 18 81 ₂ Jan. 4 131 ₂ Jan. 4 45 Jan. 2 88 Jan. 12 | |

BOSTON, PHILADELPHIA AND BALTIMORE STOCK EXCHANGES.

| В | USTUN | , 1111 | MALL | ELPHIA | | DAHLLIN | UKE | 5100 | in E. | A.CII. | | | |
|--|--|--|--|---|--|--|--|--|--|---|---|--|--|
| Active Stocks. | | | Shar | | | Per Cent | | - | | | Sales of the | Range of sa | les in 1895. |
| ¶ Indicates unlisted. | Saturd Jan. 1 | | Ionday an. 14 | | | ednesday, Jan. 16. | Thurs Jan. | | Frid Jan. | | Week, Shares. | Lowest. | Highest. |
| Atch. T. & S. Fe (Boston).100 | 4518 | | 414 4 | 916 * 4716 | 4716 | 4916 4916 | 484 | 478 | 45 ₈ | 434 | 4,706 | 418 Jan. 8 | 478 Jan. 17 |
| Atlantic & Pac. "100 Baltimore & Ohio (Balt.).100 | 4 00 | | | *621g *701g | 64 * | 62 ¹ ₂ 63 | *6219 | 6319 | *6419 | 654 | | 61 Jan. 8 70 Jan. 5 | 64 Jan. 3 71 Jan. 4 |
| Balt. City Pass'ger " 25 Baltimore Traction " 25 | 15% | 15% *1 | 512 1 | 5% 15% | 1658 | 1578 1578 | *7012 *1512 | 194 | *1658 | 1678 | 315 2,183 | 153 Jan. 9 | 1658 Jan. 15 |
| Boston & Albany (Boston). 100 | 15% *208% | 20 | | 812 2084 | 2084 +2 | 15 ¹ ₂ 15 ¹ ₃ 15 ¹ ₄ 208 ¹ ₄ 209 | 15 ¹ g 208 ¹ g | 2084 | 1208 | 1558 2084 | 55 | 208 Jan. 2 | 209 Jan. 8 199 Jan. 16 |
| Boston & Lowell " 100 Boston & Maine " 100 | 165 1 | 65 16 | 35 16 | 6 x1644 | 16419 1 | 63 4 164 4 | *198½ 163¾ | 165 | | 166 | 157 | 160 Jan. 2 | 166 Jan. 14 |
| Central of Mass. " 100 Preferred " 100 | *51 - | ** | 134 | 51 | 51 | 11 ¹ 2 | 12 *51 | 12 | *1112 | 53 | 30 | 50 Jan. 2 | 53 Jan. 9 |
| Chic. Bur. & Quin. " 100 Chic. Mil. & St. P. (Phil) 100 | 7138 5612 | 7134 5 5678 5 | | 678 56 | 57 | 714 7184 564 564 | | 5658 | 5612 | | 9,047 11,400 | 69 ⁵ 8 Jan. 3 55 Jan. 3 | 72 ¹ 4 Jan. 15 57 Jan. 15 |
| Chic. & W. Mich. (Boston) .100 Cleve. & Canton "100 | *12 . | | | 3 *12 | | 12 15 25 ·25 | *12 | 15 | *12 | ·50 | 45 | ·25 Jan. 4 | ·25 Jan. |
| Preferred " 100 Fitchburg pref. " 100 | 8318 | | 33 8 | 2 *13 ₄ 833 ₄ | 8412 | *134 2 85 85 | *4 85 | 854 | 854 | | 250 517 | 824 Jan. 11 | 8534 Jan. 18 |
| Hunt. & Br. Top. (Phila.). 50 Preferred "50 | 53 | 53 | | 3434 | 53 *. | 3312 3334 5134 | *3312 | 51% | * | 34 518 ₄ | 200 | 53 Jan. 3 | 53 Jan. 3 |
| Lehigh Valley "50 Maine Central (Boston).100 | 063. | 36 3 | 35 3 | 35 35 126 lg | 35 ¹ 2 129 *1 | 35 354 | 35 123 | 35 ¹ 8 128 | | 130 | 92 | 125 \ Jan. 7 | 131 Jan. 9 |
| Metropolitan Trac. (Phil). 100 | 1015 ₈ 1 *65 ₈ | 10278 10 | 13 10 | 318 10214 | 10278 1 | 101 lg 102 lg | *619 | 1014 | 1011g *61g | 678 | 475 | 100% Jan. 10 6% Jan. 11 | 6% Jan. |
| Mexican Cent'l (Boston) 100 N.Y.&N.E.,tr.rec.§ "100 Preferred,tr.rec.§ "100 | 3234 64 | 3318 *3 | 3234 3 | 32% | 3234 | 324 324 634 65 | 32 ⁵ 8 *63 | 325 ₈ 64 | 32 ⁷ 8 63 | 63 | 1,989 | 32 Jan. 3 63 Jan. 18 | 65 Jan. |
| Northern Central (Ball.). 50 | +358 | | 67 | 34 * | 67 | 674 674 34 34 | | | 674 | 6719 | | 3 12 Jan. 7 | 378 Jan. |
| Northern Pacific (Phila.)100 Preferred "100 | *17 | 18 * | 173 ₈ 1793 ₄ 18 | 778 1749 | 174 | 17 18 179 ¹ 9 | *17% | 18 ¹ 9 180 | 18 | 1804 | 32 | 174 Jan. 10 | 18 Jan. 1 1804 Jan. 1 |
| Old Colony(Boston) 100 Pennsylvania(Phila.). 50 | 5034 | | 5078 5 | 1 51 | 5118 | 51 51 8 21 | | 514 | 514 *224 | 514 | | 50% Jan. 5 | |
| Philadel, & Erie. "50 Phila & Reading. "50 Philadelph Trac. "50 | 658 | 658 | 638 | 6 ⁷ 8 6 ⁹ 16 94 | 615 ₁₆ 95 ¹ 2 | 614 658 9219 9384 | 65 ₁₆ 91-9 | 649 9234 | 65 ₁₆ | 925g | 18,548 | 6 ¹ ₁₆ Jan. 3 90 Jan. 18 | 615 6 Jan. 1 994 Jan. |
| Summit Branch (Boston). 50 | | | | | 1178 | 114 1138 | | 1118 | *6 | 64 | | | |
| Union Pacific " 100 United Cos of N.J. (Phila.) 100 | 236 12 2 | 2364 23 | 364 23 | | 236 4 2 | 23612 23613 *514 6 | *23619 | | *2361 ₂ *51 ₄ | | 21 | 236 Jan. 2 6 Jan. 2 | 236 4 Jan. |
| W.N.Y.&Pa.tr.rec " 100 Miscellaneous Stocks. | *514 | | | | 90 | 89 8934 | | | | 903 | 13,442 | | |
| Am.Sug'r Refin. (Boston) Preferred " | | 92 9 | 91 ¹ 2 9 91 ¹ 2 9 | 92 92 | 92 | 92 92 | *911g | 92 | 9219 | 924 | 235 | 90 Jan. 8 | 921g Jan. 1 |
| Bost & Montana. " 25 | 364 | 374 | 374 3 | 384 374 | 38 | 37 384 | 37% | | | 39 | 12,172 | 33½ Jan. 2 10 ⁵ 8 Jan. 12 290 Jan. 2 | 39 Jan. 1 114 Jan. 1 |
| Butte & Boston "25 Calumet & Hecla "25 | × 2 | 290 * | 29 | 11 290 | 11 ¹ 8 *. | $10^{7}8$ $10^{7}8$ 290 | * | 290 | 290 | 290 | 35 | 290 Jan. 2 91 Jan. 16 | 290 Jan. |
| Canton Co (Balt.).100 Consolidated Gas "100 | 04.4 | 6434 1 | 644 6 | 92 *91 55 *644 | | 91 91 ¹ 9 64 ³ 4 64 ³ 4 | 6484 | 914 | 64 84 | | 1 198 | 6438 Jan. 4 | 654 Jan. |
| Erie Telephone. (Boston). 100 General Electric. "100 | 53 34 | 34 | 34 8 | 3458 34 | 34 | *53 \(\begin{array}{cccccccccccccccccccccccccccccccccccc | 5334 3418 | 3448 | 34 | 348 | | 334 Jan. 7 | 354 Jan. 1 |
| Preferred " 100 Lamson StoreSer. " 50 | 68 *2212 | 23 | 23 2 | 70 67 *221 | | 67 67 23 23 | 67 | 67 23 | 2318 | 67 | | 5 2258 Jan. 8 | 23 4 Jan. |
| Lehi'h Coal& Nav. (Phila.) 50 N. E. Telephone (Boston) 100 | | | | 494 684 68 | 68 | 4914 491 ₂ 6814 6814 | 684 | 684 | 69 | 69 | 269 | 2 67 Jan. 2 | 69 Jan. 1 |
| North American (Phil.).100 West End Land. (Boston) | | 218 | *2 | 218 *2 | 218 | 2118 2116 | 218 | 349 | 21 | 21 | 1,20 | | |
| δ 3d instalment paid. | Bid | d and as | ked pri | ices; no sa | le wasin | naile. | 1 | | 1 | | 1 | 1 | 1 + 10 |
| Inactive Stocks. | 1 | Bid. A | sk. | Inac | tive sto | ocks. | Bid | l. As | k. | | Bon | ds. | Bid. Ask |
| Prices of January 18. | | | | Bonds- | Boston, | - 1000 TI | - T A CC | 21- 00 | Pa. | & N. | Y. Ca., co | n. 5s.1939, A& | O 1081 109 |
| Atlanta & Charlotte (Ball. Boston & Providence (Boston |).100 2 | $ \begin{array}{c c} 9012 & 9 \\ 260 & 26 \end{array} $ | 3 At | 2d 2 2-48, g | ., Class A | g.,1989, Ja 1989, Ad | zO * 19 | 78 20 | 18 Phi | la.& E | riegen. I | r.,5s.1918, Q- M.5g.,1920, A& | 0 118 120 |
| Catawissa " | 50 . | 3212 | 4 | 2d mort. 5 | ea Gas I | 19 | 39 5 57 | 57 | 34 Phi | la & F | Read. nev | 1920, A& v 4 g., 1958, J& s, 5 g, 1958, Feb | J 7234 73 |
| 1st preferred " 2d preferred " | 50 | 5 | 019 | Non-exemi | iver Exe | npt 6s, Je | | 1110 | | an bro | | | |
| | | | 0 11 3 | | 000 | 1918, Jo | E1 8106 | 107 | 2 | d pref | . income, | 5 g, 1958, Feb. | 1 1418 14 |
| Charl. Col. & Augusta " | 100 . | 47 5 | O Ch | Plain 4s nic. Burl. & | Nor. 1st | 5,1926, A& | %J \$ 106 %J \$ 90 %O \$104 | 107 93 104 | 14 2 3 2 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 | d pref d pref d, 7s | . income, | 5 g, 1958, Feb. 5 g, 1958, Feb. 1933, A& | 1 14 ¹ 8 14 ³ 1 9 ⁵ 8 9 ³ |
| 2d preferred (Balt. Charl. Col. & Augusta Connecticut & Pass. (Boston Connecticut River " | 100 2 | 47 5 135 4 13 240 25 | 7 Ch | Plain 4s nic. Burl. & 2d mort. 6 | Nor. 1st | 1910, J& 5,1926, A& 1918, J& 1896, J& | kJ \$106 kJ \$ 96 kO \$104 kD \$ 98 kD \$ 97 | 107 93 104 100 74 100 | 14 2 C | d pref d pref d, 7s onsol. | income, | 5 g, 1958, Feb. 5 g, 1958, Feb. 1933, A& 1911, J& | 1 14 18 14 14 14 14 14 14 14 14 14 14 14 14 14 |
| Connecticut & Pass. (Boston Connecticut River "Delaware & Bound Br. (Phila. | 100 2 | 135 13 240 25 | 7 0 | Plain 4s nic. Burl. & 2d mort. 6 Debenture | Nor. 1st | 1910, J& 5,1926, A& 1918, J& 1896, J& | kJ \$106 kJ \$ 96 kO \$104 kD \$ 98 kD \$ 97 | $\begin{bmatrix} 107 \\ 93 \\ 104 \\ 100 \\ 100 \\ 100 \\ 95 \\ 99 \end{bmatrix}$ | 14 2 C C C C C | d pref d pref d, 7s onsol. onsol. | mort. 76 | 5 g, 1958, Feb. 5 g, 1958, Feb. 1933, A& 1911, J& g1911, J& | 1 14 14 14 14 14 14 14 14 14 14 14 14 14 |
| Connecticut & Pass. (Boston Connecticut River " Delaware & Bound Br. (Phila. Flint & Pere Marq (Boston Preferred " Har, Ports. Mt. Joy& L (Phila. | 100 2 100 2).100).100 100).50 | 135 \(\frac{1}{2} \) 135 \(\frac{1}{2} \) 12 \(\frac{1}{34} \) 84 \(\frac{1}{2} \) | 0 Ch | Plain 4s nic. Burl. & 2d mort. 6 Debenture nic. Burl. & Iowa Divis | Nor. 1st 8. 6s. Quincy 4 ion 4s. | 1910, J& 5,1926, A& 1918, J& 1896, J& 1922, F& 1919, A& 58, 1921, J& | &J 2106 &J 5 96 &O 5104 &D 5 98 &D 5 97 &A 5 98 &O 5 98 | 107 93 104 100 100 95 99 69 86 | 24 24 25 C C C T T Phi | d pref d pref d, 7s onsol. onsol. mprov on. M. ermin l. Rea | mort. 78 mort. 6 g mort M ,5 g., star al 5s, g d. & N. I | 5 g, 1958, Feb. 5 g, 1958, Feb. 1933, A& 1911, J& 2 1911, J& 3 1911, J& 4 1911, J& 1941, Q. 1941, Q. 2 48. | 11 14 18 14 18 19 19 19 19 19 19 19 19 19 19 19 19 19 |
| Connecticut & Pass. (Boston Connecticut River " Delaware & Bound Br. (Phila. Flint & Pere Marq. (Boston Preferred " Har.Ports.Mt.Joy& L (Phila. Kan. C'y Ft.S. & Mem. (Boston Preferred " | 100 100 100 100 100 100 100 100 100 | 135 \(\frac{1}{3} \) 13 \(\frac{1}{2} \) 25 \(\frac{1}{34} \) 34 \(\frac{84 \lambda 1}{2} \) 10 \(\frac{1}{40} \) 5 | 0 Ch 7 0 Ch 3 7 Ch Ch 3 Cu 0 De | Plain 4s iic, Burl. & 2d mort. 6 Debenture iic. Burl. & Iowa Divis iic. & W.Mi onsol. of V urrent Riv et. Lans. & | Nor. 1st 6s. Quincy 4 ion 4s. ch. gen. 5 ermont, er, 1st, 5 Nor'n M. | 1910, J& 5,1926, A& 1918, J& 1896, J& \$\frac{1}{2}\$\$\text{s}\$\$1922, F& 1919, A& 558, 1921, J& 581927, A& 78.1907, J& | &J 2106 &J 290 &D 200 &D 200 &D 200 & | 107 93 104 100 100 100 100 95 84 95 86 86 86 85 61 | 24 24 C C C III C C T T III III III | d pref d pref d, 7s onsol. onsol. mprov on. M. ermin l. Rea ncome | mort. 78 mort. 6 greent M, 5 g., star al 5 s, g dd. & N. I es, series | 5 g, 1958, Feb 5 g, 1958, Feb | 11 1418 1418 1418 1418 1418 1418 1418 1 |
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| Connecticut & Pass. (Boston Connecticut River. " Delaware & Bound Br. (Phila. Flint & Pere Marq. (Boston Preferred. " Har. Ports. Mt. Joyd. (Phila. Kan. C') Ft.S. & Mem. (Boston Preferred. " Little Schuylkill (Phila Maryland Central (Balt. Mine Hill & S. Haven (Phila Mesquehoning Val " Northern N. H. (Boston North Pennsylvania (Phila Oregon Short Line. (Boston Preferred. " Boston Pennsylvania & N. W. (Phila Rutland (Boston Preferred. " West Bod. (Boston Preferred. " West Jersey (Phila West Jersey (Phila West Jersey & Atlan." Western Maryland. (Boston Preferred. " West Jersey & Atlan." Western Maryland. (Balt. Wilmin. Col. & Augusta " Worc'st. Nash. & Roch. " Morc'st. Nash. & Roch. " City Passenger RR. (Balt. Bay State Gas fl. (Boston Atlantic Mining. " City Passenger RR. (Balt. Bay State Gas fl. (Boston Boston Land " Centennial Mining. " Electric Traction (Phila Frenchm'n's Bay L'd. " Illinois Steel. " Kearsarge Mining. " Morris Canal guar. 4. (Phila Preferred guar. 10. Oscoola Mining. " Wore'st. Mining. " Morris Canal guar. 4. (Phila Preferred guar. 10. Oscoola Mining. " Oscoola Mining. " Oscoola Mining. " Morris Canal guar. 4. (Phila Preferred guar. 10. Oscoola Mining. " Ouncy Wining. " | 1,100 1,10 | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ | 0 | Plain 4s ic, Burl. & 2d mort. 6 Debenture ic, Burl. & Iowa Divis inc. & W.Mi onsol. of V. urrent Riv t. Lans. & astern 1st ee, Elk. & M Unstampe. C. C. & Spr. C. F. S. & I C. Mem. & consol. of V. to is, Ev. & 2d. on., 5-6 ar. H. & C excican Ce 1st mort. 2d consol. Y. & N.E 1st mort. 2d mort. & gden. & L.C tland, 1s 2d, 5s u tland, 1s 2d, 5s u tland, 1s 2d, 5s u tland, 1s 2d, 6s y. & N.E 1legheny thantic Cite elvidere D atawissa, learfield & onnecting, el. & B'd F sston & An limir. & Wi unt. & Br' ehigh Nav 2d 6s, gold General m ehigh Val. | Nor. 1st 6s. 6s. Quincy 4 100 4s. ch gen. c ermont, er, 1st, 5 Nor'n M. Mort 6 g 1, V., 1st, 11st, 6s. nng., 1st, 5 d. con. 6 Bir., 1st, 4c. B., 7 8., 1st, 7 8., 1st, 7 8., 1st, 7 8., 1st, 6s. nnta, 4 s incomes, incomes | 1910, J6 5,1926, A6 1918, J6 1918, J6 1918, J6 1919, A6 1919, A6 1919, A6 58, 1921, J6 58, 1925, A6 1933, A6 1933, A6 1933, A6 1933, A6 1925, A6 1927, J6 1900, F6 1898, F6 1898, F6 1898, F6 1898, F6 1892, J6 1900, F6 1897, J6 1900, F6 1897, J6 1900, F8 1898, F8 | ## 100 | 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 | 22 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 | d pref d, 78. consoled d, 78. consoled pref d, 78. consoled p, 7 | income, income, income, income, income, income, mort. 7; mort. 6; gement M, 5 g., staal al 5s, g. d. & N. I 5 g., staal al 5s, g. d. & N. I 5 g., staal al 5s, g. d. & N. I 5 g., staal al 5s, g. d. & N. I 5 g., staal al 5s, g. d. & N. I 5 g., staal al 5s, g. d. & N. I 6 g. d. | 5 g, 1958, Feb. 5 g, 1958, Feb. 5 g, 1958, Feb. 1933, A& 1931, J& 1911, J& | 1 |
| Connecticut & Pass. (Boston Preferred Pensylvania & N. W. (Phila Butland Butland & Centen Maryland & Centen Maryland & Roston Preferred Pensylvania & N. W. (Phila Butland & Roston Preferred Pensylvania & N. W. (Phila Butland Pensylvania & N. W. (Phila Butland Pensylvania & N. W. (Phila Butland & Roston Preferred Pensylvania & N. W. (Phila Butland Preferred Pensylvania & N. W. (Phila Butland Pensylvania & N. W. (Phila Butland Pensylvania & N. W. (Phila Butland Preferred Pensylvania & Preferred Pensylvania & N. W. (Phila Butland Preferred Phila West Jersey & Atlan. (Boston Preferred Phila West Jersey & Atlan. (Butland Wilmin Col. & Augusta Wilmingun & Weldon Wisconsin Central (Boston Preferred Preferred Phila Wisconsin Central (Boston Preferred Preferred Phila Wisconsin Central (Boston Preferred Phila Preferred Preferred Preferred Phila Preferred | 1,100 1,10 | 135 1 3 240 25 25 5 5 156 19 1 1 2 1 3 4 1 2 1 2 1 3 4 2 2 5 1 5 1 5 1 5 1 5 1 5 1 5 1 5 1 5 1 | 0 | Plain 4s Plain 4s 2d mort. 6 Debenture ic. Burl. & 2d mort. 6 Debenture ic. Burl. & Iowa Divis insol. of V irrent Riv the Lans. & astern 1st ex. Eller & co. Eller & c | Nor. 1st 8 6s | | ## 100 ## | 103 104 100 | 22 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 | d pref d pref d pref dd, 78. consol. d pref dd, 78. consol. onsol. onsol | . Income, . Inco | 5 g, 1958, Feb. 5 g, 1958, Feb. 1933, A& 1931, J& 1911, J | 11 144 148 144 148 144 148 148 148 148 1 |
| Connecticut & Pass. (Boston Connecticut River " Delaware & Bound Br. (Phila. Flint & Pere Marq. (Boston Preferred. " Har. Ports. Mt. Joy & (Phila. Kan. Cy Ft. S. & Mem. (Boston Preferred. " Little Schuvlkill (Phila Maryland Ceutral (Balt. Mine Hill & S. Haven (Phila Nesquehoning Val " Northern N. H. (Boston North Pennsylvania (Phila Oregon Short Line (Boston Pennsylvania & N. W. (Phila Rutland (Boston Preferred. " Beaboard & Roanoke. (Balt. 1st preferred. " West End. (Boston Preferred " West Jersey (Phila West Jersey (Phila West Jersey & Atlan." (Boston Preferred " West Jersey & Atlan." (Boston Preferred " West Jersey & Mallon (Balt. Wilm. Col. & Augusta " Wilmingu'n & Weldon " Wisconsin Central. (Boston Preferred " Worc'st. Nash. & Roch. " MISCELLAREOUS. Allouez Min'g, asstpd (Boston Atlantic Mining. " City Passenger RR. (Ball. Bay State Gas § (Boston Atlantic Mining. " Centennial Mining. " Electric Traction (Phila Frenchm'n's Bay L'd. " Illinois Steel. " Kearsarge Mining. " Morris Canal guar. 4. (Phila Preferred guar. 10. Oscoola Mining. " Oscoola Mining. " Worcist Canal guar. 4. (Phila Preferred guar. 10. Oscoola Mining. " Ouincy Wining. " | 1,100 1,10 | 135 1 3 240 25 25 25 156 158 175 175 175 175 175 175 175 175 175 175 | 0 | Plain 4s ic. Burl. & 2d mort. 6 Debenture ic. Burl. & Iowa Divis inc. & W.Mi iowa Divis inc. & W.Mi iowa Divis iosol. of V irrent Riv the Lans. & astern 1st ce. Elk. & M Unstamper C. C. & Spr C. F. S. & I C. Mem. & C. St. Jo. Rock & Ft unstamper c. C. St. Jo. Rock & Ft unstamper Latensol. 2d consol. 2d consol. 2d consol. 1st mort. 2d mort. 6 gden. & L. (Inc. 6s Bonds llegheny & levidere D atawissa, el. & B'd F. with a br elericld & onnecting, el. & B'd F. eligh Nav. 2d 6s, gold unt. & Br eligh Val. Consol. 6. | Nor. 1st 8 6s | 1910, J6 5,1926, A6 1918, J6 1918, J6 1918, J6 1919, A6 1919, A6 1919, A6 58, 1921, J6 58, 1925, A6 1933, A6 1933, A6 1933, A6 1933, A6 1925, A6 1927, J6 1900, F6 1898, F6 1898, F6 1898, F6 1898, F6 1892, J6 1900, F6 1897, J6 1900, F6 1897, J6 1900, F8 1898, F8 | ## 100 | 6 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 | 22 2 2 C C T T C T T T T T T T T T T T T | d pref d pref dd, 78 onsol. a consol. a con | income, income | 5 g, 1958, Feb. 5 g, 1958, Feb. 1933, A& 4 1911, J& 4 1911, J& 5 1911, J& 5 1911, J& 6 1911, J& 7 1911, J& 7 1911, J& 7 1911, J& 7 1911, J& 8 1911, J& 8 1911, J& 9 1 | 1 |

NEW YORK STOCK EXCHANGE PRICES (Continued)-ACTIVE BONDS JAN. 18 AND FOR YEAR 1895.

| Amer. Cetting Oil, deb., 8g, 1900 Q = 125 | 112 | Closing | Range (sa) | les) in 1895 | i II | | Closing | [D | 1005 |
|--|--|-------------------------|-------------------------------------|------------------------|---|-------------|-----------------------------|----------------------------|--|
| APPRO CALLES (1989) 6 A 5 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | RAILROAD AND MISCEL. BONDS. In Pe | True | - | - | RAILROAD AND MISCEL. BONDS. | | Price | | V |
| ALDOSA SE - 1007-7-64 1989 A 2 125 2014 310 COADMAN CONTRACTOR A 5 1007 A 1007 | Amer Cotton Oil, deb., 8g, 1900 O | F 1127 ₀ | | | Pac of Mo -2d avt 5g 1029 | | | | |
| W. T. H. Hershiere, S. 1910, J. K. J. S. 1940, M. S. 1 | At.Top.&S.F100-yr.,4g.1989 J | & J 6638 | 63 Jan. | 67 Jan. | 1 St.L. & Ir. Mt. 1st ext. 5s. 1897 | IN St A | 1034b. | 106 le Jan. 103 le Jan. | |
| W. T. H. Hershiere, S. 1910, J. K. J. S. 1940, M. S. 1 | Col.Midland—Cons., 4 g. 1940 F | & A 2134 | 20½ Jan. | 20 8 Jan. 21 4 Jan. | | | | | |
| United Entersted—e.g., 1977 M. S. 1952, 55 Jan. 97 Jan. Commission of the Commission | W. D. income, 6s1910 J | & J | | | Mobile & Ohio—New 6 g 1927 | A & O | 7938 | 7778 Jan. | 79½ Jan. |
| 24, 5 | Brooklyn Elev.—1st, 6 g 1924 A | & O | 8734 Jan. | 88 Jan. | | | 6578 | 65½ Jan. | |
| Genting of S. J. Chong, 7, 1907, 18 & 114 b. 194 Jun. 191 | Canada Southern.—1st 5s 1908 J | & J 11078b. | 109 Jan. | 111 Jan. | 1928 | 1 6 0 | | 1005g Jan. | 101 Jan. |
| Compared morticages, 54 : 1007; 4 c. 8 110 d. 110 | Cent.GaS.&W.1stcon.5s.1929 | | | 1064 Jan. | 1. 1. Central—Deb. ext. 4s 1905 | M & M | 90 b. | 90½ Jan. | 90½ Jan. |
| Leib, A.W. H., Con., 77, 1874, 11901 2. S. J. 1905, 107, 108, 108, 108, 108, 108, 108, 108, 108 | Consol., 78 1902 M | & N 118 b. | | 121 Jan. | Deben. 5s. coup. 1884 1904 | J&J | 12418 | 1234 Jan. | 1244 Jan. |
| An not mort case 6 a. 1921 & 2. 3 y 2. 5 y 3. 4 a. 1 y 3. 5 y 3. | General mortgage, 5 g1987 J Leh. & W.B., con., 7s, as'd, 1900 Q. | k J 11234 | 111 Jan. | 11234 Jan. | R. W. & Ogd., consol 5s 1922 | M&N | 1174b. | 1174 Jan. | 11712 Jan. |
| Ches. & Oblin.—Ser. A. 6c, 1993. A & O 1994. http://dx.doi.org/10.1006/j.cc | " mortgage5s.1912 M | & N 92 | 92 Jan. | 92 Jan. | West Shore ougr 4a 2261 | TOT | 105 | 1044 Jan. | 105 Jan. |
| Material Color 1959 1959 1958 | Central Pacific.—Gold, 6s.1898 J | z J 1034b. | 1034 Jan. | 1034 Jan. | N. Y. Elevated—7s. 1906 | J & J | 104 | 102½ Jan. 107¾ Jan. | |
| General 4.8s, § | Mortgage, 6 g1911 A | E O 1194 | 11834 Jan. | 11934 Jan. | Construction by 1923 | EN P. A | 131 b. 1161 ₂ b. | 132 Jan. | |
| Bill. Lack. Rightsan.—6, 1907. M. & S. 1909. Spin. Spi | General 4 ¹ 28, g | z S 74 | | | 2d consol 6 g 1969 | MAS | 132 b. | | |
| Consol, 68 1903 M. & S. 103 100 Jan. 101 102 Jan. 103 Jan. 103 Jan. 103 Jan. 104 Jan. 105 | R. & A. Div., 1st con., 4g.1989 J 2d con., 4g.1989 J | z J 93½ z J 85 b. | 9318 Jan. | 94 Jan. | | | 130 b. | 131 Jan. | 131 Jan. |
| Denver Division 4a. 1925 6 & 8 50 8 70 70 70 70 70 70 70 | Eliz. Lex. & Big San5g. 1902 M & Chic. Burl. & O -Con. 78, 1903 J | S 9912 | | 995 ₈ Jan. | N. Y. Ont. & W.—Ref. 4s, g. 1992 | M & S | 8878 | 88 Jan. | 89 Jan. |
| Nebrasha Extension, 4s. 1927 M & N S55 971 318 52 318 32 32 32 32 32 32 32 3 | Depenture, 58 | 7 N 101 a. | 100 Jan. | 101 Jan. | N.Y.Sus.&W.—1stref.,5sg.1937 | J & J | | 1071 Jan. | |
| Then. & S. J. C. H. & J. C. H. & S. J. C. H. & J. C. H. & S. J. C. H. & J. | Denver Division 4s1922 F | z A 95 b. | 96 Jan. | 96 Jan. | 12.011.00 W.—100-year. 38.9.1990. | Ar II | 119 b. | 119 Jan. | |
| Chicago & Brite.—1st, 5c, 1982 Mar. Sep. Jan. Dollows, 1983 Mar. Sep. Jan. Dollows, 1984 Mar. Sep. Jan. Dollows, 1985 Mar. Sep. Jan. Dollows, 1985 Mar. Sep. Jan. Dollows, 1985 Mar. Dollows, 1985 Mar. Sep. Jan. Dollows, 1985 Mar. Jan. Dollows, 1985 Mar. Jan. Jan. Jan. Jan. Jan. Jan. Jan. Jan | Han. & St. Jos Cons., 6s. 1911 M | t N 88 ¹ 2 | 874 Jan. | 89½ Jan. 120½ Jan. | Md. & Wash Div.—1st 5 o 1941 | T & T | 113lah | 119 Ton | 114 Ton |
| Chicago & Brite.—1st, 5c, 1982 Mar. Sep. Jan. Dollows, 1983 Mar. Sep. Jan. Dollows, 1984 Mar. Sep. Jan. Dollows, 1985 Mar. Sep. Jan. Dollows, 1985 Mar. Sep. Jan. Dollows, 1985 Mar. Dollows, 1985 Mar. Sep. Jan. Dollows, 1985 Mar. Jan. Dollows, 1985 Mar. Jan. Jan. Jan. Jan. Jan. Jan. Jan. Jan | Consol., 6 g | D 11612 | 116½ Jan. | 116½ Jan. | General, 2d, coup., 6 g. 1933 | A & O | 89.98 | 89 Jan. | 895 ₈ Jan. |
| Check of the Content of the Conten | General consol., 1st, 5s1937 M | N 9712 | 97 Jan. | 9834 Jan. | Consol, mortgage, 5 g1989. | & D | 27 | 28 ¹ 2 Jan. | 2738 Jan. |
| 148, Ch. Perc. W. Div., 50, 1926 J. de J. 1114 J. 1104, Jan. Chic. & Mo. Riv. Div., 50, 1926 J. de J. 1004 J. 1134, Jan. Chic. & Mo. Riv. Div., 50, 1926 J. de J. 1004 | Income, 5s | t. 24½a. | | | Unic. & N. Pac., 1st. 5 g 1940 | 1 8 01 | 40 b. | 39% Jan. | 7712 Jan. |
| 148, Ch. Perc. W. Div., 50, 1926 J. de J. 1114 J. 1104, Jan. Chic. & Mo. Riv. Div., 50, 1926 J. de J. 1004 J. 1134, Jan. Chic. & Mo. Riv. Div., 50, 1926 J. de J. 1004 | Chic. Mil. & St. P.—Con. 7s. 1905 J | J 125½b. | 126 Jan. | 126 Jan. | No. Facine & Mont6 g 1938 | M & S | 44 b. † | | 45 Jan. |
| Math. Math | 1st, So. Minn. Div , 6s1910 J & | J 1164b. | | | No. Pacine Ter. Co6 g1938 J | & J | 10018 | 96 Jan. | 10018 Jan. |
| Wase, & Milm., Div., 5 g., 1921 J. & p. 1930 J. & p. 1931 | 1st, Ch. & Pac. W. Div., 5s. 1921 J & | J 11134 | 1104 Jan. | 11134 Jan. | Consol., 7s1898 | & J | 10718 | 0718 Jan. | 10718 Jan. |
| Mill. & No. 2., Section 6.163.3 & d. 163.5 & | W18c. & Minn., Div., 5 g, 1921 J & | J 109 b | 1074 Jan. | 109 Jan. | General mortgage, 4 g 1921 M | 1 & N | 45 b. | 48 Jan. | 43 Jan. |
| Chic. & N. W.—Consol., 78, 1915 Q.—F 143 db, 1428, Jan. 1438, Jan. Coupon, 50(d, 78. 1902) \$\frac{1}{2}\$ db, 1222 \tau, 1214 \tau, \ta | Gen. M., 4 g., series A 1989 J & | J 8814b. | 881 Jan. | 88½ Jan. | Oregon 1mpr. Co.—1st. 6 g. 1910 J | & D | 97 b. | | †35 Jan. 971 ₂ Jan. |
| Sinking fund, 68 | Chic. & N. W.—Consol., 7s. 1915 Q— | F 1434b. | 1423 Tan | 143% Jan. | Ore, R. & Nav.Co.—1st. 6 g 1909 J | de O | 53½ 107¾b. 1 | 49 Jan. | 54 Jan. |
| Smithing fund, debenture, 5s. 1933 M & N 1094 Jan. 1063 Jan. 22-year debenture, 5s. 1933 M & N 1074b. 1069 Jan. 1063 Jan. 22-year debenture, 5s. 1936 M & N 1074b. 1069 Jan. 1063 Jan. 24 Jan. 24 Jan. 25 Jan. 25 Jan. 26 Jan. 26 Jan. 26 Jan. 27 Jan. 27 Jan. 27 Jan. 28 Jan. 38 Jan. 28 Jan. 38 Jan. | Binking fund, 68 | U 120 a. | 1214 Jan. 120 Jan. | 1224 Jan. 120 Jan. | Penn. Co.—410 g., coupon 1921 I | & D | 75 b. | 75 Jan. | 75 34 Jan. |
| 227-year debenture, 58. 1909 M & N 107 b, 107 b, 108 j Jan. 106% Jan. 106% Jan. 107 b, 107 | Sinking fund, 5s 1929 A & Sinking fund, deben., 5s. 1933 M & | 0 11012 | 109 to Jan. | 1093 Jan. | | | 96 b. | 94 Jan. | 94 Jan. |
| Extension and col., 5s., 1934 \$\chis \text{S} \text{ 102} \text{ 107} \tex | 25-year debenture, 5s1909 M & | N 10718b. | 106 12 Jan. | | 2d mortgage, 5 g 1926 M | I & N | 28 b. | 26 Jan. | 28 Jan. |
| Chic, St. P. M. & O68 1930 J. & E. J. 22 Jan 108 Jan 1913 Jan 1914 Jan. C. C. & IConsol., 7 g. 1914 J. & D. Jan 192 Ja | Chic.R.I.&Pac.—6s., coup. 1917 J & | J 127 b. 1 | 27 Jan. | | 1st pref. income, 5 g1958 | J | 23 | | 24 Jan. |
| C.C.C. & E. — Controll, 78., 1941 J. & J. S. D. 82.9 Jan. 185 Jan. 1961 General consol., 6 g 1984 J. & J 1984 J. & | 30-year debenture, 5s1921 M & | 8 91 b. | 9138 Jan. | 913 Jan. | 3d pref. income, 5 g1958 | | | | 15% Jan. 11 Jan. |
| Col. St. Line Proc. Sci. April 6 d. 1929 Jan. 1223 Jan. 1223 Jan. 1224 Jan. 1222 Jan. | Cleveland & Canton.—5s1917 J & | J 80 b. | 26 Jan. 82½ Jan. | | K10 Gr. Western—1st. 4 g 1939 I | Sr 1 | 83½ 67½a. | 82½ Jan. | 8412 Jan. |
| General mortgage, 6 g. 1931 J. & J. 1044-b. 102 Jan. 1054 | General consol., 6 g 1934 J & | D | 22 Jan. | 122 Jan. | St. Jo. & Gr. Island—6 g 1925 M | & N | 59 b. t | 57½ Jan. † | 5912 Jan. |
| Section Sect | C.C.C.&St.L.—Peo.&E.,4s.1940 A & Income, 4s. 1990 Apr | O 75 b. | 75½ Jan. | 77 Jan. | 6 g., Class C1906 M | & N 1 | 1154b. 1 | 14 Jan. 1 | .16 Jan. |
| October Color Co | Col. Coal & Iron.—6 g1900 F & Col.H. Val. & Tol.—Con. 5 g 1931 M & | A 93 | | | Cons. guar. 4s, g1990 A | & 0 | 54 | 51½ Jan. | 54 Jan. |
| 18 | General, 6 g | D 89 | 89 Jan. | 89 Jan. | 2d, 4s, g., income1989 J | & J | 18½b. | 184 Jan | 63½ Jan. 19¼ Jan. |
| E. W. & Bell. V. City. — 6g 1921 J & D. Gal. H. & Stan An. M. & P. D. 18 t. 5g. Jan. Gen. Electric, deb. 5s. g 1922 J & D. 924 Jan. 18 t. 3n. 19 Jan. 19 | 1st consol., 4 g 1936 J & | J 81 b. | 80 Jan. | 81 Jan. | 1st consol., 6 g1933 J | & J 1 | 11973 1 | 1838 Jan. 1 | 19½ Jan. |
| Gen. Electric, (edb. 5s, g. 1922) 4 & D 924 and 100 Jan. 918 Jan. 983 Jan. 100 Jan. 993 Jan. 100 Jan. 993 Jan. 100 Jan. 993 Jan. 100 Jan. 993 Jan. 100 Jan. | Ft. W. & Denv. City.—6 g . 1921 .1 & | D 7234 | 99 Jan. 72 Jan. | 99½ Jan. 74¼ Jan. | Montana Extension, 4 g.1937 J | & J 1 | 10012b. 10 | 00 ¹ 4 Jan. 1 | 0012 Jan. |
| House & T. Cent., gen. 48, g. 1921 A & O 62 b 61 % Jan 62 ½ Jan 111 | Gen. Electric, deb. 5s, g 1922 J & | D 9234 | 91 Jan. | 9134 Jan. | San Ant. & A.P.—1st, 4g., gu., '43 J | & J | 5512a. 5 | 5412 Jan. | 56 Jan. |
| Lakber C-On. cp., 1947 J & J 113 13 113 113 113 113 113 113 113 113 113 113 | Hong & T Cont con 4c a 1001 A & | 0 00 1 | 6134 Jan. | 62½ Jan. | So. Pacific, Cal6 g1905-12 A | & 0 1 | 109½b. 10 | 19½ Jan. 1 | 10 Jan. |
| Lakber C-On. cp., 1947 J & J 113 13 113 113 113 113 113 113 113 113 113 113 | 48, g | N 981 ₂ | 98 Jan. | 9834 Jan. | So. Pacific, N. M.—6 g1911 J | & J 1 | 100 10 | 00 Jan. 1 | 00½ Jan. |
| Lakber C-On. cp., 1947 J & J 113 13 113 113 113 113 113 113 113 113 113 113 | 2d 4-5s | 8 7034b. | 704a.lan. | 71½ Jan. | E. Tenn. reorg. lien 4-5s. 1938 M | & S | 82½b. 8 | 3212 Jan. | |
| Lakber C-On. cp., 1947 J & J 113 13 113 113 113 113 113 113 113 113 113 113 | Kings Co. Elev.—1st, 5 g. 1925 J & | J 70 b. | 70 Jan. | 86 Jan. 71 Jan. | Georgia Pac. 1st 5-6s, g. 1922 J | & N 1 & J 1 | 044 10 | 14 Jan. 1 | 04 ¹ 4 Jan. |
| Consol. coup., 2d, 7s. 1303 J & J Lough Island. 1st con., 5g.1931 J & | 7 | OT 4 | 92 Jan. 1 124 Jan. 1 | 95 Jan. 134 Jan. | | 00 0 1 | 13 b. 11 | 314 Jan. 1 | 1312 Jan. |
| Unified, 4 g | L.Shore.—Con. cp., 1st, 7s. 1900 J & Consol. coup., 2d, 7s. 1903 J & | J 118 a. 1 | 17 Jan. 1 | | West, No. Car, 1stcon, 6s, c1914 J | & T 1 | 1134 11 | 1 Jan. 1 | 12 Jan. |
| Unified, 4 g | General mortgage, 4 g 1938 J & | 11758b. 1 | 1714 Jan. 1 | 17½ Jan. | Birmingham Div., 6 g1917 J | & J | 78 b | | |
| Unified, 4 g | Louis. & Nash. Cons., 7s. 1898 A & | O 110 b. 1 | 10 Jan. 1 | 10 ¹ 4 Jan. | 2d, income, 5 g | arch | 2434 2 | 412 Jan. | 254 Jan. |
| Unified, 4 g 1940 J & J & J & J & J & J & J & J & J & J | General 6 c 2d, 6g. 1930 J & | J 104 a. 10 | 04 Jan. 1 | 04 Jan. | Toledo & Ohio Cent.—5 g.1935 J | & J 1 | 82 a. 7 10 a. 10 | 8-2 Jan. 11 | 32 Jan. |
| Louis, N. A. & Ch. —1st, 6s, 1910 A & O 95 Jan. 10 Jan. 110 Jan. 11 | Unified, 4 g 1940 J & | J 7634b. 7 | 16 Jan. 1 75 ¹ 4 Jan. | 17 Jan. 77 Jan. 1 | Tol. St. L. & Kan. C.—6 g 1916 J Union Pacific—6 g 1899 J | & D i | | 0 Jan. † (| 604 Jan. |
| Louis, N. A. & Ch.—1st., 68,1910 J & J 110 a. 110 Jan. 9578 Jan. 110 Jan. 9578 Jan. 110 Jan. 1916 A & O 95 Jan. 9578 Jan. 1st consol., 6 g | Kentucky Central.—4 g.1987 J & | | | 85 Jan. | Ext. sinking fund, 81899 M Collateral trust, 4421918 M | & S & N + | 98 9 | 7 Jan. | 98 Jan. |
| Louis, St. L. & Texas. = 6g. 1917 F. & A 57 b. | Louis. N. A. & Ch.—1st., 68.1910 J & | J 110 a. 11 | 0 Jan. 1 | 10 Jan. | Gold 68, col. trust notes. 1894 F | & A | 90 8 | 7 Jan. 9 | 90 Jan. |
| 2d, 6s | LOUIS St. L. & Tayes _6 c 1017 F & | 1 57 h | | | 1st consol, 6g | & N | 764 7 | 5 Jan. | 78 Jan. |
| Mich. Cent.—1st, cons., 7s. 1902 M & N 121 b 120 b 2 nn 121 b 2 nn 121 b 2 nn 121 b 2 nn 121 b 2 nn 120 b 2 nn 121 b 2 nn 120 b 2 nn 121 b 2 nn 120 b 2 nn 121 b 2 nn 120 b 2 nn 12 | Metro. Elevated.—1st, 6 \$1908 J & | J 11834b. 11 | 8 Jan. 1 | 1834 Jan. | Or S. L. & Ut'h N.—Con. 5g. 1919 A | & O | 47½b. 4 | 834 Jan. 9 | 93 ¹ 4 Jan. 49 Jan. |
| Exten. & Imps, 5 g. 1929 F & A 1142b.1142 Jan. 132 Jan. 132 Jan. 132 Jan. 132 Jan. 133 Jan. 134 Jan. 134 Jan. 134 Jan. 135 Jan. 135 Jan. 136 Jan. 1 | Mich. Cent.—1st, cons., 7s. 1902 M & | J 108 4a. 10 | 18 Jan. 10 | 18 to Ton | U.F.Den.&Guir,con., 5 g.1939 J U. S. Cord.—1st col., 6 g1924 J | & D & J | 39 b. 3 | 94 Jan. 3 | 3978 Jan. |
| Mo. K. & E.—1st 5s, g., gu. 1942 A & O 85 ¹ 4 13a. 84 ¹ 4 3a. 85 ¹ 4 3a. M. K. & Texas.—1st, 4s, g. 1990 J & D 81 ⁷ 8 80 ⁸ 4 Jan. 81 ⁷ 8 Jan. 81 ⁷ 8 Jan. 81 ⁷ 8 Jan. 21 Jan. 102 ⁸ 8 Jan. 21 Jan. 102 ⁸ 9 Jan. 21 Jan. 21 Jan. 21 Jan. 21 Jan. 21 Jan. 21 Jan. 22 Jan. 23 Jan. 24 ¹ 9 Jan | Mil. Lake Sh. & W.—1st, 6 g. 1921 M & 1 | 108 b. 10 129 b. 12 | 8 4 Jan. 10 | 0838 Jan. 13 | Virginia Mid.—Gen.M., 5s. 1936 M Wabash—1st. 5 g 1930 M | & N | 97 a. | 38 Jan. 1 | 96½ Jan. |
| 26, 48, 5 1990 F & A 48 | Exten. & Imps, 5 g 1929 F & | 114 ¹ 2b. 11 | 412 Jan. 11 | I5 Jan. | 2d mortgage, 5 g1939 F | & A | 1008 6 | 9 34 Jana 7 | 70% Jan. |
| Mo. Pac. of Mo.—1st, ex., 4 g.1938 F & A 103 4 b. 103 4 Jan. 1 | M. K. & Texas.—1st, 4s, g.1990 J & J | 01.8 | Ua Jan. | 8178 Jan. | Vest. N. Y. & Pa.—1st, 5 g. 1937 J | & J i | 0270 110 | 284 Jan 116 | 03½ Jan. |
| Tac. of Mo.—18t, ex., 4g. 1938 F & A 103-40. 103-4 Jan. 103-4 Jan. 1100me, 5 g | Mo. Pac.—1st, con., 6 g1920 M & 1 | V | s Jan. 4 | to 4 Jan. | Vest. Un. Tel.—Col. tr., 5s.1938 | & J 1 | 24-40. 2 07 b. | 4 Jan. 2 | 24 ¹ 4 Jan. 08 ¹ 2 Jan. |
| | 30. /8 | 110 8. | 34 Jan. 10 | 034 Jan. | Income, 5 g | oz J | 7 b. | Jan. 5 | 51% Jan |
| | | | | | | | his week | † Trust re | ceipts. |

NEW YORK STOCK EXCHANGE PRICES.—STATE BONDS JANUARY 18.

| SECURITIES. | Bid. | Ask. | SECURITIES. | Bid. | Ask. | SECURITIES. | Bid. | Ask. |
|--|-------|--------|--|------|-------|---|------|------|
| Alabama—Class A, 4 to 51906 Class B, 5s1906 | 10412 | 106 | Missouri—Fund1894-1895 North Carolina—6s, oldJ&J | | | Tennessee -6s, old1892-1898 6s, new bonds 1892-8-1900 | | |
| Currency funding 4s1920 | 94 | ****** | Funding act1900 | | ***** | do new series1914 Compromise, 3-4-5-6s1912 | | |
| Arkansas—6s, fund, Hol. 1899-1900 do. Non-Holford | | 10 | Chatham RR | 1 | 5 4 | 3s | 8419 | 90 |
| 7s, Arkansas Central RR | 1 | 10 | Consolidated 4s1910 | 100 | 127 | do 4 ¹ 281913 Penitentiary 4 ¹ 281913 | 100 | |
| Stamped 4s | 924 | 94 | South Carolina—4 2s, 20-40 1933 6s, non-fund 1888 | 102 | 105 | Virginia funded debt, 2-3s1991 6s, deferred t'st rec'ts, stamped | 5938 | 593 |

GENERAL QUOTATIONS OF STOCKS AND BONDS.

Quotations in New York represent the per cent value, whatever the par may be; other quotations are frequently under per share. The following abbreviations are often used, viz.: "M" for mortgage "g." for gold: "g i." for granateed: "end.." for endorsed; "cons., for consolidated; "conv." for convertible; "s. f.," for sinking sund; "l. g.," for land grant.

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

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

| Subscribers will | 1 | 1 | A A | D | | Craw Secretarias | Bid. | Ask. |
|--|----------------------|---|--|---------------------|--|---|---------------------|---|
| CITY SECURITIES. | Bid. | Ask. | CITY SECURITIES. | Bid. | Ask. | CITY SECURITIES. | | |
| UNITED STATES BONDS & STATE SECURITIES. | | | Emporia, Kan., water w'ks 5s,1906 Everett, Mass.—4s, 1924 | 8 | 1004 | Otter Tail Co., Minn., ref. 5s, 1904. Omaha, Neb School 5s, 1912 | Š | 1094 |
| (See preceding pages.) | | | Fall River, Mass., 4 28, 1913 Water 4s, 1924 | 5 | 110 | 58, 1912 Paving 58, 1896-1904 4128, 1910 | 41 ₈ p.c | basis |
| CITY SECURITIES. Albany, N.Y. 4s.1920 to '30. M&N5 | | | Fitchburg, Mass., 4°, 1914 | \$ | 1074 1074 | 4½s, 1910 | \$ | 106 |
| Allegheny, Pa.— School District 4s, 1903 07 | Ş | 102 ¹ ₄ 113 | Gadsden, Ala, gold 6s, 1909 | 10234 | 10212 | Paterson, N. J.—78, 1900 | \$109 | |
| Alliance, O.—64, 1904 | | 1071 | Emporia, Kain., waker w Rs 58,1900 Everett, Mass48, 1924 Fall River, Mass., 4, 48, 1913 Water 4s, 1924 Fitchburg. Mass., 4, 1914 Fostoria, O, paving cs, 1900-1907 Gadsden, A; a, gold 6s, 1909 Galveston, Tex., 5s, 1914-1934 Greenville, Ill., ref. 5s, 1904 H-milton, O, municipal 5s, 1914-18 | S | 10234 | Paterson, N. J.—78, 1990 68, 1901 48, 1908 4 198, 1934 Petersburg, Va.—68, long | \$100 | 103 11218 |
| Paving 6s, 1895-1904 | \$ | 1074 | Hancock Co., O., diten 58. 95-1900 | 8. | | Petersburg, Va.—6s, longJ&J | 1021 | |
| Athens. Ga58, 1+22 | \$100 | 1074 | Harrisonburg, Va., fund. 5s, 1924 Hartford, Conn6s, 1897J& | 0104 | 109 | 6s, 1901J&J | 102-2 | 1101 |
| Athens. Ga.—58, 1422 | 438 p.c | basis | Towns, 3s, 1909 Haverhill, Mass.—4s, 1922. A&C | 944 | 97 ¹ ₂ | Potter Co., Pa., fund. 5s, 1897-99 | \$ | 11219 |
| 4½8, 1916 | \$105 | 108 | do 5s, 1901M& | 5104 | | Providence, R.I.—58, g., 1900J&D | \$ | |
| A igusta, Me.—68, 1905, Fund .J&J Angusta, Ga.—68, 1905J&. | 01194 | 120 | Houston, Tex.—6s, 1918 | . 107 | 108 104 | Pomeroy, O., ref. 6s, 1914 Potter Co., Pa., fund. 5s, 1897-99 Providence, R.I.—5s, g., 1900J&J 4s, 1899J&D 4s, 1911J&J 4s, gold, 1923 4-4, gold, 1921 3-2s, gold, 1916M&S Pueblo, Col., gen.fund.6s, g., 1902-5 Rahwav, N. J.—New adjusm't, 4s. | \$ | 11434 |
| Austin Toy 5g 1930 Q | 97 | 100 106 | Compromise 5s, 1918. Indianapolis, Ind., refd. 4s, 1924. | . 97 | 99 | 44, gold, 1921 | \$ | 1144 |
| Ballard, Wash., 20 yr. 6s, 1915 Baltimore— s, 1900 5s, 1916 M&b Language | 3 | | Iron Co., Wis., jail 6s, 1897-1912 | . 6 | .10712 | Pueblo, Col., gen.fund.6s,g.,1902-5 Rahway, N. J.—New adjustm't, 4s. | 4 3ap.0 | basis 80 |
| | | 104 | Islip, N. Y., school 18, 18 8-1923. Ipswich, Mass., water w'ks 4s,192 | 1 6 | 100 | Water 4s Richmond, Va6s, 1904-1910J&J | 80 | 82 |
| Bartow, Fla., 20 yr. 68, 1914 | 125 | 125 % | Jersey City 5s, 1923 Assessment 5s, gold, 1924 7s, 1905 Water 7s, 1904 J& | \$1081 | 11012 | 88, 1904-1910 | 121 | |
| 6s, 1903 | . §1193 r §116 | $120 \\ 116 \\ 4$ | 7s, 1905 | r \$118 J \$1171 | 2 | 5s, 1921 & 1922J& 4s, 1920 | . 1004 | |
| 6s, 1903 | r § | 113 | Water assess. 5s, 1916A& | . 0101 | | 4s, 1925J&J 4s, 1926J& Rochester, N. Y.—7s, Water, 1903. | 95 | 97 |
| 48, 1913 | \$1091 | 10234 | | \$108 | | 48. 1912 | - 0 | |
| Water 3 ¹ 28, 1917 | 103 | 104 | Tax arrearage 5s, 1897J& | I 1011 | 2 | st. Joseph, Mo.—6s, 1903 F&A | \$108 | 111 |
| Registered 34s, 1919 | \$ 1043 | 10548 | Water 5s, 1921. J& Funded debt 7s, 1897 M& Water loan 7s, 1899 J& | N 105 J 109 | 106 110 | School Board 5s, 1910A&C | 100 | 101 |
| 4s, 1913. 4s, 1899 Water 3 lgs, 1917. A&C Registered 3 lgs, 1919. Registered 3 lgs, 1937. Park 4s, 1924. Park 4s, 1914. 4s, 1922. Braddock, Pa.,— | \$ | . 11412 | 78, 1900J& | J 111 | 112 | 58, 1900 | \$106 | 108 |
| Park 4s, 1914 | - 0 | 114 | 7s, 1900 J& Water scrip 7s, 1902 J& 7s, 1902 M& | J 114 S 114 | 115 | 48, 1912 | \$104 | 106 |
| Braddock, Pa.,— School 4 28, 1896-1913 | . 5 | . 1034 | Water 78, 1908 | S 122 | 123 | School Board 5s, 1910 A&C St. Louis, Mo.—6s, gold, 1899 5s, 1900 4s, 1915 4s, 1912 3°55s, 1907 4s, 1914 8t. L. Co.—6s, 1905 4s, 20id, 1918 8t. Paul, Minn.—4¹gs, 1916 4¹gs, 1918 5s, 1915 6s, 1904 7s, 1898 8s, 1897 | \$106 | 10734 |
| Brainerd, Minn.— School District ref. 6s. 1904 | - 8 | . 1083 | Water scrip 7s, 1913M& Water 7s, 1913J& | N 125 J 125 | | 4s, gold, 1918 | . \$107 | 108 |
| Brockton, Mass48, 1923 | J 8146 | 150 | Larado, Tex., fund. 6s, g., 1922. Lexington, Kv., 40 vr. 4s | . \$100 | 1031 | 8t. Paul, Minn.—4 ¹ 2s, 1916 | . § | 10734 |
| Park 68, 1924J& | 3 3 140 | 144 | ima, O., paving 6s, 1895-95 | | 1055 | 5s. 1915 | \$113 | 11558 |
| Water 68, 1902. J& Bridge 58, 1919. J& Bridge 48, 1926. J& Bridge 3 ¹ ₂ 8, 1926. | J 8121 | 12434 | Long Isl. City, N. Y.—4128, 1912— | 3 S | | 7s, 1898 | \$110 | 111 |
| Bridge 3 1/28, 19 26 | - \$ | . 104.9 | Lorain, O., ref. wa er 5s. 1914 | S 115 | 1033 | 8 4 ¹ 28, 1917 48, 1912 | D 100 | 10012 |
| Bridge 38, 1925 | 1 8 03 | 95 | 6s, 1897V | ar \$103 | 104 | St. Lake City, Utah— | | |
| Water 38, 1903 Water 48, 1913 Water 48, 1914 School 48, 1920 Public Market 48, 1922 | | 110.3 | Water 78, 1913. J& Laraco, Tex, fund. 68, g., 1922. Lexington, Ky., 40 yr. 48ima, O., paving 68, 1895-95. Lincoln, Nb., ref. 48, 10-20 yrs. Long 181. Ctvy, N. Y.—44-8, 1912— Improvem no 44-8, 1899—Mc Lorain, O., ref. wa er 58, 1914. Louisville, Ky.—78, 1903 V 68, 1897 V 20-408, f 8, 1920 Mc 48, 1923 Mc Malcen, Mass., 48, 1924 Manchester, N. H., water 48, 191 Marblebead, Mass., 48, 1924 | J \$102 | 102 | 5°, g., 1914, gen. fundM& San Antonio, Tex.—6s, 1896J | J \$101 | 1024 |
| Water 4s, 1914 School 4s, 1920 | . 8 | 113.10 | 4s, 1928 | \$ \$102 | 108 | 68, 1898. J& 1 Improvement 68, 1916. F& Building 58, 1917. F& 8an Diego Co. Cal.— School dist. 88, 1895-04. | A 109 | |
| Public Market 4s, 1922 | § | . 1103 | Manchester, N. H., water 4s, 191 Marbiehead, Mass., 4s, 1924 | 1. 8 | 107 | San Diego Co. Cal.— | A 101 | |
| 4s, 1925, Soldiers' Monument Sewer 4s, 1896 | ·- § | 1124 | Ma 150ro gh, Mass., 48, 1922 Medford, Mass., 48, 1914 | § | 106 | Sandusky.O., whr.5s, '97-1910.F& | A Years | 101 2 |
| 30th ward, 8t imp 58.8V, 53 4 V' | rs 0 | 11183 | | | | | 8 | 101 |
| Brunswick, Ga., sewer 5s, 1921. Buffalo, N.Y.—7s, 1924-5J& Cambridge, MassWater6s, '96.J& | J \$135 | 103 | Minneapolis, Minn7s, 1901. Jo 4428, 1912-15 4128, 1913 | 8107 | 19 108 34 108 | Superior, Wis., 6s, 1895-1902 | \$101 | c basis 1024 |
| C11V 68. 1904 | GITO | 120 | 48, 1915 48, hospital, 1922Jo | \$101 | 102 | | 0 | 11024 |
| 4s, 1924 | ar 99 | 19 101 | 4s, 1922 Milwaukee.Wis.—Water7s,'02.Jo | \$102 | 103 | Toledo, O.—/-o0s, RR., 1900. M & 6s, 1899 | ar \$107 | 10719 |
| Conv. 4s, 1909Jd | zJ § 92 | 93 | 5s, 1908-13 | 3111 | % ba-i | 8 48, 1913Va | r. 9 99 | 100 |
| Cheisea, Mass., notes due 35, 5% | 3. 34 1 | o basi | 5s, averaging 10 yearsJ. | kj 100 | 117 | | 5. 0 | 1034 |
| Chester, Pa., School 48, 1914 Chicago, ill.—78, 1899. 78, 1895 4 28, 1900 48, 1911 48, World's Fair, 1921JG Sanitary Dist. 58, 1895-07. M& Sanitary Dist. 58, 1891-112. M& | \$101 | 34 102 | Monmouth Co., N. J.— School dist. 90½, 58, 1910-39. | 8 | 108 | Trenton, N. J.—48, 1911J& Utah Territory—58, 1903J& | zJ 107 | 108 |
| 41.28, 1900 | \$102 | 12 103 14 104 | Montgomery, Ala., 6s, 1921J | XJ 110 | 111 110 | Tenton. N. J. 48, 1911 Utah Territory – 58, 1903 J. 8 Waco, Fex – Gold 58, 1923 | 8 | 100 |
| 4s, World's Fair, 1921Jd | kJ (104 | 105 has | 6s, 1918 | | 103 | Wa tham, Mass., 44, 192 | 4. 8 | 1054 |
| | | | C C C C C C C C C C C C C C C C C C C | XO DIO | 103 | W000 Co., O , Court 10. 38, 1830-7 | 3 | 1001 |
| Water 4s, 1914 | kJ \$121 | 1 121 | 58, 1909 | \$109 | | Worcester, Mass.—58, 1905Ad | tO \$114 | 114 ¹ 2 34 106 ¹ 2 |
| 7s, 190s | ZN \$118 | 19 | 78, Aqueduct, 1905 | 7ar \$12 | 104 | 3 198, 1905 | δD \$101 | 102 |
| 68, gold, 1906 | &J \$102 | 102 | Market 4*, 1911A. Corporate 5s, 1910J. | ED 110 | 111 | Talles ville, O, ici. wavel ± 36, 100 | 9. \$ | 107 |
| Oleveland, O.—78, Sept., 1896.M. | &8 §105 | 108 | Water 6s. 1897F. New Bedford, Mass.—6s, 1909. A | &O \$12 | 712 128 | (Bonds of companies consol'ted | ire | 1 |
| 6s, 1900 | &S \$102 | 112 | 58, 1903 58, 1904 | \$11 | 0 111 | Ala.Gt. Southern-1st,6s,1908J | &J e10 | 110 |
| 5s, 1907 | &D \$118 &O \$108 | $\frac{1}{3}$ $\frac{1}{2}$ $\frac{116}{104}$ | 58, 1904 | \$ 9 | 7 101 | Gen'l mort, 5s, 1927Je | De S | 7 89 |
| 4s, 1904. Park 4s, 1923. Colorado Spr., Col., schil 5s,g., 19 Columbus, 4a.—75 | \$10 | 110 | 68.1898 | Var 10 | 312 | Ala. N. O. T. &c. 1st deb. 6s, 1928 | 7. e 8 | 7 89 |
| Colorado Spr., Col., schil 5s,g.,19 | 09 § | 101 | 68, 1906 | δ | 1 107 | 2d debent. 6s, 1907Jd Ala. & Vicksb.—Cons. 5s,1921.Ad | \$0 | 32 |
| | | | Cons. 6s. 1923.ext. Crossman. | &J 16 | 9 ¹ 8 169 2 ⁵ 8 109 | 2d, consol. 5s | &O 9 | 7 100 |
| Corry, Pa.—Refund. 4½s, 1912. Covington. Ky.—4s,1927, new.J 5s, 1920F. | &J 010 | 014 | 4s, 1942 Newton, Mass., 4s, 1924 New Ulm, Minn, ref. school5s,1 | &J 10 | 138 10 | Alb'y & Susq.—Cons. 7s, 1906, gu Consol. mort., 6s, 1906, guar. A | ar. 12 | 1303g |
| 8s, 1899. J Dallas, Tex.—5s, St. Imp'm't, 19 | &J \$ | 110 | New Ulm, Minn, ref. school 5s,1 | 904 \$ | 10 | Allegh. Val.—Gen. M., 73-10s. J 1st mort., 7s, 1910 | &J 10 | 314 |
| 58, Water, 1920 | 310 | 1-3 | | OV. PAIG 1 | 54 | Gen. 4s, g., 1942 | &S | |
| Water Supply 5s, 1931J. Sewage Impt., 5s, 1931F. | &D 10 &A 10 | $\begin{array}{c c} 2 & 104 \\ 2 & 104 \end{array}$ | 6s, 1900 M 6s, gold, 1901 6s, 1896 | J&J \$11 | 7 | Atch.T. &S. Fe-new 48, 1989, J | gr] 6 | 612 67 912 20 |
| Sewage Impt., 5s, 1931 For Funding 6s 1917 A Dayton, O.—6s, 1898 | 20 11 | 112 | | CENIOIS | 8 | 2d, 2½-4s, Class A, 1989A 2d, 4s, gold, Class B, 1989A | &O 1 | 812 19 |
| Dayton, O.—os, 1838. 6s, 1904 Denver.Col.—Pub. imp. 4s, 1908 Sewer 6s, 1901 Des Moines, Ia., paving 6s, av. 3y Derby Conn., 20 yrs 4s, 1914.J Detroit, Mich.—6s, W. L., 1906J 4s, 1922 4s, gold, 1923. Dubuge, 1a.—Jmpt. 5s, 1901. | 8 | 117 | 5s. gold, 1896 | &N 10 | 2 10 | Guarantee fund notes | Ax () 10 | 3 98 1 98 1 119 |
| Sewer 6s, 1901 | rs. 8 | 101 | Street and avenue 3s, 1916.M Dock 3s, 1924 | &N 10 | 212 10 | 1 lst, 7s, 1907 | &O 10 | 8 12 119 105 |
| Derby Conn., 20 y'rs 4s, 1914.J | &J § | 103 | Dock 5s, 1942 12 3 1 ₂ s, 1912 | \$10 | 119 | Atlantic Ave. RR. (B'lyn)—Gen. Imp. 5s, g, 1934 | 1&J | 961 |
| 48, 1922 | \$ | 110 11 | 3128, 1924 | 8 | 10 | Atlantic City—1st, 5s,g., 1919.M Atlantic & Pac.—1st 4s, 1937 | SEN IU | 1 12 103 4 7 12 48 1 |
| 4s, gold, 1923 Dubuque, 1a Impt. 5s, 1901 Durkirk, N.Y., Imp. 4s, 1895-18 | \$11 | 1-2 11 | 38, 1907 | W. () 0 1 (| 101 | W. D. IHCOIHOS, 1310 | 80 | 312 33 |
| East Orange, N. J.— | | | University 1st M. 48, 1920 | | .16 ** | Land gr. incomes, cum., 190 | 11 | |
| Outlet sewer 44, 1897-1902 | \$ | 100 | Niles, O, Elec. Light 6s, 1907- | 180 3 | 11 | 5 Balt. Ches. & At. 1st 5s, g., 1934. M Baltimore & Onio -4s, 1935 | Ar.() 1(| 02 |
| Outlet sewer 4s, 1903-1909 Elizabeth, N. J.—New 4s,1922.J | &1 8 | 6 9 | Ogden. Utah, gen. imp. 5a, g., 1 | 913. \$ | 10 | Parkersburg, Br., es. 1919 . A | (4/)[1] | 1912 |

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

| For | Expl | anat | ions See Notes at Head of | First | Page | of Quotations. | | |
|--|--------------------|-------------------|--|---|------------------|--|--------------------------|----------|
| RAILROAD BONDS. | Bid. | Ask. | RAILROAD BONDS. | Bid. | Ask. | RAILROAD BONDS. | Bid. | Ask. |
| Balt. & O.—58, gold, 1925F& | A | 11234 | | J \$102 12 | 1023 | Clev. Cin. Chic. & St. L (Cont.)- | - | |
| Consol. gold 5s, 1988 | A 116 D 103 | 10312 | Bonas, 5s, 1895 | 8 1034 | | Peo. & East. cons. 4s, 1940 Income 4s, 1990 | | 77 |
| 516riing, 68, 1895 M& | 9 0101 | 104 | | | 105 | Clev. Col. C. & I.—1st 7s, '99. M&N Consol. mort., 7s, 1914 | 113 129 | 1134 |
| Sterling, 6s, g., 1902 M& Sterling, 6s, g., 1910 M&I Sterling, 5s, 1927 J&I Sterling, 4tes 1922 J&I | 8 e112 N e122 | 114 124 | Bur.&Mo.(Neb.),1st,6s,1918.J&, Cons, 6s, non-ex., 1918J& | J 811534 | 116 | Gen. con. 6s, 1934J&I Clev. Lor. & W. cons. 5s, 1933. A & O | 1224 | |
| Sterling, 5s, 1927 | 0 e108 0 e109 | 110 111 | Quin. Alt. & St. L., 58, 1896 Bur.& Mo.(Neb.), 18t, 68, 1918.J.&, Cons. 68, non-ex., 1918J&, 48, (Neb.), 1910J&, Om. & S. W., 1st, 88, 1896.J&t, Ott. Osw. & Fox R., 88, 1900.J&, Atch. & Neb. 1st 78, 1908.M. | 18 96 | 97 | Cleve, & Mah, Val G. 58, 1938, L& 1 | 112 | 1021 |
| Equ. Tr. ser. B, 1891 to 1900 - M&1 Mon. Riv.—1 st gu.g. 5s, 1919. F& | V | | Ott. Osw. & Fox R., 88, 1900. J&J Atch'n & Neb.—1st, 78, 1908 M&S | \$118 | 1184 | Cle. & Pitts.—Con.s.f.,7s,1900M&N Gen. gu. 4½s, g., "A,"1942.J&J Colorado Mid.—1st, 6s, 1936J&D | 108 | |
| Cen. OCons. 1st, 4 cs, 1930 . M& Ak. & Ch. Jun. 1st, g., 5s, 1930 . M& | 8 1043 | | Repub. Val., 1st, 6s, 1919J&J Chi. & East, Ill.—1st mort. 6s.1907 | 8105% | 106 | Consol. gold, 48 | 20 | 90 |
| Balt. & O. S. W. RR. 448, 1990 J& Ry. 1st cons. 448, g., 1993 J& | 1 106 | 107 | lat com Co mold 1004 tro | 1 400 | 117 | Col. & C.Mid.—1st, 44s, 1939. J&J | 106 ¹ 9 85 | 874 |
| 1st inc. 5s, g., A | 3 | | Ch. & I. Coal R'y, 1st 5s, 1936. J&J | 964 | 98 | Colum. Hock. V. & T.—Con.58,1931 Gen. 68 gold, 1904 | 89 | 8112 |
| Balt & Pot -1st, os, g., 1911. A&C 1st, tunnel, 6s, g., g'd, 1911. J&J Balt. Belt-1st, 5s, 1990M&N | 121 | | Gen. con., 1st, 5s, 1937 M&N Ch. & I. Coal Ry, 1st 5s, 1936 J&J Chic. El. ("Alley"). 5s, g,1929. A&O Extension 5s, 1933 J&J | * 45 | | Col. & Toledo—1st 78.1905 F&A | \$116 | 1181 |
| Balt. Belt—1st, 5s, 1990M&N Barch Creek—1st, 2'ld, 4s, 1936, J&J | 121 | 102 | Chic. & Gr. Trunk—1st, 6s., 1900 Chic. Mil. & St. Paul— | 95 | | Ohio&W. Va. 1st s. f. 7s 14, OMAN | §106 §119 | **** |
| 2d guar, 5s. g., 1936 J&J | | | M.&St.P.1st, 8s, P.D.,1898. F&A P. D., 2d M., 7 3-10s, 1898. F&A | 115 | 1214 | Ohio Land & Ry 6s 1914 Q -J | 90 80 | 85 |
| Balvidere Del.—1st,6s,c,1902.J&I. Cons. 4s, 1927. F&A Boston & Albany—4s, 1913A&O | 105 | | R.D., 1st, \$, gold, 7s, 1902 . J&J I. & M., 1st M., 7s, 1897 J&J I'a. & Dak., 1st M., 7s, 1899 J&J | $\frac{122^{1_{2}}}{113}$ | | Col.Shaw, & H'k.—1st 5s 1940 Jan | 35 | 50 |
| DUBLUH & LOWEII— 38, 1895 | 10103401 | (14 | Chic. & Mil., 1st M., 7s, 1903. J&J | 1224 | | Equipment 6s, s., 1916A&O Col. & Western, 1st, 6s. 1911Je. | 108 | 111 |
| 58, 1899. J&J 48, 1905-6-7. Var. 4 128, 1903. M&N | \$102 | 103 | Consol., 7s, 1905 | 12512 | 131 | B. C. & M. impt 6s, 1911J& | §103 §116 | 103 4 |
| Boston & Maine-4-21, 1944J&J | 01134 | 1342 | 1st M., 6s, S'thwest Div.1909J&J 1st M., 5s, J.a C. & Dav.1919J&J | 1164 | 1074 | Connectiont River 4s, 1943. Act | \$103 | 104 |
| Improvement 4s, 1905F&A Do 4s, 1937F&A | \$10212 | 0312 | So. Minn. 1st 6s, 1910 | 12210 | 1174 | Connecting (Phila.)—1st, 6s Mer Consol.RR. of Vt., 1st, 5s, 1913 | 114 | 87 |
| Bist. & Providence—4s, 1918.J&J Bist.Revere B. & Lynn—6s.'97.J&J | 6104 1 | 08 | do 5s, 1910J&J Chic. & Pac. Div. 6s, 1910J&J do West. Div., 5s,1921.J&J | 104 | 1054 | Corn. Cow. & Ant. deb. 68, 1898 M&N Cumb. & Penn.—1st. g., 58, '21 M&N | 10642 | |
| Bway.&7thAv.—1st c 5s,g.,'43J&D Bklyn.City RR.—1st c.5s,1941.J&J | 113 1 | 1312 | Unic. & Mo. Riv. 58, 1926 T&T | 110 ¹ 8 105 | | Dayt. & West.—1st M6s. 1905. [&] | \$1124 | |
| Brooklyn Ele.—1st, 6s, 1924A&O 2d mortg, 5s, 1915J&J Seaside & B. B. 1st 5s, 1942.J&J | 8649. | 6178 | Mineral Pt. Div., 5s, 1910J&J Chic. & L. Sup. Div., 5s, 1921J& Wis. & Minn. Div., 5s, 1921J&J | 106 | | 1st mort., 7s, 1905 | 130 | |
| Union El.—1st. 6s. 1937 M&N | 86 | 87 | Wis. & Minn. Div., 5s, 1921J&J Terminal 5s, g., 1914J&J Dubuque Div., 1st, 6s, 1920.J&J | 10918 | | Del.&Hud.—Pa.Div., 78,1917.M&S Adir.Ry.,1st,gu.,4128,g.,'42.M&N | 144 | |
| Brunsw. & W.—1st,4s, g.,1938.J&J Bnft. Brad.& P.—Gen.M.7s,'96.J&J | | 73 05 | W18. Val. DIV., 18t. 68, 1920 J.J.J. | 1 STOTE | | Chat'gayO.&I.RRgu68.'29.1&11 | | |
| Buffalo City RR. 1st cons. 5s Buff.N.Y.&Erie—1st, 7s, 1916.J&D | 13312 . | 06 | Fargo & South 68, ass. 1924. J&J Inc. conv. 8. F. 58, 1916J&J | | | Del. L. & W.—Mort. 78, 1907. M&S Warren 2d 78, 1903 A&O Den. & R. G.—1st con. 48, 1936. J&J | 11634 | 82 |
| Buff.Roch. & Pittsb.—Gen.5s, 1937 Roch. & P., 1st, 6s, 1921F&A | 974 1254 | | Dak. & Gt. So. 5s, 1916J&J Gen. g. 4s, ser. A., 1989J&J | | .07 | 1st 7s, gold, 1900 M&N | 115 | |
| Roch. & Pittst.—Gen. 58, 1937. Roch. & P., 18t, 68, 1921 F&A Consol., 1st 68, 1922 J&D Clearf. & M. 18t 58, g., gt., '43, J&J Buff. & Southwest.—68, 1908 J. &J Buff. & Southwest.—68, 1908 J. &J | $11741 \\ 1031$ | 18 ¹ 9 | Chicago & Northwestern— Con. 7s, 1915Q—F | 143 | | Impr., g., 5s, 1928. J&D Des M. & F.D.—Guar. 4s,1905. J&J 1st mort., guar., 2 ¹ ₂ s, 1905. J&J 1st M. on Fyr, guar. | 671 | 7819 |
| Dun. & Sueque. 1st 38, g., 1913, A&O | 95 | | Consol., gold, 7s, cp., 1902. J&D Sinking fund, 6s, 1929 A&O | 1224 | | 18t M., on Ext., guar. 48, 1905 J&J 18t M., on Ext., guar. 48, 1905 J&J Det. B. C. & Alp., 1st, 68, 1913 J&J Det.G. Haven&Mil.—Equip. 68, 1918 Con M. guar. 68, 1918 | 46 | 80 |
| Burl.C. R. & N.—1st.5s,1906. J&D Cons.1st & col. tr., 5s,1934. A&O Iowa C.& W., 1st, 7s, 1909. M&S | 10634 | 98 | do 5s, 1929A&O do debent 5s, 1933.M&N | 1091 ₂ 1091 ₂ | | Det.G. Haven&Mil.—Equip.6s,1918 | 98 1 | 102 |
| C.Rap.1.F.& N.,1st,6s,1920.A&O | | | 25-yrs. deb. 5s, 1909M&N | 1074 | 0758 | Con. M., guar. 6s, 1918 | 60 | 614 |
| do 1st, 5s, 1921A&O Oalifor. Pac.—1st M.,4 2s,1912 J&J | 95 | | EXTOR. DOS. 48. 1926 FA 15 | 101 | | Det. Mack. & M.—Ld. gr. 3 ¹ 28, S. A. Dub. & Sioux C. gen. 58,1938. J&D | 15 | 22 |
| 2 Mor. 6s, g., '91,ext.at4½%.J&J 3d M. (guar. C. P.), 6s, 1905.J&J | 98 | | Iowa Div., 1st, 4½s, 1902 A&O Escan.&L.Sup., 1st, 6s, 1901.J&J Des M.& Minn's, 1st, 7s, 1907.F&A | 1084 | | Ouluth & fron R.—1st,5s,1937. A&O Ouluth S. Sh. & Atl.—5s,1937. J& J | 92 | 93 99 |
| Cambria & Cl. 1st 5s. g., 1905. J&J | 101 | | Iowa Mid., 1st M., 8s, 1900.A&O Chie. & Mil., 1st M., 7s, '98J&J | 12012 | I | Dunk.A.V.& P.—1st,7s,g1900J&D E.T.Va.& Ga., Cin. Ext.—5s.,g.F&A | 11034. | |
| Canada & Atl. 1st 5s, 1909J&J | | 85 | Winona&St.Pet.—2d7s,1907M&N 1st extension, 7 g., 1916. J&D | 130 | I | Eastern, Mass.—6s, g.,1906M&s Saston & Amboy—M.,5s,1920M&N | 121 ¹ 9 1 | 22 |
| Canada 80.—1st 5s, guar.,1908,J&J 2d mort., 5s, 1913 | 110 ¹ 2 | 0634 | Ott. C. F. & St. P. 5s 1909 M&S | 11412 | | | | 80 |
| Can. PaoL.g., 1st. 5s, g., '31. A&O Cape Fear & Yad. V.—1st 6s, 1916 | 60 | 88 | Madison Ext., 1st, 7s, 1910M&8 Madison Ext., 1st, 7s, 1911.A&0 | 133 | E | Elmira& W'mspt-1st 6s.1910.J&J | 115 | |
| Ostolina Cent.—1st, g., 1920J&J Ostovissa—Mort., 7s, 1900F&A | 11434 | 30 | Menominee Ext., 1st, 7s, 1911J&D Northwest. Un., 1st, 7s, 1917. M&S | 133 | E | 5s, 2862 | 105 | 0878 |
| Oedar F. & Min.—1st, 7s, 1907.J&J Cent. of Ga.—1st, cons., 7s, '93.J&J | 113 | | Chic. & Tomah.—1st,6s,'05. M&N & | | 363 ₄ | Cvans. & Ind. 1st 6s, 1924 J&J Consol. 6s, 1926 | 100 1 | .08 |
| Chat. R. & Col.—5s, g., 1937M&N | | 50 | 2d mort., 7s, 1909, guarJ&D 5 S. C.& Pac., 1st, 6s, 1898J&J | 1273 1: | 28 E | | 106 . | 94 |
| Sav. & West., 1st, guar., 1929 M&S Cent. of N. J.—1st cons. 7s, '99.Q-J | 1104 | 53 | do do Unstamped | 127 ¹ 2 12 125 ¹ 2 12 | 28 | Mt. Vernon—1st, 6s, g.,1923A&O Sul. Co. Br. 1st, g. 5s, 1930.A&O | 100 | |
| Convert. mort. 7s, 1902M&N Gen. mort., 5s, 1987J&J | 11238 11 | 234 | Rock Isl. Div.cons. 58.g. 1941 J&D | 30 | OLE | vans. & Rich.—1815 g.1928.M&S | 40 | |
| Leh.& Wil.—Con. 7s,g.,1900,ass.Q Mortgage 5s, 1912 | 108 | | Chic.R.I.& Pac.—68,1917.com.l.c.l | 45 | | 2d, 6s, gold, 1900J&J | 100 | 07 |
| Am. Dk.& Imp. Co., 58,1921.J&J Central Pac.—1st, 68, g, 1895.J&J | 101 | | Exten. & col. 5s. 1934 | $109\frac{1}{2}$ $102\frac{3}{4}$ 10 | | 5s. 1908 | 109 1 | 094 |
| 1st, 6s, gold, 1896J&J 1st, 6s, gold, 1897J&J | 102 | | Thic. & St. L.—1st 6s. 1915 M&S | 110 | 134 | 6s, 1897 | 994 1 | 02 |
| 1st, 6s, gold, 1898J&J 5.Joaquin, 1stM.,6s, g.1900.A&O | 105 | | Col.& Ind. C., 1st M., 7s, 1904. J&J | 114 | 0 F | 4s, 1907 | 12 1 | 13% |
| U.& O. Div., ext. 58 o 1918 Tarlla | 1014 | | Un. & Logansp. 1st. 7s. 1905. A&O | 118 | | Port Huron Div. 5s, 1939 | 80 | 89 |
| | 10334 | 110 | hic.St.P.Min.&Om.—Con. 6s. 1930 | 12 | 4 F | la. C. & Pen.—1st, g., 5s, 1918.J&J 1 | 05 | |
| Charles a sav. 1st 7s, g., 1936. J&J | 106 10 | 8 | St. Paul&S.City. 1st 6s. 1919 A&O | 129 13 | 9 12 F | t. Worth & Denv. C.—1st, 6s, 1921 | 7212 | 98 |
| | 10512 | 0 | hi, &W. Mich.—Gen. 58, 1932. Q—M | $\begin{array}{c ccccccccccccccccccccccccccccccccccc$ | 8 G | t.W.& Rio G.1st 5s, g., 1928. J&J - al.Har.&SanAnt.—1st,6s,g. 1910. | 99 | 58 |
| Comion A Continue of 10.,08 98 | 106 | o | in. Day. & I.—1st.g5s.1941 M&N | 10 | 034 | 2d mort., 7s, 1905J&D 1 Mex.&P.Div. 1st, 5s, 1931.M&N | 91 | |
| Mortgage 68, 1911 A&O | 119 12 | o l | Consol. 58 | 10518 10 | 512 G | al. Hous. & Hen.—1st, 5s, 1913 A & O eorgia—6s, 1910 | 64 | 69 11 |
| Let Consol P 4 A 4 1000 18-7 | 74 7 | 712 | Consol. S. F., 78, 1905A&O | 121 | GH | orgia Pacific—1st. 6s, 1922.J&J 1 a.Carol.&No.—1st,5s,g.,1929.J&J | 83 | 35 |
| 2d do do 4s. 1989 . A.T | 8 | 3 2 | General, 5s, g., 1942 J&D J&D 2d mort., gold, 4 ¹ 2s, 1937. J&J 5 Cin. H. & I., 1st M., 7s, 1903.J&J 5 | 102 - 110 | 4 12 G | a.So.&Fl1st 6s,tr.rec.1927.J&J r. Rap. & Ind.—1st, i.g., g'd, 7s,g. 91 | 8612 8 | 5712 |
| Craig Val. 1st 5s, g., 1940 &J Elevator Co. 4, 1938 &&O | 64 6 | 5 10 | 1.5t. 1.&C.—1st g. 4s, 1936, Q—F | 9018 | | 1st M.,7s, l.g., gold, not guar. A& §1 Extended 1st., g., 4 s, 1941 | 05 10 | 09 |
| 20 mort., 68, 1911 | 11219 | | Indianap. C. &L., 78, 1897. F&A | 05 | 5 | General 5s, 1924 | 10 2 | 20 |
| | 1154 117 | 7 Ci | Cin. Lar. & C.—1st, 7s, g. 1901. M&S § . n. Jack. & Mack. 1st 4s, 1991. J&D | 44 4 | 24 G | Bay W. &St.P1st,con.5s,g.1911 | 7 1 | 0 2 12 |
| Louis'a & Mo.R., 18t, 78, 1900F& | 1154 117 | Ci | n. Leo. & Nor.—1st, 5s, 1916J&J \$1 n. Rich. & Chic.—1st, 7s, '95 J&J | 01 10 | 3 1 11 | . North.—Col. tst.4s,g.,1902.M&S | 85 | 2019 |
| Miss.Riv.Bridge, 1st., s.f., 6s.191: | 105 12 | C1 | n. & p. — 7s, C.C.C. & f 1901. A & O | 17 | I | arrisb'g P., &c., 1st., 4s,1913.J&J 1 | 0312 | |
| Chi.&At.Bdge 1st 6s,g.,1915.J&J Onio. Burl. & Nor 5s, 1926A&C | 0510 | C | ty & Sub. (Ball.) 1st 5s. 1922 T&D 1 | 15 084 109 | 1 | insatonic-Cons. 5s, 1937 M&N 1 | 19 | 3 |
| Debent. 68, 1896 | 9812 98 | CI CI | ev. Akron & Col Gen. g. 58 Mas +1 | 0034 | 4 | x Texas Con. 180 g. os, 193/J&J 10 | 03 10 | 342 |
| | 2038 120 | 78 CI | eve. & Canton-1st. 5s. 1917. Ja. | 95 | 1 | Debenture 68, 1897 | 87 | 5 |
| 58, 8.1., 1901 | 00 | · C | L. C. Ch. & St. L. gen 4s g 1993 | 80 85 | | | | 6 |
| 48, 1919A&O | 9934 101 | 34 | St. L. div.1st.col tr 4s '90 M&N | 91 90 | | Jons. 3d M. 5s, 1895 Acco 10 | 013 10 | 3 |
| 48, plain, 1921 | 95 4 97 | | White W.V.Div. 1st 4s, s., '4 1 J&J C.W.&M.Div.—1st, 4s, g. 1991. J.v. | 85 90 |) (| *old, 3 28, 1951J&J | 96 | |
| A STATE OF THE PARTY OF THE PAR | 8778' 88 | 411 | | 8 | 6 | | 9 | 9 |

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| For Explanations See Notes at Head of First Page of Quotations. | | | | | | | | | |
|---|---|--------------------|---|--------------------------|--------------------------|--|--------------------------|------------|--|
| RAILROAD BONDS. | Bid. | Ask | RAILROAD BONDS. | Bid. | Ask. | RAILROAD BONDS. | Bid | Ask | |
| Illinois Central—Cont. Cairo Bridge—4s, 1950J&D | 1 9770 | | Manhat. El., consol. 4s, 1990. A&O Matrop'n El.—1st, 6s, 1908. J&J | 974 | | N. Y. L. E. & W.—Cont. | 115 | 1101 | |
| Springfield Div., 6s, 1898. J&J | 10312 | | 2d 6s, 1899. M&N N.Y.Elevated.—1st, 7s, 1906.J&J | 1194 | 1084 | 4th M., extended, 5s, 1920. A&O 5th M., extended, 4s, 1928. J&D | 115 | 11619 | |
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| Sterling, gen. M., 6s, g., 1895. A&O Sterling, 5s. 1905 | e100 | 102 | Cons. 78, 1912 | 6136 | 1104 | Reorganizat'n 1st lien, 6s, 1908 Long Dock con. g., 6s, 1935 A&O | 129 | 1314 | |
| Chic.St.&N.O.—T.l'n,7s,'97.M&N. 1st con.7s, 1897 | 109 | | Cons. 4½s, 1912 | A106 | 1074 | New 2d cons.6s, 1969 J&D Collateral Tr. 6s, 1922 M&N | 624 | 65 | |
| 58, 1951, goldJ&D | 1164 | | Manch, & Aug1st, 58, 1933 J&J | 100 | 101 | Funded coupon 5s, 1969J&D | | 651 | |
| Mem. Div., 1st 4s, g., 1951J&D Ind. Dec.&Sp.—1st,7s,1906A&O | 701 | | Mar'ta& N.Ga1st,6s,g.,1911.J&J Marq.H.&O3s, 1925(M.&W)A&O | | | Gold income bonds, 6s, 1977 Chic. & Erie 1st 4-5s g. 1982.M&N | 85 | 85 4 | |
| Ind. Ills. & Ia.—1st 4s, 1939J&D I d'polis & St.L.—1st,7s,1919.Var. | 79½ 122 | | Memph.& Charl.—1st,7s, 1915.J&J 2d mort., 7s, extended, 1915.J&J | 115 | 117 | Income 5s, 1982 | ***** | 25 | |
| Indianap Un.—1st, 4 2s, 1926. M&N Lud'apous & Vin.—1st, 7s, 1908. F&A | 122 | | 1st consol. 7s, 1915J&J 1st, cons Tenn. lien, 7s, 1915 J&J | 103 114 | 1164 | Dock & Impt. 1st, 6s, 1913J&J N.Y. &L. Br'ch—1st, 5s, 1931.J&D | 112 | 110 | |
| In.&G.N1st,6s.1919,cou.off.M&N | | | Gold, 6s, 1924J&J | | 70 | N. Y. N. H. & H.1st r. 4s,1903.J&D | 108 | | |
| 2d. 419-58, 19.9 | 701 | 7112 | Met.W.Side El.1st 5s, g.,1942.F&A Mex. Cent.—Consol. 4s, 1911J&J | \$ 54 | 544 | Con. deb. certs. all instalm't pd., N.Y.&North'n -1st g.5s,1927.A&O | 140 117 | 14034 | |
| 3d, 4s, g., 1921 | | 29½ 86 | 1st con. inc. 3s, 1939July 2d con. inc. 3s, 1939July | 9½ 5 | 10 54 | N.Y.On.& W.—Con.5s,g.,1939.J&D Refunding, 1st, g., 4s, 1992 M&S | 1104 884 | 89 | |
| THAT THE KAT W 1 ST B OF 1917 1 XT | 1 88 | 92 | Mex. Intern. 1st, 4s, g., 1942.M&S Mexican Nat.—1st, 6s, 1927. J&D | 70 | | N. Y. & N. Eng.—1st, 7s, 1905. J&J 1st M., 6s, 1905J&J | 1154 | | |
| Jefferson—1st 5s, g. Erie, 1909. A&O Jeff. Mad. & Ind.—1st. 7s. 1906. A&O | 98 §116-2 | 117 | 2d M., Ser. A, inc., 68, 1917 M&S 2d M., Ser. B, inc., 68, 1917 April | | | 2d m.,6s, 1902F&A N. Y. Pa. & O.—Prior lien, 6s, 1895 | 1044 | | |
| Jofferson—lst5s, g. Erie, 1909. A&O Jeff Mad. & Ind. —1st, 7s, 1906. A&O 24 mort., 7s, 1910. J&J Joliet & No Ind.—1st, 7s, 1907. J&J | 12412 | 125 | Mich. Cen.—Consol., 7s, 1902.M&N Consol. 5s, 1902 | 1214 | 12112 | do 1st 7s 1905 | 14 | 1.5 | |
| manaw. & Mich., 186 4 g., 1990. Add | 00-2 | | 6s, 1909 | 119 | 110 | 2d mort. inc., 5s, 1910 | e 12 | 14 | |
| Kansas C. Belt, 1st, 6s, 1916. J&J Kan. U. Clinton & Spr.—1st,5s,1925 | \$ 85 | 86 | 68, 1909. M&8 58, coup., 1931. M&8 Mortgage 48, 1940. J&J J. L. & Sag.—1stext. 58. 1901 Det. & B. C., 18t 88, 1902. M&N | 10112 | 118 | N.Y. Phil. & Nor.—1st, 1923J&J | e10012 | 1199 | |
| Pleas. Hill & DeSoto, 1st, 7s, 1907 C.F.Sc. & Mem1st, 6s, 1928. M&N | 5 994 | 994 | J. L. & Sag.—1stext. 5s1901 Det. & B. C., 1st 8s. 1902 M&N | 105 §122 | | Income 6s, 1933 | § | | |
| K.C.&M.Ry & Br.1st 5 g,1929.A&O Current River, 1st, 5s, 1927.A&O | § 9834 § 8449 | | Bridge 8s, 1903 Bat.C.&S.—1st gu.g,3s.1989.J&D | A | 81 | N.Y.S.&W1st refnd.,5s,1937.J&J 2d mort., 4 ¹ 2s, 1937F&A | 107 87 | | |
| & C.Ft.Scott& G.—1st,7s,1908 J&D | \$1104 | 111 | Midd. Un. & Wat. Gap-1st, 5s, 1911 | § 97 | | Gen. m. 5s, g, 1940 F&A | 94 | 98 | |
| Kan. C. M. & B.—1st, 2s, 1934. M&S Bir., equip., 6 g., gu., 1903 M&S | 5612 | | 2d 5s, guar. N. Y. S. & W., 1896. Mil. Lake Sh. & W.—6s, 1921. M&N | 129 | 131 | Gen. m. 5s, g, 1940 F&A Term. 1st, g., 5s, 1943 M&N Midl'd of N. J.—1st, 6s, 1910. A&O | 11712 | | |
| K.C.St.Jos.& C.B.—M.7s,1907 J&J Nodaway Val., 1st, 7s, 1920.J&D | §12342 §105 | 106 | Conv. deb. 5s, 1907F&A Ext. & Imp. s. f. g. 5s, 1929F&A | 106 1144 | 115 | Wi kesb.& East.1st 5s, 1942.J&D Norf.&Soutn.—1st g., 5s,1941.M&N | 954 | 97 | |
| Kan. C. Sub. Belt.—1st 1920 6s J&D Kan. C. Union Ter. 5s.1923.F&A | 974 | 100 | Mich. Div., 1st, 6s, 1924J&J Ashland Div., 1st 6s, 1925M&S | 128 129 | 130 | Newo'g Dutch. & Conn.—Incs. 1977 Nor. & West—Gen., 6s, 1931. M&N | | | |
| Kan. C. Pitts. & Gulf 1st 5s A&O Ken. Cent. Ry.—Gold 4s, 1987.J&J | 83 | | Incomes, 6s, 1911 | 110 | | Marr Dimon 1 at Pa 1000 A 60 | | 112 | |
| Ken.&Ind.Bige.—1st,5s,1911.M&S Keokuk&Des M.—1st.5s 1923.A&O | § 89 | 90 | Wil & No 1st Ca 1010 TED | 11512 | 11634 | Mew River 18t 08, 1832 A&U Impr. & Exten, 68, 1934 F&A Adjustment 78, 1924 Q -M. Equipment, 58, 1908 J 741) Clinch V. D., 18t 58, 1957 M&S Md. & W. Div. 18t 58, 1941. J&J | e105 | 109 | |
| Kings Co. El Sr. A ,50, 1925J&J | 70 | 10134 | 1st, consol. 6s, 1913 | | 1393 | Clinch V. D., 1st 5s, 1957M&S | e 76 | 80 | |
| 2d mort 5s, 1938 | | | Iowa Ext. 1st g. 7s 1909J&D Southwest.Ext.,1st,7s,1910.J&D | 121 | 125 1201 ₉ | Md. & W. Div. 1st 5s, 1941J&J Roan. & 50.1st g.gu.5s,1922.M&S | | 75 | |
| Lake E.& West.—1st,g.,5s,1937J&J 2d g., 5s, 1941 | 112 ¹ 2 103 ³ 4 | | Pacific Ext., 1st, 6s, 1921 A&O | 119 | 95 | Col.Conn.& Term.1st5s,g.'22.J&J | 100 | | |
| Lake shore & Mich. So.— | | | Minn'p. & Pac., 1st, 5s, 1936. J&J Minn. S. Ste. M. & Atl.—1st,4s,1926 | . 07 | | 80. 8ide, Va., ext. 5-6s1900 do 2d M., ext. 5-6s1900 do 3d M., 6s, '96-1900.J&J | 100 | | |
| Det.Mon.& Tol.,1st,7s,1906.F&A | $\frac{1107}{127}$ | | Mo.Kan.&T1st, g., 48,1990.J&D | e 97 8158 | 99 82 | Va.& Tenn., 4th M., 88, 1900.J&J | 100 | | |
| Dividend bonds, 7s, 1899A&O Lake Shore, cons., cp., 1st, 7s. J&J | 113 | 118 | 2d, g. 4s, 1990 | 47% | 48 75 | do extended 5s,1900.J&J 100-year mort. 5s, 1990J&J | 101 | 62 | |
| Cake Shore, cons., cp., 1st, 7s. J&J 40 cons., cp., 2d, 7s, 1903J&D Mahon. Coal RR.1st, 5s, 1934. J&J | 1233 ₄ 114 | | Kans. C. & Pac. 1st 4s. g. F&A Dal. &Waco 1st,gu.,5s,1940.M&N | 70 | | North Pac. Coast 1st 6sM&N North Penn.—1st,7s, 1896M&N | 105 | | |
| Kal.A.& Gr.R.—1st 5s, 1938.J&J Lake St. El. (Chic.), 5s, 1928J&J | 111 | | S.W.Coal& Impt.1st,6s,1929.J&J | 80 84 | 8434 | Gen. mort., 7s, 1903J&J Northeast., 8.C.—1st M., 8s, '99, M&S | 1211 ₉ 113 | 114 | |
| Leav.Top.&S.W1st 4s,1912.J&J | 5112 | | Mo. Kan.&E.,1st5s,g., gu.,'42.A&O Mo. Pac.—Consol. 6s, 1920M&N | 95 | | 2d mort 8s, 1899 | 112 | 1124 | |
| Con. M., sterling, 6 g., 1898J&D | 1084 e105 | 107 | 3d mortgage, 7s, 1906M&N Trust gold, 5s, 1917M&S | 107 | 110 | Consol. gold, 6s, 1933J&J Northern, Cal.—1st, 6s, 1907J&J | | 107 | |
| d mort., 7s, 1910 | 135 | 121 | Col. trust, 5s, 1920 | 90 | 70 | Consol. 5s, 1938 | 91 | 109 | |
| Leh. V. Ry, 1st 4 ¹ 2s, g., 1940, rec.gu. Leh. V. Ter.—1st, g. gu. 5s. 1941. A&O | 1094 | 10112 | Pac.of Mo., 1stex. g.4s, 1938. F&A 2d ext. 5s, g., 1938J&J | 102 1034 | 104 | 2d mort., 6s, 1900 | 11058 | 1114 | |
| Leh. Vl. Coal, 1st 5s, g., gu., 1933. JaJ 4 miami—Renewal 5s, 1912. M&N | | 10812 | Ler. & Can. Val. A. L. 1st 5s, '26. J&J St. L. I. M. & S. — 1st ex. 5s, '97. F&A | 10319 | | Mort. bds., 58, 1926, series A J&J | 113 110 | 115 | |
| L. ROCK & Ft.S.—1st, 7s, 1905J&J | \$ 95 | 96 | 2d. 7s. g., 1897 M&N | 104 | 107 | do series B | 115 | 120 | |
| Little R.& Mem.—1st,5s,1937.M&S Long Island—1st M., 7s, 1898.M&N | 30 | 35 | Ark. Br. l. gr., M., 7s, g., '95.J&D Cairo Ark. & T.,1st,7s,g.,'97.J&D | | 102 | Con. mort, stg. 6s, g., 1904J&J Union RR.—1st, 6s, end. Cant., '95 | | 110 | |
| Gen. M. 4s, 1938J&D | 117 ¹ ₂ 98 ¹ ₄ | | Gen. con. r'y & l. g., 5s, 1931A&O Mobile & Birm.—1st, 5s, 1937.J&J | 79 | 7912 | Nor. Pacific— Gen., 6s, 1921J&J | | 1144 | |
| Ferry-1st, 4½s, g., 1922M&s 4s, g., 1932J&D | | 98 | Mobile & Girard 1st 4s, 1897.J&D Mobile & O.—1st, g'd, 6s, 1927.J&D | 117 | 120 | Gen. land gr., 2d, 6s, 1933A&O Gen. land gr., 3d, 6s, 1937J&D | 893 | 90 573 | |
| No.Sh. Br. 1st con.5s,g.,1932.Q-J N.Y.&R'yB'ch,1stg.os,1927.M&8 | | 105 | 1st Extension 6s, 1927Q—J Gen mort., 4s, 1938M&S | 65 | | Trust receipts | 26 4 | | |
| 2d mort. inc., 1927 | 374 | 43 | St.L.& Cairo-4s, guar., 1931.J&J | 80 97 | | Dividend scrip ext. 6s, 1907.J&J | 30 | 40 | |
| N. Y. & Man. Beach, 1st 7s, '97, J&J N. Y. B. & M. B., 1st con. 5s, 1935 | 95 | 100 | Mont. & Eufaula, 1st 6s, 1909J&J Morg'n's La.&Tex.,1st,6s,1920J&J | 113 | | Col. 1st g. notes 6s, 1898M&N Pen D'Oreille Div., 6s, 1919M&S | 100 42 | 101 | |
| Brook. & Mon., 1st 6s, 1911. M&S | 10612 | | 1st mort., 7s, 1918 | | 1284 | Mo. Div. 6s, 1919 | | | |
| 2d, 5s, 1938J&D L. I City & Flu. 1st 6s,1911.M&N | 106 | | Conv. bonds, 7s, 1900J&J General mort., 7s, 1901A&O | 115 1191 ₂ | 117 | Spokane & Pal.,1st 6s, 1936.M&N Helena& Red Mt.1st,6s,1937M&S | | 22 | |
| Lou'v.Ev.& St.L-1st,6s,1926.A&O | 98 | 99 | Consol. mort., 7s, 1915J&D Nashua & Lowell—5s, 1900F&A | 140 | 143 | Dul. & Man., 1st, 6s, 1936J&J Dak. Ext., 1st, s.f. 6s, 1937.J&D | 7742 | 764 | |
| 2d mort., 2-6s, g., 1936 | Š | | Nash.Chat.&S.L.—1st,7s,1913.J&J | 3200 2 | 134 | No.Pac.& Mon., 1st, 6s, 1938.M&8 | 32 | 34 | |
| Consol. 5s, 1939J&J Louisv.& Nashv.— | | 33 | 2d mort., 6s, 1901J&J Consolidated gold 5s, 1928A&O | 10034 | | Coeur d'Al., 1st, g., 6s, 1916.M&S do Gen. 1st g., 6s, 1938A&O | | 80 | |
| Cons. 1st, 7s, 1898 | | $\frac{1103}{111}$ | 1st 6s, T. & P. Bch., 1917J&J 1st 6s, Mc. M.M.W. & Al., 17.J vJ | 106 | | Cent. Wash'n, 1st g.6s.1938. M&S Ch. & No. Pac. con. 5 g.1940. A&O | 40 | 4112 | |
| N. O. & Mobile. 1st 6s, 1930. J&J do 2d, 6s, 1930J&J | 118 | 104 | 1st 6s, Jasper Branch, 1923. J&J New Haven & Derby-Con.5s,1918 | 108 | - 0 M M MC | North. P. Ter. Co1st, 6s, '33.J&J N. W. Gr. Trunk 1st, 6s, 1910. J&J | 8103 | | |
| E. H. & N., 1st 6s, 1919J&D | 112 | | 6s, 1900 F&A New Haven & N., 1st 7s,1899J&J | 8018 | 110 | Norw'h &Wor.—1st M., 68.'97 M&S | 0104 | 105 104 | |
| | \$10412 | | Consol. 68, 1909A&O | 211834 | | Ogd.& L.ChamCons.6s,1920.A&O Income, 6s, 1920 | 10 | 17 | |
| Mem.& O. stl., M., 78, g., 1901J&D | e117 | 12412 | N. J. Junction, 1st, 4s, 1986. F&A N. J. & N.Y.—1st, 6s, 1910. M&N | | 103 | Ohio I. & W.—1st pfd.5s,1938Q-J Ind. Bl. & W.—1st, pf.,7s, 1900 | 100 | | |
| M.&Clarlev.,st'g,('s,g.,1.302 F&A rensacola Liv.,1st,6s,1920. M&S | e107 | 110 | N. J. Sou.—1st, 6s, 1899 int.gu.J&J N. O. & Northeast.—Prior 1.6s.1915 | | | O. & Miss.—Cons., s.f., 7s,1898.J&J Cons. mort., 7s, 1898J&J | 10748 | | |
| 3t. Louis My., 1st, 6g, 1321. M&S | 120 | | N.Y. & Can£ M., 68, g., 1904. M&N | e118 | 120 125 | 2d consol. mort., 7s, 1911A&O 1st,Springf. Div., 7s, 1905M&N | 118 | | |
| do 2d., 3s., 1880. M&3 | 108 | 115 | N.Y.C.& H.R.—1st cp.7s,1903.J&J Debenture 5s, 1884 1904M&S | 109 | | Ohio River RR.—1st, 5s, 1936.J&D | | | |
| 50. & No. Ala., S. F. 68, 1903M&N Fen-forty 68, 1924M&N | 100 | 103 | do 58, 1839 1904M&S do 48, 1890-1905J&D | 10112 | ***** | Gen. gold, 5s, 1937 | 93 | 95 | |
| 50-year gold, 5s, 1937M&N Unified 4s, g., 1940J&J | | 773 | Debt, 4s, g., 1905, ext., M&N | 10234 | 120 | Gen. M. 48, 1921 | ***** | 47 55 | |
| Pensa. & Atl.—1st, 6s, gu, '21. F&A | 1011 | | Gouv. &Osw.1st 5s, g. 1942J&D | e118 | 123 | 11d Colony—68, 1896 | \$103 | 1034 | |
| Col. tr., gold, 58, 1951M&N 8. & N. Al. s. f. 68, 1910A&O | 101 | 110 | Nor. & Mont. 1st 5s.g., 1916 A & O Cart. & Adiron 1st 4s,g., 1981. J& D | | | 4 98, 1897 | \$102 | 103 | |
| Consol. 5s, 1936 | 94 84 | 96 | N. Y. & Put. 1st 4s, g. 1993. AxO Mohawk & M. 1st, 4s, g. 1991, M x5 | 104 | | 48, 1938 B. C. F. & N. B., 58, 1910 . J&J | \$114 | 115 | |
| Loutsvil e . A. & Chie.— 1su, os, 1910J&J | | 108 | West. Transit Co.4128,1503F&A N.Y.Chic.&St.L.—1st,48,1937.A&O | 10314 | 105 | Jmaha & St. L1st, 4s, 1937. J&J Omaha str. Ry-1st, con g.5s.1914 | \$ | 934 | |
| Con. mort. 6s, 1916 | | 95 67 | N. Y. & Greenw'd L1st M. inc. 6s 2 mortgage income, 6s | 15 | 21 6 |)rog. & Cal180 58, 1927J&J)rog. R'y & Nav18t 58, 1909.J&J | 75 107% | 80 | |
| C. & I. Div., 68 gold, 1911F&A | 107 | | N.Y.&Harlem-7s,coup.,1900.M&N | 11548 | 11834 | Con.M.58, 1925 | 714 | | |
| Equipment 5s, 1914 Lou. Ry.Co.,1st c., 5s,g.,1930J&J | | 10012 | N.Y. Lack & W.—1st, 6s, 1921.J&J d, 5s, guar., 1923F&A | 117 | 134 | Collateral trust : 8, 1919 Max 3 | \$133 | | |
| 1st cons. 5s, g., 1942M&S | 57 10 | 60 | Term. & impt. 4s, 1923M&N N.Y.L.E.&W1st ex. 7s,'97. M&N | | 102 | 2d. g. 5s. guar., 1915F&A Pad. Ten. & Ala.—1st5s, 1920.J&f | 108 | 51 | |
| Lynn & Bo ton 1st 5s, g., 1924. J&D & Macon & Nor.—1st 4 2s, 1990. M&S | | 42 | 2d mort. extended, 58, 1919. M&s 3d M. extended, 4128, 1923. M&s | 117 | | Subsidy conds. 6s. 1910 Man | eLu3 | 108 | |
| | _ | | | | Ontoo | per spare. † In Amsterdam IIa E | Frange | _ | |

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

| | PF EX | PIRITA | tions see Notes at Read of | FILSE | Page | or Quotations. | | |
|--|--------------------------|-----------------------------------|---|--|--|--|------------------------|--------------------------|
| RAILROAD BONDS. | Bid. | Ask. | RAILROAD BONDS | Bid. | Ask. | RAILROAD AND MISCEL. BONDS. | Bid. | Ask. |
| Penn. RR Gen. M, 6s. r, 1910. J&J | 13212 | | St. P.Minn. & Man.—1st 7s,1909 J&J | 11058 | | Union Pacific-(Continued.) | | 10 |
| Gen. M. 68, £ c, 1910 J&J Cons. M., 68, cp., '05.J. 15 & D. 15 | 118 | | 2d 6s, 1909 | 1183 ₄ 1191 ₈ | 1194 | Lin. & C., 1st, g., 5s'18A&O Ore, Short-L. & U. N. Con | 17 | 43 |
| Cons. M. 6s, £ do do | 116 | | 1st consol reduced to 4 bs [J& I | 11958 | | Collat. Trust 5s, 1919 M&S Oregon Short-L., 6s. 1922 F&A | 30 91 | 9134 |
| Cons. 4, g., 1943 M&N Collateral trust, 4 ¹ 28, 1913J&D | e109 | 110 | Montana Ext., 1st, 4s, 1937.J&D Pac. Ext., 1st 4s, £, 1940J&J | 8612 | | Utah South Gen.,7s,1909J&J do Ext,1st,7s,1909J&J | | |
| Equip. Tr. 4s, series AQ-F R. E.pur.money 1st 4s,1923.M&N | e103 104 | 107 | Minn's U'n, 1st, 6s, 1922J&J 5s, 1922 | 114 | | Utah & Nor.—1st M. 7s. 1908. J&J | | |
| Penn. Co., 6s, coup., 1907QJ | | 1101 | Montana Cent.—1st, 6s, 1937J&J | 112 | 114 | Gold 5s, 1926J&J U.P.Den.&Gulf con.,5.g.,1939.J&D | 38 | 40 |
| Penn. Co. 1st M., 4 ¹ 28, 1921,J&J Penn.& N.1 Can.—1st. 78, '96.J&I | 104 | 1104 | 1st, guar., g, 5s, 1937J&J East'n, Minn 1st, g., 5s, 1908. A&O | 104 | 101 ¹ ₂ 105 ¹ ₄ | U. & Bl. R.—Con. 4s, g, 1922J&J Utica Clin.&Bing.1st 5,1939J&J | 102 | |
| # RR cousel 4s. 1939 A&O | 125 | 100 | Willm &S'x F.1st,5s,g.,1938.J&D St.P.&No.Pac.—Gen.6s.1923.F&A | 100 118 | | Valley of Ohio—1st 7s, 1906J&D Con. 6s, 1921M&S | 35 | 122 50 |
| Peo. Dec. & Ev.—1st, 6s, 1920.J&J 2d mortgage, 5s, 1926M&N | 95 25 | | An. & A. P. 1st, g., gu., 4s, 1943. J&J San. & Col. Sh. L.—1st 5s, 1941 M&N | 51 | 70 | Ver. & Mass.—Guar. 5s, 1903. M&N Wabash—1st gold 5s, 1939 M&N | \$107 1054 | 1054 |
| Evansville Div.,1st 6s.1920.M&8 Peo.& Pekin Ur1st,6s,1921.Q-F | 95 | | San F.& N.P.—1st,5s,g.,1919J&J Sandusky Mansf.& N.—1st, 7s,1909 | 90 120 | | 2d gold 5s, 1939F&A Deb. mort., series B, 1939J&J | 701 ₂ 21 | |
| 2d mort., 4 98, 1921M&N | 65 | 75 | Sav. Am. & M m.con., 6, g., 1919. J&J | 51 | 52 112 | Det. & Chic. Ext., 1st, g., 1941. J&J | 97 | |
| Perkiomen—1st ser. 5s, 1918 Q-J 2d series 5s, 1918 | | | At. & Gulf, con. 7s, 1897J&J | 104 | | St.L.K.C. & N. (r.est. & R.),7s.M&r do St. Cha's Bridge 6s, 1905 | 10434 | |
| Petersburg -Class A, 5s, 1926. J&J Class B, 6s, 1926 | | $108\frac{1}{2}$ $115\frac{1}{2}$ | 80. Ga. & Fla.—1st, 7s, 1899.M&N 2d, 7s, 1899M&N | 106 100 | | do No. Mo., 1st, 1895J&J West End Elec 5s, 1902M&N | 10178 §10484 | 105 |
| Phila. & EGen.guar., 68, g., '20. J & J General 58, 1920 | | 120 | Sciot. V.&N.E1st,g.,4s,1989.M&N seaboard & Roan6s, 1916. F&A | | 7334 | W. Jersey & At. 1st M.,6s1910M&s | 1054 | 103% |
| General 4s, 1920 | 102 | | 58, coup., 1926J&J | 4418 | 103 | West Jersey-1st, 6s, 1896J&J | 1017 | |
| Phil. & Reading— | | | Seat. L.S.& E.—Trust receipts Sham. Sun. & L.—2d. 68, g. 1925. J&J | | | 1st M.,7s, 1899 | 114 10478 1063a | 105 |
| 2d 5s, g., 1933 | 117 1231 ₂ | | Sham. V. & Potts.—7s, cou. 1901J&J Sher. Sh. & So.—1st 5s, 1943J&D | | | West Va. C. & Pitts.—1st, 6s, 1911J & J West. Va. & Pitts.—1st5s, 1990. A & O | e110 | 112 |
| Consol. M.,7s,1911, reg.&cp.J&D Consol. mort., 6s, 1911J&D | 118 | 1284 | Sodus. Bay & S. 1st 5s, g., 1924. J&J So. Car. &Ga.—1st, g, 5s. 1919. M&N | 978 | 98 | West.N.Y.&Penn—1st.5s,1937J&J 2d m., 3s g.—5s sc. 1927A&O | 10234 | 2484 |
| Improvement mort., 6s, '97.A&O Cons. 5s, 1st series, 1922M&N | 104 | 105 984 | 80. Cen. (N.Y.)—Consol. mort., 5s 80. Pac., Ariz.—1st, 6s, 1909-10. J&J | 20 89 | 90 | 2d m., 3s g.—5s sc. 1927A&O Warren & Frank., 1st,7s,'96 F&A West'n No. Car—Con. 6s, 1914.J&J | 11134 | 11219 |
| Deferred income 6s | | | 80 Pac.Cal.—1st,6s,g.,1905-12 A&O 1st con. g, 5s, 1938 | 10912 | | W.PennPitts.Br., 1st 6s,'96.J&J | 102 | |
| New gen. mort., 4s, 1958J&J | | 73 | 1st cons. g., 5s, guar., 1937.M&N | 90 | | Gold 4s, 1928 | | 10312 |
| 1st pref. inc., 5s, gold, 1958 F 2d pref. inc., 5s, gold, 1958 F | 14 | 15 | Aust. & Norw1st, 5s, g. 1941 J & J So. Pac. Branch -6s. 1937 A&O | 86 | | Wheel. Div., 1st, 5s, 1928J&J Extens. and Imp. 5s, 1930F&A | 93 | |
| 3d pref. inc., 5s, gold, 1958F Term, 5s, gold, guar., 1941.Q.—F | 10 105½ | 11 | Southern—1st, con. g. 5s, 1994 J&J | 98 88% | 89 | Consol. 4s, 1992 | 115 | 117 |
| Term. 5s, gold, guar., 1941.Q.—F Phil. Read. & N. E.—4s, 1942 Incomes, Class A 1952 | | | E.Tenn.reorg.ien 4-5s, 1938.M&S Ala. Cent., 1st, 6s, 1918J&J | 83 | 84 | 1 58 1935 | 107 | 107 |
| Phil.W. & Balt.—Deb.4s, 1917A&O 6s, 1900 | 102 | 1001 | Atl.&Ch.Air L.1st pf.7s,'97.A&O Income, 1900 | 100 | 105 | Winona&S. W.—1st,6s,g.,1928.A&O Wiscon. Cent.Co.—1st,5s1937.J&J | 5058 | |
| 58. 1910J&D | 8111 | 113 | Col. & Green., 1st, 5-6s, 1916. J&; | 107 | 109 | Incomes, non-cum., 58, 1957 | | |
| Trust certs. 4s, 1921 J&J Pied. & Cumb.—1st, 5s, 1911.F&A | 1024 | 1023 | E. T.Va. & Ga, 1st, 7s, 1900J&J Divisional, g., 5s, 1930J&J Consol. 1st, g., 5s, 1956M&N | 1124 110 | 113 | Mil. & L. Minn. 1st 6s, 1912J&J Cni Wis. & Minn 1st 6s, 1916. M & S | 85 | 100 |
| Pine Creek gu. 6s, reg., 1932J&D Pit.C.C.& St. L. con. 4 48 \.1940A&O | 118 | | Consol. 1st, g., 5s, 1956. M&N Ga. Pac., 1st, g., 5-6s, 1922. J kJ | 104 | 105 112 | Income 5s, 1916 | 50 5101 | 103 |
| Cons. 4½s, series B, 1942 A&O Con. 4½s, series, C, 1942 M&N Pittsb.C.& St.L.—1st, 7s. 1900. F&A | 10534 | 10512 | Knoxv. & O.,1st, g.,6s, 1925.J&J Bich. & Dan.,con.g.,6s, 1915.J&J | 113 118 | 114 | | | 10934 |
| Pittsb.C.& st.L.—1st, 7s. 1900.F&A Pittsb.Cl.& Tol.—1st, 6s, 1922.A&O | 116 110 | 114 | Equip. s. f. g., 5s, 1909M&8 Deb., 5s, stamped, 1927A&O | 95 4 92 | 93 | Am. Cot. Oil—M. g. 8s, 1990Q-F Amer. Safe Dep. Co. 1s: 6s, 1903 | 1124 | |
| Pittsb.&Con'llsv.—1stM.7s,'98.J.&J | 108 | 109 | Va. Midl'd, ser. A, 6s, 1906M&S | 117 | 11712 | Amer. Steamship—6s, 1896A&O | 10312 | |
| Sterling cons. M. 6s, g., guar. J&J Pittsb. Ft. W. & C. 1st, 7s, 1912 Var | 13812 | 132 | Series B, 6s. 1911 | 1174, | 11819 | B. & S. Car Co.—1st, g. 6s, 1942 J&J Boston & Mon.—7s, 1902-07 M&N | 11004 | 103 1031 ₂ |
| 2d mort., 78. 18.2 | | | Series E, 58, 1926 | 85 | 10319 | Bost. Un. Gas—5s, 1939, r.rec.J&J Ches. & Del.Can.—1st 5s, 1916.J&J | 8014 | |
| 2d mort., 7s. 15 .2. Var 3d mort., 7s. 1912. A&O Pittsb. Junc. 1st 6s, 1922. J&J 2d 5s, 1922. J&J Pittsb. & Lake E.—2d,5s,1928 A&O Pittsb. McK.& Y.—1st,6s,1932.J&J 2d 6s, 1922. J&J | 117 | 101 | Series F. 58, 1931 | | 97 | Chie. Gas L. & C.—g. 5s, 1937J&J Chie. Junc. col. g. 5s, 1915J&J | 91 | 9119 |
| Pittsb. & Lake E.—2d,5s,1928 A&O | 122 120 | | General 5s, 1936 M&N Wash.O. & W.,1st,gu.,4s,'24.F&A W.N.Car.,1st,con.,g,6s,191.J&J | 78 1114 | 8112 | Colorado Coal & I—6s, 1900F&A Col. C. & I.Devel.gu.5s,g.,1909.J&J | | 11612 |
| 20 OS, 100 ± | 120 | | Spok. Falls &N.—1st os,g., 1939.J&J | § | 100 | Col.&Hock.C'l&l'n-g.68,1917.J&J | | |
| McK. & B. Ver.1st 6s,g.,1918.J&J Pitts.Pain.&F.—1st,g.,5s,1916J&J Pitts.Shen.& L. E.1st 5s,1940.A&O | 120 | 96 | State I. & Sul.—1st 6s, 1899J&J Staten I-land Ry.—Goli 4128.1943 | 100 | 103 | Comst'k Tun.—1st in. 4s, 1919.M&N Consol. Gas, Balt.—6s, 1910J&J | 11:38 | 116 |
| Pittsb. & West.—1st. 4s. 1917.J&J | 8212 | | Stat. Isl. R. Tr.—1st6s,g.,1913.A&O 2d mort. guar. 5s, g., 1926 J&J Sunb.Haz.&W-B.—1st,5s,1928M&N | 86 | 90 | Consolid. Coal—Conv. 6s,1897.J&J | | |
| Mortgage 5, 1891-1941M&N Pitts. Y. & Ash.—1st,5s,1927.M&N | 101 | 80 | 8anb.Haz.&W-B.—1sr.5s,1928M&N 2d mort., 6s, 1938, regM&N | 10412 | 105 | Consum.Gas.Chic.—1st, g. 5s.1936 Denver Con. Gas 1st 6s, g 1911 | 83 | 84 ¹ g |
| Ashtabula & Pitts.—1st 6s, 1908. Portl'nd&Ogb'g—1st6s,g.,1900J&J | 115 | 110 | Sunb. & Lewistown, 1 s, 1896. J&J Susp. B. & Erie Junc1st 7s, 1900 | 10312 | | Denver Con. Gas 1st 6s, g 1911 Detr. Gas.—con, 1st, g.5s. 1918. F&A Edison Elec, Ill. Co.—1st, 5s 1910 | 108 | |
| Port Royal & Aug.—1st, 6s, '99.J&J Ports.Gt. F. & Con.—4128, 1937.J&D | | | Syr.Bing.&N.Y.—consəl.7s,'06A&O Tar.RR.A.St.L.1st,g.4½,1939,A&O | 130 | | Eq.G's&F.,Chic—1stg.6s,1905.J&J General Elec. deb. 5s, 1922J&D | 95 | 93 |
| Potomac Val.1st gu.5s,g.,1941.J&J | § | | Ferre H. & Ind.—1st 5s, 1925J&J | | 114 | Gr'd Riv.Cl.& C.—1st g.6s,'19 A&O | | 106 |
| Pros. & Ariz. C.—1st g.6s,1916.J&J Prov. & Worces—1st 6s,1897.A&O | \$104 | 105 | Equip. notes, 6s, 1895-98 Ter.H & P.—1st,5s,gu.,g.1942.M&S | 98 | 100 102 | Hecker-Jones-Jewell Mill'g 1st, 6s. Henderson Bridge—6s, 1931. M&S | 311012 | |
| Raleigh & Gaston—8s, 1898J&J Ren.&S'toga—1st7s,1921 cou,M&N | 143 | | Terre H. & Log'pt.—1st,gu., 6s,J&J 1st and 2d, 6s, 1913J&J | 107 | | Hoboken L. & Imp. 5s, 1910M&N Ill. Steel Co.— Deb. 5s. 1910. J&J | 85 | |
| Rich. & Petersb., 6s, 1915M&N Rich. Y.R. & Ches., 1st5s1910.J&J | 100 | | Texas & New Orleans—1st,7s.F&A Sabine Div., 1st, 6s, 1912M&S | 105 | | Indianapolis Gas 1st 6s,1320.M&N Iron Steamboat Co.—6s, 1901.J&J | | 10219 |
| 2d mort., 4 ¹ ₂ s, 1910 M&N Rio Grande West., 1st 4s, 1939. J&J | 80 | 94 671 ₂ | Cons. g. 5s, 1943F&A Tex. & P.—East.D.1st 6s,1905.M&8 | 88 | 112 | Laclede Gas, St. L.—5s, 1919Q—F Lehigh C.&Nav.—M.4 ¹ 2s,1914.Q—J | 94 | 954 |
| Rio Gr. South.—1st, 5s, 1939.J&D Rio Gr. South.—1st, 5s, 1940.J&J | 85 | 8712 | 1st gold, 5s, 2000 J&D 2d gold inc., 5s, 2000 Mch | 86 25 | 861 ₄ 251 ₄ | RR. 6s, 1897Q—F Mort. 6s, 189715 J&D | 100 | |
| Roch. St. Ry.—1st 5s, 1930 | 100 | 101 | Third Avenue 1st 5s. 1937J&J | 11719 | 11812 | Consol. mort. 7s, 1911J.&D | 133 | |
| Rutland—1st M., 6s, 1902M.N | \$110% | | Tol. A. A.& Cad.—1st,6s,1917.M&s Tol. A. A.& Gr. T.—1st,6s,1921.J&J | 65 ¹ 2 82 | 91 | Gen. mort. 4½s, 1924Q-F Mut. Un, Tel.—Skg.fd.6s,1911. M&N | 105 | |
| Equipment, 2d 5s, 1898F&A 5t.Jo. & Gr. Isl'd—1st,guar.6s,1925. | 5819 | | Tol. A. A. & Lake Mich.—1st 6s Tol. A. A.&M.P.—1st,6s,1916.M&S Tol.A.Ar.&N.M.—1st,6s,1924.M&N | 58 651 ₉ | 6012 | Nat. Linseed Oil beb. 6s, 1904 Nat.St'rehMf.Co1st,g.6s,'20.M&N | 00 | 93 |
| 2d mort., inc , 5s, 1925, coup. off Kan. C. & Om. 1st 5s, 1927J&J | | | Tol.A.Ar.&N.M.—1st,6s,1924.M&N 1st consol. 5s, g. 1940J&J | 81 | | New Eng. Telephone, 6s, 1908. A&O New Orleans Pac.—Land grants | §10834 25 | 109 |
| Bellev & S. III. 1st S. F. Se. '96 A. CO | 106 | 106 | 1st consol. 5s, g. 1940J&J Tol. & Ohio Cent.—1st, 5s, gu.1935 1st, 5s, g., West. Div., 1935.A&O | $\frac{10878}{105}$ | | N. Y. & E. Riv. Gas 1st 5s, 1944J&J N.Y.& N.J.Tel.Co.gen.5s,g'20 M & N | | |
| Bellev.& Car., 1st 6s, 1923J&D Ch 8t L.& Pad., 1st, g., 5s, 1917 St. L South., 1st, 4s, 1931M&S de 2d, income 5s, 1931M&S | | | Tol. & O. C. Ext.—1st, 5s, g., 1938. Do do guar | 15 | 25 | Northw'n Telegraph-7s,1904.J&J | 1074 | 1004 |
| St. L South., 1st, 4s, 1931M&S | 84 | | Marietta Min., 1st, 6s, g., 1915 Tol.Peoria&W.—1st,4s,1917J&J | 20 25 | 40 | Oregon Imp. Co.—1st 6s, 1910.J&D Consol. 5s, 1939A&O | 53 | 54 |
| Carp. & Bhaw., 180 g.48, 1932. M & B | | 80 | Tol. St.L.&K.C.,1st,6s,1916J&D | 73 59 | 75 | Penn. Canal—6s, 1910J&J Penn. Steel—1st 5s, 1917M&N | 56 924 | 60 |
| St. L. & Ch. 1st 6s, 1927J&J St.L.Mer.Bdg.Ter.1st5s,1930.A&O | 1004 | 102 | Ulster & Del. con., 5, 1928J&D United Co's N.J—Gen.6s,1901.M&S | | | People's G. &C. Ch1 st, 6, g. '04. M & N 2d do 1904J&D | 10312 | |
| Merch. Boge. 6s, 1929 F&A St. Louis & Santa Fe— | § | 106 | do gen. g. 4s, 1944M&8 do gen. 4s, 1923F&A | 1105 ₈ 105 | | 1st con. 6s, g., 1943 A&O Peoria Water Co. 6s, g., 1919.M&N | 88 x | 90 |
| 2d 6s, cl. A, 1906. M&N 1st m. Mo. & W. 6s, 1919 F&A | 114% | | do gen. 4s, 1929M&S Union Pacific—1st, 6s, g, '96J&J | 109 | 10410 | Pleas. Val. Coal 1st 6s g.1940.M&N Proctor & Gamble 1st 6s, 1940 | 98 §1144 | 102 |
| General mort 6s, 1931J&J Coll. trs. s. f. 6s, 1920F&A | 103% | 1 | 1st, 6s, 1897J&J | 105 | 10412 | St.L.B'dge&Tun.—1st7s,1928.A&O | e128 | 131 |
| General mort., 5s, 1931J&J | 90 | 70 | 1st, 6s, 1898J&J 1st, 6s, 1899J&J | 10534 10634 | | St. Paul, Min., Gas-L con.ex.6s, 1918 1st 6s, 1915 | | |
| lst trust, g., 5s, 1987A&O Con. gu. 4s, g., 1990A&O | 74 535 ₈ | 78 55 | Om. Bridge, sterl. 8s, g., '96.A&O Collateral trust, 6s, 1908J&J | e108 92 | 112 | Gen., g., 5s, 1944 Sunday Creek Coal—1st, g., 6s Tenn.C.I.&R.—T.dv.1st6s,'17A&O | 98 | |
| Kan. C. & Sw., 1st, 6s, g., 1916J&J Ft.S.& V.B.Bd., 1st, 6s, 1910. A&O | 30 | 95 | Collateral trust, 5s, 1907J&D Collateral trust 4½s, 1918M&N | 70 40 | | Tenn.C.I.&R.—T.dv.1st6s,'17A&O Bir. div. 1st con. 6s, 1917J&J | 76 78 | |
| St.L.K.&So.W1st 6s, 1916M&S Kansas Mid.—1st, 4s, 1937.J&D | | 83 | Gold 6s col. t'st notes, 1894.F&A Ext. s. f., g., 8s, 1899M&S | 90 97 | 91 98 | U.S. Cordage 1st col. 6s, 1924J&J | : | 60 |
| St. Louis Salem & Arkansas – 5s. St. L. W. & W., 6s, 1919 M&S | | 75 | Equipment Trust 58A&O | 85 | | U.S.L'th Co.Is.f. deb.6sg.1915.M&N W'n Un.—Deb. 7s, 1875-1900.M&N | 109 | |
| st. L. So. W. 1st, g., 4s, 1989M&N | 634 | 6319 | Kans. Pac., 1st, 6s, 1895F&A do 1st M., 6s, 1896J&D | 105½ 106½ | 108 | Deben. 7s, 1884-1900M&N Collat. trust cur. 5s, 1938J&J | 1064 | 10819 |
| St. L. So. W. 1st, g., 4s, 1989 M&N 2d, g., inc. 4s, 1989J&J St. L. V. & T. H.—1st M., 7s, '97.J&J | | 19½ 106½ | do Den. Ext., 6s,1899.M&N do 1st cons. M.,6s,1919 M&N | 107 761 ₂ | $109 \\ 771_{2}$ | Wh.L.E.& P.Coal1st g.5s,1919.J&J STOCKS-RAILROAD. Par. | | |
| 2d mort., 78, 1898 | 108 | | Cen. Br.U.P—A.&P.P.6s,'95 M&N Fund. coupon 7s, 1895 M&N | 98 85 | | Ala. Gt. South.—A., 6s, pref., 210 | e 814 e 2 | 212 |
| 8t. P. & Duluth—1st, 5s, 1931.F&A 2d mort., 5s, 1917A&O | 113 | 105 | Atch.Col. & P., 1st, 6s, 1905 Q.—F At.J.Co. & W., 1st, 6s, 1905 Q.—F | 38 | 40 | Ala. N. O. & Pac., &c., A, pref. £10 | le 12 | 34 |
| | | | | | | | 165 | 10 |

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

| | | For | or Explanations See Notes at Head of First Page of Quotatio | | | | | | tions. | | |
|--|---|---|--|---|--|---|--|---|--|--|--|
| KAILROAD STOCKS. | Bid. | Ask. | RAILROAD STOCKS. | Bid. | Ask. | MISCEL. STOCKS. | Bid. | Ask. | MISCEL. STOCKS. | Bid. | Ask |
| Ala. & Vicksburg | 170 | | K. C. Sub. Belt100 | | 25 | St. Paul & Duluth. 100 | | 25 | San Francisco Gas | 72 | 72 |
| Alb. & Sus., gu., 7100 Atch. Top. & S. Fe.100 | 458 | 478 | Kan.C.Ft.S.& Mem.100 Kan.C.Ft.S.& G.pf.100 | 60 | 65 | do Pref.100 St. P.Minn. & Man.100 | | 11212 | Washington, D.C., Gas Western Gas | 8 4/19 | 49 |
| Atl. & Char. Air L. 100 Atlanta & W. P 100 | 92 89 | 93 | Kan.C.Cl'n & Sp'd.100 | | | Sharon of Pa., guar Shore Line100 | 817112 | | N.Y. & BR'KLYN | |) |
| Atlantic & Pac100 Aug.&Sav.,leased,109 | 80 | 83 | do pref100 | 1512 | | South Car. & Ga100 South. Cal. pref100 | | 10 | HORSE RRS. Local Securities in | | |
| do 1st pref., 6100 | 63 | 634 | Keokuk & West'n100 Kings Co. Elevated | | ****** | Southern Pac. Co 100 Southern (vot. tst. ctfs.) | 1038 | | | | |
| do 2d, pref100 Baltimore Trac | 106 155 ₈ | $109 \\ 1534$ | do Pref.100 | 68 | 72 | d) pref. do 8'west., Ga., g'd, 7.100 | 353 | 36 ¹ 9 72 | Amer. Tel.& Cable, 100 | 924 | 93 |
| do pref | 5 | 7 | L. Sh. & Mich. So 100 ehigh Valley50 | 8 35 | 354 | State Line & Sull 0 Summit Branch, Pa. 50 | 8 4 | 419 | Cent. & So. Am. Cable Commer'l Cable Co 100 | 118 | |
| Beech Creek, guar. 50 Bellev'e &S.Ill.,pf.100 | 135 | | Little Miami50 Little Schu'k'l50 | 8 | 66 | Sunb'ry & Lewist'n,50 Terre H. & Ind'nap.50 | | | Franklin 100 Gold & Stock 100 | 35 103 | 105 |
| Boston & Albany100 Boston & Lowell100 | 2081 ₂ 1981 ₂ | 199 | Long Island50 Long IslandTrac100 | 85 121 ₂ | 87½ 13 | Texas Central | 13 42 27 | 16 | Mexican 100 | 1794 | 105 190 |
| Boston & Maine100 Bos. & Maine pref.100 | | 164 ¹ / ₂ 152 | do Pref.100 | ***** | | Foxas & Pacific 100 Fol. Ann Arbor & N.M | 94 | 212 | Northwest, guar50 Pacific & Atlantic Postal Tel. Cable | 104 ¹ 2 65 | 75 |
| Bos.&N.Y.AL.,pf.100 Boston & Prov100 | 102 | 260 | L. N. A. & Chicago. 100 | 7 | 8 | Tol. & Ohio Cent'l.100 do Pref100 | 70 | 50 | South'n & Atlantic 25 | 52 85 | 55 90 |
| Bos. R. Beach & L.100 Brooklyn Elev't'd.100 | 70 | 704 | do pref.100 Louis. St. L.& Tex.100 | 1 | 2242 | do pref100 | 6 | 10 | TELEPHONE. | 8738 | 87 |
| do Pef. 100 | 60 | 13 63 | Louisville South'n.100 Mahoning Coal RR.50 | 105 | 115 | Ulster & Delaware. 100 U. M.J. RK &C. Co. 100 | | 236 4 | American Bell100 Erie100 | 187 ¹ ₂ 53 ¹ ₂ | 54 |
| do Pref. 100 | | 22 62 | do Pref50 Maine Central100 | 106 | 129 | Union Pacific 100 Un. Pac. Den. & G.100 | 314 | 1119 | Hudson River100 Mexican10 | 45 60c. | 50 700 |
| suffalo St. Ry | 68 48 | 70 | Man. & Law'ce100 Manhattan, con100 | 255 | 256 10°12 | Uti3a & Black Riv. 100 Vt. & Mass., l'sed, 6.100 | 150 1491 ₂ | 150 | N.Y.& New Jersey.100 New England 100 | 95 kg | 68 |
| do do Pf.50 | | | Massawippi100 Mexican Central 100 | | 130 63 ₄ | Wabash RR100 do pref100 | 638 | 634 | TRUST CO'S | | |
| Canada Southern. 100 Canadian Pacific. 100 | 493 ₄ 57 | 504 58 | Mexican Nat., T.R.100 Michigan Cent100 | | 2 | Warr'n(N.J.),l's'd,7.50 West End (Bost.)50 | 8 6178 | 62 | Atlantic100 Brooklyn Frust100 | 200 | 207 |
| | 8 | 5019 | Mine Hill & S. H50 Vinn. & St. L, t. rec. 100 | 8 | 30 | do. pref. (Bos.) 50 | 8 8634 | 87 56 | Continental 100 | 1010 | 170 |
| do 2d pref. 50 ledar F. & Minn 100 | 8 | 5012 | Pref., trust rec. 100 Min.St.P.&S.S.M. 100 | | 4812 | West Jersey & Atl50 West Jersey & Atl50 Western Maryland 50 | 8 27 | 39 | Farmers' Loan & Tr.25 Franklin | 700 | 730 238 |
| ent. of Georgia100 | 15 1134 | 17 | do pref100 Mo. Kan. & T | 144 | 1434 | Western Maryland.50 West. N.Y.& Penn.100 Wheel. & L. E. 100 | 8 5 ¹ 4 9 ⁷ 8 | 6 104 | Hamilton 100 Holland 100 | | 195 |
| entral Mass100 do pref. 100 ent. of N.J100 | 51 9148 | 5112 | do pref100 Vissouri Pacific100 | 225 ₈ 231 ₂ | 23 237 ₈ | Wheel. & L. E100 do pref.100 Wil. Columbia & A.100 | 39 | 41 | Kings County100 Knickerbocker100 | | $\frac{260}{170}$ |
| entral Ohio50 do Pref50 | | | Mobile & Ohio100 Morris & E'x, gu.,7.50 Nash.Chat. & St. L.100 | 1619 | 19 | Wilm. & Weldon, 7.100 Wis, Cent. V. T. certs | 2 49 | 3 49 | Long Island 100 Manhattan 30 | 210 | 225 130 |
| entral Pacific100 har. Col. & Aug. 100 | 144 | 15 | Nash. Chat. & St. L.100 Nash. & Decatur25 | 66 | | do Pref.100 Wor.Nash.& Roch.100 | | 124 | Mercantile100 Metropolitan100 | 325 | 285 |
| hes. & Ohio | 17 146 . | 17-2 | Nashua & Lowell100 | | 2.6 | Worsester Trac., pref | | | Nassau 100 N. Y. Guar. & Ind. 100 | | 140 |
| hic. & East. Ill100 | 7134 | 7178 | Naugatuck 100 N'squehoning Vall'y50 New H'n & North. 100 | 8 5412 | 55 | COAL & MINING STOCKS, N.Y. | | | N. Y. Life & Trust. 100 N. Y. Security & Tr. 100 | 700 250 | |
| do pref.100 hic. G.W., 4 p. c. Deb | | | New London Nor. 100 N.Y.Cent.& H.Riv.100 | 1971 | 10014 | American Coal25 Col. C. & I. Devel. 100 | 89 | 7 | Peoples', Brooklyn100 Real Estate100 | 235 | $\frac{245}{175}$ |
| 5 per cent pref. A his. Mil. & St. P.100 | 564 | | N.Y.Ch.&St.L.new100 do 1st pref.100 | 13 | 14 ¹ 2 70 | Col. Fuel & Iron100 do Pref100 | 25½ 70 | 26 75 | State | 195 | 205 |
| | 117 ¹ / ₉ 1 | 19 | do 2d pref. 100 N. Y. & Harlem50 | 26 | 29 | Col. & Hock.C. & I.100 | 31 | 5 34 | Union 100 United states 100 | | 700 |
| do much m 100 | 100000000000000000000000000000000000000 | | N.Y.Lack.&West100 N.Y.L.Erie&West.100 | 104 | 1019 | Consol.Coal of Md.100 Homestake Min'g.100 | 17 ¹ 2 20 | | U. S. Mortgage Co | | 180 |
| hic. R. I. & Pac. 100 St. P.M. &O., com100 | | 6334 | do Pref.100 N.Y. & N.E. 4th pd.100 | 3212 | 33 | Len. Wilkesb. Coal 50 Maryl d Coal, pref. 100 | 50 | 70 40 | Washington100 MISC'LLANEOUS | 101 3 | 202 |
| do pref.100 hic. & West Mich.100 | 110 1 | 15 | do Pf. \$25 pd100 N.Y.N H.& Hartf.160 | 64 | | Minnesota fron100 New Central Coal .100 | . 5 . 8 19 | 849 | STOCKS. Adams Express100 | 14012 | 142 |
| hoc. Ok. & &ulf | | | N.Y. Ont. & West 100 | 1658 | 1634 | Ontario Sil. Min'g. 100 Pennsylvania Coal. 50 | | 320 219 | Am. Bank Note Co50 | 44 234 | 46 |
| in. Jack. & Mack | | 324 | N. Y. Pa. & O | | 2 | Quicksilver Min'g.100 do pref.100 | 154 | | Am. Cotton Oil100 do pref.100 American Expres.100 | 68 | 70 |
| inc.N.O.& T.Pac.100 in. Sand. & C.pf. 50 | | 32-9 | N. Y. Phil. & Norf.100 N. Y. Susq. & West'n100 | 1434 | 15 | Tenn.Coal&IronCo100 do pref.100 | 10-4 | 1534 | Amer. Straw Board | 27 | |
| leve. Cant. & 80100 | 163 ₄ 25c. | 35c. | do Pref.100 Norf. & Sou100 Norf. & West,, com.100 | | | ELECTRIC. | | | American Tob. Co50 | 89 ¹ 8 91 ¹ 2 | 898 92 998 |
| lev. C. C. & St. L.100 | 3838 | 004 | do prei.100 | 45 ₈ 185 ₈ | 19-4 | Brush, Balt., pref. 100 Common | | 01. | do pref. 100 Am. Type Found'rs, pf | 983 ₄ 1053 ₈ | |
| | 157 | | No. Pennsylvania50 North & West Branch. | | 89 | Edison Ill. Co. of N.Y. | | 102 | Aspinwall Land10 | 4 | 5 21 |
| Pref. | | 62 | Northern Central50 Northeastern50 | 8 47 | 68 48 160 | " " Bklyn. " Boston | 1224 | | Boston Land10 | 20 | 900 |
| ol. & Xen., gu., 83, 50 on. & MontCl. I 100 x | 1461 1 | 48 | Northern N. H100 North'n Pac., com.100 | 34 | 38a 1538 | Ft. Wayne Elec. Co 25 Gen. Electric Co 100 | 3418 | 3412 | Brookline (Mass.)L'd5 | | 41 |
| Class IV. (Con 3.)100 x on.&Ports.,gu.,7 100 | 155 1 | 70 | Norw.& Worcester.100 | | 174 | do pref.100 Int. Conduit & Ins.100 | | 68 | Brunswick Co100 Canton Co. (Balt.) 100 | 9112 | 92 921 |
| onn. & Passum p.100 onnecticut River 100 x | 248 2 | 50 | Ogd. & L. Champ. 100 Outo Southern100 | 212 | | North Amer. Phon. Co. | | | C. J. R'y's U. St'k Yds 2 do Pref100 | 101% | 102 |
| | 7712 | 80 | Old Colony100 Oreg. R'y & Nav. 100 | 2012 | 180 | ThomH. Sec. Ser.C.10 do do Ser.D | 8 3 12 | 434 | Claffin Co100 do1st pref.non-c.100 | 95 | 100 |
| d. & Bound Bi'k100 | | | Or. S. L. & Utah N.100 Pennsylvania RR50 | s 51 ₂ | 5112 | ThomH. Internat. 100 do pref. 100 | | | do2d pref.non-c.100 Con. Kan. C.S. & R.,25 | | 100 |
| I Lack & West 50 | | 65 | Penn. & Northwest. 50 Peoria Dec. & Ev. 100 | 34 | 384 | Thom. Welding Co.100 do Europ. W.Co.100 II S. Illuminat Co.100 | | | Dist. & C. Feed. Co.100 | 1414 | 11 |
| nv. & Rio Gr100 do pre 1.100 s M. & Ft. D'g 1.100 | 3558 | $\frac{12}{357_8}$ | Peo. & Eastern100 Petersburg100 | 2 | 103 | West. El. L. Consol.50 | 8 32 | 324 | East Boston Land 8 Frenchman's Bay Ld. | 14 | 13 |
| do prei 100 t. Hills. & S. W 100 x | | 32 | Petersburg 100 Phila. & Erie 50 a Phil. Germ. & Nor. 50 a | 8131 | 21 | Do pref50 | 8 49 12 | 50 | Hecker-JJ.Milling,pf Henderson Bridge.100 | 92 | 93 |
| t. Lan. & North 100 | 23 | | Phila. & Read50 | 10 | 13 ¹ 4 96 | GAS STOCKS. | 6412 | 6434 | Illinois Steel100 Iron Steamboat100 | | |
| do pref 100 luth 8. 8 & Atl 100 | 23 88 | 30 | Phila. Traction50 | s 95 | | Balt. Consol. Gas .100 | | | Keeley Motor 50 | 1 . | |
| | 312 | 4 | Phila. Traction50 s Phila. Wilm.& Balt.50 s Pitts.Cin.C.&St.L.100 | 1534 | 1612 | Bay State50 8 Brooklyn25 | 118 | 11^{5}_{20} | Famson Store Ser50 8 | 2212 | 23 |
| st Pennsylvania 50 s | 312 | 4 11 54 | Phila. Traction50 s Phila. Wilm. & Balt. 50 s Pitts. Cin. C. & St. L. 100 do pref. 100 Pitts. & Connell'e. 50 s | 1534 464 | 16 ¹ 2 48 | Bay State | 60 | 175 | Keeley Motor 50 Eamson Store Ser. 50 Lehigh Coal & Nav. 50 Manh'tt'n B'ch Co.100 | 24 | 491 |
| st Pennsylvania.50 s stern in M. H100 ect. Trac., Phil50 s | 3 ¹ 2 8 81 ¹ 4 82 | 4 11 54 81 ¹ 2 82 ¹ 2 | Phila. Traction | 1534 464 157 | 48 | Bay State | 118 60 155 200 | 175 160 | Manh'tt'n B'ch Co.100 Maverick Land 10 Mergenthaler Linot'e. | 2 49 2 136 | 491 5 21 150 |
| do pref.100 st Pennsylvania.50 s stern in M. H100 set. Trac., Phil50 s mira & M'msp't50 de Pref50 | 3 ¹ 2 8 81 ¹ 4 82 | 4 11 54 81 ¹ 2 82 ¹ 2 | Phila. Traction | 1534 464 157 | 48 32 ¹ 9. | Bay State 50 s Brooklyn 25 Cittzens' 20 Fulton Municip 100 Metropolitan 100 Nassau 25 People's 10 | 118 60 155 200 85 | 175 160 | Lenigh Coal & Nav. 50 8 Manh'tt'n B'ch Co.100 Maverick Land 10 9 Mergenthaler Linot'e. Metropol. Tract'n 100 Mex. Nat. Const. pref. | 2 \ 2 \ 2 \ 136 \ 102 \ 4 | 491 5 21 150 |
| do pref.100 st Pennsylvania.50 s stern in M. H100 ect. Trac., Phil50 s mira & Wimsylt.50 de Pref50 caneville & T. H. 50 caburg100 | 31 ₂ 8 811 ₄ 82 60 35 | 4 11 54 81 ¹ 2 82 ¹ 2 50 70 40 | Phila. Traction5018 Phila. Wilm. & Balt. 5018 Pitts. Cin. C. & St. L. 100 do pref. 1.00 Pitts. & Connell'e5018 Pitts. Ft. W. & C., guar. 7 Pitts. Junet | 1534 464 3157 345 55 31 | 32½ 47 34 | Bay State | 118 60 155 200 85 195 21 | 175 160 200 211 ₂ 9 | Lenigh Coal & Nav. 50 s Manh'th' B'oh Co.100 Maverick Land 10 s Metropol. Thact'n 100 Mex. Nat. Uonst. pref, Mich. Pensu. Car. 1100 do, pref 100 | 136 10214 8 | 49 ¹ 5 2 ¹ 150 106 ¹ 10 |
| do pref.100 st Pennsylvania.50 s stern in M. H100 set. Trac., Phil50 s mira & M'msp't50 de Pref50 caneville & T. H50 canburg100 do Pref100 int & Pere Marq.100 | 31 ₂ 8 811 ₄ 82 60 35 14 841 ₄ | 4 11 54 81 ¹ ₂ 82 ¹ ₂ 70 40 15 84 ¹ ₂ | Phila. Traction5018 Phila. Wilm.& Balt.5018 Pitts.Cin.C.&St.L.100 do pref.100 Pitts.& Connell'e5018 Pitts.Ft.W.& C., guar.7 Pitts.Junet | 15% 46% 157 157 3 45 5 31 44 55 | 48 32 ¹ 2 47 34 48 60 | Bay State 50 s Brooklyn 25 Citizens' 20 Fulton Municip 100 Metropolitan 100 Massau 25 People's 10 Williamsburg 50 Chartiers Valley 100 s Chartiers Valley 100 s Chic. Gas tr. rec. 100 Cincin. G. & Coke. 100 | 118 60 155 200 85 195 21 | 200 21 ¹ 2 9 72 ¹ 4 201 ³ 4 | Lentign Coal & Nav. 50 8 Manh'th'n B'oh Co.100 Maverick Land 10 8 Mergenthaler Linot'e. Metropol. Thact'n. 1.00 Mex. Nat. Jonst. pref. Mich. Pensu. Car. 1.00 do. pref | 2 lg 2 l36 102 lg 8 | 49 ¹ 5 2 ¹ 150 106 ¹ 10 80 200 |
| do pref.100 st Pennsylvania.50 s stern in U. H100 ect. Trac., Phil50 s mira & W'msp't50 de Pref50 caneville & T. H50 tenburg100 do Pref100 int & Pere Marq.100 do pref100 a. Cen. & P. | 31 ₂ 8 811 ₄ 82 60 35 114 841 ₄ 81 ₂ | 4 11 54 81 ¹ ₂ 82 ¹ ₂ 70 40 15 84 ¹ ₂ | Phila. Traction5018 Phila. Wilm. & Balt. 5018 Pitts. Cin. C. & St. L. 100 do pref. 1.00 Pitts. & Connell'e5018 Pitts. Ft. W. & C., guar. 7 Pitts. Junet | 1534 464 5157 545 55 31 44 55 132½ | 32 4 47 34 43 60 33 | Bay State 50 s Brooklyn 25 Citizens' 20 Fulton Municip 100 Metropolitan 100 Massan 25 People's 50 Whiliamsburg 50 Charlest'n,8.C.,Gas,25 s Chartiers Valley 100 s Chic. Gas tr. rec. 100 Cincin. G. & Coke 100 Denver Consol 100 | 118 60 155 200 85 195 21 | 200 21 ¹ 2 9 72 ¹ 4 201 ³ 4 | Lentign Coal a Knav. 50 8 Manh'tt'n B'oh Co.100 Maverick Land 10 8 Metropol. Thact'n100 Mex. Nat. Uonst. pref. Mich. Pensu. Car100 do. pref100 Morris Can., gu. 4.100 do. pf. gu. 10.100 National Lead Co | 136 1024 8 37 ³ 8 844 | 491 5 21 150 1081 10 80 200 375 841 |
| do pref.100 st Pennsylvania.50 s stern in M. H100 sot. Trac., Phil50 s mira & W'msp't50 de Pref50 caneville & T. H50 caneville & T. H50 do Pref100 do Pref100 ht & Pere Marq.100 d. Cen. & P | 31 ₃ 8 811 ₄ 82 60 35 14 841 ₄ 81 ₂ | 4 11 54 881 ¹ 2 882 ¹ 2 50 70 40 40 40 41 45 | Phila. Traction50 s Pritls. Cin. C.&St. L. 100 do pref. 100 Pitts. & Connell'e50 s 'Itts. Ft. W. & C., guar. 7 Pitts. Junct | 15% 464 3157 3 45 3 5 31 44 55 4132½ 1 | 48 32 ¹ 2 47 34 48 60 133 | Bay State 50 s Brooklyn 25 Citizens' 20 Fulton Municip 100 Metropolitan 100 Massau 25 People's 10 Williamsburg 50 Charlest'n,8.C., Gas, 25 s Chartiers Valley 100 Chic. Gas tr. rec. 100 Cincin. G. & Coke. 100 Denver Consol. 100 Hartford, Ct., G. L. 25 Indianapolis, Yad. 50 | 118 60 155 200 85 195 21 72 200 ¹ ₂ 55 32 133 | 200 21 ¹ 2 9 72 ¹ 4 201 ³ 4 75 | Lentign Coal & Nav. 50 s Mann'tt'in B'oh Co.100 Maverick Land | 2 la 2 la 1 la 2 | 49 ¹ 5 21 150 108 ¹ 10 80 200 37 ⁵ 84 ¹ 20 7 |
| do pref.100 st Pennsylvania.50 s etern in & H. 1.100 etc. Trac., Phil. 50 s mira & w'msp't50 de Pref50 rane ville & T. H50 tchburg | 31 ₉ 8 811 ₄ 82 60 35 14 841 ₄ 81 ₉ 101 ₉ | 4 11 54 881 ¹ 2 882 ¹ 2 50 70 40 40 40 41 45 | Phila. Traction50 s Pritls. Cin. C.&St. L. 100 do pref. 100 Pitts. & Connell'e50 s 'Itts. Ft. W. & C., guar. 7 Pitts. Junct | 15% 46% 3 157 5 5 5 31 44 55 8 45 55 8 132½ 1 8 2247 181 | 32 ¹ 2 47 34 48 60 133 250 | Bay State 50 s Brooklyn 25 Citizens' 20 Fulton Municip 100 Metropolitan 100 Massau 25 People's 10 Williamsburg 50 Charlest'n,B.C.,Gas. 25 s Chartiers Valley 100 s Chic. Gas tr. rec. 100 Cincin, G. & Coke 100 Denver Consol 100 Hartford, Ct., G. L. 25 Indianapolis, 2nd 50 Jersey City/Gas Light. Cousumers' Gas-L. | 118 60 155 200 85 195 21 72 200 25 32 133 190 65 | 200 21 ¹ 2 9 72 ¹ 4 201 ³ 4 75 | Lenigh Coal & Nav. 50 8 Manh'th'n B'oh Co.100 Maverick Land 10 8 Mergenthaler Linot's. Metropol. Thact'n100 Mex. Nat. Const. pref. MichPensu.Car. 100 do. pref100 do pref100 do pf.,gu.10.100 National Lea. 2 Co | 136 1024 8 3738 844 18 6 | 49 ¹ 52 ¹ 150 106 ¹ 10 80 200 37 ⁵ 84 ¹ 20 |
| do pref.100 st Pennsylvania.50 s stern in & H. 1.00 ect. Trac., Phil. 50 s mira & W'msp't50 de Pref50 rane rille & T. H50 tchburg100 do Pref100 nt & Pere Marq.100 do pref100 a. Cen. & P. V. T. Cer to 1st pref.cum.100 a. Kr. & B'rg Co.100 b. Kr. & B'rg Co.100 c. Rabids & Ind 100 b. Rabids & Ind 100 c. Rabi | 31 ₉ 8 811 ₄ 82 60 35 14 81 ₉ 101 ₉ 427 ₈ 155 | 431 ₈ 157 | PMIB. Traction50 Pitts. Cin. C.&St. L. 100 Pitts. Cin. C.&St. L. 100 Pitts. & Connell'e50 s Pitts. Ft. W. & C., guar. 7 Pitts. Junct 50 s Pitts. M. & C. & Charles. 50 s Pitts. Va. & Charles. 50 s Pitts. Va. & Charles. 50 s Pitts. Youngs. & Ash. 50 s do Prof50 Pitts. Youngs. & Ash. 50 s do Prof. So Port. Saco & Ports. 100 v Port. Saco & Ports. 100 v Port Royal & Augusta Prov. & Worcester. 100 v Rens. & Saratoga. 100 Relch. F. & P., com. 100 Richmond & P'b'g. 100 Richmond & P'b'g. 100 | 1534 464 3 157 3 157 3 3 145 5 5 13 144 55 13 144 152 181 1102 | 48 32 ¹ / ₂ 47 34 48 60 133 250 | Bay State 50 s Brooklyn 25 Citizens' 20 Fulson Municip 100 Metropolitan 100 Massau 25 People's 10 Williamsburg 50 Charlest'n,8.C.,Gas.25 s Chartiers Valley 100 s Chic. Gas tr. rec. 100 Cincin. G. & Coke. 100 Denver Consol 100 Hartford, Ct., Gt. L. 25 Indianapolis, Ind. 50 Jersey City/Gas Light. Coustmers' Gas-L. People's Gas Light. Louisville Gas Light. Louisville Gas Light. | 118 60 155 200 85 195 195 21 3 72 2000 2 55 32 133 190 65 170 | 62 175 160 200 21 ¹ 2 9 72 ¹ 4 201 ³ 4 75 | Lentign Coal & Nav. 50 8 Manh'th'n B'oh Co.100 Maverick Land | 2 136 1024 8 3738 844 18 6 40 2243 | 49 ¹ 5 21 150 108 ¹ 10 200 37 ⁵ 84 ¹ 20 7 50 27 |
| do pref.100 st Pennsylvania.50 s stern in M. H100 ect. Trac., Phil50 s mira & M'msp't50 dc Pref50 rangwille & T. H50 rangwille & T. H50 do Pref100 do Pref100 do pref100 do pref100 do pref100 st. Cen & P.— 7. T. Cer | 31 _g 811 ₄ 82 60 35 14 841 ₄ 81 ₂ 101 ₅ 155 | 43 lg 14 lg 14 lg 14 lg 14 lg 16 lg 17 lg 18 lg | PMIB. Traction | 15% 46% 5.157 5.5 157 5.5 157 5.5 157 5.5 157 157 157 157 157 157 157 157 157 15 | 32 ¹ 2 47 34 48 60 33 250 20 | Bay State | 118 60 155 200 195 21 72 200 2 55 32 133 190 65 170 111 | 62 175 160 200 211 ₂ 9 721 ₄ 2013 ₄ 75 80 | Lenign Coal a Knav. 50 s Manh'tt'n B'oh Co.100 Maverick Land | 2 136 102 14 8 3738 8414 18 6 40 22 13 | 491 51 150 1081 10 80 200 375 841 20 7 50 27 511 |
| ag pref. 100 agt Pennsylvania. 50 setern in M. H 100 agt. Trac., Phil 50 smira & W'msy't 50 do Pref 50 yang-ville & T. H 50 tonburg 100 do Pref 100 int & Pere Marq. 100 do pref 100 a. Cen, & P.— V. T. Cer | 31 ₃ 8 811 ₄ 82 60 35 14 841 ₄ 842 101 ₅ 155 11 103 103 103 103 103 | 11 11 54 81 ¹ 2 82 ¹ 2 50 70 40 15 84 ¹ 2 14 45 | PMIB. Traction50 s Pritts. Cin. C.&St. L. 100 do pref. 100 Pitts. & Connell'e50 s Pitts. Ft. W. & C., guar. 7 Pitts. Junct 50 s Pitts. M. & CMarles. 50 s Pitts. W. & CMarles. 50 s Pitts. Va. & CMarles. 50 s Pitts. Va. & CMarles. 50 s do Pref50 Pitts. Youngs. & Ash. 50 s do 2ref 50 Port. Squar. 8 Ports. 100 2 Port. Saco & Ports. 100 2 Rens. & Saratoga. 100 Rich. F. & P., com 100 Richmond & P'b'g. 100 Richester St. Ry Rochester St. Ry Rochester St. Ry | 1534 464 3. 157 3. 3. 44 55 8. 124 155 8. 124 155 1102 102 | 32½ 47 34 48 60 33 250 20 38 17¾ 2 | Bay State | 118 60 155 200 85 195 21 72 200 25 32 133 190 65 170 111 127 1105 130 111 | 62 175 160 200 21 ¹ 2 9 72 ¹ 4 201 ³ 4 75 80 11 ¹ 9 | Lenign Coal a Knav. 50 s Manh'tt'n B'oh Co.100 Maverick Land | 2 136 102 14 8 37 38 84 14 18 6 0 22 13 | 494 521 150 1084 10 80 200 375 844 7 50 27 514 234 |
| ao pref. 100 ast Pennsylvania. 50 s estern in M. H 100 lect. Trac., Phil 50 s mira & W'msp't 50 de Pref 50 de Pref 50 de Pref 100 do Pref 100 do pref 100 do pref 100 a. Cen. & P V. T. Cer | 3 lg 8 8 8 1 l4 8 2 60 35 14 8 4 l4 8 lg 10 lg 10 lg 15 5 1 8 1 8 1 lg 10 lg 15 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | 4 11 54 81 ¹ 2 82 ¹ 2 50 70 40 15 84 ¹ 2 14 45 | PMIB. Traction50 s Pritts. Cin. C.&St. L. 100 do pref. 1.00 Pitts. & Connell'e50 s Pitts. Ft. W. & C., guar. 7 Pitts. Junet 50 s Pitts. M. & CMarles. 50 s Pitts. W. & CMarles. 50 s Pitts. W. & CMarles. 50 s Pitts. Western 50 s do Pref50 Pitts. Youngs. & Ash. 50 s do 2ref. 50 Port. Squar. 8 Ports. 100 2 Port. Squar. 8 Ports. 100 2 Port. Squar. 8 Ports. 100 2 Rens. & Saratoga. 1.00 Rich. F. & P., com 1.00 Richmond & P'b'g. 1.00 Richester St. Ry. Some W. & Cogd., gu. 100 Rutland 100 Rutland 100 Rutland 100 St. Jos. & G'd Isi'd. 100 | 1534 464 3157 3 5 5 5 3 1 3 44 5 5 5 8 132½ 1 8 247 181 1 102 36 117 1 178 178 179 | 32 ¹ 2 47 34 48 60 33 250 220 38 17 ³ 2 2 71 | Bay State | 118 60 155 2200 85 135 21 33 190 65 170 111 1 127 1 105 130 1 155 1 | 62 175 160 200 21 1 ₂ 9 72 1 ₄ 201 3 ₄ 75 80 11 1 ₂ 28 1 ₄ 31 1 ₂ 82 | Lenign Coal a Knav. 50 8 Manh'tt'n B'oh Co.100 Maverick Land | 2 1 2 1 3 6 1 1 1 2 1 4 1 8 8 1 1 2 3 7 3 8 1 1 2 3 1 1 7 1 4 1 1 1 7 1 4 1 1 1 7 1 1 1 1 1 | 494 51 21 110 10 10 10 10 10 10 10 10 10 10 10 1 |
| do pref. 100 st Pennsylvania. 50 s setern in 24. H 100 ect. Trac., Phil 50 s mira & W'msp't 50 do Pref 50 do Pref 50 do Pref 100 int & Pere Marq. 100 do pref 100 a. Cen. & P V. T. Cer | 31 ₃ 8 811 ₄ 82 60 35 14 81 ₂ 101 ₅ 155 91 ₉ 333 ₄ 158 91 ₉ 333 ₄ 158 158 158 158 158 158 158 158 | 4 11 1 54 882 1 2 5 0 0 4 1 7 8 1 1 1 4 4 5 1 1 1 1 4 4 5 1 1 1 1 1 1 1 | Pfilla. Traction50 s Pritts. Cin. C.&St. L. 100 do pref. 100 Pitts. & Connell'e50 s Pitts. Ft. W. & C., guar. 7 Pitts. Junct 50 s Pitts. W. & C. & C., guar. 7 Pitts. Junct 50 s Pitts. W. & C. & Charles. 50 s Pitts. W. & C. & Charles. 50 s Pitts. Ya. & Charles. 50 s do Pref 50 s Pitts. Youngs. & Ash. 50 s do Pref 50 Port. & Ports. 100 x Rens. & Saratoga. 100 Richmond & P'b'g. 100 Richmond & P'b'g. 100 Rochester St. Ry Bome W. & Ogd. gal. 100 Rutland 100 Do pref. 7. 100 St. Jos. & G'd Isl'd. 100 St. Louis Alt. & T. H. 100 do Pref. 100 do Pref. 100 | 1534 464 157 157 5 5 31 44 55 132½ 102 102 117 178 x704 38 | 48 32 ¹ / ₂ 47 34 48 60 33 250 20 20 71 3 3 3 3 9 | Bay State | 118 60 155 2200 85 136 21 33 190 65 170 111 1 127 1 105 130 1 155 30 42 | 62 175 160 200 21 l ₂ 9 72 l ₄ 201 3 ₄ 75 80 11 l ₂ 82 31 l ₂ 82 31 l ₂ | Lenign Coal a Knav. 50 s Mann'tt'n B'oh Co.100 Maverick Land 10 s Mergenthaler Linot's. Metropol. Thact'n100 Mex. Nat. Const. pref. Mich. Pensu. Car. 100 do. pref 100 Morris Can., gu. 4.100 do pref 100 National Lea.'s Co do pref Nat. Lunseed Oil Co Nat. Starch M. Co. 100 1st Pref 2d Pref N. Y. Biscuit Co N. Y. Loan & Impr't. North American Collob Pacific Mail SS. Co.100 Pacific Mail SS. Co.100 Pennsylv. Styel 100 s P. Lorillard Co.pf100 Procter & G. Co 100 Pref. 8 p. c. cum.100 | 2 1 2 1 3 6 1 1 1 2 1 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | 494 51 150 1061 1061 1061 1061 1061 1061 10 |
| do pref.100 set Pennsylvania.50 s setern in U. H100 eet. Trac., Phil50 s mira & W'msp't50 de Pref50 rane ville & T. H50 tenburg100 do Pref100 int & Pere Marq.100 do pref100 a. Cen. & P. V. T. Cer | 31 ₃ 8 811 ₄ 82 60 35 14 81 ₂ 101 ₅ 125 103 105 143 158 158 143 158 158 158 158 158 158 158 158 | 4 11 154 11 154 182 19 10 11 11 15 18 18 19 19 19 19 19 19 19 19 19 19 19 19 19 | PMIB. Traction50 s Pitts. Cin. C.&St. L.100 do pref. 100 Pitts. & Connell'e50 s Pitts. Ft. W. & C., guar. 7 Pitts. Junct 50 s Pitts. M. & C. & Charles. 50 s Pitts. W. & C. & Charles. 50 s Pitts. W. & C. & Charles. 50 s Pitts. Ya. & Charles. 50 s Pitts. Youngs. & Ash. 50 s do pref 50 Port. Saco & Ports. 100 x Port Royal & Augusta Prov. & Worcester. 100 x Port Royal & Augusta Prov. & Worcester. 100 x Rens. & Saratoga. 100 Rich. F. & P., com. 100 Rich. F. & P., com. 100 Rich Grande West. 100 Rochester St. Ry Bome W. & C. & G., gullo Rutland 100 Do pref., 7100 3t. Jos. & G'd Isl'd. 100 St. Jos. & G'd Isl'd. 100 | 1534 464 157 157 5 5 31 44 55 132½ 102 102 117 178 x704 38 | 48 32 ¹ 2 47 34 48 60 133 250 20 20 21 71 3 39 | Bay State | 118 60 1155 1200 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 | 62 175 160 200 211 ₂ 9 721 ₄ 2013 ₄ 75 35 80 111 ₉ 82 31 45 901 ₉ 1838 | Lenign Coal a Knav. 50 s Manh'tt'n B'oh Co.100 Maverick Land | 2 1 2 1 3 6 1 1 0 2 1 4 1 8 8 1 1 8 6 4 0 2 2 1 1 1 1 7 1 4 1 1 1 1 4 3 1 1 5 4 3 4 3 4 3 4 3 4 3 4 3 4 3 4 3 4 3 4 | 494 51 1150 1106 1106 1106 1106 1106 1106 1 |

^{*} Price nominal. § Purchaser also pays accrued interest. s Quotations dollars per share, e In London. † In Amsterdam. ‡ New stock.

GENERAL QUOTATIONS OF STOCKS AND BONDS-CONCLUDED

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

| | MISCELLANEOUS ST'KS. | Bid. | Ask. | MANUFACT'G STOCKS- | Bid. | Ask. | BANK STOCKS. | Bid. | Ask. | INSURANCE STOCKS. | Bid. | Ass |
|---|--|---|--------------------------|---|--|--|---|--|-------------|--|--------------------------------------|------------|
| | St. Louis Tun. RR.100 | e104 | 116 | Robeson (F. Riv.)1000 | | 7212 | Atlas National | | 120 | Southern Nat100 | 16412 | |
| | St. Louis Transfer Co. South'n CottonOil.100 | 42 | 5912 | Sagamore (F.Riv.).100 SalmonFalls(N.H.)300 | x240 | 120 245 | Chicago Nat100 CommercialNat100 | | 270 325 | State of N. Y100 Third National100 | 103 | 108 |
| | Tex. & Pac. L'd Tr. 100 U. S. Cordage100 | 8 63 ₄ | 91 ₂ | Shove (Fall Riv.)100 Blade (Fall Riv.)100 | | 108 | Continental Nat 100 | 130 | 135 | Tradesmen's40 23d Ward100 | | 120 |
| | do 6 p.c. guar.100 do pref100 U. S. Express100 | 19 ¹ ₂ 9 ³ ₄ | 10 | Stafford (Fall Riv.)100 Stark Mills (N.H.)1000 | 890 | 900 | Drovers' National100 | 280 | 150 300 | Union | | 210 |
| | U. S. Leather | 11 | 1138 | Tecumseh (F. R.)100 Thorndike(Mass.)1000 | 1150 | 1160 | Globe National | 9419 | | Western National 100 West Side100 | | 114 |
| | do pref U. S. Rubber Co100 | | | Tremont & S. (Mass) 100 Union C. Mf. (F.R.) 100 | 170 | 110 | Hide and Leather. 100 Ills. Tr. & Sav. | 100 | 135 375 | Philadelphia.s Bank of No. Amer. 100 | | 260 |
| | do pref100 Wells Fargo Exp100 West End Land (Bost.) | 106 | 945 ₈ 113 | Wampanoag (F.R.)100 Washingt'n (new)100 | | 95 | International Lincoln National | 130 | 135 | Chestnut St. Nat100 Commercial Nat50 | 1019 | 50 |
| | West'n Union Beef Co. | 612 | 2 ¹ 8 8 | Weetamoe (F. R.).100 Willim'tic Linen Co.25 | 23 | 62 30 | Merchants' Nat100 Metropolitan Nat.100 | | 180 | Farm.&Mech.Nat.100 First National100 Fourth St. Nat'l100 | 210 | |
| | MINING STOCKS (N. Y. & SAN. FRAN.) | 0.0 | | York Co. (Me.)750 BANK STOCKS. | 825 | 835 | Nat. Bk. of Amer. 100 Nat. B'k of Rep 100 | 100 | 102 | Girard National40 | 85 | 160 |
| | Adams Cons | 02 | | Baltimore. Bank of Baltimore. 100 | | | National Live Stock Northwestern Nat.100 | 210 | 215 | Manufact'rs' Nat .100 Mechanics' Nat'l100 | 97 711 ₂ | |
| | Astoria | | | Bank of Commerce. 15 Citizens' | | | State Bank | 125 | 135 | Nat.Bk. N. Liberties. 50 Penn National 50 | 8312 | |
| | Barcelona Belle Isle 100 | | | Com. & Farmers'100 Farmers' B'k of Md.30 | | | Atlas National 100 | 133 | 136 230 | Philadelphia Nat'l. 100 Seventh National. 100 | | 190 |
| | BelmontBest & BelcherBodie100 | .80 | | Farmers' & Merch 40 Farmers' & Planters' 25 | | | Citizens' National.100 Commercial Bank50 | | 100 120 | Tradesmen's Nat'l. 50 St. Louis. Amer. Exchange50 | 168 | 172 |
| | Breece | *10 | | German American.100 Howard1 | | | Equitable Nat100 Fifth National100 | 243 | 904 | Boatmen's100 | 160 | 162 235 |
| | Bulwer | .10 | | Marine30 | | | First National100 Fourth National100 German National .100 | 250 | 260 200 | Bremen 100 Chemical Nat 100 Citizens' 100 | 91 | 9319 |
| | Chrysolite50 Comstock Tunnel st'k. | | •35 | Mechanics'10 Merchants'100 National Exch'ge.100 | | | Market National100 Merchants' Nat'l100 | 140 | 130 | Nat. Bank of Com. 100 Commercial 100 | 142 | 144 270 |
| | Consol. Cal. & Va Crown Point100 | 3.10 | | People's20 Second National100 | 1712 | 20 | National Lafayette 100 Ohio Valley Nat'l. 100 | 292 | 300 | Continental Nat'l 100 Franklin 100 | 120 | 121 360 |
| | Deadwood terra Denver City Con | .40 | | Third National100 Union75 | | | Second National 100 Third National 100 | 350 150 | 400 | Fourth National 100 German 100 | 22) | 224 325 |
| | Dunkin El Christo | | | Western20 Boston, § | | | Western German. 100 New Orleans. | 340 | | German American 100 International 100 | | 600 155 |
| | Eu'ka Con 100 Father DeSmet 100 | ·10 | | Atlantic100 Atlas100 | 130 | 131 | American Nat100 Bank of Commerce.10 | 91 ¹ ₂ 15 ¹ ₄ | 16 | Jefferson 100 Laclede National 100 | 90 | 94 |
| | Gould&Curry s.30.100 Hale & Norcross100 | .30 | | Blackstone100 Boston National100 | 9934 | 100 | Canal & Banking100 Citizens'100 | | 160 100 | Lafayette100 | | 340 248 |
| | Horn Silver20 | 2.49 | | Boylston 100 Broadway 100 | 126 | 128 | Co-operative25 Germania Nation'l.100 | 1534 | | Mechanics 100 Merchants' Nat'l 100 Mullanphy 100 | 143 | 148 |
| | Iron Hill | ****** | | Bunker Hill100 Central100 | 200 | 205 133 | Hibernia National.100 Louisiana Nat100 | 156 | 163 | Nat. Bk. Republic.100 Northwestern100 | 81 ¹ ₂ 145 | 85 |
| | Lacrosse10 Leadville Consol10 | .06 | .08 | City100 | 80 1034 | 81 | Metropolitan100 Mutual National100 | 160 | 66 | South Si ie100 St. Louis National.100 | 103 | 104 |
| | Little Chief50 Mexican100 | 10 | | Commerce100 | 113 | 114 | New Orleans Nat. 100 | 78 | 670 80 | State Bank50 Third National100 | 185 | 195 |
| | Mono Moulton | ·20 ·15 | | Commercial100 Commonwealth100 Continental100 | 131 1101 ₂ | 133 | People's 50 State National 100 Traders' | 102 | 107 | San Francisco. Anglo-Californian | | 65 |
| | Navajo 100 North Belle Isle | | | Eagle | 7912 | 80 | Union National 100 Whitney National . 100 | 359 | 105 | Bank of California First Nat'l Gold100 | 208 ¹ ₂ 180 | 212 200 |
| | Ophir10 Oriental & Miller | 1.60 | | Everett100 | 84 | 85 133 | New York. America100 | 200 | 210 | London Paris & A London & San Fran | 12012 | |
| - | Phœnix of Ariz Plymouth. | ·10 | | Exchange | 135 | 137 243 | American Exch'ge100 Bowery100 | 15212 | | Nevada | ***** | |
| | Robinson Conscl50 Bayage | | | First Ward100 Fourth National100 | 128 117 | 131 120 | Broadway25 Butchers'&Drovers'25 | 232 150 | 250 165 | STOCKS. New York. | | |
| | Sierra Nevada100 | .45 | | Freeman's 100 Globe 100 | 894 | 90 | Central National100 Chase National100 | | 1224 | American50 | 117 80 | 125 90 |
| | Standard100 Union Consol100 Victor, Gold | *45 | | Hamilton100 Hide & Leather100 | 111 | 112 1091 ₂ | Cnatham25 Chemical100 | 340 4000 | 360 4800 | Bowery | 120 100 | 125 105 |
| | Yellow Jacket | .50 | | Howard100 Lincoln100 | 97 | 98 | City100 Citizen's25 | 435 137 | 160 | Commonwealth 100 Continental 100 | 65 260 | 75 270 |
| | Am. Linen (F. Riv) 100 | 1414 | 102½ 141½ | Manufacturers' 100 | 100 | 101 | Columbia100 Commerce100 | 178 | 185 | Eagle40 Empire City100 | 210 65 | 220 70 |
| | Amoskeag (N.H.) 1000 Androscog'n (Me.).100 | 1775 x135 | 1785 | Market100 Market (Brighton).100 Massachusetts100 | 89 92 | 91 9212 | Corn Exchange 100 | 123 ¹ 2 280 | 300 | Farragut50 | 60 | 75 290 |
| | Appleton (Mass.).1000 Atlantic (Mass.)100 | 515 | 525 69 | Mechanics'100 Merchants'100 | 117 ¹ 9 157 ¹ 2 | | Deposit25 | 140 | 165 | German-American 100 Germania50 Globe50 | 60 | 180 70 |
| | Barnaby (Fall Riv.) Barnard Mfg. (F.R.) | | 108 94 | Monument100 | 230 | 9312 | Eleventh Ward25 Fifth Avenue100 | 2000 | | Greenwich25 Hamilton15 | 80 | 120 100 |
| | Bates (Me.)100 Boott Cot.(Mass.)1000 | x123 1225 | 125 1250 | Mt. Vernon100 New England100 | 115 | 120 163 | Fifth National100 First National100 | 2500 | | Hanover50 Home100 | 140 | 115 |
| | Border City Mfg. (F.R.) Boston Co. (Mass.) 1000 | 1000 | 1015 | North America100 | 1144 | 113 | First Nat. of Staten Id Fourteenth Street. 100 | $\frac{112^{1}2}{170}$ | | Kings Co. (B'klyn).20 Nassau (Brooklyn).50 | 160 | 175 165 |
| | Boston Belting100 Bost. Duck (Mass.)700 | 181 960 | 18112 | Old Boston100 People's100 | 162 | 164 | Fourth National 100 Gallatin National 50 | 300 | 191 | National 37½ Niagara 50 | 70 130 | 80 145 |
| | Chicopee (Mass.)100 | x 96 | 112 964 | Redemption100 Republic100 | 160 | 126 ¹ 2 160 ¹ 2 | German American75 | 116 | 125 | North River25 Pacific25 | | 85 135 |
| | Cocheco (N.H.)500 Collins Co. (Conn.)100 | 10212 | | Revere100 Rockland100 | 14112 | | Germania100 Greenwich25 | 300 160 | | Peter Cooper20 Phenix (B'klyn)50 | 120 | 140 125 |
| | Continental (Me.).100 Crystal Spr. Bl. (F.R.) | 3134 | 35 | Second National100 Security100 | 230 | 1804 | Hanover100 Hide & Leather100 | 305 | 330 | Rutgers25 Stuyvesant25 | 83 | 90 |
| | Davol Mills (F.R.).100 Dwight (Mass.)500 | x825 | 835 | Shoe & Leather100 | 90 | 904 | Hudson River100 Importers' & Tr100 | 150 510 | 545 | United States25 Westchester10 | 165 | 110 |
| | Edwards (Me.) 100 Everett (Mass.) New | 97 | 135 | State100 | 11412 | | Irving50 Leather Manufts100 | 180 | 160 210 | Williamsburg City 50 | 300 | 320 |
| | Flint Mills (F.R.) 100 Franklin (Me.) 100 | x110 | 112 1101 ₂ | Suffolk100 Tnird National100 | 90 | 904 | Liberty100 Lincoln100 | f 65 | | †Atlantic Mutual | 100 | |
| | Gl'be Y.Mills(F.R.)100 Granite(F.R.)100 Great Falls (N.H.).100 | 100 | 114 | Traders'100 Tremont100 | 8512 | | Manhattan50 Market & Fulton 100 | 186 205 | 190 | 1890 | 10012 | |
| | Hamilton (Mass.) 1000 | x9:0 | 955 | Union | 111 | 137 112 | Mechanics' & Tr25 | 1.0 | 155 | 1893 | 101 | |
| | Hartf. Carpet (Ct.) 100 Hill (Me.) | x 58 | 62 | Webster100 Winthrop100 | | $\frac{97^{1_{2}}}{121}$ | Merchants' 50 | 170 132 | 200 138 | 1894 ‡Comm'el Mut.1873-82 | 103 | 5 |
| | Holyoke W.Power. 100 Jackson (N. H.) 1000 | | 710 | *Brooklyn. Bedford100 | 185 | | Merchants' Exch'e.56 Metropolitan100 | 3 | 6 | PRICES OF EXC MEMBERSH | | thin |
| | King Philip (F.R.) 100 Laconia (Me.) 400 | 610 | 615 | Broadway100 Brooklyn100 | | 197 | Mount Morris100 | 400 100 | 465 | N.Y. Stock 18,000 b. | 19,00 | u0a. |
| | Lancast'r M. (N. H.) 400 L'rel Lake Mills (F. R.) | | 100 | City National50 Eighth Ward | | 400 115 | Murray Hill50 Nassau50 | 150 | 165 | N.Y.Consol.St'k & Pet. | 100b. | |
| | Lawrence (Mass.)100 Lowell (Mass.)690 | 560 | 575 | First National100 | 450 | 130 | New York County.100 | 530 100 | 237 | | 125b. | 475a. |
| | Lowell Bleachery 100 Lowell Mach. Shop 500 | 615 | 620 | Hamilton100 | | 200 140 | N.Y.Nat.Exch'nge 100 Ninth National100 | 100 | 125 127 | Last sale, Jan. 9 N. Y. Cotton | 800 75 | Da. |
| | Lyman M. (Mass.).100 Manchester (N.H.) 100 | 72 97 | 72 ¹ 2 | Kings County100 Long Island100 | 120 | | Nineteenth Ward 100 North America 70 | 100 | 240 | N. Y. Coffee | 200b. 25 | 250a. |
| | Mass. Cotton100 Mechanics' (F. R.) 100 Merchants' (F. R.) 100 | 95 85 | 9512 | Manufacturers 30 Mechanics'50 | | 250 | Oriental | 175 | 240 | Last sale, Jan. 5 N. Y. Metal | | |
| | Merrimack(Mass)1000 | x1170 | 120 | Mechanics' & Traders' Nassau100 | 260 | | People's5 | 280 | 300 290 | R'l Est. Ex. & Auc. R'm | 88 | |
| | Middlesex (Mass.) 100 Nashua (N. H.) 500 | x525 | 122 530 | North Side50 | 161 | | Phonix20 Produce Exchange100 | 115 | 125 | Last sale, Jan. 15. Boston Stock 11,000 | b. 13, | ,000 a. |
| 1 | Naumkeag (Mass.)100 Newmarket500 | x270 | 285 | Seventeenth Ward.100 Sprague100 | 220 | | Republic100 Seaboard100 | 169 | 165 171 | Last sale, Nov. 8 Philadelphia Stock | 2,5 | |
| 1 | Osborn Mills(F.R.) 100 Pacific (Mass.)1000 | | | 26th Ward100 Union | | 160 | Second National100 Seventh National .100 | 300 | | Chic. Board of Trado Last sale Oct | | 750a. |
| 1 | Pepperell (Me.)500 Pocasset (F. R.)100 | | 116 | Wallabout100 Chicago. | | | Sherman100 Shoe & Leather100 | | 100 | Chicago Stock Last sale, Jan. 12 | 1,525 | 1,600 |
| | Rich. Bord'n (F.R.) 100 | *** | 109 | American Exch. Nat | 110 | 11849 | St. Nicholas100 | | | Last sair, Jan. 12 | 1,0 | _ |

Investment Kailroad Intelligence.

The Invesiors' 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. It is published on the last Saturday of every other month—viz., January, March, May, July, September and November, and is furnished without extra charge to all regular subscribers of the Chronicle.

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

RAILROAD EARNINGS.

The following table shows the gross earnings of United States railroads (and also a few Mexican and Canadian roads) for the latest period reported. The statement includes every road from which regular weekly or monthly returns can be obtained. The first two columns of figures give the gross earnings for the latest week or month, and the last two columns the earnings for the calendar year from January 1 to and including such latest week or month.

| | | | | | | Los. Ang. Term. | | 14,900 | |
|--|-------------------------|--|----------------------|----------------------------------|--|---|--------------------------|--|----|
| - | Latest E | arnings Re | eported. | Jan. 1 to 1 | latest Date. | Louis. & Mo. Riv. Louis. Ev. & St. L. | | 34,754 20,029 | |
| ROADS. | Week or Mo | 1894-5. | 1893-4. | 1894-5. | 1893-4. | Louisv. & Nashv. | | | |
| | 77 007 1120 | | | | | Louis. N.A.&Ch. | | 46,527 | |
| A Alman da ale | Morrombon | \$ 12,902 | \$ 11,449 | \$ 155,494 | \$ 159,684 | Lou. St.L.& Tex. Macon & Birm | | 6,556 7,000 | |
| Adirondack Ala. Midland Allegheny Val | November. | 59 422 | 55 070 | 511.886 | 460,408 | Manistique | December. | 1,085 | |
| Allegheny Val | November. | 199,481 16,7-7 482,660 97,221 51,629 | 179,515 | 1,990,574 | 2,265,069 | Memphis&Chas. | 1st wk Jan | 15,992 | |
| Ark. Midland | Nove uber. | 16,707 | 12,260 470,232 | 83 437 | 76,215 | †Mexican Cent Mexican Inter'l. | November | 163,039 178,728 | |
| Atch. T. & S. Fe. St. L. & San F. | 1st wk Jan | 97.221 | 94.618 | 97.221 | 94.643 | Mex. National. | 2d wk Jan. | 69,489 | |
| Atlantic & Pac | 1st wk Jan | 51,629 | 94,618 48,708 | 482,660 97,221 51,629 | 470,232 94,643 48,703 18,402 631,990 | Mex. National. Mex. Northern | November. | 51,874 | |
| Col. Midland | | 27,619 659,129 | 10,402 | 27,619 | 18,402 | tMexican R'way Mexican So | 4th wk Dec. 29 | 60,617 11,880 | |
| Agg. total Atlanta & W. P. | | 60,901 | 631,990 53,671 | 659,129 394,946 | 356,109 | Minneap, & St. L. | December. | 130.066 | |
| Atlan. & Dany | 4th wk Dec | 6,561 | 5,967 | | | Mo. Kan. & Tex. Mo. Pac. & Iron M | 2d wk Jan. | 215,301 | |
| Austin & N'west | | 22,498 | 31,019 | 230,740 | 241,602 | Central Brich. | 2d wk Jan. | 330,000 | |
| B.&O. East Lines Western Lines | December. | 1,429,242 438,194 | 1,428,371 434,675 | | 18,751,482 6,488,678 | Total | 2d wk Jan. | 339,000 | |
| Total | | 1,867,436 | 1.863.046 | 21,754,468 | 25,240,160 | Mobile & Birm | 1st wk Jan | 5.074 | |
| Bal. & O. Sou'w. d | 2d wk Jan. | 114,658 | 118,885 5,124 | 218,792 | 231,025 | Mobile & Ohio Mont.&Mex.Glf. | December. | 330,599 100,000 | |
| Bath & Ham'nds Bir. & Atlantic. | | 4,121 1,514 | 1,688 | $31,272 \\ 21,124$ | 32,934 28,205 | Nash. Ch. & St. L. | December. | 415,916 | |
| Brooklyn Elev. | Wk.Jan. 7 | 30,143 | 32,686 | 30,143 | | Nevada Central. | November. | 2,053 | |
| Brooklyn Elev Brunsw'k west | November | 48,413 | 34,831 | ******* | | N. Jersey & N.Y. | | 29,059 12,246 | |
| Buff.Roch.&Pitt Bur. C.Rap.& N. | 2d wk Jan. | 53,263 323,094 | 49,387 375,016 | 97,192 3,748,831 | 98,774 4,224,755 | New Orl. & So'n. N. Y. C. & H. R | December. | 3.644.996 | 3 |
| Camden & Atl | November. | 43,622 | 45,547 | 855,115 | 812,297 | N. Y. L. E. & W | November. | 2,230,438 | 2 |
| Canadian Pacific | 2d wk Jan. | 272,000 | 321.000 | 564,000 | 692,000 | N. Y. Pa. & Chio. | | 550,219 62,724 | |
| Car. Midland Central of N. J Central Pacific | December. | 3,811 | 4,993 1,174,568 | 57,181 11,208,532 | 60.860 | N. Y. Ont. & W N. Y. Susq. & W | August | 131,552 | |
| Central Pacific. | October. | 1,338,027 | 1,396,350 | 10,956,713 | 12,194,043 | Norf. & South'n. | November. | 40,354 | |
| Char.Cin.&Chic. | December. | 16,400 | 15,768 | 10,956,713 167,812 564,357 | 12,194,043 155,104 | Norfolk & West. | 1st wk Jan | 179,343 | |
| Charlest'n&Sav. | | 47,587 | 51,994 | 564,357 154 266 | 575,835 153,095 | North'n Central North'n Pacific. | 1st wk Jan | 544,310 201,287 | |
| Char.Sum. & No. Cheraw. & Darl. | November. | 8,360 9,372 | 12,280 9,052 | 154,266 80,959 | 83.842 | Oconee & West. | November. | 2,447 | |
| Ches. & Ohio | 2d wk Jan. | 175,073 | 173,939 | 329,499 | 83.842 322,222 | Ohio River | 1st wk Jan | 10,832 13,925 | |
| Chia Bun & No. | November. | 219,431 151,955 | 206,172 | 1,975,872 1,692,818 | 2,130,947 2,195,774 | Ohio Southern. Omaha & St. L | | 30,158 | |
| Chic. Bur. & No. Chic. Bur. & Q. | November. | 2,589,599 | 199,101 $3.094.534$ | 29,054,522 | 35,460,252 | Oregon Imp. Co. | November. | 315,290 | |
| Chic. & East. Ill. | 1st wk Jan | 89,859 | 67,468 | 89,849 | 67,468 | Pennsylvania Peoria Dec. & Ev. | November | 5,465,857 | 5 |
| Chicago & Erie. | November | 216,915 | 302,362 | 2,115,479 | 3,116,321 53,843 | Petersburg | November. | 41,520 | |
| Chic. Gt. West'n. Chic. Mil. & St. Pi | 1st wk Jan 2d wk Jan | 52,116 420,886 | 53,843 481,445 | 52,116 830,880 | 946,673 | Phila. & Erie | November. | | |
| Chic. & N'thw'n f | November. | 2,438,763 | 2,677,974 | 27,012,701 | 31,027,854 | Phila. & Read'g. | November. | 1,933,088 | 1 |
| Chic. Peo. & St. L. | 1st wk Jan | 14,883 | 15,311 | 14,883 | 15,311 | Coal & Ir. Co Total both Cos. | November. | 4 157 422 | 1 |
| Chie.R'k I. & P. | December. | 1,201,751 690,697 | 1,400,958 845,291 | 16,333,855 6,763,531 | 19,541,526 7,588,815 | Pitts. Mar. & Ch. | | 3,829 |) |
| Chie.St.P.M.&O. Chie. & W. Mich. | 1st wk Jan | 22,124 | 21,533 | 22,124 | 21,533 | Pitt.Shen.&L.E. | December. | 41,934 | |
| Cin. Ga. & Ports. | December. | 5,434 | 5,468 | 68,987 | 68,956 | Pittsb. & West. Pitts, Cl. & Tol. | | | 1 |
| Cin. & Kent. Sou. | 2d wk Jan | 1,142 10,123 | 10,137 | 9,555 | 11,062 19,972 | | 2d wk Jan. | 1.594 | 1 |
| Cin. Jack. & Mac. Cin. N.O. & T. P. | November. | 319,000 | 333,000 | 3,150,000 | 3,632,937 | Total system | 2d wk Jan. | 33,958 | |
| Ala. Gt. South. | November. | 319,000 171,000 130,000 | 186.000 | 1.323.000 | 3,632,937 1,612,959 1,293,503 | Pitt. Young. &A. | December. | 95,454 16,137 | |
| N. Orl. & N. E. Ala. & Vicksb. | November. | 63,000 | 160,553 74,000 | 1,044,152 | 526.523 | Pt. Royal & Aug. Quincy O. & K.O. | December. | 20,130 | |
| | November. | 73,000 | 71,173 | 493,453 507,097 6,515,000 | 526,523 495,742 7,558,404 | Rich.Fr'ksb.&P. | November. | 55,674 | |
| Erlanger Syst. | November. | 761,000 | 71,173 824,726 | 6,515,000 | 7,558,404 | Rich. & Petersb. | | 26.549 6.443 | |
| Cin. Ports. & V. Col. & Maysv. | | 19,498 944 | 20,710 942 | 253,632 | 266,284 | Rio Gr. South'n Rio Gr. West'n | 1st wk Jan 2d wk Jan. | 31,100 | |
| Clev. Akron & Co. | | 14,372 | 15,751 | 10,969 14,372 | 14,310 15,751 | Sag. Tuscola&H. | December. | 8,453 7,105 | |
| Clev. Can. & So | December. | 48.226 | 45,807 | | | Sag. Val. & St. L. | November. | 7,105 19,870 | |
| Cl.Cin.Ch.&St.L Peo. & East'n. | | 219,339 | 202,611 | 219,339 1,303,962 | 202,611 1,451,836 | St. L. A. & T. H. St. L. Ken'et&So. | December. | 4,095 | |
| Cl. Lor. & Wheel | 2d wk Jan. | 140.699 19,174 | 160,743 15,176 | 34,710 | 28,883 | St.L.Southw'rn. | 2d wk Jan. | 101,500 | |
| Col. H. V. & Tol. | December. | 202,085 | 214,363 | 2,689,738 | 3,270,362 | St. Paul & Dul'th | | 82,852 | |
| Col. Sand'y & H. | | 11,918 | 9,933 | 11,918 | 9,933 25,455 | San Ant. & A.P. S. Fran. & N. Pac. | November | $\begin{array}{c} 229,121 \\ 17,822 \end{array}$ | |
| Colusa & Lake . Crystal | November. | 1,100 | 1,500 1,213 | 21,567 9,882 | 13,949 | | | 44,014 | |
| Cumb'l'd Valley | November | 68,632 | 68.204 | 732,919 | 811,978 | Sav. Fia. & West. | November. | 341,820 | 1 |
| Current River | 4thwk Nov | 3.656 | 2,713 | 119,290 | 106,594 | Sher.Shrev.& So | 1st wk Jan | 5,235 | |
| Denv. & Klo Gr. | 1st wk Jan. | 119,100 | 122,600 | 243,600 16 485 | 230,700 | So. Pacific Co.— Gal.Har.&S.A | October | 468,890 | |
| Current River Denv. & Rio Gr. Det.Lans'g& No. Duluths.S.&Atl. | 1st wk Jan | 16,485 22,765 | 21,775 | 16,485 22,765 | 14,313 21,775 958,539 | Louis'a West. | October | 100,512 | |
| Elgin.Joi. & East | December. | 83,039 | 107,931 5,725 | 1,034,403 | 958,539 | Morgan'sL&T | October | 647,378 31,746 | |
| Eureka Springs. | October | 6,891 4,552 | 5,725 | 58,333 | 5.129 | N.Y.T. & Mex. Tex. & N. Orl. | October | 159,166 | |
| Evans. & Ind'plis Evans. & Rich. | 3d wk Dec. | 1,557 | 5,129 1,630 | 4,552 103,275 | 65,317 5,129 123,180 18,252 | Atlantic sys.b. | November. | 1,491,936 | 1 |
| Evansv. & Rich Evansv. & T. H. | 1st wk Jan | 18,316 | 18,252 | 18,316 | 18,252 | Pacific system | November. | 2,788,000 | 1 |
| Flint & P. Marq. | November. | 614,192 | 611,581 | 6,400,819 36,908 | 6,755,397 42,713 59,710 | Total of all | November. | 909,824 | 11 |
| Fld.Cnt.& Penin | 1st wk Jan | 36,908 53,410 | 42,713 59,710 | 53,440 | 59,710 | So.Pac.of Ariz | October | 232,396 | |
| Ft.W. & Rio Gr. | December. | 52,845 | 33,480 | 396,542 | 378,432 9.392 | So. Pac. of N.M. | October | 93,723 | |
| Gads. & Att. U. Georgia RR | December. | 621 23,140 | 691 28,242 | 6,772 | 9,392 54,989 | Southern Ry | 1st wa Jan | 332,568 | |
| Georgia KR | AU WK AIRD. | 23.140 | 20,242 | 44,023 | 04,000 | Jumin Branch. | Morron hor | 92.508 | 3 |
| Ga. Car'la & No. | November | 77.829 | 67.126 | 635.403 | 481,203 | Lykens valley | November. | 94.000 | 1 |
| Ga. Car'la & No. Geo. So. & Fla Gulf & Chicago. | November. | 77,829 87,000 5,808 | 67,126 87,975 | 635,403 879,051 49,221 | 481,203 822,916 45,265 | Lykens Valley Tot'l both Co's Silverton | November. | 201 241 | |

| ROADS. Latest Earnings Reported. Jan. 1 to Latest D | |
|---|----------------------------|
| 1 200 1 200 2 | -4. |
| Gr. Rap. & Ind. 1st wk Jan 24,094 25,705 24,094 25 | 705 |
| Cin. Ř. & Ft. W. 1st wk Jan 7 5,446 6,374 5 Traverse City. 1st wk Jan 441 576 441 Mus. G. R. & I. 1st wk Jan 1,635 938 1,635 | 446 576 938 |
| Tot. all lines 1st wk Jan 32,544 32,665 32,544 32 Grand Trunk Wk Jan. 5 288,912 323,962 288,912 323 | 665 |
| Chie. & Gr. Tr. Wk Jan. 5 45,677 49,003 45,677 49 | 003 |
| St. P. M. & M. December. 1,152,090 1,062,752 12,346,877 13,641 East of Minn. December. 131,061 93,092 1,308,505 1,337 | 107 |
| Montana Cent. December. 115,501 98,103 1,511,669 1,117. Tot. system. December. 1,398,652 1,253,947 15,167,051 16,096 Hoos. Tun. & Wil. November. 3,691 3,581 | |
| Hous.E.&W.Tex December. 69,300 59,900 489,155 461, | 677 |
| Illinois Central December 1,707,411 1,730,320 18,301,256 22,040, | 970 380 |
| 1 t Interce (May) Wk Dec 29 45 581 44 290 2 332 591 2 124 | 554 216 |
| Tron Railway December. 4,886 4,566 42,357 41, Jack. T. & K. W. November. 73,397 78,891 714,198 721 | 342 922 |
| Jamest'n & L. E. November. 3,332 3,793 41,273 54 Kanawha & Mich 2d wk Jan. 5,497 5,188 11,652 9 Kan. C. Cl. & Sp. 4thwk Nov 10,245 6,132 287,620 239 | LAG |
| K.C.F.S.&Mem.g 1st wk Jan 65,283 75,580 65,283 75, 1st wk Jan 16,131 21,863 16,131 21 | 580 863 |
| K.C. Pitts, & G. 1st wk Jan 7,967 4,169 7,967 4, 169 7,967 4, 169 3,045 3,045 3,045 | 169 |
| Kan.C.& Beat. December. 444 1,453 11,303 13 | 839 659 |
| L. Erie & West. 2d wk Jan. 6,663 5,019 77,653 77, L. Erie & West. 2d wk Jan. 61,478 52,430 119,048 107 | 192 |
| Lehigh & Hud. December. Long Island. December. Los. Ang. Term. Louis. Mo. Riv. October. 34,754 41,422 392,676 562,695 279,662 4,056,357 4,209 14,550 14,537 182,189 146 278,519 358 | 041 |
| Louis, Ev. & St. L. 1st wk Jan 20.029 24.605 20.029 24 | 802 605 |
| Louis, N. A. & Ch. 1st wk Jan 46,527 37,049 | 049 |
| Lou St.L.& Tex. 2d wk Jan 6,556 6,305 13,391 12 12 12 13 13 12 13 13 | 241 526 419 |
| Memphis&Chas. 1st wk Jan 15,992 21,418 15,992 21 163,039 149,024 314,518 281 | 418 |
| 1 Mex. National. 2d wk Jan. 05,405 15,510 140,515 150 | |
| tMexican R'way Wk Dec. 29 60,617 50,521 3,123,647 3,053 Mexican So 4th wk Dec 11,880 13,289 349,872 269 | 560 |
| Minneap, & St. L. December. 130,066 132,552 1,771,962 1,785 Mo. Kan, & Tex. 2d wk Jan. 215,301 151,879 411,988 306 Mo. Pac, & Iron M 2d wk Jan. 330,000 381,000 627,272 757 | 429 |
| Total 2d wk Jan. 339,000 398,000 644,123 745 | 677 818 |
| Mobile & Birm. 1st wk Jan 5,074 5,790 5,074 | 790 |
| Nash. Ch. & St. L. December. 415,916 377,236 4,623,910 4,727 Nevada Central. November. 2,053 3,001 22,760 37 | 480 |
| N. Jersey & N.Y. October. 29,059 28,532 12,246 20,000 89,302 117, N.Y. C. & H. R. December, 3,644,996 3,580,187 41,797,493 46,710 | 572 |
| N. Y. L. E. & W. November, 2,230,438 2,336,372 22,485,328 27,230 | 778 |
| IN Y Susa & W August 131.552 158.812 1.079.502 1.155 | GGG |
| North'n Central November 544.310 540.498 5.513.477 6.350 | 486 689 588 |
| North'n Pacific 1st wk Jan 201,287 235,202 201,287 250 251,287 | 202 528 |
| Ohio Southern. 2d wk Jan. 13,925 12,195 30,435 25 | 674 328 162 |
| Oregon Imp. Co. November: 315.290 343,565 3,474,059 3,596 Pennsylvania November: 5.465.857 5.288,152 53,550,495 61,072 | 379 |
| Petersburg November. 41,520 38,047 477,890 484 | 97 5 29 7 |
| Phila. & Read'g. November. 1,933,088 1,947,873 18,592,264 20,860 | $\frac{480}{522}$ |
| Totalboth Cos. November. 4,157,422 4,911,177 38,549,818 43,742 Pitts, Mar. & Ch. December. 3,829 2,851 36,894 34 | 002 325 834 |
| Pittsb, & West. 2d wk Jan. 19,963 19,808 38,488 39 Pitts, Cl. & Tol. 2d wk Jan. 12,401 9,808 21,470 19 | 618 |
| Pitts. Pa. & F 2d wk Jan. 1.594 4,585 2,582 9 | 170 |
| Oningr O & F O December 20 130 18 314 232 292 268 | 000 |
| Rich, & Petersb. November. 26.549 24.518 305.008 312 | 870 220 |
| Di 0 97 H 101 T 21 100 22 400 59 700 56 | 322 800 520 |
| 8ag. Val. & St. L. November. 7,105 7,134 78,536 8b. L. A. & T. H. 1st wk Jan 19,870 21,820 19,870 21 | 762 820 |
| 8t.L.Ken'et&So. December. 4,095 3.428 31,397 29 8t.L.Southw'rn 2d wk.Jan. 101,500 87,900 196,600 159. | 900 |
| San Ant. & A.P. November 229,121 192,609 1,696,121 1,713 827. | 911 |
| Sav. Am. & Mon. December. 44,014 42,513 468,333 492, 53v. Fia. & West. November. 341,820 356,772 3,048,816 2,954 | 499 090 463 |
| 80. Pacific Co 468 890 423 594 3.413.861 3.510 | 005 |
| Louis'a West. October 100,512 113,191 801,787 913, Morgan's L&T October 647,378 613,359 4,601,348 4,315,331 | 471 32 3 |
| N.Y.T. & Mex October 31,746 33,345 210,330 212 Tex. & N. Orl. October 59,166 153,606 1,261,698 1,472 Atlantic sys.b. November 1,491,936 1,432,106 11,952,691 11,987 | 471 |
| Pacific system November. 2,788,000 2,797,034 28,842,332 32,378, | 852 740 |
| So.Pac.of Ariz October 232,390 200,900 1,710,700 1,030 | 682 819 |
| Southern Ry 1st wa Jan 332,568 341,013 332,568 341 | 013 |
| Tot'l both Co's November. 201 241 210.108 1,698,184 2,178 | 103 |

| Doing | Latest E | arnings R | eportea. | Jan. 1 to Latest Date. | | |
|---------------------|------------|-----------|-----------|------------------------|------------|--|
| ROADS. | Week or Mo | 1894-5. | 1893-4. | 1894-5. | 1893-4. | |
| | | 8 | | | * | |
| Staten Isl. R. T. | October | 76,801 | 73,665 | 920,557 | 893,698 | |
| StonyCl.&CMt | November. | 1,862 | 1,766 | 42,993 | 46,027 | |
| Texas & Pacific. | 2d wk Jan. | 147,849 | 133,386 | | 256,662 | |
| Cex.S. Val&N W | December. | 4.337 | 5,670 | | 57,602 | |
| Pol.A.A.&No.M. | 2d wk Jan. | 18,533 | 18,225 | 38,228 | 36,581 | |
| Col. & Ohio Cent. | 2d wk Jan. | 32,291 | 30,143 | 60,404 | 53,870 | |
| Col. P. & West. | 1st wk Jan | 18,473 | 17,689 | 18,473 | 17,689 | |
| Tol. St. L. & K. C. | 1st wk Jan | 24,745 | 23,727 | 24,745 | 23,727 | |
| Uister & Del | November. | 29,305 | 33,164 | 334,000 | 405,111 | |
| Union Pacific- | | 20,000 | 00,101 | 051,000 | 100,11.1 | |
| Un. Pac. RR | November. | 1.327.952 | 1,544,902 | 13,637,741 | 16,077,460 | |
| Or.8.L. & U. N | November. | 469,038 | 455,410 | 4,659,505 | 5,476,587 | |
| St.Jos.&Gd.Is. | | 56,522 | 79,415 | 728,321 | 900,968 | |
| Kan.C.&Om. | November. | 5,576 | 10,452 | 90,363 | 146,584 | |
| Tot. 3t. J. &G. I. | 1st wk Jan | 13,359 | 17,523 | | 17,523 | |
| Cent.Bra | 2d wk Jan. | 9,000 | 17,000 | | 28,677 | |
| Ach.Col.&P. | AT | | | | | |
| Ach.J.C.&W | November. | 24,554 | 31,327 | 333,963 | 457,146 | |
| Montana Un. | November. | 32,834 | 59,943 | 336,037 | 721,910 | |
| Man. Al. & Bur. | November. | 2,889 | 4,293 | | 39,348 | |
| Gr'd total.*c | | | 2,366,351 | 21,540,954 | 25,785,211 | |
| U. Pac. D. & G. | | 306,176 | 301,316 | 2,599,212 | 3,316,906 | |
| Ft.W'th &D.C. | 4th wk Dec | 33,076 | 26,198 | 1,317,215 | 1,502,836 | |
| Wabash | 2d wk Jan. | 205,864 | 202,590 | 399,643 | 389,134 | |
| Waco & Northw | November. | 41,545 | 34,587 | 253,540 | 213,524 | |
| West Jersey | November. | 108,575 | 115,187 | 1,474,077 | 1,607,183 | |
| W.V.Cen.& Pitts | | 85,6 0 | 98,230 | 918,354 | 1,084,798 | |
| West Va. & Pitts. | | 36,141 | 36,862 | 313,484 | 343,096 | |
| Western of Ala. | October | 64,665 | 54,662 | 432,587 | 392,898 | |
| West. Maryland. | November. | 103,497 | 82,609 | 1,164,051 | 1,115,787 | |
| West. N.Y. & Pa | | 48,600 | 49,000 | 48,600 | 49,000 | |
| Wheel. & L. Erie | | 18,327 | 19,539 | 39,138 | 39,139 | |
| Wrightsv. & Ten. | | 8.185 | 8,385 | | | |

Wrightsv.&Ten October... 8,185 8,385 65,451 64,351
† Includes Milwaukee & Northern for all periods.

* Figures given do not include Oregon Ry. & Nav., Un. Pac. Denver & Gulf, Denver Leadville & Gunnison and Leavenworth Topeka & Southwestern.

a These figures include results on leased lines.
b Includes earnings from ferries, etc., act given separately. † Mexican currency. c Includes only half of lines in which Union Pacific bas a half interest. d Includes Ohio & Mississippi in both years. f In June, July and August Mil. Lake Shore & West. included for 1894, but not for 1893; for previous months and for September, October and November this road is included in both years.

g These figures include results on Current River and Kansas City Clinton & Springfield.

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

Our preliminary statement of earnings for the second week of January covers 29 roads and shows a loss of 1.67 per

| 2d week of January. | 1895. | 1894. | Increase. | Decrease. |
|----------------------------|-----------|-----------|-----------|-------------|
| | \$ | | | 8 |
| Balt. & Ohio Southwest. | 114,658 | 118,885 | | \$ 4,227 |
| Buffalo Roch. & Pittsb'g. | 53,263 | 49,387 | 3,876 | |
| Canadian Pacific | 272,000 | 321,000 | | 49,000 |
| Chesapeake & Ohio | 175,073 | 173,939 | 1,134 | |
| Chicago Milw. & St. Paul | 420,886 | 481,445 | | 60,559 |
| Cin. Jackson & Mackinaw | 10,123 | 10,137 | | 14 |
| Clev. Lorain & Wheel | 19,174 | 15,176 | 3,998 | |
| Denver & Rio Grande | 119,100 | 122,600 | | 3,500 |
| Georgia | 23,140 | 28,242 | | 5,102 |
| Intern'l & Gt. North'n | 88,710 | 69,240 | 19,470 | |
| Iowa Central | 28,859 | 43,126 | | 14,267 |
| Kanawha & Michigan | 5,497 | 5,188 | 309 | |
| Lake Erie & Western | 61,478 | 52,430 | 9,048 | |
| Louisville St. L. & Texas. | 6,556 | 6.305 | 251 | |
| Mexican Central | 163,039 | 149,024 | 14,015 | |
| Mexican National | 69,489 | 75,978 | | 6,489 |
| Mo. Kansas & Texas | 215,301 | 154,879 | 60,422 | 0,200 |
| Mo. Pacific & Iron Mt | 339,000 | 398,000 | | 59,000 |
| N. Y. Ontario & Western | 62,724 | 57,269 | 5,455 | 00,000 |
| Ohio Southern. | 13,925 | 12,195 | 1,730 | |
| Peoria Dec. & Evansv | 18,178 | 14,487 | 3,691 | |
| Pittsburg & Western | 33,958 | 34,201 | | 243 |
| Rio Grande Western | 31,100 | 33,400 | | 2,300 |
| St. Louis Southwestern ! | 101,500 | 87,900 | 13,600 | -,000 |
| Texas & Pacific | 147.849 | 133,386 | 14,463 | |
| Tol. Ann A. & N. Mich | 18,533 | 18,225 | 308 | |
| Toledo & Ohio Central | 32,291 | 30,143 | 2,148 | |
| Wabash | 205,864 | 202,590 | 3,274 | |
| Wheeling & Lake Erie | 18,377 | 19,539 | ******* | 1,162 |
| Total (29 roads) | 2,869,645 | 2,918,316 | 157,192 | 205,863 |
| Net decrease (1.67 p. c.) | | | 4 | 48,67, |

For the first week of January our final statement covers 75 roads, and shows 1.60 per cent loss in the aggregate.

| 1st week of January. | 1895. | 1894. | Increase. | Decrease. |
|----------------------------|-----------|-----------|-----------|-----------|
| | 8 | \$ | \$ | |
| Previously rep'd (27 r'ds) | 2,822,374 | 2,913,544 | 150,862 | 242,032 |
| Atch. Top. & Santa Fe | 482,660 | 470,232 | 12,428 | ******* |
| St. Louis & San Fran | 97,221 | 94,648 | 2,573 | |
| Atlantic & Pacific | 51,629 | 48,708 | 2,921 | ******* |
| Colorado Midland | 27,619 | 18,402 | 9,217 | |
| Chesabeake & Ohio | 154,426 | 148,283 | 6,143 | |
| Chicago & East. Illinois | 89,859 | 67,468 | 22,391 | |
| Chicago & Gr. Trunk | 45,677 | 49,003 | ,501 | 3,326 |
| Chicago Great Western | 52,116 | 53,843 | | 1,727 |
| Chic. Peoria & St. Louis. | 14,883 | 15,311 | ******* | 428 |
| Chicago & West Michigan | 22,124 | 21,533 | 591 | 120 |
| Cleve, Akron & Columbus | 14,372 | 15,751 | 001 | 1,379 |
| Cleve, Cin. Chic. & St. L | 219,339 | 202,611 | 16,728 | 1,010 |
| Col. Sand'sky & Hocking. | 11,918 | 9,933 | 1,985 | ******* |
| Det. Gr. Hav. & Milw | 13,816 | 16,013 | 1,000 | 2.197 |
| Detroit Lans'g & North'n | 16,485 | 14,313 | 2,172 | 2,197 |
| | 22,765 | | | ******** |
| Duluth So. Shore & Atl. | | 21,775 | 990 | ******** |
| Evansv. & Indianapolis. | 4,552 | 5,129 | ******** | 577 |
| Evansv. & Terre Haute | 18,316 | 18,252 | 64 | ******** |
| Flint & Pere Marquette. | 36,908 | 42,713 | ******* | 5,805 |
| Fla. Cent. & Peninsular | 53,440 | 59,710 | ******* | 6,270 |
| Georgia | 20,883 | 26,747 | ******* | 5,864 |
| Grand Rapids & Indiana | 24,094 | 25,705 | ******* | 1,611 |
| Cin. Rich. & Ft. Wayne | 6,374 | 5,416 | 928 | ******** |
| Traverse City | 441 | 576 | ******** | 135 |
| Mus. Gr. Rapids & Ind. | 1,635 | 938 | 697 | |

| 1st week of January. | 1895. | 1894. | Increase. | Decrease. |
|----------------------------|---------|-----------|-----------|-----------|
| | \$ | \$ | 8 | - 8 |
| Iowa Central | 27,328 | 34,090 | | 6,762 |
| Kanawha & Michigan | 6,155 | 4,754 | 1,401 | 0, |
| Kan. City Ft. S. & Mem.* | 65,283 | 75,580 | ******* | 10,297 |
| Kan. C. Mem. & Birm | 16,131 | 21,863 | | 5,732 |
| Kan. City Pittsb. & Gulf. | 7,967 | 4,169 | 3,798 | 0,102 |
| Kan. City Suburban Belt. | 3,045 | 3,443 | 0,100 | 398 |
| Keokuk & Western | 5,961 | 6,659 | | 698 |
| Louisville & Nashville | 346,460 | 351,435 | | 4,975 |
| Louis. N. Albany & Chie. | 46,527 | 37,049 | 9,478 | 4,010 |
| Memphis & Charleston | 15,992 | 21,418 | 0,110 | 5,426 |
| Mexican Central | 151,479 | 132,035 | 19,394 | 0,420 |
| Mobile & Birmingham | 5.074 | 5,790 | 10,004 | 716 |
| Northern Pacific | 201,287 | 235,202 | ******* | |
| Ohio River | 10,832 | 11,674 | **** | 33,915 |
| Pittsburg & Western | 28,582 | | | 842 |
| Rio Grande Southern | | 34,204 | 1 7 0 7 | 5,622 |
| st. Joseph & Gd. Island. | 6,443 | 5,322 | 1,121 | ********* |
| ot. Louis Alton & T. H. | 13,359 | 17,523 | ******* | 4,164 |
| Sherman Shreve. & So | 19,870 | 21,820 | | 1,950 |
| Southorn Boiler | 5,235 | 4,463 | 772 | ******* |
| Southern Railway | 332,568 | 341,013 | | 8,445 |
| Toledo Peoria & West'n. | 18,473 | 17.689 | 784 | |
| Toledo St. L. & Kan. C | 24,745 | 23,727 | 1,018 | |
| Western N. Y. & Penn | 48,600 | 49,000 | | 400 |
| Total (75 roads) | | 5,826,559 | 268,456 | 361,693 |
| Net decrease (1.60 p. c.). | | | | 93,237 |

• For the fourth week of December our final statement covers 81 roads, and shows 4.06 per cent loss in the aggregate.

| 4th week of December. | 1894. | 1893. | Increase. | Decrease. |
|---|---|--|---|---|
| Prev'ly reported (72 r'ds) Atlantic & Danville Chicago & Gr. Trunk. Chicago Great Western. Det. Gr. Haven & Mil Georgia. Interoceanic (Mex.). Memonis & Charleston. Mexican Railway. Mexican Southern | \$,484,272 6,561 52,497 71,962 18,633 40,146 45,581 43,391 60,617 11,880 | \$ 8,816,707 5,967 52,2-6 119,299 19,45,42,421 44,290 45,664 50,521 13,289 | \$ 354,086 594 211 1,291 10,096 | \$ 696,521 47,337 825 1,975 2,273 1,409 |
| Not decrease (4.06 p. c.). | 8,835,840 | 9,239,902 | 366,278 | 740,340 374,062 |

The following will furnish a comparison of the weekly results for a series of weeks past.

WEEKLY GROSS EARNINGS.

| | Period and number of | 1894. | 1893. | Amount, | |
|---|------------------------|--------------------|-----------|--------------|--------|
| | _ roads included. | \$ | \$ | 8 | P. ct. |
| | Dec1st week (78 r'ds). | | 7,260,753 | 179,204 Inc. | 2.47 |
| | " 2d week (74 r'ds). | 7,048,464 | 7,069,189 | 20.725 Dec. | 0.29 |
| 1 | " 3d week (79 r'ds). | 7,220,731 | 7,149,219 | 71,512 Inc. | 1.00 |
| | " 4th week (31 r'ds). | 8,835,840 1895. | 9,209,902 | 374,062 Dec. | 4.06 |
| | Jan1st week (75 r'ds). | 5,733,322 | 5,826,559 | 93,237 Dec. | 1.60 |
| | " 2d week (29 r'ds). | 2,869,645 | 2,918,316 | 48,671 Dec. | 1.67 |

For corresponding weeks *last year* losses were as follows, the roads, however, not being quite the same as those included in the present year's comparisons:

| | | I | oss LAST | YEAR W | n | | |
|----------|-----------|----------|-----------|-----------|-----------|--------|--|
| | Janu | January. | | February. | | March. | |
| 4 4 | Dollars. | | Dollars. | P. Ct. | Dollars. | P. Ct. | |
| 1st week | | | 670,595 | | 840,277 | 12.02 | |
| 2d week | | 10.42 | 981,272 | | 828,090 | 11.55 | |
| 3d week | | 8.31 | 1,006,274 | | 984,913 | | |
| 4th week | 1,423,331 | 15.87 | 958,561 | 13.57 | 1,433,462 | 14.00 | |

Net Earnings Monthly to Latest Dates.—The table following shows the net earnings reported this week. A full detailed statement, including all roads from which monthly returns can be obtained, is given once a month in these columns, and the latest statement of this kind will be found in the CHRONICLE of December 22, 1894. The next will appear in the issue of January 26, 1895.

— Gross Earnings.——Net Earnings.——

| | - | Gross Ea | trnings. | Net Ear | nings | |
|---|---|--------------------------------------|---------------------------------------|---------------------------------------|-----------------------------------|--|
| | Roads. | 1894. \$ | 1893. \$ | 1894. | 1893. | |
| | Baltimore & Ohio— Lines E. O. R.bDec. Jan. 1 to Dec. 31 | | 1,428,371 18,751,482 | 513,983 | 480,856 | |
| | July 1 to Dec. 31 | 9,396,707 | 9,430,602 | 5,703,488 3,488,851 | 6,219,830 3,486,520 | |
| | Lines W. O. R.bDec. Jan. 1 to Dec. 31 July 1 to Dec. 31 | 4,767,149 | 434,675 6,488,678 3,389,849 | 76,250 724,536 555,492 | 91,942 1,453,457 1,071,773 | |
| | Total system. bDec. Jan. 1 to Dec. 31 July 1 to Dec. 31 | 21,754,468 | 25,240,160 | 590,233 6,428,024 4,044,343 | 572,798 7,673,287 4,558,293 | |
| | B. & O. SouthwNov. July 1 to Nov 30 | | | 184,948 1,105,530 | 182,155 1,080,679 | |
| | Clev. Lor. & WheelNov. July 1 to Nov. 30 | 121,393 692,581 | | 40,469 254,813 | 25,208 223,967 | |
| | Edison El. Il. Co., N.Y. Dec. Jan. 1 to Dec. 31 | 165,995 1,464,337 | 143,192 1,245,525 | 81,359 789,467 | 74,969 605,643 | |
| | Ft. Worth & Den. C. b. Nov. Jan. 1 to Nov. 30 | 184,694 1,192,112 | | 91,634 279,561 | 55,637 335,486 | |
| | Georgia.aDec. Jan. 1 to Dec. 31 July 1 to Dec. 31 | 134,028 1,348,549 734,384 | 142,322 1,419,738 753,021 | 35,303 *412,691 *255,604 | 74,993 *452,503 *340,114 | |
| | Jan. 1 to Dec. 31 July 1 to Dec. 31 | 69,300 489,155 239,277 | 58,900 461,419 252,347 | 37, 7 92 191,729 137,630 | 31,035 174,340 112,992 | |
| | Illinois Central. a Nov. Jan. 1 to Nov. 30 July 1 to Nov. 30 | 1,842,031 16,593,845 8,076,520 | 1,872,068 20,310,650 10,409,820 | 610,569 4,259,421 2,231,015 | 558,763 6,662,740 3,714,607 | |
| | L. Erie & West'n.bNov. Jan. 1 to Nov. 30 | 292,611 3,039,214 | 254,918 3,236,381 | 144,612 1,328,331 | 107,851 | |
| | Nash. Ch. & St. L. b Dec. Jan. 1 to Dec. 31 July 1 to Dec. 31 | 415,916 4,623,910 2,372,369 | 377,236 4,727,480 2,270,123 | 170,067 1,856,609 999,022 | 162,664 1,925,744 992,893 | |
| - | Ohio River.bNov. Jan. 1 to Nov. 30 | 61,124 657,084 | 69,185 740,128 | 21,319 256,606 | 30,993 298,014 | |
| - | Pitts. C. C. & St. L Dec. Jan. 1 to Dec. 31 | Dec. 1,6 | 21,331 | Inc. Dec. 2 | 41,621 271,077 | |
| | | | | | | |

| | Gross E | | -Net Ea | |
|--|-------------------------|---------------------------|------------------------------|------------------------------|
| Roads. | 1894. | 1893. | 1894. | 1893. |
| Pittsburg & Western. Nov. July 1 to Nov. 30 | 240,359 1,264,745 | 179,711 1,148,552 | 70,946 441,067 | 34,483 342,914 |
| Pitts. Youngs, & A Dec. Jan. 1 to Dec. 31 | 95,454 1,223,470 | 58,286 1,279,685 | 486,798 | def.19,198 469,022 |
| Tenn. Coal I. & RRDec. Jan. 1 to Dec. 31 Feb. 1 to Dec. 31 | | | 81,000 661,200 590,000 | 71,600 814,200 748,200 |
| Union Pacific— Union Pac. Ry., b., Nov. Jan. 1 to Nov. 30 | 1,327,952 13,637,741 | 1,544,902 16,077,460 | 358,215 4,340,294 | 675,298 6,323,814 |
| Oreg. S.L. & U.N. b. Nov. Jan. 1 to Nov. 30 | 469,038 4,659,505 | 455,410 5,476,587 | 109,578 1,303,906 | 213.087 2,166,244 |
| 8t. Jos. & Gd. Isl. b Nov. Jan. 1 to Nov. 30 | 56,522 $728,321$ | 79,415 900,963 | 13,539 176,735 | 34,072 297,470 |
| Kan. C. & Om. b Nov. Jan. 1 to Nov. 30 | 5,575 90,363 | 10,452 146,534 | def.1,933 def.25,152 | 950 19,064 |
| Cent. BranchbNov. Jan. 1 to Nov. 30 | 24,118 | 40,142 441,000 | 5,163 $121,623$ | 16,296 145,270 |
| Atch. C. & Pac. } b Nov. | 24,554 | | def 3,402 | def.1,980 |
| Jan. 1 to Nov. 30 | 333,963 32,834 | 457,146 59,943 | 10,444 | 12,944 14,825 |
| Montana Union. b. Nov. Jan. 1 to Nov. 30 | | 721,910 | 58,833 | 173,973 |
| Man. Alma & B.b. Nov. Jan. 1 to Nov. 30 | 2,889 38,519 | 4,293 39,348 | def.883 def.11,962 | def.19,773 |
| Grand TotalbNov. Jan. 1 to Nov. 30 | 2,055,850 21,540,954 | 2,366,351 25,785,211 | 494,839 6,016,530 | 980,411 9,230,892 |
| Un.P.D. & Gulf.b Nov. Jan. 1 to Nov. 30 | | | 92,925 537,492 | |
| W. Virginia & PittsOct. Jan. 1 to Oct. 31 | | | 20,256 174,780 | |
| Wrightsv. & Tenn†Oct. Jan. 1 to Oct. 31 July 1 to Oct. 31 | 8,185 65,451 | 8,385 64,351 27,135 | 4,970 21,743 †10,461 | |

a Net earnings here given are after deducting taxes.
b Net earnings here given are before deducting taxes.
'Including other income, net from January 1 to December 31 was \$505,443, against \$515,253, and from July 1 to December 31 \$286,-980, against \$371,490.

† \$5.966 for new rolls and feetenings in July 1. 980. against 53/1,490. +\$5,966 for new rails and fastenings included in expenses for the four months from July 1 to October 31 in 1894.

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.

| -Inter't, ren | tals. &c. | -Bal. of Net | Earns |
|---|---|----------------------|--|
| 1894. | 1893. | 1894. | 1893. |
| 8 | 8 | 8 | 4 |
| . 58,478 | 54,970 | 86,134 | 52,881 $743,42$ |
| | | | |
| $\begin{array}{c} 125,240 \\ 763,329 \end{array}$ | 122,534 733,605 | 235,69 3 | 40,130 $259,293$ |
| 59,700 656,700 | 60,300 663,300 | 21,300 def.66,700 | 11,300 84,900 |
| | 1894. \$ 58,478 623,592 125,240 763,329 59,700 | 1894. 1893. \$ | \$ \$ \$ \$ 8 8 6,134 623,492 595,630 704,439 125,240 122,534 44,827 763,329 733,605 235,693 5,700 60,300 21,300 |

ANNUAL REPORTS.

Philadelphia & Reading Railroad.

(Report for the fiscal year ended November 30, 1894.)

The report presented jointly by the President and by the receivers contains in substance the following:

General Results—Future Requirements.—The interest upon the general mortgage loan for the year, amounting to \$1,784,607, has been included in the fixed charges. Comparing this amount with the deficit over all fixed charges for the two companies, \$1,933,007, the earnings have fallen short by \$148,399 of an amount sufficient to pay the charges ahead of the general mortgage interest.

A careful estimate has been made of the amount of money that will be required per annum in the near future to furnish the railroad and the sea service with new equipment, to equip the railroad and the sea service with new equipment, to equip all locomotives and cars with air brakes and automatic couplers as a recent act of Congress requires, and to make such improvements and additions to the lines of railroad, yards, wharves and stations as a growing business may demand. It was found that for these purposes about \$1,000,000 per annum will have to be provided. In the last year the expenditures on these accounts were \$1,557,238. If we assume that the payments on such accounts are hereafter to be made out of income, it will be fair to say that in the year 1894 \$557,238 more than the average expenditure on these accounts out of income, it will be fair to say that in the year 1894 \$557,238 more than the average expenditure on these accounts was made. Subtracting this sum from the amount actually expended last year for rentals, interest, equipment, etc., we should still have been short \$350,167 of the amount required to pay the Railroad Company's fixed charges, which added to the deficit of the Coal & Iron Company \$1,025,602, makes an aggregate deficiency in meeting the fixed charges of both companies of \$1,375,769, or in other words the accounts as above stated would show \$408,838 earned on account of the general mortgage interest.

above stated would show \$408,838 earned on account of the general mortgage interest.

Traffic.—The largest falling off in Railroad earnings is in receipts from coal traffic, \$1,543,558. This comes partly from a decrease in the total tonnage carried of 333,637 tons, for while the tonnage of anthracite carried by the Reading increased 191 915 tons, the tonnage contributed by other railroads fell off largely. The bituminous tonnage decreased during the strike in the bituminous mining region in May, June and July. The steady decrease in the freight rate on both classes of coal was also an important factor in the de-June and July. The steady decrease in the freight rate on both classes of coal was also an important factor in the de-

crease of receipts.

The passenger traffic shows a falling off of \$311,172, due partly to the depression in business of the earlier part of the

year, which caused a loss in passenger revenue of \$192,642 in the four months from April to July, 1894, and partly to the competition of the electric railroads in the region around Philadelphia, which began to affect passenger receipts largely in the latter part of the year. The loss from this cause is increasing as the electric roads are extended, but this competition will probably not affect business so greatly in the region that is more than five miles from the city, where the greater speed of the steam railroad trains operates in their favor.

Merchandise receipts show a falling off of \$729,678. This loss, which was due to general business depression, was most severe in the early part of the year, being \$962,101, or at the rate of over \$120,000 per month for the first eight months of the year, while the last four months showed a gain over the corresponding months of 1893 of \$332,423, or about \$58,000 per month. This gain is still increasing.

Coal Business.—Of all branches of the business of the Reading companies, the most important is the production and sale of anthracite. In all other departments they compete with rivals who are equipped for business as well as or better than themselves, but in the coal business they have a vast undeveloped estate, which needs only time, patience and resolution to develop profitably.

A persistent but unsuccessful endeavor has been made dur-

oped estate, which needs only time, patience and resolution to develop profitably.

A persistent but unsuccessful endeavor has been made during the past year to induce the Reading companies to accept a lower rank in the coal business than they have hitherto held. The official records of the statistician of the trade show that while during the year the coal transported from the whole anthracite region decreased 1,545,974 tons, the Reading's tonnage increased 191,915 tons.

A new policy was inaugurated in 1888, and has been steadily

A new policy was inaugurated in 1888, and has been steadily pursued, and in the last six years \$5,366,975 has been spent in colliery improvements, with the result of developing the aggregate productive capacity of the mines from about 6,660,000 tons per annum in 1888 to about 9,130,000 tons per annum in 1894. Of this amount \$3.455,938 has been charged to operating expenses, and \$1,921,036 has been capitalized. The increased capacity of the Reading's collieries since 1888 is represented on the books by an increased valuation of the colliery improvements of \$1,921,036 and \$807,235 for collieries purchased, or a total of \$2,728,272, being at the rate of \$1.09 invested in colliery improvements per ton of annual productive capacity, which is rather below than above the usual cost.

The work of colliery development has now progressed so far as to be well abreast of the requirements of our trade, and a smaller expenditure will be required hereafter. It takes, roughly speaking, an expenditure of from \$100,000 to \$150,000, and about two years of time, to fully develop a colliery capable of producing 100,000 to see per annum. The anthracite trade has grown for many years with great steadiness at the rate of about 1,250,000 tons per annum. The Reading companies' legitimate share of this increase is from 250,000 to 300,000 tons per annum. This increase alone would require the annual expenditure of from \$300,000 to \$400,000 per annum to keep always prepared for the increasing business.

A lack of harmony in the conduct of the coal trade has led A new policy was inaugurated in 1888, and has been steadily

A lack of harmony in the conduct of the coal trade has led to decreasing prices realized for coal. This loss has been heaviest in the last half of the year, and the result of the year's business shows that 23.7.10 cents less per ton was realized for the whole product than in 1893. This loss aggregated upon our whole tonnage \$1,884,710.

Economics have partly off-set this loss so that the fallice.

upon our whole tonnage \$1,884,710.

Economies have partly off-set this loss, so that the falling off in the profit of the companies' coal trade in 1894 as compared with 1893 has been \$829,952. The cost per ton of mining coal during the year was \$1.45.2-10, which is less than the cost in any previous year of the past fifteen years, with the exception of 1887, when it was 1-10 of a cent lower.

Equipment, Etc.—Vigorous efforts have been made throughout the year to reduce the cost of railway transportation. The

Equipment, Etc.—Vigorous efforts have been made throughout the year to reduce the cost of railway transportation. The equipment, however, has been kept in good condition, the locomotives, passenger cars and coal cars being all in better repair than they were a year ago. Freight cars are not in so good repair, as the lessened business has not required the use of so many, but they are now being brought up to a higher state of efficiency. The track has been kept up, but it will hereafter require somewhat larger expenditures than have been made in the last two years. been made in the last two years.

been made in the last two years.

The payments on account of equipment purchase I prior to 1893 were reduced somewhat during the year 1894 by an agreement with the holders, who consented to postpone some of their payments. Any considerable increase in business would make necessary some addition to the equipment, and for some years to come about \$500,000 per annum will be required on that account.

The only equipment, purchased during the year has been

required on that account.

The only equipment purchased during the year has been that required for sea service. Careful investigation proved that the most economical way of handling coal beyond the eastern termini of our lines of railroad is to ship coal destined for New York harbor and ports on Long Island Sound west of the mouth of the Connecticut River by barges from Port Reading, and that destined for all other sea ports from Port Richmond. Additions to our fleet cost \$555,000, and were bought under authority of the Court. Cash payments of about 18 per cent were made, and the balance is to be paid in 18 per cent were made, and the balance is to be paid in monthly instalments, which will be completed in five years. We shall have gradually to make further additions to our

At Port Richmond a new coal storage plant has been contracted for. This will cost about \$160,000, will be ready for operation in the spring of 1895, and will, it is estimated,

handle coal at a cost of 5 cents per ton. The saving will pay for the plant in about five years, and the plant will thereafter be the means of very considerable economies. The money to construct this plant will be raised by means of a loan, to be

paid in five years.

paid in five years.

During May, 1894, occurred a great storm, lasting three days, during which the rainfall reached 9½ inches. At all but five of the company's fifty-four collieries the pumps were overpowered, and the mines had to cease working for from one to sixty days. This greatly decreased the output of coal and increased the cost of mining in the months of May and June. The renewal of bridges injured by the storm will have cost when completed \$157,980 and other repair work \$30,815.

All of the work of repairs, renewals and new construction

June. The renewal of bridges injured by the storm will nave cost when completed \$157,980 and other repair work \$30,815. All of the work of repairs, renewals and new construction during the year has been charged to operating expenses.

Susquehanna Canal, Etc.—The Susquehanna and Tide Water canals had not earned operating expenses in the last four years. They were always liable to injury from floods, as a part of the works was originally built at too low a level, and the great dam at Columbia was so far decayed that it must be rebuilt in the near future at an estimated cost of \$325,000. The Court having given its authority, the canals were surrendered to the Susquehanna Canal Company. The canals form no part of the Reading's transportation system, and their loss will be a relief to its finances.

The Lancaster & Reading Narrow Gauge RR. agreement with the Bondholders' Committee was defeated by the trustee under the mortgage, and the road was sold under foreclosure proceedings for \$300,000. As there was a certain liability on the part of this company for \$310,000 of the bonds, there is a small balance remaining unsettled,

The Philadelphia & Frankford RR. was completed under an arrangement with the bondholders, who advanced the money required, and was opened for business on July 1, 1894.

money required, and was opened for business on July 1, 1894. The road is developing a fair business.

Floating Debt.—The improved credit of the Reading companies and the increased ease in the money market have made it possible, as loans matured to place them at lower rates of interest. This has resulted for the Railroad Company in a lessening of \$194.586 in the interest charges as compared with the interest charges of 1893; in the Coal & Iron Company the interest account has decreased \$5,690.

The accounts between the Railroad Company and the Lebich

The accounts between the Railroad Company and the Lehigh Valley Railroad Company growing out of the lease, which was terminated as of July 31, 1893, have been the subject of examination throughout the year by the accounting officers of the two companies. They report that they are now nearly ready to make final statements of account.

Reorganization.—The report rehearses at length the steps taken with a view to reorganizing the company without fore-closure. When it was apparent that the plan proposed could not succeed, the report says that the following action was taken, this being in accordance with what has already been reported in the CHRONICLE:

reported in the CHRONICLE:

Several of the trust companies and other large holders of the securities in the city of Philadelphia felt that it was necessary that some assurances should be obtained in reference to the plans of the committee, in case the failure on ithe part of the junior security nolders to accept the plan rendered foreclosure necessary. As the result of some conferences with the Olcott Committee, they were assured by the committee that if foreclosure should become necessary it was the intention of the committee to sell the projecty as an entirety and to maintain its integrity so far as practicable. The committee further agreed to give to all assening junior security holders and stockholders the right of participation under any future plan, with or without foreclosure, subject only to such assessments as the condition of the company at the time might render necessary, and to confer with Messrs. John Lowber Welsh. Thomas McKean and Beauveau Borie, representing the interests of such junior security holders, with reference to the provisions of such plan.

Upon receiving this assurance, the leading financial institutions of the city of Philadelphia and the largest individual holders of the shares and bonds of the company deposited their securities, and at the close of business on December 31st there had been received the assent of the holders of about three-fourths of the general mortgage bonds and one-half each of the income mortgage bonds and stock.

The falling off in the earnings of the Reading Companies,

The falling off in the earnings of the Reading Companies, in common with other producers and carriers of coal, during the latter part of the fiscal year, is so great as to render necessary a larger contribution from the junior security holders, and possibly some concession from the general mortgage bondholders, unless a great and permament improvement in the coal trade shall promptly occur. It was thought in September last that it would be wiser to take no action until better estimates could be made of the probable income from the business, and it may still be desirable on this account that action should be postponed; but it is proper to bear in mind the judicial warning of Judge Dallas against unnecessary protraction of the receivership.

The results of the operation of the Railroad Co. and the Coal & Iron Co. are shown below.

Railroad Co. 1894. 1893.

| RAILROAD CO. Reccipts— | 1894. | 1893. |
|--|----------------------------|------------------------------------|
| Coal taffic | 5,992,373 | 11,295,849 $6,722,051$ $4,349,133$ |
| Miscellaneous Mail | 363,263 | 376,621 85,191 |
| Total Working expenses | 20,344,775 11,278,989 | 22,828,845 13,369,424 |
| Net earnings of Railroad | 9,065,786 | 9,459,421 |
| Net from canals, steam colliers, coal barges, real estate and investments | 505,633 268,55 3 | 609,072 1,104,196 |
| I otal net of both companies | 9,839,972 | 11,172,689 |

| Deduct— Rentals. Interest account Railroad Company Interest account Coal & Iron Co. P. ofit and loss Taxes Terminal trackare Equipment payments Improvements | 5,078,779 1,294,155 182,299 304,147 467,945 *1,241,028 | 1893. \$2,907.029 5,273,365 1,299,844 243,068 200.683 356,757 1,468,390 225,896 |
|--|---|---|
| Total deductions | 1,933,007 | 11,975,032 802,343 dismantled |

The operations of the Railroad and Coal & Iron Co. separately were as follows:

| | 1894. | 1893. |
|--|--------------------------|-------------------------------------|
| | 21,477,278 11,905,860 | 24,155,895 14,087,400 |
| Net earnings of RR. Charges of RR. | 9,571,418 10,478,824 | 10,068,495 10,675,189 |
| Deficit of Railroad. Gross earnings of Coal & Iron Co | 22,236,864 | 606,694 24,586,968 23,482,673 |
| Net earnings of Coal & Iron Co | 268,554 1,294,155 | 1,104,195 1,299,844 |
| Deficit of Coal & Iron Co | | 195,649 802,342 |

Of which \$632,151 was for permanent improvements.

Edison Electric Illuminating Co. of New York City. (Report for the year ending Dec. 31, 1894.)

At the annual meeting of the stockholders this week the following were elected directors: A. A. H. Boissevain, R. R. Bowker, C. H. Coster, Charles E. Crowell, Thomas A. Edison, W. E. Glyn, Geo. F. Gregory, Arthur Curtiss James, D. O. Mills, Geo. Foster Peabody, W. A. Read, F. S. Smithers and Spencer Trask. Arthur C. James, of Phelps, Dodge & Co., and George r. Gregory of the Standard Oil Company, take the places of Mr. Wright, deceased, and Mr. Johnson.

It is said the by-laws of the company will be so amended that the annual meeting will be held on the last Tuesday in January instead of as at present, which will enable the company to submit a more complete report to the stockholders.

Earnings, expenses and charges.

EARNINGS, EXPENSES AND CHARGES.

| Gross Operating expenses | 1894. \$ 1,369,066 550,427 | 1893. \$ 1,193,338 527,311 | 1892. \$ 942,575 355,494 |
|--|---|---|------------------------------------|
| Net. Total net Legal expenses and taxes. | 818,639 851,583 124,443 | 666,027 694,248 112,570 | 557,081 577,527 102,384 |
| Balance | 727,140 62,325 | 581,678 23,964 | 475,133 |
| Total balance Interest. Dividends. | 789,465 207,266 476,196 | 605,642 144,820 451,174 | 475,133 |
| Surplus Number of customers Number of lamps Number of motors Number of arc lights. | 106,003 5,837 234,494 7,616 3,014 | 9,648 5,154 192,691 5,529 2,538 | 4,344 142,492 3,807 1,637 |

Central Railroad & Banking Company of Georgia.

(Report for the year ending June 30, 1894.)

(Report for the year ending June 30, 1894.)

President Comer, under date of July 1, speaks as follows regarding the operations for the fiscal year thus ended:

Considering the great financial depression and the low freight rates which prevailed during the year, the showing is a very gratifying one.

About the first of July of last year, the Court directed the receiver to tender back to the companies owning them all leased roads except the Georgia Railroad, giving them the option of leaving the properties in the hands of the Court, to be operated by the receivers, the net earnings up to the contract rentals to be paid to the owners. Under this order the Southwestern, the Augusta & Savannah and the Mobile & Girard railroads elected to have their properties operated by the receivers, but the Eatonton Branch Railroad Company asked that its road be surrendered, which under order of the Court was done. Court was done.

asked that its road be surrendered, which under order of the Court was done.

On February 1 of this year the Chattanooga Rome & Columbus Railroad was turned over to Mr. E. E. Jones, who had been appointed receiver by the Court under a separate bill of foreclosure against that property.

In the storm of August 27, 1893, the steamship City of Savannah was wrecked on Hunting Island, off the coast of South Carolina, and proved a total loss. The net amount of insurance on the vessel, \$147,846, was collected, and under the order of the court is being held by the receivers with permission to expend it in building a new ship. In the depressed condition of general business and the uncertainties of the company's affairs, the receivers have not as yet taken steps to exercise the permission granted by the Court. During the year the steamship fleet has been put in thorough repair, involving considerable extraordinary expense.

Considerable damage was also done by the storm to the Savannah & Atlantic Railroad and to the terminal property at Savannah. Under the order of the Court \$40,000 of receivers' certificates were issued to repair the damage to the Savannah & Atlantic Railroad. Damage to the other prop-

erty was promptly repaired and the cost charged to operating

A plan of reorganization is now being prepared, and it is expected that it will soon be submitted to the security and stock holders.

stock holders.

The report contains extended tables, showing the character of the equipment on the road and its leased lines, and the age and weight of rails on the several divisions.

The earnings and charges and resulting balances were as follows for the several roads in the system. [A comparative statement showing also the earnings of the previous year was in V. 59, p, 1004]:

| in v. 59, p, 1004]: | | | | |
|--|-----------------------------|---------------------------|-------------------------|-----------------------------|
| CENTRAL RR. Miles. SYSTEM. | Gross Earnings. | Net Earnings. | Charges. | Balance, surplus. |
| Cent. RR312 Oth. inc. me | 2,522,935 | 1,012,808 } 507,336 } | 747,127 | 773,017 |
| Aug. & Sav 53 Oth. income | 201,854 | 56,232 \ 817 \ | 54,863 | 2,186 |
| So. W. RR 332 Mont. & Eu 80 | 1,098,913 205,808 | 379,782 def. 926 | 232,566 13,490 | 147,216 def.14,416 |
| Mob. & Gir124 Oth. income | 217,672 | 76,433 } | 12,864 | 64,581 |
| Upson County. 16 Sav. & Atl 18 | 12,826 $16,259$ | def.1,101 5,439 | 162 464 | def. 1,263 4,975 |
| 935 | 4,276,267 | 2,037,832 | 1,061,536 | 976,294 |
| SAV. & WEST- ERN SYSTEM. | | | | |
| Col. & W157 | 565,952 | 176,240 | 28,408 | 147,831 |
| Oth, income | 35,075 | def.898 } 115 { | 1,272 | def.2,055 |
| B. V. & El 64 | 56,513 | 7,994 } | 3,349 | 4,706 |
| Oth. income 37 East Ala 37 Euf. & Oz 60 Eden & Am 58 | 57,466 49,532 180,736 | 15,535 1,131 86,169 | 3,652 1,222 3,642 | 11,883 def. 91 82,527 |
| S. G. & N. A 59 Oth. income | 135,757 | 3,343 \ 429 \ | 3,670 | 101 |
| Ch. R. & Co*138 Miscellaneous | 159,267 | def.75,629 1,661 | 90 163 | def.75,719 1,498 |
| 622 | 1,240,298 | 216,149 | 45,488 | 170,661 |
| Total all1,557 Steamships | 5,516,565 1,947,237 | 2,253,985 180,671 | 1,107,024 50,000 | 1,146,955 130,671 |
| Grand total | 7,463,802 | 2,434,656 | 1,157,024 | 1,277,626 |

*July 1, '93, to Feb. 1, '94. † Deducting Bank expenses, \$284, leaves the balance \$1,277,344.

The following summary, condensed from the detailed tabulated statements, shows the net results of operations for the

| SUMMARY | OF | INCOME | ACCO | UNTS. |
|---------|----|--------|--------|-------|
| | | 1 Te | es the | fallo |

| Net earnings— | Less the following payments, viz: |
|---------------------------------|------------------------------------|
| Central RR\$1,012,80 | B Loss Georgia RR. lease. \$60,978 |
| Augusta & Savannah 56,23 | 2 Interest on bonds 294,000 |
| Southwestern RR 379,78 | 2 Other interest 20,110 |
| Mobile & Girard 76,433 | 3 Taxes 131,423 |
| Sav. & Atlantic 5,43 | New rails 38,849 |
| | 6 Rentals 236,551 |
| | - Bank expenses 284 |
| C. R. R. system\$1,528,66 | 8 |
| Other income | 5 Total payments \$782,196 |
| Steamsbips, etc 180,67 | |
| Sav. & West, system, net 213,88 | |
| Miscellaneous 2,083 | |
| | |
| Total income\$2,059,54 | Balance net inc\$1,277,344 |

Chicago City Railway.

(Report for the year ending Dec. 31, 1894.)

(Report for the year ending Dec. 31, 1894.)

At the annual meeting this week President Wheeler stated that a large amount of money had been expended in repairs and improvements of various kinds. The greater part of the cable lines must be relaid with steel rails. Materials for this charge have already been ordered, and the work will be prosecuted during the coming year. July 16, 1894, ordinances were passed authorizing change from horse power to electricity on lines aggregating, single track, 82.04 miles; of which there was in operation in 1894, 19.32 miles; ready for operation in January, 1895, or on erection of additional generators, 27.97 miles, leaving to be completed later 34.75 miles. The number of horses was reduced by 662 during the year, leaving 1,604 on hand December 31. It is expected that 710 will be sufficient for operating by May 1. The total number of cars owned by the company is 1,759.

Horse cars cost to operate 25.39 cents per car per mile, cable cars 9.97 cents and electric cars 16.90 cents. The passengers carried aggregated 84,794,987, of which 64½ per cent were carried by cable lines, 24.28 per cent by horse-car lines and 11.22 per cent by electric lines.

The following directors were elected: Samual W. Allerton

per cent by electric lines.

The following directors were elected: Samuel W. Allerton, James C. King, L. Z. Leiter, D. K. Pearsons, Erskine M. Phelps, William B. Walker, George H. Wheeler.

The officers are as follows: President, George H. Wheeler; First Vice-President, James C. King; Second Vice-President, Erskine M. Phelps; Treasurer, T. C. Pennington; Secretary, F. R. Greene. F. R. Greene.

The following table shows the earnings, expenses, etc., for

| each of the last three y | cars. | | |
|--|--|---|--|
| Year ending Dec. 31— Passenger earnings From other sources | 1894. \$4,239,749 24,869 | 1893. \$6,029,814 30,176 | 1892. \$4,400,944 |
| Oper, expenses & taxes. P. c. oper, exp. to earns. | \$4,264,618 2,838,684 (86.56) | \$6,059,990 3,422,041 (56.75) | \$4,490,944 2,809,434 (63.80) |
| Net earnings Inter-st on bonds Dividends(12 p. | \$1,425,934 207,877 c.) 1,080,000(24 | \$2,637,949 199,238 p.c.)2100,000(1 | \$1,591,510 230,873 2p.c.)840000 |
| Balance, surplus | \$138,057 | \$338,711 | \$520,637 |

North Chicago Street Railroad.

(Report for the year ending Dec. 31, 1894.)

In his annual report President Yerkes said:
A year ago it was expected that the surplus could be divided among the stockholders, but later on the necessity of changing the stockholders, but later on the necessity of changing the horse car lines to electric and putting up power stations was apparent, and it was decided to use the money for that purpose rather than to divide the surplus and borrow money. The money to do this work, he said, was taken from the surplus account and will be divided at some future time. The company is now able to run its property at 54 33-100 per recent of the gross receipts. It costs to operate the horse cars 18 99 100 cents per car per mile for the year, and the cost of running the cable cars is 13 2-100 cents per car per mile. The electric cars, he said, could be run cheaper than the cable cars. There was no reason, he declared, why the coming year then the per heavy and the cars.

cars. There was no reason, he declared, why the coming year should not be an exceedingly prosperous one.

The company carried last year 49.571,483 passengers, as against 50,419,457 in 1892 and 60,311,673 in 1893, so that the business is poorer than two years ago. The gross receipts for the year were \$2,565,618 as against \$3,611,259 in 1892. In 1893 the receipts were \$3.014,889. The earnings on the capital stock last year were 13.63 per cent.

At the annual meeting the old board of directors was reelected.

The following are results for the year as compared with previous years :

| | Years ending Dec. 31— Gross earnings | 1894. 82,565,618 1,347,326 | 1893. \$3,101,148 1,412,756 |
|---|--------------------------------------|----------------------------------|-----------------------------------|
| | Net earnings | 81,218,292 465,648 | \$1,688,392 533,882 |
| | Balance for dividends(129 | | \$1,154,510 (11½%) 618,574 |
| ı | Balance, surplus | \$92,731 | \$535,936 |

West Chicago Street Railroad.

(Report for the year ending Dec. 31, 1894.)

West Chicago Street Railroad.

(Report for the year ending Dec. 31, 1894.)

According to the Chicago Tribune President Yerkes at the annual meeting of the West Chicago Street RR. held last week informed the stockholders that while the showing was not what he had expected, still it was good by comparison with other kinds of business, which had earned nothing. He estimated it would cost \$1,000,000 to convert the horse cars into electric lines. This, he said, would be charged to construction account. The surplus of \$1,481,681 standing at present, he said, would at some time he divided among the stockholders, although for the present it might be borrowed from to meet the expenses of electrical equipment. The receipts from horse cars, he said. were \$1,926,026. The receipts from cable cars were \$2.216,427. The expenses of the horse cars to produce \$1,926,026 were \$1,525,-898, while the expenses of the cable cars to produce \$2,216,-427 had been \$992,728. "If," added Mr. Yerkes, "the horse cars are changed to electric and the electric lines can be operated as cheaply as the cable, you can see the result which we will produce." Mr. Yerkes said the future was full of promise for the road and predicted that before the next meeting the earnings would be greatly increased. The board of directors elected consists of Charles T. Yerkes, John B. Parsons, W. L. Elkins, F. H. Winston, W. F. Furbeck, George A. Yuille and S. W. Rawson. Mr. Winston and Mr. Yuille take the places of R. C. Cawford and Jesse Spaulding. The meeting was well attended an 191,244 shares were voted.

In 1894 the company carried 85,287,303 passengers, as against 95,418,474 in 1893 and 107,053,461 in 1893. The receipts per mile from horse cars were 23.20 cents and expenses 18.38 cents; and the receipt per mile from cable cars were 30.07 cents and expenses 18.36 cents. The comparative results for three years are as follows:

Yeirs end. Dec. 31— 1894.** 1893.** 1892.** 1892.** 1892.** 1892.** 1892.** 1892.** 1892.** 1892.** 1892.** 1892.** 1892.** 1892.** 1

three years are as follows:

 Years end. Dec. 31—
 1894.

 Gross earnings.
 \$4,181,237

 Operating expenses.
 2,518,627

 1893. \$5,235,634 2,892,983 1892. \$4,620,225 2,687,311 \$2,342,651 \$1,932,914 Net earnings..... \$1,662,610 Fixed charges:

Rental of leased roads... \$490,500
Coupon interest..... 240,862
Other interest and taxes... 128,109 \$895,075 \$941,749 \$941,749 \$895,075 Total fixed charges..... \$859,471 Balance for dividends \$803,139 Dividends paid 1,184,298 \$1,400,902 991,559 \$1,037,839 725,000 Balance......def.\$381,159 sur.\$409,343 \$312,839

GENERAL INVESTMENT NEWS.

To facilitate reference to information appearing in this column, particularly during the two months following the publication of the Investors' Supplement (each Supplement containing an index up to date of issue), it is proposed to append to all items here given the volume and page of the CHRONICLE where the last previous item pertaining to the company was published. It will then be an easy matter having found one statement regarding a company to refer to others of earlier date.

Furthermore, as ready reference is especially desirable as \$520,637 | regards reorganization plans, the names of reorganization committees and the payment of overdue coupons, all announcements concerning these appearing after the publication of the latest issue of the INVESTORS' SUPPLEMENT will be indexed together in this column under heading "Reorganization Plans, etc."

Allentown & Lehigh Valley Traction and Allentown & Bethlehem Rapid Transit.—The formal consolidation of the Allentown & Lehigh Valley Traction Co. and the Allentown & Bethlehem Rapid Transit Co. took place on Thursday. The plan of consolidation was satisfactory to the minority stockholders of the Transit Company. The plan is to pay off the \$500,000 mortgage on the Transit road and \$750,000 on the Traction road, as well as the floating debt of both companies, take up the stock of the minority shareholders of the Transit Company, and cover the entire system with a mortgage for \$2,000,000. The Traction Company now controls thirty miles of road, and has large extensions in view.—Philadelphia Ledger.

Asheville & Spartanburg.—Judge Simonton, of the United States Circuit Court in Charleston, S. C., has signed a decree for the sale of the Asheville & Spartanburg Radroad The sale will take place at Spartanburg, on Feb. 15.

The sale will take place at Spartanburg, on Feb. 15.

Atchison Topeka & Santa Fe.—According to a London press dispatch, the Pall Mall Gazette of Jan. 16 said that the features of the proposed Atchison reorganization which it believes will probably be adepted by the holders of its securities are that the holders of general mortgage fours will receive new fours for seventy-five per cent of their holdings; for the remainder they will receive new income fours. The interest due for 1894 and 1895 on the present fours will be funded in new fours, of which \$150,000,000 will be issued, and \$108,000,000 will be used to exchange old securities and for the payment of the interest due. Of the remaining \$42,-000,000 a small block will be issued for immediate needs. Part of this will take the place of the guarantee fund of \$9,-000,000 and \$4,000,000 of other issues. The remainder will be issued for improvements. The present second mortgage will be replaced by five per cent preferred stock. "A" bonds will be assessed \$3, "B" bonds will be assessed \$2 per bond and ordinary shares will be assessed \$12 per share.—V. 60, p. 42.

Canton (Land) Company of Baltimore.—The directors of this company on Wednesday declared a dividend of \$15 per share, payable from the sinking fund recently set free by the payment by the Northern Central RR. Co. of the Union RR. first mortgage bonds. This sinking fund is said to have amounted to nearly \$800,000. Another large sinking fund (now aggregating over \$450,000) will similarly be set free May 1, 1900, when the Union RR. second mortgage bonds will likewise mature and be paid by the Northern Central.

Charleston Sumter & Northern—Phis road is advertised.

Charleston Sumter & Northern.—This road is advertised to be sold in foreclosure on Feb. 15, 1895.

Chattanooga Southern Ry.—Foreclosure sale of this road is set for Jan. 31. Notice is given by the committee of which H. A. V. Post is chairman that the time for depositing securities with the Mercantile Trust Co. of New York, under the Trust Agreement of February 1st, 1892, will expire on the 21st day of January, 1895.—V. 59, p. 1103.

Chesapeake & Ohio Railway.—A meeting of the stock-holders of this company will be held in Richmond. Feb. 25, 1895, to take action on contracts respecting the Louis-ville & Jeffersonville Bridge and the proposed connection with Louiside. The notice of the meeting says it is for the following purposes: following purposes:

following purposes:

To consider the propriety of authorizing the Board of Directors:

(a) To contract in the name of this company, severally or jointly—

(1) For the use of the Louisville & Jeffersonvile Bridge Company property, in Louisville and Jefferson County, Kentucky, and Jeffersonville, Indiana; and

(2) For the acquisition of securities of said company; and

(b) To execute a joint and several guaranty with the Cleveland Cincinnati Chicago & St. Louis Railway Company, or with that and one or more other companies, of mortgage bonds of the Louisville & Jeffersonville Bridge Company for a principal sum not exceeding \$5,000,000, bearing interest at a rate not exceeding four per cent per annum, both principal and interest being payable in gold, and the principal sum being payable on the first day of March, 1945

(c) To make any trackage or other agreement relating to the movement of its traffic between Lexington and Louisville.

The notice also contains the following:

The notice also contains the following:

For the information of stockholders it may be stated that for several years past this company has been unable to secure its fair share of traffic with and through Louisville. This is owing to the fact that the Chesapeake & Ohio system ends at Lexington, beyond which point it has no control over the movement of trains or the management of

has no control over the movement of trains or the management of traffic.

It is believed that in conjunction with the Cleveland Cincinnati Chicago & St. Louis Railway Company arrangements can now be completed which will secure to this company, the needed facilities in Louis. wille, with the use at that point of a bridge across the Ohio River, and that, with these provided, proper trackage arrangements can be obtained between Lexington and Louisville. It is contemplated that as between the two railway companies the joint and several guaranty of the Bridge Company bonds (of which not more than \$4,000,000 in all are now to be issued) shall be in the proportion of two-thirds by the Cleveland Cincinnati Chicago & St. Louis Railway Company and one-third by the Chesapeake & Ohio Railway Company, it is not expected that this guarantee will impose any burden on the railway companies, as, at ordinary rates for traffic, the bridge and its terminals should be self-sustaining. In view of the great importance of Louisville as a traffic centre, the arrangement herein indicated has the entire approval of the board of directors.—V. 59, p. 1103.

Chesapeake Ohio & Southwestern.—The trustees for the

Chesapeake Ohio & Southwestern.—The trustees for the second mortgage bondholders have filed a petition before Judge Lurton at Nashville asking the Court to direct the rail-

way company to pay the August, 1894, coupon on the first mortgage bonds in order to avoid six months' default. The Court not being advised gave leave to prepare and file briefs on the motion on or before January 19.—V. 60, p. 42.

Chicago Gas.—The annual meeting set for Jan. 14 was adjourned for a week without any action being taken. Attorney-General Maloney of Illinois had obtained an injunction restraining the Fidelity Trust Company of Philadelphia from voting the stock which is held in trust by that corporation, and no election of officers or directors, or other business requiring a vote of the stock could be acted upon. The adjournment was made pending a disposal of the injunction matter.—V. 59, p. 1057.

Chicago Junction Rys. & Union Stock Yard.—This company owns 98 per cent of the capital stock of the Union Stock Yard and Transit Company, whose annual meeting was held in Cnicago on Thursday. At the meeting the following were elected directors: Nathaniel Thayer, Boston; John B. Sherman, F. H. Winston, John J. Mitchell, E. J. Martyn, Albert H. Veeder and James H. Ashby.

Cincinnati Jackson & Mackinaw.—George Leask, Charles H. Blair and G. W. C. Lowery, a committee of the stockholders of this company, have issued a circular asking for proxies, to be used at the forthcoming annual election.—V. 59, p. 1006.

Columbus Hocking Valley & Toledo-The following approximated statement is issued for the year ending Dec. 31, 1894:

Gross 12 Mos. receipts, 1894...\$2,689,738 1893... 3,280,362 Operating expenses. \$1,431,970 1,808,735 Net Int. and earnings. taxes. \$1,257,768 \$1,147,748 1,471,627 1,108,638 for divid's, \$110,019 362,989 V. 60, p. 82.

Detroit Bay City & Alpena—Detroit & Mackinac Railway.—Messrs. J. P. Morgan & Co. announce that they have prepared a plan for the reorganization of the Detroit Bay City & Alpena Railroad Company, the property of which was recently purchased at foreclosure sale on behalf of the bondholders. The plan provides for the formation of a new company to be called the Detroit & Mackinac RR. Co., with a capital stock of \$3,000,000 and a bonded indebtedness limited to \$4,000,000 in 4 per cent 100-year gold bonds. The following is condensed from an official statement as to the disposition of new securities proposed by the plan: new securities proposed by the plan:

is condensed from an official statement as to the disposition of new securities proposed by the plan:

Of the \$4,000,000 shall be "first lien bonds," and shall be available for use within ten years, in case the directors so elect, for an extension to or towards Bay City and Mackinac, or to extend or acquire branches of lines so extended or acquired, and to provide equipment therefor or to an amount not exceeding \$100,000 to pay expenses of reorgani zation, etc.

(b) \$2,500,000 shall be "mortgage bonds," subordinate to the "first lien bonds," and shall be subject to redemption at par. Of these bonds \$2,000,000 (bearing interest from June 1, 1895,) shall be distributed ratably among the holders of Drexel, Morgan & Co.'s receipts for the \$2,500,000 Detroit Bay City & Alpena bonds, viz.; \$1,250,000 to be delivered as prompily as possible after this plan shall become operative, and the remaining \$750,000 to be held for later distribution as provided below. The remaining \$500,000 "mortgage bonds" shall be used for additions to, and improvements of, the reorganized property, &c., not over \$50,000 common stock and not exceeding \$1,000,000 perferred. The preferred stock will be used only in exchange for bonds, and for funding coupons, as provided below and its issue shall be limited to the amounts needed for these purposes.

A committee of three shall hold in trust \$50,000 of the new bonds going to the holders of Drexel, Morgan & Co.'s receipts for bonds, and for funding coupons, as provided below and its issue shall be limited to the amounts needed for those purposes.

A committee of three shall hold in trust \$50,000 of the new bonds going to the holders of Drexel, Morgan & Co.'s receipts for bonds of Detroit Bay City & Alpena Railroad Co., and the \$2,000,000 common stock kexcepting such shares as may be required to qualify directors, and shall deliver said bonds and stock to the holders of its certificates of beneficial interest when and as it shall deem prudent. The committee at any time may vaive interest on the \$75

and for the proposed extension are as follows:

and for the proposed extension are as follows:

Considering the present small earnings of the property, however, i is not deemed safe now to distribute over \$1,250,000 of these bonds, and the plan therefore proposes to retain the other \$750,000, as well as the stock, in the hands of the committee until it can see its way to distribute the same; and it is also thought best to give the committee discretion, including power to convert the \$750,000 bonds into preferred stock, if it shall think such a course expedient for the protection of the holders of the outstanding \$1,250,000 bonds.

It is believed that if the road shall be extended to Bay City and towards Mackinac a large increase of business will be developed in logging, as well as through connections. The extension to Bay City is thought to be almost a nicessity (unless trackage rights over some existing line to that point can be obtained), as the present terminus at Alger gives but one southern connection, while the best interests of the company lie in exchanging business with the several lines centering at Bay City and in the Saginaw Valley. Until two-thirds in amount of the holders of Drexel, Morgan & Co.'s receipts shall have assented, no plan can be carried into effect.—V. 60, p. 43.

Distilling & Cattle Feeding.—Richard B, Hartshorne

Distilling & Cattle Feeding.—Richard B. Hartshorne John I. Waterbury and F. M. Lockwood, the stockholders' committee, issued this week a circular asking for proxies, and referring at some length to the acts of the present management.—V. 60, p. 82.

Evansville & Richmond-Evan ville & Terre Haute. Evansyille & Richmond—Evan ville & Terre Haute.—President Tilford, in response to an inquiry, has written to Messrs. Harvey Fisk & Sons that the unissued portion of the general mortgage fives is sufficient to take care of the equipment notes now outstanding, and that there is no likelihood of any new mortgage being created. The assents of the Evansville & Richmond bonds to the proposition to exchange them for E. & T. H. preferred stock have practically reached a majority.—V. 60, p. 43.

Lake Belevik Flowert d. City & Suhurhan—The entire

Lake Roland Elevated—City & Suburban.—The entire capital stock of the Lake Roland Elevated Railway Company has been purchased by the City & Suburban Railway Company, and the two systems will be operated under one management. The capital stock of the Lake Roland Road is \$1,000,000 and there is a first mortgage for \$1,000,000. The City \$600,000 and there is a first mortgage for \$1,000,000. The City & Suburban assumes the mortgage and has paid \$250,000 for

the stock in cash.

Lake Street Elevated.—A. O. Slaughter & Co., of Chicago, give notice that they have been requested by a number of the holders of the first mortgage bonds to form a "Bondhold-

ers' Committee."

President Louderback, of the Lake Street Elevated Road, yesterday appointed the following committee of stockholders to confer with the bondholders of the road on the question of reorganization: Samuel Baker, John Morris, A. S. Littlefield, A. P. Richardson, D. H. Louderback. As soon as the bondholders appoint a similar committee the two committees will meet with the officers of the company and try to agree upon some plan for getting the road out of its present financial difficulties,—V. 60, p. 81.

Labigh Valley—At the annual meeting this week Mr.

Lehigh Valley.—At the annual meeting this week Mr. Elisha P. Wilbur was re-elected President and the ticket for directors recommended by the management was carried. The vote for the management's ticket is reported at 515,287, against 107,057 for the opposition ticket. The Lehigh Valley meeting reconvened at noon Friday. President Wilbur received 515,105 votes for President and John Wanamaker 182. The resolution for the appointment of a committee to examine the financial condition of the company was defeated by a vote of 427,123 to 101,477. The resolution approving the course of the management during the last fiscal year was adopted by a vote of 427,546 to 97,770.—V. 60, p. 79.

New York Chicago & St. Louis.—Mr. S. R. Callaway, recently receiver of the Toledo St. Louis & Kansas City, has been elected President of the New York Chicago & St. Louis.

been elected President of the New York Chicago & St. Louis.

—V. 59, p. 836.

New York Ontario & Western.—The officers of this company are considering the advisability of terminating the voting trust, President Fowler proposing to consult the foreign stockholders on the suoject. Among other things President Fowler is quoted as saying the following:

Under our charter the preferred stock, amounting to \$2,000,000, has the right to elect eight of our thirteen directors until such time as a dividend is dec'ared and pald on our \$58,000,000 of common stock. An act was passed by the Legislature June 8, 1885, authorizing the company to issue bonds in exchange for the preferred stock, and until all such preferred stock is so exchanged five trustees were appointed by that act to vote the preferred stock in behalf of the common stockholders. Had the voting power not been kept alive in this way, the small amount of preferred stock not exchanged for bonds might still have gone on electing a majority of the directors until a dividend should be paid on the common stock. I am one of the voting trustees named in the act, the other four also being directors of the company. For ten years we have also received the support of the common stockholders, and I personally have voted at each annual election proxies representing more than three-fifths of all the stock outstanding.

Many holders of common stock have expressed themselves as opposed to terminating the voting trust at present, claiming that it acts as a safeguard against raids and assaults from rival corporations and outside speculators. Only one stockholder, so far as I know, has expressed dissatisfaction, and he has requested us to join with him in presenting a friendly issue to the Court; reciting the facts and stating that all but about forty shares of preferred stock have been exchanged for bonds and asking the Court in some way to wind up the trust.

So far as I am personally concerned, I am not willing to put myself in the position of depending upon a voting trust woul

New York Susquehanna & Western.—This company's fiscal year ends June 30, but for the calendar year earnings have been as follows, December, 1894, being estimated:

| Miles operated Gross earnings | | 1893. 157 23 \$1,782,909 1,019,978 | 1892. 157:28 \$1,713,909 983,405 | 1891. 157·28 \$1,656,522 940,068 |
|----------------------------------|-----------|---|---|---|
| Net earnings Other receipts | \$530,000 | \$762,930 | \$730,503 | \$716,454 |
| | 30,000 | 28,067 | 52,752 | 30,050 |

Total net income. \$560,000 \$790,997 \$783,255 \$746,504 The decrease in gross earnings in 1894 is due to the fact that The decrease in gross earnings in 1894 is due to the fact that for over 2½ months coal traffic was virtually suspended. Expenses were largely increased owing to special work required to put the property in shape to handle the coal from the Scranton Valley, as well as the coal from the Wyoming Valley, to be received from the Wilkesbarre & Eastern Railroad. The Wilkesbarre & Eastern Railroad and the new terminals on the Hudson River did not go fully into operation until about Oct. 1. The operations of the combined roads since that date have been as follows, taxes being not deducted and the net in December being partly estimated.

net in December being partly estimated.

November: \$196,005 70,881 December. Total. \$190,000 \$596,223 65,000 219,279 Railroad The net earnings of the Wilkesbarre & Eastern

since October 1, it is said, will probably exceed \$50,000, or considerably in excess of its fixed charges.—V. 59, p. 1058.

considerably in excess of its fixed charges.—V. 59, p. 1058.

Philadelphia & Reading.—A protective committee of the junior securities of the Reading Railroad Company has been organized, consisting of R. M. Gallaway, Chairman; Isaac N. Seligman, David G. Legget of Whitehouse & Co., Simon Wormser and Emanuel Lehman. The object of this committee is more adequately to represent the interests of the junior security holders of the Reading Railroad Company. The holders of the income bonds and shares are asked to deposit their respective securities with the Farmers' Loan & Trust Company, who will issue temporary receipts therefor. The individual members of the committee and their respective firms have deposited upwards of \$4,000,000 of the securities which they own and control. It is further proposed to designate depositaries in London and Philadelphia. At the annual election this week but one ticket was presented, that of the present management. The election included a president, six managers, a treasurer and a secretary. The followdent, six managers, a treasurer and a secretary. The following were re-elected: President, Joseph S. Harris; Managers, A. J. Antelo, James Boyd, Jos. F. Sinnott, Thomas McKean, John Lowber Welsh and Geo. F. Baer; Treasurer, William A. Church; Secretary, William R. Taylor.—V. 60, p. 83.

Philadelphia Reading & New England.—The meeting of bondholders in Philadelphia this week was largely attended, and discussed the situation of that company and ordered the appresent with power to consult with any other committee of bondholders and instructions to call a meeting of all the bondholders within two weeks. Mr. R. J. C. Walker presided and Mr. John S. Wilson (the former President of the company) was present and gave a statement of its affairs and prospects. It is understood that proceedings in foreclosure are pending, having begun some time ago, but are held in abeyance. The committee appointed by Chairman Walker is as follows: John Sailer, W. B. Scott, R. J. C. Walker and H. W. Bartol. —V. 59, p. 192.

Philadelphia Wilmington & Baltimore.—At the annual meeting this week the report presented for the year ending Oct. 31, 1894, showed gross earnings of \$8,695,959, a decrease of \$1,172,041, and net earnings \$2,346,627, a decrease of \$306,781.—V. 58, p. 177.

Reorganization Plans, etc.—The following is an index to all defaults, reorganization plans, the names of all reorganization committees and all statements respecting the payment of overdue conpons that have been published in the CHRONICLE since the November edition of the INVESTORS' SUPPLEMENT was issued, all earlier facts of this nature being set forth in that publication. It does not, however, include matter in to-day's CHRONICLE.

The following abbreviations are used: Plan for reorganization or readjustment plan: coun. for coupon payments: def. for

readjustment plan; coup. for coupon payments; def. for

default; Com. for committee. Atchison T. & S. F., Com. 919

| St. L. & San Fran., coup 907 | D |
|-------------------------------------|---|
| Do. do., Com 1057 | N |
| Cedar Falls & Minn., plan 919 | |
| Chicago & Nor. Pac., plan 919 | |
| Cin. Jack. & Mack., def 1006 | |
| Cleveland & Canton, Com 920 | N |
| Clev. C.&So., Com. 1006, 1058, 1141 | P |
| Detroit Lansing & No., plan.1103 | P |
| Distilling & C. F., plan. 968, 1103 | T |
| Grand Rapids & Ind., coup1141 | U |
| Indianap. Dec. & Spr., plan 920 | |
| Minneap. & St. L., coup 1007, 1058 | |
| Mobile & Birmingham, Com. 1058 | |
| Volume 60. Page. | 1 |
| Atchison-St. L. & S. F., eoup. 42 | |
| Cedar Falls & Minn., coup 82 | E |
| Chan O & C W ann 19 | T |

| voume ou. | Lug |
|-------------------------------|-----|
| Atchison-St. L. & S. F., eoup | . 4 |
| Cedar Falls & Minn., coup | . 8 |
| Ches. O. & S. W., coup | . 4 |
| Cleve. Canton & So., coup | . 4 |
| Distilling & C. F., Com | . 8 |
| | |

| volume 59. r | |
|---------------------------------|-----|
| N. Y. L. E. & W., coup1 | 058 |
| N. Y. & New Eng., coup. 969, 1 | |
| Northern Pacific— | |
| Coeur d'Alene, Com1 | 142 |
| Duluth & Man., coup1 | 104 |
| Spokane & Palouse, coup1 | 104 |
| N. Pacific & Montana, Com 1 | 008 |
| Peoria Dec. & E, coup . 1104, 1 | 142 |
| Phila. & Reading, coup1 | 105 |
| Topeka Water Co., Com1 | |
| Union Pacific, coup | 970 |
| Oregon Short Line, coup1 | 008 |
| Utah & Northern, coup | 927 |
| | |
| | |

| Volume 60, Page. | 42 | Det. B. City & Alpena, plan. | 43 | 82 | Evansville & Ricornond, plan. | 43 | Louisv. St. L. & Fexas, Com. | 43, 83 | 42 | Valley RR. of Ohio, Com. | 83

Sioux City & Northern,—In the suit of E. K. Hubbard, assignee of the Union Loan & Trust Co. of Sioux City, to recover the controlling interest in the stock of the Sioux City & Northern and a block of Sioux City O'Neill & Western bonds held by J. Kennedy Tod & Co. as collateral for a loan of \$1,500,000, Judge Shiras, at Dubuque, has held that the collateral can only be redeemed by payment of the loan.—V. 59, p. 6511

Toledo Ann Arbor & North Michigan.—The decree of foreclosure sale under the several mortgages was entered on the 15th inst. in the Crcuit Court at Cincinnati. The petition of the stockholders to intervene was denied. The deposit of bonds under the Quintard-Lawrence plan up to date have been as follows: been as follows:

| To | tal Issue of Bonds. | Deposited. |
|----------------|---------------------|-------------|
| Grand Trunk | \$1,260,000 | \$1,151,000 |
| North Michigan | 2.120,000 | 1,905,000 |
| Mount Pleasant | | 383,000 |
| Cadillac | 1,260,000 | 1,157,000 |
| Lake Michigan | 767,000 | 722,000 |
| Consolidated | | 1,096,000 |

Further deposits will be received on payment of \$10 a bond. V. 60, p. 84.

Toledo St. Louis & Kansas City.—At Toledo, Jan. 11, Judge Ricks appointed D. D. Davis receiver of this road, vice S. R. Callaway, who resigned to take the presidency of the Nickel Plate. The new receiver of the road has been its General Auditor under Mr. Callaway.

Union Pacific Railway.-This company has Union Pacific Railway.—This company has presented a petition to Congress offering to assess its stockholders a sum sufficient to pay all bonds which have priority over the lien of the United States in consideration of an extension of the debt of the United States for fifty years at 2 per cent. The petition refers to the \$70,000,000 soon to be due and payable to the Government and to the \$33,532,000 of first mortgage bonds prior to the Government lien which are also about to mature. The petitioners seek to protect the holders of the junior securities, and with this in view they present their petition, of which the following is the substance:

The petioners have examined the various measures which have

junior securities, and with this in view they present their petition, of which the following is the substance:

The petioners have examined the various measures which have been proposed in this Corgress, and especially the so-called Reilly Bill. This bill provides in brief that, whenever either of the bond-aided Pacific railroads shall provide a sum which, together with the shaking fund shall be sufficient to pay off at or prior to the maturity there of all bonds secured by liens prior to the lien of the United States, then the bonds of the company making such provision shall be received as collateral security for the amount of its indebtedness to the United States. The Act further provides that the bonds so to be given shall bear interest at 3 per cent per annum, and shall be secured by a mortgage covering all the petitioners' property, subject, however, to any bonn fide lawful and paramount lien, claim or mortgage thereon, except that, as to the entire property covered by the lien of the United States, the mortgage so to be given shall become a first lien by reason of the payment of all prior liens thereon.

The par value of the United States Sinking Fund for account of the Union Pacific Railway Co. on December 1, 1894. was \$14,311,156 78, and the actual value thereof is about the same amount; hence the cash needed in order to meet the requirements of the second section of the Reilly Bill, so as to discharge all bonds which have priority over the lien of the United States would be about \$20,000,000.

The petitioners further represent that it will be utterly impossible to obtain the very large sum referred to from the stockholders unless it be possible to offer to them in satisfaction of their assessments reasonable security for the moneys so advanced. At a meeting recently held, at which were present representatives of a large amount of the stock of the said company, the conclusion was reached that if the debt to the Government could be funded substantially on the terms of the Reilly Bill. As the security to purpose unless the fixed enarge should be sold a per cent.

The petitioners suggest the amendment of the Reilly Bill in the fol-

of 3 per cent.

The petitioners suggest the amendment of the Reilly Bill in the following particulars:

"First—The bill must be amended by reducing the rate of interest on the bonds to be issued to the Government to 2 per cent. These bonds to be payable fifty years after their date, to be secured by a mortgage on the 1,822 59-100 miles comprising the Union Pacific Railway Company's property, which mortgage shall be a first lien on that part of said railroad which is now covered by the Government lieu, and as to the rest of the said railroad it will be subject to the liens and mortgages which now cover the same. The ultimate payment of the said bonds shall be further secured by reasonable sinking-fund provisions.

"Second—The benefits of the provisions contained in the Reilly Bill shall be extended to a committee charged with the duty of purchasing the said property of the Union Pacific Railway Co., being the 1,322 59-100 miles referred to in the said bill, and power shall be granted to such purchasing committee to become or form a successor corporation for the general purposes of and with the general powers stated in the Acts of 1862 and 1864, under which the Union Pacific Rail oad was originally incorporated and the acts amendatory thereof and additional thereto.

"Third—The exceptional restrictions on usual corporate powers and rights which are contained in the Reilly Bill must be stricken from the act and the successor corporation given the same rights, privileges and freedom of action that are exercised and enjoyed by other railroads."

The petition was signed by A. E. Orr, Chairman of the Board.—V. 59,

The petition was signed by A. E. Orr, Chairman of the Board.—V. 59, p. 1057.

—A dispatch from Omaha says that a petition will be presented to Judge Sanborn in St. Louis to-morrow for the fore-closure of the first mortgage on the main line of the Union Position Polyment. Pacific Railroad Company.

West Virginia Central & Pittsburg—Baltimore & Cumberland.—A press dispatch says that at the annual meeting of the stockholders of the West Virginia Central & Pittsburg and Piedmont & Cumberland railroads, held at Cumberland, Md., Jan. 11, it was decided to indorse the bonds of the Baltimore & Cumberland Railway for \$3,600,000, the money to be used in extending the West Virginia Central & Pittsburg from Cumberland to Hagerstown with the ultimate view of reaching tide-water, either by way of Baltimore or by a connection with the Pennsylvania system via Chambersburg, Pa. -V. 59, p. 648.

with the Pennsylvania system via Chambersburg, Pa. - V. 59, p. 648.

Western New York & Pennsylvania.—At the annual meeting of the stockholders of this company at Philad-lphia on Monday President De Coursey supplemented the annual report, which was for the fiscal year ended June 30, by saying that from July to November, 1894, there had been a gain in traffic compared with the corresponding period of 1893 of over 19 per cent. The increase in gross earnings for the same period had been \$87,300 and in net earnings \$172,360.

As to the reorganization plan, it was announced that over 95 per cent of the stock and securities of the company have been deposited under the plan, that the foreclosure sale will take place Feb. 5 and that the new securities will probably be issued about April 1. The present fixed charges, excluding interest on the second mortgage, amount to \$680,000. Under the reorganization they will be \$880,000 till April 1, 1897, and then till April 1, 1901. \$980,000 per annum. After April 1, 1901, they will be \$1,080,000. For the three years ending June 30, 1894, the net earnings averaged \$1,060,100. At the annual meeting held on Monday at the office, 104 South Fifth St., Phila., the following directors were elected by the largest vote of American stockholders ever cast: Samuel G. deCoursey, Nicholas Thouron, George E. Bartol, Charles M. Lea, J. Rundle Smith, William C. Bullitt, John K. Barclay, E. W. Clark, Jr., E. L. Owen, P. P. Pratt, Isaac N. Seligman, Rudolph Flinsch, Frank C. Rogers.—V. 60, p. 84.

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, Jan. 18, 1895.

Business in nearly all kinds of staple merchandise is remarkably quiet. Previous calculations of a broadening demand from retailers and jobbers soon after the opening of the new year have not been realized, and buyers generally adjust investments as closely as possible to an ordinary working assortment of goods. The speculative dealings in leading commodities is also of unusually moderate proportions, and dealers appear inclined to liquidate outstanding engagements as rapidly as opportunity will admit. The dull conditions of trade have led to no serious disturbance of values. Weather reports from northern, middle and southern latitudes have been of seasonable character. Advices from a very large portion of the wheat-seeded area report the covering of snow ample and satisfactory and crop apparently well protected. The marketing of grain proceeds slowly in consequence of low prices. The export demand for staple products during the past week has been moderate. Unusually low prices are ruling on wool in consequence of previous excessive importations and efforts now made to realize upon the surplus supply.

Lard on the spot has sold moderately well, but at declining prices, closing easy at 7c. for prime Western, 63% @61%c. for prime City and 7.60c. for refined for the Continent. The speculation in lard for future delivery at this market has been at a stand-still, and prices have been quoted nominally lower in response to weaker advices from the West, and under heavy receipts of swing at primary points, eleving seen receipts of swine at primary points, closing easy.

DAILY CLOSING PRICES OF LARD FUTURES,

Sat. Mon. Tues. Wed.

7:15 7:20 7:10 6:95

May 7:35 7:40 7:30 7:15

To have the start of the start

Raw sugars are getting more attention from refiners and the market has strengthened in tone. Centrifugal quoted at 3c. for 96-deg. test and muscovado at 25% c. for 89-deg. test. Refined sugars in somewhat better demand and market steadier; granulated quoted 4c. Other staple groceries moderately active.

crately active.

Coffee has been advanced in cost and firmly held, but at Collect has been advanced in cost and firmly held, but at the higher rate asked buyers invest with lessened freedom. Rio quoted at 16c, for No. 7, good Cucuta at 19½c. and interior Padang at 25@25½c. The contract market has been upheld and further advanced by European buying and some covering by local shorts, and closes somewhat unsettled.

The following were final asking prices:

 Jan.
 14·40c.
 April.
 14·15c.
 July.
 14·20c.

 Feb.
 14·35c.
 May.
 14·05c.
 Aug.
 14·20c.

 March.
 14·25c.
 June.
 14·15c.
 Sept.
 14·20c.

quiet but steady at \$9.50@\$13 for domestic.

Refined petroleum has been steady at 5.80c, in bbls., 3.30c, in bulk and 7c, in cases; crude in bbls. has advanced, Washington closing at 6.60c, in bbls, and 4.10c, in bulk; naphtha, 6c, Crude certificates have declined, closing at 96c, bid. Spirits turpentine has further alvanced, closing steady at 29@30c. Rosins have been dull but steady at \$1.35@\$1.40 for common and good strained. Wool has been fairly active and steadier. Hops have been quiet but steady. and good strained. Wool has bee Hops have been quiet but steady.

COTTON.

FRIDAY NIGHT, January 18, 1895.

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 207,803 bales, against 2)5,746 bales last week and 249,854 bales the previous week; making the total receipts since the 1st of Sept., 1894, 5,759,504 bales, against 4,642,692 bales for the same period of 1893-4, showing an increase since Sep.1, 1894, of 1,116,313 bales.

| Receipts at- | Sat. | Mon. | Tues. | Wed. | Thurs. | Fri. | Total. |
|------------------|--------|--------|--------|--------|--------|--------|---------|
| Galveston | 6,900 | 16,680 | 4,066 | 8,106 | 8,482 | 5,936 | 50,170 |
| Velasco, &c | | | | | | 783 | 783 |
| New Orleans | 10,319 | 19,612 | 14,361 | 6,974 | 7,417 | 8,965 | 67,648 |
| Mobile | 1,036 | 709 | 1,321 | 561 | 1,407 | 904 | 5,938 |
| Florida | | | | | | 209 | 209 |
| Savannah | 2,496 | 2,293 | 2,615 | 3,424 | 1,847 | 3,515 | 16,190 |
| Brunsw'k, &c. | | | | | | 4,264 | 4,264 |
| Charleston | 1,033 | 1,888 | 918 | 1,039 | 809 | 2,767 | 8.454 |
| Pt. Royal, &c. | | -, | | | | 7,888 | 7,888 |
| Wilmington | 507 | 211 | 422 | 682 | 860 | 1,498 | 4,180 |
| Wash'ton, &c. | | | | | | 15 | 15 |
| Norfolk | 1,023 | 2,611 | 2,172 | 1,308 | 2,525 | 1,800 | 11,469 |
| West Point | 879 | 1,042 | 2,676 | 995 | 500 | 1,254 | 7,346 |
| N'port N., &c. | | ., | | | | 469 | 469 |
| New York | | 1,061 | 887 | 1,519 | 1,389 | 1,591 | 6,447 |
| Boston | 576 | 701 | 447 | 1,013 | 183 | 245 | 3,165 |
| Baltimore | 0.0 | | | -, | | 6,928 | |
| Philadelph'a &c | 434 | 5,321 | 251 | | 200 | 37 | 6,243 |
| Tot'ls this week | 25,203 | 52,159 | 30,136 | 25,621 | 25,619 | 49,068 | 207,806 |

The following shows the week's total receipts, the total since Sept. 1, 1894, and the stock to-night, compared with last year.

| Receipts to | 189 | 4-95. | 189 | 3-94. | Stock. | | |
|---------------|---------------|------------------------|---------------|--|-----------|-----------|--|
| Jan. 18. | This Week. | Since Sep. 1, 1894. | This Week. | Since Sep. 1, 1893. | 1895. | 1894. | |
| Galveston | 50,170 | 1,353,043 | 22,520 | 872,808 | 244,410 | 139,082 | |
| Velasco, &c. | 783 | 46,036 | 463 | 29,619 | | | |
| New Orleans | 67,648 | 1,789,024 | 50,701 | 1,414,231 | 328,128 | 351,581 | |
| Mobile | 5,938 | 178,888 | 6,551 | 165,136 | 38,936 | 41,645 | |
| Florida | 209 | 16,909 | 654 | 28,015 | **** | | |
| Savannah | 16.190 | 733,654 | 24,638 | 782,353 | 96,190 | 90,828 | |
| Br'wick,&c | 4,264 | 119,130 | 793 | 53,117 | 4,800 | 2,750 | |
| Charleston | 8,454 | 333,353 | 7,119 | 297,473 | 66,199 | 61,244 | |
| P.Royal, a 3 | 7,888 | 95,768 | | 48,339 | **** | | |
| Wilmington | 4,180 | 208,328 | 6,556 | 174,657 | 15,469 | 17,260 | |
| Wasn'n, &c | 15 | 849 | 6 | 472 | | | |
| Norfolk | 11,469 | 356,045 | 12,364 | 378,866 | 58,288 | 65,230 | |
| West Point | 7,346 | 225,308 | 3,808 | 185,904 | 21,378 | 10,297 | |
| N'p't N., &c | 469 | 30,376 | 2,247 | 42,416 | 2,320 | 10,306 | |
| New York | 6,417 | 86,419 | 7,711 | 41,804 | 129,798 | 244,014 | |
| Boston | 3,165 | 40,884 | 3,715 | 59,441 | 38,000 | 28,000 | |
| Baltimore | 6,928 | 71,221 | 1,863 | 37,810 | 23,096 | 28,174 | |
| Philadel.,&c. | 6,243 | | | The state of the s | 10,492 | 16,562 | |
| Totals | 207,806 | 5,759,504 | 159,917 | 4,612,692 | 1,077,504 | 1,106,973 | |

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

| Receipts at- | 1895. | 1894. | 1893. | 1892. | 1891. | 1890. |
|---------------|----------|----------|----------|----------|----------|----------|
| Galves'n,&c. | 50,953 | 22,983 | 20,132 | 17,835 | 15,9)7 | 19,293 |
| New Orleans | 67,648 | 50,701 | 50,018 | 43,407 | 67,753 | 58,034 |
| Mobile | 5,938 | 6,551 | 2,571 | 2,404 | 8,472 | 7,569 |
| Savannah | 16,190 | 24,638 | 10,206 | 9,819 | 22,568 | 16,354 |
| Char'ton,&c. | 16,342 | 7,119 | 2,167 | 4,354 | 12,784 | 4,539 |
| Wilm'ton,&c | 4,195 | 6,562 | 1,043 | 1,395 | 6,343 | 3,334 |
| Norfolk | 11,469 | 12,364 | 3,853 | 6,494 | 16,553 | 8,219 |
| W. Point, &c. | 7,815 | 6,055 | 2,803 | 5,089 | 9,701 | 9,482 |
| All others | 27,256 | 22,944 | 8,944 | 12,241 | 18,767 | 20,068 |
| Tot. this wk. | 207,806 | 159,917 | 101,737 | 102,638 | 178,943 | 146,892 |
| Since Sept. 1 | 5759,504 | 4642,692 | 3909,139 | 5296,933 | 5066,556 | 4803,160 |

The exports for the week ending this evening reach a total of 267,287 bales, of which 131,436 were to Great Britain, 42,488 to France and 93,373 to the rest of the Continent. Below are the exports for the week and since September 1, 1894.

| Exports | We | ek Endi Export | | . 18. | From Sept. 1, 1894 to Jan. 18 1895. Exporte to - | | | |
|-----------------|------------------|-------------------|-----------------|----------------|---|---------|-----------------|-----------|
| from - | Great Brit'n. | France | Conti- nent. | Total Week. | Great Britain. | France | Conti- nent. | Total |
| Galveston | 33,518 | 19,998 | 12,617 | 66,133 | 551,461 | 170,312 | 242,816 | 984,619 |
| Velasco, &c | | | 783 | 783 | | | 57,882 | 37,882 |
| New Orleans | 25,231 | 16,889 | 30,698 | 72818 | 517,008 | 343,875 | 401,927 | 1,282,808 |
| Mobile & Pen. | | | 7,820 | 7,820 | 50,832 | | 13,143 | 63,975 |
| Savannah | 9,375 | | 13,602 | 22,977 | 56,111 | 19,312 | 311,183 | 386,639 |
| Brunswick | | | | | 62,793 | | 15,942 | 78,735 |
| Charleston* | 7,860 | | 8,678 | 18,538 | 190,179 | 2,100 | 131,279 | 323,558 |
| Wilmington | | | 8,945 | 8,945 | 48,991 | 4,160 | 129,104 | 182,255 |
| Norfolk | 13,439 | | | 13,439 | 109,680 | | 13,755 | 123,435 |
| West Point | | | | | 62,815 | | 30,257 | 93,072 |
| N'p't News, &c | 4,351 | | | 4,351 | 24,955 | | | 24,955 |
| New York | 20,259 | 5,601 | 5,105 | 30,985 | 237,565 | 25,656 | 128,526 | 391,747 |
| Boston | 11,262 | **** | 221 | 11,483 | 110,012 | | 1,404 | 111,446 |
| Baltimore | 1,629 | | 4,120 | 5,749 | 49,249 | 1,430 | 70,114 | 121,093 |
| Philadelp'a | 4,502 | | 781 | 5,286 | 21,676 | | 7,869 | 32,545 |
| Total | 131,426 | 42,488 | 93,373 | 267,237 | 2,096,385 | 566,875 | 1,535,504 | 4,193,764 |
| Total, 1898-91. | 125.818 | 36,713 | 35,610 | 201,171 | 1,891,497 | 410,724 | 979,944 | 3,315 165 |

* 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, Produce Exchange Building.

| | ON SE | T | | | | | |
|-------------|-------------------|-----------------|------------------|-----------------|---------|-------------------|--|
| Jan. 18 at— | Great Britain. | France. | Olher Foreign | Coast- wise. | Total. | Leaving Stock. | |
| New Orleans | 32,749 | 12,947 | 33,382 | 2,355 | 81,433 | 246,695 | |
| Galveston* | 85,224 4,000 | 10,960 5.000 | 20,641 | 8,564 2,000 | 125,389 | 119,021 75,190 | |
| Charleston | 3,000 | None. | 22,000 | 100 | 25,100 | 41.099 | |
| Mobile | 10,000 | None. | None. | None. | 10,000 | 28,936 | |
| Norfolk | 20,000 | None. | 3,000 | 3,000 | 26,000 | 32,288 | |
| New York | 4,800 | 1,000 | 12,500 | None. | 18,300 | 111,498 | |
| Other port | 13,000 | None. | 10,000 | None. | 23,000 | 92,555 | |
| Total 1895 | 172,773 | 29,907 | 111,523 | 16,019 | 330,222 | 747,282 | |
| Total 1894 | 104,127 | 28,185 | 69,572 | 9,548 | 211,432 | 895,541 | |
| Total 1893 | 54,536 | 28,302 | 58,613 | 10,019 | 151,520 | 937,865 | |

Speculation in cotton for future delivery at this market has experienced no revival during the current week. The general trading public appeared to find no attraction in the situation and the very light business was confined principally to manipulating outstanding deals and transferring early maturing engagements to later options when the differences in value between the months would admit of such a course. Quite a number of options have been sold against cotton bought at the South. There has been scarcely any selling or buying on deposited margins, the low price restricting ventures upon the short side, and most operators who think well of cotton as an investment having perfected engagements at an earlier date. The crop movement has somewhat exceeded previous estimates of local operators and demand from consumers was disappointing. During the first four days of the period under review trading was so light and the fluctuations in price so small as to place the market in almost a nominal position. Yesterday slightly firmer cable advices were reflected in 5 points advance here, but before the close the tone had became weak again. To-day, after a slight gain of tone at opening, prices eased away and the close was dull. Cotton on the spot has been at an almost complete stand-still, closing at 53/4c. for middling uplands.

midding uplands.

The total sales for forward delivery for the week are 289,400 bales. For immediate delivery the total sales foot up this week 744 bales, including — for export, 344 for consumption, — for speculation and 500 on contract. The following are the official quotations for each day of the past week—January 12 to January 18.

Rates on and off middling, as established Nov. 22, 1893, by the Revision Committee, at which grades other than middling may be delivered on contract:

| Fair | 78 12 516 316 716 | on. on. of. | Good Ordinaryc. Good Middling Tinged Strict Middling Stained Middling Stained Strict Low Mid. Stained Low Middling Stained | 732 716 2932 | off. |
|------|-------------------------------|-------------------|---|--------------------|------|
|------|-------------------------------|-------------------|---|--------------------|------|

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

| UPLANDS. | Sat. | Mon | Tues | Wed | Th. | Fri. |
|---|---|--|--|--|--|--|
| Good OrdinaryLow Middling | 45 ₈ 55 ₁₆ 53 ₄ 61 ₁₆ 67 ₈ | 4 ⁵ 8 5 ⁵ 16 5 ³ 4 6 ¹ 16 6 ⁷ 8 | 458 5516 534 6116 678 | $\begin{array}{c} 4^{5}8 \\ 5^{5}16 \\ 5^{3}4 \\ 6^{1}16 \\ 6^{7}8 \end{array}$ | 458 5516 534 6116 678 | 4 ⁵ 8 5 ⁵ 16 5 ³ 4 6 ¹ 16 6 ⁷ 8 |
| GULF. | Sat. | Mon | Tues | Wed | Th. | Fri. |
| Good OrdinaryLow Middling Middling Good Middling, Viddling Fair | 478 5916 6 6516 678 | $\begin{array}{c} 4^{7}_{8} \\ 5^{9}_{16} \\ 6 \\ 6^{5}_{16} \\ 6^{7}_{8} \end{array}$ | 4 ⁷ 8 5 ⁹ 16 6 6 ⁵ 16 6 ⁷ 8 | 4 ⁷ 8 5 ⁹ 16 6 6 ⁵ 16 6 ⁷ 8 | 4 ⁷ 8 5 ⁹ 16 6 6 ⁵ 16 6 ⁷ 8 | 478 5916 6 6516 678 |
| STAINED. | Sat. | Mon | Tues | Wed | Th. | Fri. |
| Low Middling | 43 ₈ 55 ₁₆ 517 ₃₂ 53 ₄ | 438 5516 51732 534 | 4 ³ 8 5 ⁵ 16 5 ¹⁷ 32 5 ³ 4 | 4 ³ 8 5 ⁵ 16 5 ¹⁷ 32 5 ³ 4 | 4 ³ 8 5 ⁵ 16 5 ¹⁷ 32 5 ³ 4 | 438 5516 51732 534 |

MARKET AND SALES.

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

| | | SALE | SALES OF SPOT AND CONTRACT. | | | | | |
|--|-------------------------------|--------------|-----------------------------|-----------------|-----|------------------------|--|--|
| | SPOT MARKET CLOSED. | Ex- port. | Con- sump. | Spec- ul't'n | | Total. | Sales of Futures. | |
| Monday Fuesday Wed'day Thur'd'y | Dull. Dull. Dull. Quiet Quiet | | 61 58 68 | | 400 | 461 158 68 57 | 17,400 36,700 53,300 3×,000 60,700 83,300 | |
| Tatel | | | 241 | | 500 | 744 | 289.400 | |

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

| | | is comp | tenensi | e table. | | | | | |
|------------------------|--|--|---|---|--|--|---|--------------------|-----------------------------|
| Sales since Sep.1,'94* | Total sales this week Average price, week | Friday, Jan. 18— Sales, total Prices paid (range) Closing | Thursday, Jan. 17— Sales, total | Wednesd'y, Jan. 16— Sales, total | Tuesday, Jan. 15— Sales, total Prices paid (r age Closing | Monday, Jan. 14— Sales, total Prices paid (range) Closing | Saturday, Jan. 12— Sales, total Prices paid (range) Closing | FUTURES | Market, Sales and |
| 12,834,700 3,165,600 | 289,400 | Higher. 83,300 5.55 <i>a</i> 5.92 Easier. | Higher. 60,700 5.57% 5.92 Easier. | Dull. 38,000 5.52% 5.89 Steady. | Lower. 53,300 5.53 2 5.90 Steadier. | Steadier. 36,700 5:54 7 5:93 Easy. | Dull. Aver 5.54 A 17,400 5.54 5.89 5.54 5 - 1 Easy. 5.54 5.55 | Total Sales. | Market, |
| 3,165,600 | 4,400 5.56 | Aver 5.58 A 1,500 5.56 5.60 5 | Aver 5.60 5.59 7 5.60 5.58 5.59 | Aver. 5.52 5.52 a 5.57 | Aver. 5.54 5.53 7 5.54 5.55 5.56 | 5.56 5.56 5.55 5.56 5.55 5.56 | Aver 5.54 5.54 5.55 | January. | |
| 448,700 | 11,800 5.56 | Aver 5.57 5.55 2 5.59 5.56 5.57 | Aver 5.59 5.57 5.59 5.57 5.58 | 5.53 b 5.54 5.55 - 5.56 | 5.53 5.54 5.54 5.55 | 5.54 5.56 5.54 5.58 5.55 5.56 | Aver 5.54 5.54 a 5.55 | January. February. | |
| 3,870,000 | 77,600 5.59 | Aver 5.6 24,400 5.59 5.64 | Aver 5.63 19,600 5.61 5.63 5.61 5.63 | 5.56 5.60 5.59 5.60 5.60 | 5.56 5.55 5.58 5.55 | 11,300 5.58 ¢ 5.6 5.59 – 5.6 | 5.58 5.55 5.58 5.55 | March. | |
| 375,500 | 8,400 5.63 | 5.63 a 5.65 5.63 - 5.65 | 3 5.64 5.66 5.64 5.66 | 5.60 1 5.6 5.62 5.6 | 7 Aver . 5.6 1,400 5.60 a 5.6 5.61 - 5.6 | 5.63 % 5.6. 5.63 % 5.6. | Aver 5.6 1,000 5.62 3 5.6 5.62 5.6 | April. | DAILY : |
| 2,249,200 | 134,400 5.67 | Aver 5:58 Aver 5:61 Aver 5:65 Aver 5:68 Aver 5:72 Aver 5:75 Aver 5:56 3:56 5:58 5:59 5:59 5:59 5:59 5:59 5:60 5:56 5:57 5:66 5:58 5:58 5:57 5:60 5:63 5:64 5:63 5:64 5:67 5:68 5:71 5:71 5:72 5:73 5 - 5 5:71 5:72 5:73 5 - 74 c 5:78 5:78 5:78 5:78 5:78 5:78 5:78 5:78 | Higher. Aver 5.59 Aver 5.59 Aver 5.62 Aver 5.66 Aver 5.70 Aver 5.74 Aver 5.78 60,700 5.576 5.92 5.59 5.50 5.576 5.78 5.60 5.63 5.64 5.63 5.64 5.65 5.68 5.69 5.72 5.73 5.76 5.776 5.79 Easter. 5.58 5.59 5.58 5.59 5.58 5.61 5.62 5.64 5.65 5.68 5.68 5.69 5.72 5.73 5.76 5.776 | Dull, Aver. 5.52 Aver. 5.54 Aver. 5.574 Aver. 5.61 Aver. 5.65 Aver. 5.74 Aver. 5.74 Aver. 5.88,000 5.52 5.52 5.59 5.59 5.59 5.50 5.59 5.60 5.60 5.62 5.63 5.60 5.60 5.60 5.60 5.60 5.60 5.60 5.60 | Aver. 5.54 Aver. 5.53 Aver. 5.57 Aver. 5.61 Aver. 5.65 Aver. 5.69 Aver. 5.74 5.53 a 5.54 5.53 a 5.54 5.56 a 5.58 5.60 a 5.62 5.66 5.67 5.70 5.74 5.75 5.55 5.56 5.54 5.55 5.58 5.59 5.61 5.62 5.66 5.67 5.70 5.74 5.75 | Steadier. Aver. 5.56 Aver. 5.56 Aver. 5.60 Aver. 5.64 Aver. 5.72 Aver. 5.76 3.800 5.64 5.56 5.57 5.54 5.58 5.58 5.58 5.58 5.58 5.58 5.58 | Aver 5.54 Aver 5.54 Aver 5.58 Aver 5.62 Aver 5.67 Aver 5.71 Aver Aver 5.54 Aver 5.58 5.54 5.55 5.58 5.59 5.62 5.64 5.65 5.68 5.71 5.72 5.75 5.76 5.80 | Мау. | PRICES AND SALES OF FUTURES |
| 493,700 | 19,400 5.71 | Aver 5.72 3,100 5.71 5.75 5.71 5.75 | Aver 5.74 2,800 5.72 5.75 5.72 5.75 | 5.68 5.70 5.70 5.71 | 5.69 5.70 5.70 5.70 | 3,300 5.70 a 5.74 5.71 - 5.72 | Aver 5.71 5.71 0 600 5.71 0 5.72 | June. | D SALES C |
| 176,100 | 4,700 5.75 | Aver 5.75 1,700 5.74¢ 5.78 5.75 | Aver 5.78 1,100 5.77 a 5.79 5.76 - 5.77 | Aver 5.74 5.73 2 5.75 5.74 5.75 | Aver 5.74 1,000 5.74 5.75 5.74 5.75 | 5.76 3 5.77 5.75 5.77 | Aver | July. | F FUTURE |
| .159,000 | 13,200 5.81 | 4,900 5.80 a 5.84 5.80 | 5.81 0 5.84 5.81 0 5.84 5.81 - 5.82 | 1,800 5.77 6 5.80 5.79 - 5.80 | 1,900 5.78 5.80 5.79 - 5.80 | 5.81 3 5.83 5.80 5.81 | Aver 5.80 5.79 5.81 5.80 5.81 | August. | S FOR EACH |
| 14,500 | 1,900 5.85 | 5.85 a 5.87 5.85 a 5.87 5.83 - 5.85 | 5.84 5.85 | 5.8 | Aver 5.83 A 1,000 5.83 5.85 5 5.83 - 5.84 5 | 5.86 5.87 5.84 5.85 | Aver 5.85 200 5.84 5.85 | September. | H MONTH. |
| 19,100 | 13,600 5.90 | A ver . 5.91 1,500 5.90 7 5.92 5.88 - 5.89 | Aver. 5.91 1,700 5.90 3 5.92 5.90 - 5.91 | Aver 5.87 6,300 5.86 5.89 5.88 5.89 | Aver 5.88 1,800 5.88 5.90 5.89 5.90 | Aver 5.93 5.91 5.93 5.91 5.93 | Aver. 5.89 1,400 5.89 5.91 | October. | |
| | | Aver | Aver | Aver | Aver :- | 3 AVET | Aver | November. | |
| * 1 | | Aver | AVET | Ανοι | I I Septem | - 4 | Aver | December. | |

Includes sales in September, for September, 28,100; September-October, for October, 229,600; September-November, for November, 413,600; September-December, for December, 1,162,000.

The following exchanges have been made during the week: 22 pd. to exch. 1,000 Mch. for Aug. '22 pd. to exch. 600 Mch. for Aug. '08 pd. to exch. 1,500 Mch. for May. '12 pd. to exch. 100 Feb. for May. '12 pd. to exch. 100 Feb. for May. '23 pd. to exch. 700 Mch. for Oct. '12 pd. to exch. 300 Mch. for J'ne. '16 pd. to exch. 300 Feb. for June. '03 pd. to exch. 200 Jan. for Mch.

THE VISIBLE SUPPLY OF COTTON to-night, as made up by calle and telegraph is as follows. The Continental stocks, as well as those for Great Britain and the afoat are this week's returns and consequently all the European figures are brought down to Thursday evening. But to make the totals the complete figures for to-night (Jan. 18), we add the item of exports from the United States, including in it the exports of Friday only.

| ٠ | | | | | |
|---|---|---|--------------------|---|-------------------|
| ١ | Starb at Time | 1895. | 1894. | 1893. | 1892. |
| ١ | Stock at Liverpoolbales. Stock at London | 1,427,000 | 1,507,000 | 1,637,000 | 1,614,000 |
| ı | Total Great Pritain stack | 6,000 | | 4,500 | 9,000 |
| ١ | Total Great Britain stock. Stock at Hamburg | 20,000 | 20,000 | 1,641,500 | 1,623,000 |
| ١ | Stock at Bremen | 285,000 | | 2,000 145,000 | |
| ı | Stock at Amsterdam | 15,000 | 15,000 | | 22,000 |
| ١ | Stock at Rotterdam | 200 | 200 | 300 | 300 |
| ł | Stock at Antwerp | 10,000 | | | 5,000 |
| ١ | Stock at Havre | 467,000 | 418,000 | 401,000 | |
| i | Stock at Marseilles | 6,000 | | 8,000 | 8,000 |
| ı | Stock at Barcelona Stock at Genoa | 72,000 24,000 | | 75,000 | |
| 1 | Stock at Trieste | 17,000 | | 6,000 8,000 | |
| ı | Total Continental stocks. | 916,200 | | | |
| ١ | | | | 668,300 | |
| ١ | Total European stocks India cotton affoat for Europe. | 23,000 | 2,302,200 | | 2,142,500 |
| ١ | Amer. cott'n afloat for Europe. | 776,000 | 83,000 590,000 | | 26,000 524,000 |
| 1 | Egypt, Brazil, &c., aflt for E'r'pe | 55,000 | 69,000 | 53,000 | 43,000 |
| ı | Stock in United States ports | 1.077.504 | 1.106,973 | 1.089.385 | 1.270.688 |
| ı | STOCK In II S interior towns | 530 024 | 432,721 | 446,672 | 605,907 |
| ١ | United States exports to-day. | 34,925 | 34,009 | 11,224 | 16,538 |
| ١ | Total visible supply | 4.845.653 | 4,617,903 | 4.369.081 | 4.628.633 |
| j | Of the above, totals of Americ | an and oth | er descrip | tions are a | as follows: |
| 1 | American— | 1 077 000 | 1 001 000 | | |
| 1 | Liverpool stockbales. Continental stocks | 810,000 | 1,261,000 | 1,420,000 | 1,371,000 |
| ١ | American afloat for Europe | 776,000 | 687,000 590,000 | 578,000 375,000 | 419,000 |
| ı | United States stock. | 1.077.504 | 1.106 973 | 1 080 385 | 524,000 |
| ı | United States interior stocks | 530,024 | 432,721 | 416 672 | 605 907 |
| ı | United States exports to-day. | | 34,009 | 11.224 | 16.538 |
| 1 | Total American | | | | |
| 1 | East Inaian, Brazil, &c | | -,,:00 | 0,020,201 | 1,201,100 |
| ı | Liverpool stock | 150,000 | 246,000 | 217,000 | 243,000 |
| 1 | London stock | 6,000 | 7,000 | 4,500 | 9,000 |
| 1 | Continental stocks | 106,200 | 101,200 | 90,300 | 100,500 |
| 1 | India afloat for Europe | 23,000 | 83,000 | 84,000 | |
| ١ | Egypt, Brazil, &c., afloat | 55,000 | | 53,000 | |
| ł | Total East India, &c | 341,200 | 506,200 | 448,800 | 421,500 |
| ı | Total American | 4,505,453 | 4,111,703 | 3,920,281 | 4,207,133 |
| ١ | Total visible supply | 4,845,653 | 4,617,903 | 4,369,081 | 4,628,633 |
| ı | Middling Upland, Liverpool Middling Upland, New York | 31 ₁₆ d. | 438d. | 5816d. | 418d. |
| 1 | Egypt Good Brown, Liverpool | 534c. 458d. | CU. | 9580. | |
| J | Peruy. Rough Good, Liverpool | 5364 | 538d. | 534d. | 54d. |
| ١ | Broach Fine, Liverpool | 33100 | 6d. | 634d. | 9d. |
| ١ | Tinnevelly Good, Liverpool | 53ed. 33 ₁₆ d. 33 ₁₆ d. | 471ed. | 57 ₁₆ d. 51 ₈ d. | 4lad |
| ١ | The imports into Con | ntinental | nonta the | noat . | 1-16u. |
| I | been 147,000 bales. | monnental | ports the | past we | ek nave |
| 1 | been 141,000 bates. | | | | |

The above figures indicate an *increase* in the cotton in sight to-night of 227,750 bales as compared with the same date of 1894, an *increase* of 476,572 bales over the corresponding date of 1893 and a gain of 217,030 bales over 1892.

AT THE INTERIOR TOWNS the movement—that is the receipts for the week, and since September 1, the shipments for the week and the stocks to-night, and the same items for the corresponding period of 1893-94—is set out in detail below.

| | To | Eufaula, Montgomery | Selma, | Little Rock | Albany, | Athens, | Augusta. | Macon Macon | Rome, | Shrevenort, | Columbus, | Meridian. | Natchez, | Yazoo City | St. Louis, | Raleigh. | Cincinnati, | Newberry, | Memphis, | Brenham. | Dallas, | Total, 3: |
|---------------------|---------------------|------------------------|--------|-------------|---------|---------|----------|-------------|--------|-------------|--------------|-----------|----------|--|------------|------------------|-------------|-------------|------------|----------|---------|-----------------|
| | TOWNS. | ALABAMA | , | ARKANSA | GEORGIA | | : | :: | | LOUISIANA. | MISSISSIPPI. | : | | : : | MISSOURI | N.CAROLINA | Оніо | o. CAROLINA | TENNESSEE. | TEXAS | 11 | Total, 31 towns |
| Re | This week. | 1,757 | 448 | 2.276 | 118 | 2,434 | 2,921 | 1,053 | 742 | 2.199 | 984 | 761 | 1,767 | 1,332 | 20,141 | 296 | 7,643 | 550 | 11,652 | 1.079 | 1,077 | - |
| Receipts. Shimile | Since Sept.1,'94 | 17,929 | 74,383 | 58,082 | 31,249 | 146 833 | 171,035 | 59,036 | 78,487 | 988,80 | 32,075 | | | | | 19,470 27,364 | 251,882 | 14,677 | 476,769 | 104 30 | 55,221 | 4,463,503 |
| ST Kamana | This week. | | | 2,731 | | | | 2,444 | | 2 959 | | | | 2,472 | 20,891 | 509 | 7,325 | 1+7 | 17,152 | 2.010 | 1,136 | 151,217 |
| , 1895. | Jan. 18. | N2 | | - | | 10,286 | | 13,400 | | 06,109 | 3,258 | | 4 | _ | | | 13,607 | 550 | 136,090 | 2 596 | 1,034 | 530,024 |
| More | This week. | 325 | 339 | 1 708 | 104 | 600 | 1,848 | 1,055 | 878 | 1 504 | 815 | 507 | 1,039 | 1 00 00 00 00 00 00 00 00 00 00 00 00 00 | 18,067 | 414 992 | 5,646 | 10 | 11,307 | 1,890 | 3,147 | 88,677 |
| Receipts. Receipts. | Sept.1,'93 | 18,552 114,422 | 61,429 | 31,028 | 32,830 | 54,942 | 158,425 | 57,019 | 55,560 | 3,257 | 22,549 | 28,415 | | | | 14,499 | 134,185 | 9.889 | 402,222 | 27,044 | 36,653 | 3,148,643 |
| nuary 19 | This week. | 748 3,291 | | | 500 | | | 1,167 | , | | + | 700 | 1 | - 12 | N | | 51 | - | 17,889 | 1,463 | 3,417 | 107,077 |
| , 1894. | Jan. 19. | 5,151 | | | | - | - | 10,811 | 7,899 | | 3,576 | 4,800 | 7.664 | 13,874 | 56.892 | 2 100 | _ | 204 | 136,418 | 1,847 | 2,096 | 432,721 |
| | | | | | | | | | ea | 1 1 | ot | n h | , 11 | et' | · n | 88 | ur | fig | lla | vi | ouis | * T |

t Last year's figures revised.

The above totals show that the interior stocks have decreased during the week 38,627 bales and are now 97,303 bales more than at same period last year. The receipts at all the towns have been 23,913 bales more than same week last year and since Sept. 1 are 1,314,860 bales more than for same time in 1892-94.

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 | CLOSING QUOTATIONS FOR MIDDLING COTTON ON- | | | | | | | | | |
|--|---|--|--|--|---|---|--|--|--|--|
| Jan. 18. | Satur. | Mon. | Tues. | Wednes. | Thurs. | Fri. | | | | |
| Galveston New Orleans Mobile Savannah Charleston Wilmington. Norfolk Boston Baltimore Philadelphia Memphis St. Louis Houston Cincinnati Louiville. | ម្ចា មិន មិន ក្រុម្មាធិន្ទ មិន មាន មិន មិន មិន មិន មិន មិន មិន មិន មិន មិ | 5518 5555555555555555555555555555555555 | 5316 5516 5514 5514 5534 5536 5516 5516 5516 5516 5516 5516 | 516 518 514 514 514 514 518 518 518 518 518 518 518 518 | 3146 53149 555555555555555555555555555555555555 | 5316 518 5518 5514 5514 5518 5518 5518 5518 | | | | |

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

| Atlanta Columbus, Ga. Columbus, Miss Eufaula | 47 ₈ 47 ₈ | Little Rock Montgomery Nashville Natchez | 5 5 | Newberry Raleigh Selma Shreveport | 43 ₄ 5 54 43 ₄ |
|---|------------------------------------|---|-----|-----------------------------------|---|
|---|------------------------------------|---|-----|-----------------------------------|---|

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.

| И | 7eek | Receip | ts at the | Ports. | St'k at Interior Towns. | | Rec'pts | from P | lant'ns | |
|------|-------|---------|-----------|---------|-------------------------|---------|---------|---------|----------|---------|
| En | ding- | 1892-93 | 1893-94 | 1894-95 | 1892-93 | 1893-94 | 1894-95 | 1892-93 | 189: -94 | 1894-95 |
| Dec | 14 | 211.399 | 300.392 | 360.136 | 455,149 | 468,966 | 501 606 | 231,094 | 327,638 | 877,719 |
| " | 21 | 190,972 | 291.975 | 357,698 | 468,952 | 486,159 | 568,829 | 204,775 | 309,168 | 424,921 |
| 96 | 28 | 165,943 | 260,140 | 309,797 | 479,454 | 492,430 | 609,001 | 176,445 | 266,411 | 349,972 |
| Jan. | 4 | 126,054 | 190,702 | 249,854 | 473,655 | 481,977 | 600,956 | 120,255 | 180,249 | 241,806 |
| 44 | 11 | 114.841 | 134,813 | 205,746 | 452,704 | 451,121 | 568,651 | 93,890 | 103,957 | 173,441 |
| 61 | 18 | 101,737 | 159 917 | 207,806 | 448,673 | 432,721 | 530,024 | 95.705 | 141,517 | 169,179 |

The above statement shows: 1.—That the total receipts from the plantations since Sept. 1, 1894, are 6,232,193 bales; in 1893-94 were 4,999,247 bales; in 1892-93 were 4,227,177 bales.

2.—That although the receipts at the outports the past week were 207,806 bales, the actual movement from plantations was only 169,179 bales, the balance being taken from the stocks at the interior towns. Last year the receipts from the plantations for the week were 141,517 bales and for 1893 they were 25 705 bales 95,705 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 Jan. 18 and since Sept. 1 in the last two years are as follows:

| | 189 | 4-95. | 189 | 3-94 |
|--|--|------------------------------------|-------------|---|
| January 18. | Week. | Since Sept. 1. | Week. | Since Sept. 1 |
| Shipped— Via St. Louis Via Cairo. Via Hannibal Via Evansville Via Louisville Via Cincinnati Via other routes, &c | 20,891 8,519 3,375 3,102 2,904 | 545 2,414 119,747 112,120 | 5,016 35 | 436,929 166,720 13,290 5,897 66,394 73,018 81,199 |
| Total gross overland | 38,791 22,783 304 1,540 | 15,435 | 197 | 843,447 169,259 19,290 64,393 |
| Total to be deducted Leaving total net overland* | 24,627 | - | 22,765 | 255,939 |

The foregoing shows that the week's net overland movement this year has been 14,164 bales, against 11,084 bales for the week in 1894, and that for the season to date the aggregate net overland exhibits an increase over a year ago of 253,111 bales.

| | 189 | 94-95 | 189 | 3-94 |
|--|-----------------------------|----------------------|--------------------|----------------------|
| In Sight and Spinners' Takings. | Week. | Since Sept. 1. | Week. | Since Sept. 1 |
| Receipts at ports to Jan. 18 Net overland to Jan. 18 Southern consumption to Jan. 18 | 207,806 14,164 15,000 | | 11,084 | 590,508 |
| Total marketed Interior stocks in excess | 236,970 *38,627 | 6,964,123 472,689 | 183,001 *18,400 | 5,577,200 356,555 |
| Came into sight during week. Total in sight Jan. 18. | 198,343 | 7,436,812 | 164,601 | 5,933,755 |
| Worth'n spinners tak'gs to Jan. 18 | 50,862 | 1,438,733 | 22,259 | 1.032,518 |

It will be seen by the above that there has come into sight during the week 198,343 bales, against 164,601 bales for the same week of 1894, and that the increase in amount in sight to night as compared with last year is 1 503,057 bales.

WEATHER REPORTS BY TELEGRAPH.-Reports to us by telegraph this evening from the South indicate that the temperature has been quite lowin some sections during the week, falling to three below zero at Nashville. In Texas the weather has been dry as a rule, but elsewhere generally rain has fallen and at some points the precipitation has been heavy. The crop continues to move freely.

Galveston, Texas.-It has rained lightly on two days of the week, the rainfall reaching three hundredths of an inch. Av-

erage thermometer 51, highest 71, lowest 31.

Palestine, Texas.—We have had only a trace of rain during le week. The thermometer has averaged 41, highest 64, the week. lowest 18.

Huntsville, Texas.—There has been only a trace of rain during the week. The thermometer here has averaged 44,

during the week. The thermometer nere has averaged and during from 22 to 66.

Dallas, Texas.—Cotton picking has been completed except in a few localities. A report comes from Fredericks burg that some cotton has been left unpicked in the fields on account of the extreme low price for the staple. It is reported from Coleman that there is probably about 200 bales yet to be picked in that vicinity and some remnants of the crop remain ungathered over the eastern portion of the State. The entire crop, however, will soon be gathered. Farmers are getting their lands ready to plow as soon as ground is in good condition. Old settlers in the northern part of the State say that it is the severest drouth they have ever experienced. The deficis the severest drouth they have ever experienced. The deficiency in rainfall of fifteen inches for the four months ending Dec. 31, 1894, is the greatest on record. There has been rain here on one day during the week to the extent of five hundred this of an inch. The thermometer has ranged from 15 to 70, averaging 42.

of averaging 42.

San Antonio, Texas.—There has been no rain during the reek. Average thermometer 50, highest 74, howest 26.

Luling, Texas.—We have had but a trace of rain during the reek. The thermometer has averaged 50, the highest being week. The thermom 76 and the lowest 23.

76 and the lowest 23.
Columbia, Texas.—The weather has been dry all the week.
The thermometer has averaged 50, ranging from 23 to 78.
Cuero, Texas.—There has been no rain during the week.
The thermometer has ranged from 26 to 83, averaging 54.
Brenham, Texas.—It has been dry all the week. Average thermometer 52, highest 75, lowest 29.
Belton, Texas.—There has been no rain all the week. The thermometer has averaged 42, the highest being 68 and the lowest 17.

Fort Worth, Texas.-We have had dry weather all the week. The thermometer has averaged 44, ranging from 18 to 69.

Weatherford, Texas.—It has been dry all the week. The thermometer has ranged from 16 to 70, averaging 43.

New Orleans, Louisiana.—The week's rainfall has been one inch and fifty-three hundredths, on three days. Average thermometer 51.

Shreveport, Louisiana.—We have had rain on three days during the week, the precipitation reaching twenty-three hundredths of an inch. The thermometer has averaged 39—the highest being 61 and the lowest 18.

Columbus, Mississippi.—We have had rain on two days of the week, the rainfall reaching one inch and sixty-one hundredths. The thermometer has averaged 52, ranging from 18

to 70.

Leland, Mississippi.—Rain has fallen on two days of the

Leland, Mississippi.—Rain has fallen on two days of the week, the rainfall reaching sixty-three hundredths of an inch. The thermometer has ranged from 15 to 70, averaging 39.9.

Meridian, Mississippi.—Telegram not received.

Little Rock, Arkansas.—Telegram not received.

Helena, Arkansas.—We have had heavy rain on two days of the week, the rainfall reaching two inches and ninety-nine hundredths. The thermometer has averaged 32, ranging from 12 to 50.

Memphis, Tennessee. - There has been rain on two days of Memphis, Tennessee.—There has been rain on two days of the past week, the precipitation reaching two inches and seventy hundredths, and the weather now looks threatening. The thermometer has ranged from 7·1 to 52, averaging 33·3.

Nashville, Tennessee.—There has been a rainfall of one inch and thirty-one hundredths during the week Average thermometer 28, highest 48 and lowest 3 below zero.

Mobile, Alabama.—Rain has fallen on two days of the past week, the precipitation being two inches and forty hundredths. The thermometer has averaged 48, the highest being 72 and the lowest 21.

Montgomery, Alabama.—It has rained on one day of the

Montgomery, Alabama.—It has rained on one day of the week to the extent of one inch and forty-eight hundredths. The thermometer has averaged 43, ranging from 33 to 53.

Selma, Alabama.—There has been rain on two days during the week, to the extent of one inch and thirty-two hundredths. The thermometer has ranged from 15 to 70, averdredths. aging 42.

aging 42.

Madison, Florida.—We have had rain on three days of the week, the rainfall reaching one inch and eighty hundredths. Average thermometer 54, highest 67 and lowest 29.

Columbus, Georgia.—We have had rain on two days of the week, the rainfall reaching one inch and forty-one hundredths. The thermometer has averaged 42, the highest beging 58 and the lowest 21.

ing 58 and the lowest 21.

Savannah, Georgia.—There has been rain on three days during the week to the extent of twenty-six hundredths of an inch. The thermometer has averaged 46, ranging from 23 to 62.

Augusta, Georgia.—Rain has fallen on three days of the week to the extent of ten hundredths of an inch. The ther-

mometer has ranged from 11 to 62, averaging 41.

Charleston, South Carolina.—It has raised on three days of

the week, the rainfall being nine hundredths of an inch. The thermometer has ranged from 22 to 60, averaging 45.

Stateburg, South Carolina.—There has been rain on two days during the week and a trace of sleet on one day, the rainfall reaching fifty two hundredths of an inch. The thermometer has averaged 40, the highest being 64 and the low-set 19.

Wilson, North Carolina.—It has rained on one day of the week, the rainfall reaching fourteen hundredths of an inch. The thermometer has ranged from 14 to 60, averaging 37.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 8 o'clock January 17, 1895, and January 18, 1894.

| | Jan. 17, '95. | Jan. 18, '94. |
|-----------------------------------|---------------|---------------|
| | Feet. | Feet. |
| New Orleans Above low-water mark. | 2.3 | 4.1 |
| Memphis Above zero of gauge. | 17.0 | 11.0 |
| Nashville Above zero of gauge. | | 12.1 |
| Shreveport Above zero of gauge. | | 11.4 |
| Vicksburg Above zero of gauge. | | 12.9 |

JUTE BUTTS, BAGGING, &C .- Jute bagging has been inactive during the week under review at 41/2c. for 13/4 lbs., 41/2c. for 2 lbs. and 4%c. for standard grades in a jobbing way. Car-load lots of standard brands are quoted at 41/4c. for 13/4 lbs., 45%c. for 2 lbs. and 5c. for 21/4 lbs. f. o. b. at New York. The market for jute butts has been featureless at 11/4c. on the spot.

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 January 17. BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

| | Shipm | entsthi | s week. | Shipm | ents since | Rec | eipts. | |
|--------------|------------------|------------|---------|------------------|-------------------|-------------------|------------------|-------------------|
| | Great Brit'n. | Continent. | Total. | Great Britain | Oonti- nent. | Total. | This Week. | Since Sept. 1. |
| 94-5 | ****** | | 17,000 | | 152,000 | 40,000 162,000 | 35,000 46,000 | 214,000 |
| 92 3 91-2 | 1,000 | | | 8,000 6,000 | 147,000 62,000 | 155,000 68,000 | 40,000 30,000 | 335.000 |

According to the foregoing Bombay appears to show a decrease compared with last year in the week's receipts of 11,000 bales and a decrease in shipments of 17,000 bales, and the shipments since Sept. 1 show a decrease of 122,000 bales. The movement at Calcutta, Madras, and other India ports of the last reported week and since the 1st of September, for two years, has been as follows. "Other ports" cover Cevice Tutionin Kurrachee and Cocarada. Tuticorin, Kurrachee and Coconada.

| | Shipmen | ntsforth | e week. | Shipm | Shipments since Sept | | | | |
|-------------|-------------------|------------|---------|-------------------|----------------------|--------|--|--|--|
| | Great Britain. | Continent. | Total. | Great Britain. | Continen | Tota'. | | | |
| Calcutta- | | | | | | | | | |
| 1894-95 | 1,000 | 2,000 | 3,000 | 4.000 | 7,000 | 11,000 | | | |
| 1893-94 | | | | 3,000 | 5,000 | 8,000 | | | |
| Madras- | 1 | | | | | ,,,,,, | | | |
| 1894-95 | | | | 13,000 | 10,000 | 23,000 | | | |
| 1893-94 | | | | 19,000 | 8,000 | 27,000 | | | |
| All others- | | | | | | | | | |
| 1894.95 | ***** | 3,000 | 3,000 | 12,000 | 24,000 | 36,000 | | | |
| 1893-94 | | 1,000 | 1,000 | 18,000 | 25,000 | 43,000 | | | |
| Total all— | | | | | | - | | | |
| 1894-91 | 1,000 | 5.000 | 6,000 | 29,000 | 41,000 | 70,000 | | | |
| 1893-95 | 2,000 | 1.000 | 1,000 | 40,000 | 38,000 | 78.000 | | | |

The above totals for the week show that the movement from the ports other than Bombay is 5,000 bales more than the same week last year. For the whole of India, therefore, the total shipments since September 1, 1894, and for the corresponding periods of the two previous years, are as follows:

EXPORTS TO EUROPE FROM ALL INDIA

| Shipments | 189 | 4-95. | 189 | 3-94. | 1892-93 | | |
|-----------|------------|-------------------|-----------------|-------------------|----------------|-------------------|--|
| from— | This week. | Since Sept. 1. | This week. | Since Sept. 1. | This week. | Since Sept. 1. | |
| Sombay | 6,000 | 40,000 70,000 | 17,000 1,000 | 162,000 78,000 | 8,000 5,000 | 155,000 | |
| rotal | 6,000 | 110,000 | 18,000 | 240,000 | 13,000 | 232,000 | |

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, January 16. | 189 | 1894-95. | | 3-94 | 1892-93. | |
|--|------------|--------------------|------------|--------------------|----------------|--------------------|
| Receipts (cantars*) This week Since Sept. 1. | | 60,000 | | 30,000 | | 50,000 |
| | This week. | Since Sept. 1. | This week. | Since Sept. 1. | This week. | Since Sept. 1 |
| Exports (bales)— Fo Liverpool To Continent | | 162,000 173,000 | | 181,000 131,000 | 7.000 6,000 | 235,000 149 000 |
| Total Europe | 26,000 | 335.000 | 27,000 | 312,000 | 13.000 | 384.000 |

* A cantar is 98 pounds.

This statement shows that the receipts for the week ending Jan. 16 were 160,000 cantars and the shipments to all Eurore 26,000 bales.

Domestic Exports of Cotton Manufactures.—Through the courtesy of Mr. W. G. Ford, Chief of the Bureau of Statistics, we have received this week a statement showing the exports of domestic cotton manufactures for November and for the eleven months ended Nov. 30, 1894, with like figures for the corresponding periods of the previous year, and give them below:

| mantities of Manufactures of Cot- ton (colored and uncolored) | Month endi | ng Nov. 30. | 11 mos. end | ing Nov.30 |
|--|----------------------|---------------------|--------------|-------------------------|
| exported to— | 1894. | 1893. | 1894. | 1893. |
| United Kingdomyards | 468,478 | 995,049 | 8,231,814 | 5,467,839 |
| termany | 171,453 | 224,418 | 1,816,199 | 952,213 |
| rance | | 22,870 | 106,444 | 66,185 |
| Other countries in Europe " | 39,371 | 32.970 | 502,229 | 558,455 |
| British North America | 236, 210 | 82,470 1,147,525 | 8,197,029 | 20,491,604 |
| | 603,236 | 482,184 | 4.037.217 | 4,942,868 |
| Mexico | 000,000 | 200,100 | 4,001,011 | 2,020,000 |
| British Honduras | 980,847 | 373,820 | 11,219,546 | 4,804,058 |
| Cuba | 9,617 | 44.527 | 388,814 | 611,959 |
| uerto Rico " | 0,011 | 163,34 | 170,105 | 245,474 |
| Banto Domingo " | 103 726 | 242,563 | 8,468,280 | 2,453,576 |
| Other West Indies " | 103,726 1,397,749 | 1,743,273 | 11,071,467 | 13,035,832 |
| Argentine Republic " | 166.839 | 528,256 | 1,938,365 | |
| Brazil | 6,178,561 | 1,414.288 | 28,551,901 | 5,102,792 |
| United States of Colombia " | 341,442 | 248,90 | 3,624,868 | 19,787,094 2,511 754 |
| Other countries in S. America " | 1,423,366 | | 17 9-0 185 | 2,011 704 |
| one countries in S. America | 610,000 | 2,676,204 | 17.359,167 | 18.450 489 |
| Julia | | 4,844,900 | 47,695,333 | 24,474 958 |
| orito, I osses his in Australasia | 51,436 | 27,65 | 651,865 | 145,715 |
| dittish thuis and base indies | 1,226,000 | 200,000 | 5,231,725 | 3,844,406 |
| Other countries in Asia and | 1 104 000 | F00 100 | 0.001.010 | |
| Oceanica | 1,134,690 | 586,433 | 8,984,013 | |
| A.11108 | 749,820 | 18,570 | 7,207,831 | 5,270,500 |
| Other countries " | 1,792,250 | 259,650 | 11,689,895 | 6,712,374 |
| Total yards of above " | 17,690,089 | 16,154,2/3 | 180,235,607 | 144,199,595 |
| Total values of above | \$1,098,690 | \$1,082,084 | \$10,705,780 | \$9,414,498 |
| Value per yard | \$.0621 | \$.0639 | \$.0291 | \$.0653 |
| Values of other Manufactures of | | | | |
| Cotton exported to— | | | | |
| United Kingdom | \$9,731 | \$32,440 | \$234,359 | \$332,489 |
| | 7,353 | 22,260 | 171,195 | 120 684 |
| France | 329 | 33 | 7,475 | |
| Other countries in Europe | 1.630 | 5,243 | 68 941 | 61.845 |
| British North America | 89,733 | 75,048 | 1,330,178 | 1,025,11 |
| Mexico | 14,467 | 15,776 | 128.117 | 153,488 |
| Central American States & British | | | | 200,200 |
| Honduras | 12,825 | 6,977 | 76.542 | 68,002 |
| Cuba | 4,167 | 4,162 | 53,016 | |
| Puerto Rico | 112 | 427 | | |
| Santo Domingo | 278 | 203 | 11 519 | |
| Other West Indies | 7,719 | 4,819 | 52.811 | |
| Argentine Republic | 2,542 | 705 | 17812 | 53,438 |
| Brazil | | 10,74 | 126,857 | 77,169 |
| United States of Colombia | 2,242 | 2,405 | 34,896 | |
| Other countries in So. America | 3,461 | 5,480 | | 56 330 |
| | 295 | 492 | 11,304 | 8,038 |
| Ching | 17,991 | 9,792 | 72,61 | |
| British Australasla | 400 | | | 50,243 |
| British possessions in Australasia | 400 | ****** | 1,509 | 1,258 |
| Other countries in Asia and | 14 100 | 01.50 | 20000 | 089.400 |
| Oceanica | 14,138 | 21,72 | | 276,128 |
| Africa | 932 | 99 | | |
| ther countries | 1,852 | 1,3:9 | 19,927 | 8,431 |
| Total value of other manufac- | 2010 003 | 2004 014 | 20 040 540 | 20 120 010 |
| tures of | \$210,203 | \$234.216 | \$2,666,242 | \$2,476,640 |
| | | | | |

EAST INDIA CROP .- The following cotton reports were issued by the Bengal Chamber of Commerce under date of Calcutta, December 19:

issued by the Bengal Chamber of Commerce under date of Calcutta, December 19:

Cotton Crop in Berar.—Final report, season 1894.—When the first forcests was submitted sowings had been completed and a favorable break in the rains permitted weeting operations to be thoroughly completed; but the break was too long continued, lasting as it did for about six weeks, and the cotton plants on the uplands and light soils suffered from want of moisture. This period of drought was followed by a plentiful rainfall and prospects improved considerably, and the second forceast submitted just at this time reported that a full average out-turn might be expected. But an unusually heavy fall during the month of October, when the crop was ripening, caused considerable damage, knocking off the flowers and pods, and flooding the fields in some parts of the Province. The estimate of the crop in more than one district fell from 16 to 8 annas, and in Wuu the damage. has been so excessive that the out-turn has been placed as low as 5 annas. The second and third pickings will, however, proposely be above the average and will in some measure compensate for the loss sustained by black leaf in the primary produce. The corrected area is 7,000 acres; it is below the figures of the previous year and the normal by 3°5 and 71 per cent, respectively. Doubless the unfavorable prices obtained last year have had their effect in diminishing the area under cultivation. The gross out-turn for the Province is estimated at 142,139 bales of 400 lbs, of cleaned cotton; this is 12 l per cent above the yield of the previous year, but is 7 per cent below the normal average of the preceding five years. The best return may be expected from the Amraoti district, where the crop is calculated at 43 per cent better than that of the previous year; in Ellichpur the figures of out-turn tally with those of last year, but are along way below the normal; the crop is a poor one in the Wun District, being 14 per cent less than last year. No standard rate of out turn has yet

vious year:

| CONDITION IN NII | MBER OF AL | NNAS, 16 | ANNAS DENOTING A | FULL OUT | -TURY |
|------------------|------------|----------|----------------------------|----------|-------|
| Divisions. | 1893. | 1894. | Divisions. | 1892. | 1894 |
| Meerut | | 10 | Gorakhpur Kumaun (Naini | Tol 8 | Э |
| Agra | 10 | 8 7 | only.) | | 4 |
| Allahabad | | | Lucknow | 8 | 4 |
| Benares | | 4 | Fyzabad | 8 | 4 |

Reducing the standards of full out-turn adopted in previous years, according to the condition given above, and applying them to the area returned this year, the total out-turn of the present year's crop amounts to 141,506 bales of 400 lbs. each, which is less than the out-turn of the preceding year by 21.26 per cent.

THE EXPORTS OF COTTON from New York this week show a decrease compared with last week, the total reaching 30,965 bales, against 36,365 bales last week. Below we give our usual table, showing the exports of cotton from New York, and the direction, for each of the last four weeks; also the total exports and direction since Sept. 1, 1894, and in the last column the total for the same period of the previous year.

EXPORTS OF COTTON (BALES) FROM NEW YORK SINCE SEPT. 1, 2004.

EXPORTS OF COTTON (BALES) FROM NEW YORK SINCE SEPT. 1, 1894

| | | Week E | nding- | | Total | Same period |
|-------------------------|-------------------------|-----------------|-----------------|-----------------|----------------------------|----------------------------|
| Exported to— | Dec. 28. | Jan. 4. | Jan. 11. | Jan. 18. | since Sept. 1. | previous year. |
| Liverpool | 4,194 2,688 | 12,252 5,928 | 20,598 4,530 | 18,544 1,715 | 177,953 59,612 | 174,073 64,323 |
| Tot. to Gt. Brit'n. | 6,882 | 18,180 | 25,128 | 20,259 | 237,565 | 238,396 |
| HavreOther French ports | 971 | 789 | 1,103 | 5,601 | 25,506 150 | 9,877 |
| TOTAL FRENCH | 971 | 789 | 1,103 | 5,601 | 25,656 | 9,877 |
| Bremen | 1,200 4,451 3,029 | 1,825 | | 823 | 25,740 26,664 40,713 | 26,609 10,470 55,722 |
| TOT.TO NO. EUROPE | 8,680 | 4,222 | 9,233 | 3,352 | 93,117 | 92,801 |
| Spain, Italy, &c | 650 | | 901 | 1,713 40 | 34,785 624 | 21,293 780 |
| TOTAL SPAIN, &C | 650 | | 901 | 1,753 | 35,409 | 22,073 |
| GRAND TOTAL | 17,183 | 23,191 | 36,365 | 30,965 | 391,747 | 363,147 |

AVERAGES OF TEMPERATURE AND RAINFALL .- As of interest in connection with our monthly weather record, we have prepared the subjoined tables, which show the State averages of thermometer and rainfall in September, October, November and December for six years, 1889 to 1894, inclusive.

| 10 10 10 | September. | | r. | 0 | ctober | 11 | Not | vembe | 11 | December. | | |
|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Thermometer Averages. | High. | Low. | Avge. |
| N.CAR'LINA 1894 1893 (good) 1892 (good) 1891 (full) 1890 (full) 1889 (good) | 91.6 90.0 85.6 89.0 86.8 86.8 | 54·4 45·6 48·6 53·8 52·6 44·2 | 72·5 70·3 69·0 71·6 71·1 69·3 | 84·2 82·0 82·0 85·8 84·2 80·4 | 36·2 32·2 32·4 32·0 33·8 32·8 | 60°8 59°0 58°5 56°9 59°8 57°4 | 73·8 74·0 77·2 75·4 76·8 77·0 | 23·2 20·6 20·2 17·8 25·7 23·2 | 48.2 48.2 48.2 48.8 53.5 52.0 | 70·3 70·4 70·7 70·8 67·4 74·6 | 10.2 21.8 11.0 39.4 21.6 23.5 | 43·1 44·1 40·7 47·7 41·9 50·8 |
| 86 CAR'LINA 1894 1893 (good) 1892 (good) 1891 (full) 1890 (full) 1889 (good) | 93.8 91.8 87.6 89.5 89.3 | 56.5 53.7 55.3 61.0 55.3 55.1 | 75.5 74.6 72.8 73.8 73.0 78.4 | 87.2 84.0 83.4 88.2 87.1 84.0 | 40°9 34°8 35°5 34°7 37°2 39°7 | 64·1 64·8 64·3 59·6 63·7 62·8 | 75.0 77.3 80.8 79.4 50.0 78.6 | 26.5 24.8 25.3 23.7 33.0 25.9 | 52.9 53.6 55.2 52.9 59.3 56.5 | 74.2 73.0 73.6 71.7 70.7 76.2 | 8.9 25.6 18.8 23.7 28.8 29.8 | 48.9 49.9 47.6 51.1 47.9 58.3 |
| GEORGIA. 1894 1893 (good) 1892 (good) 1891 (full) 1890 (full) | 92·3 93·5 88·3 90·2 91·0 91·0 | 58·5 57·7 55·8 59·7 56·7 51·8 | 76.4 76.0 72.3 74.5 74.0 73.1 | 87.6 85.8 83.7 87.3 87.0 84.0 | 42.6 38.1 37.1 37.7 37.8 39.6 | 65.8 65.9 64.3 61.7 62.9 62.6 | 75.0 78.0 82.2 78.7 78.5 76.1 | 26.4 27.0 28.4 21.3 33.7 28.0 | 53.5 55.0 54.8 54.9 56.8 51.7 | 78.0 72.2 69.5 69.7 69.7 75.0 | 8.6 25.6 20.5 25.2 29.0 28.5 | 49.8 50.8 46.8 50.3 48.2 57.7 |
| FLORIDA. 1894 1893 (good) 1892 (good) 1891 (full). 1890 (full). 1889 (good) | 93.3 90.8 90.9 98.3 98.6 | 64.0 63.4 66.0 65.5 65.4 60.5 | 78·9 78·5 77·3 77·9 78·1 72·2 | 87.0 87.8 86.3 86.8 89.4 88.0 | 53.8 50.7 43.0 45.4 44.0 46.5 | 71.9 71.6 70.1 68.3 72.0 67.3 | 81.0 83.5 83.5 83.9 82.8 | 35·3 36·5 36·8 33·8 41·8 32·6 | 62.9 63.4 60.6 62.1 66.2 66.0 | 79.5 78.3 80.4 80.0 79.5 78.1 | 15.8 35.2 30.3 37.9 31.0 39.0 | 58.9 60.2 59 0 61.9 57.4 62.3 |
| ALABAMA. 1894 1898 (good) 1892 (good) 1891 (full) 1890 (full) 1889 (good) | 91.5 95.5 88.0 92.9 90.2 94.8 | 58.0 61.0 50.5 54.6 55.5 50.5 | 75.8 77.5 71.9 75.0 75.9 75.2 | 87.5 87.0 86.0 89.3 85.4 | 40·3 88·5 37·0 93·5 34·4 39·8 | 64.5 65.5 66.8 61.7 64.1 64.8 | 77-0 77-5 79-4 80-7 82-9 79-0 | 23.7 29.5 30.0 21.8 33.0 27.0 | 53.4 56.8 54.3 54.9 60.8 54.7 | 78.0 71.0 75.2 72.8 75.8 76.8 | 16.0 23.4 16.2 24.3 29.1 30.5 | 54.0 50.3 48.1 50.2 52.1 58.8 |
| LOUISIANA. 1894 | 93·8 97·4 | 54.6 57.4 55.6 56.8 48.3 58.0 | 75·4 78·5 74·2 75·6 75·7 76·4 | 89.8 88.3 90.0 88.6 87.0 89.3 | 39.4 | 66.7 67.0 70.9 65.2 65.5 67.8 | 80.8 80.3 81.9 83.8 82.0 80.7 | 32·0 38·0 33·4 27·6 32·7 30·5 | 57.9 56.7 58.5 60.2 60.2 54.5 | 81°3 78°3 79°5 74°5 78°0 79°8 | 14.0 29.3 21.5 27.2 28.4 34.1 | 52.8 56.2 51.7 52.8 56.0 63.6 |
| MISSISSIPPI 1894 1893 (good) 1892 (good) 1891 (full) 1890 (full) 1889 (good) | 81.0 | 50°3 52°3 50°5 50°8 51°4 51°3 | 74·7 74·5 72·6 75·5 74·0 74·0 | 89:3 89:1 89:8 90:9 85:6 | 36.3 34.0 81.4 32.9 34.9 | 68·1 61·2 62·6 | 78·2 80·8 79·8 82·3 83·7 80·0 | 22.7 25.7 27.0 21.0 30.7 26.2 | 51.9 52.7 54.8 51.8 58.7 50.9 | 79.0 77.8 77.8 73.2 79.4 77.8 | 9·2 22·1 13·3 24·0 22·4 29·2 | 49.1 50.5 44.5 51.4 49.5 59.0 |
| ARKANSAS. 1894 1893 (good) 1892 (good) 1891 (full). 1890 (full). 1889 (good) | 90.6 90.8 96.0 96.0 94.0 | 47.4 42.8 51.6 54.4 48.8 46.7 | 72.6 72.6 71.7 74.9 70.4 70.1 | 85.8 87.6 88.4 85.5 83.7 | 33.8 36.4 35.6 33.8 | 59.8 65.2 62.6 61.0 | 76.0 76.4 74.8 80.0 77.4 78.7 | 22.0 22.0 28.7 20.0 31.8 23.3 | 51°5 49°7 54°1 | 71.8 70.8 72.0 69.3 74.9 78.0 | 12.2 22.9 21.4 | 42.4 48.1 45.1 |
| TENNESSEE 1894 1895 (good 1892 (good 1891 (full). 1890 (full). 1889 (good | 91.0 | 45.5 47.1 53.5 49.8 | 70.4 69.4 70.5 71.8 | 83°8 89°0 84°9 | 32.8 31.6 31.6 | 58.0 61.1 58.6 58.9 | 72.8 74.0 73.3 76.8 | 19.0 19.7 18.0 | 46.3 46.7 47.9 53.8 | 68.7 71.0 67.0 66.8 | 18.5 10.0 22.9 22.0 | 42·1 38·5 47·0 41·7 |
| TEXAS. 1894 1893 (good 1892 (good 1891 (full). 1890 (full). 1889 (good | 94.3 | 60.0 55.8 57.8 48.6 | 79.7 76.1 77.6 75.0 | 94. 90. 87. 88. | 41.3 8 89.9 8 43.9 | 69°8 69°6 68°7 77°8 | 85.5 82.0 80.7 82.5 | 31·1 33·6 29·7 36·8 | 57.0 59.8 58.8 59.0 | 79°1 79°8 75°6 79°0 | 26.8 19.0 28.2 27.0 | 55.4 50.5 53.8 53.8 |

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

The rainfall averages are as follows:

| | Septem | ber. | Octob | er. | Noven | ber. | Decem | ber. |
|---|--|--|---|---|--|------------------------------------|--|----------------------------------|
| Rainfall Averages. | Rain- fall. | Days rain. | Rain- fall. | Days rain. | Rain- fall. | Days rain. | Rain- fall. | Days |
| 1889 (good) | 5·29 5·26 3·74 2·40 4·86 5·73 | 111% 9 7 7 14 8 | 5.97 6.65 0.58 3.20 4.07 2.49 | 8 71/9 31/9 8 8 61/9 | 1.57 2.57 2.42 3.01 0.23 8.75 | 6 9 8 8 8 8 | 2.84 3.26 2.68 1.83 2.95 1.36 | 9 8 9 10 8 21 |
| BOUTH CAROLINA. 1894 1898 (good). 1898 (good). 1891 (full). 1890 (full). 1889 (good). | 6.75 5.14 4.82 3.13 7.49 2.60 | 7 9 81/8 8 18 6 | 4.48 4.46 0.44 1.88 4.11 2.72 | 6 8 3 6 9 | 1.96 1.83 1.98 2.38 0.93 4.09 | 6 5 8 8 4 6 | 2.66 3.15 2.55 2.04 1.43 0.65 | 7 7 9 10 5 11/6 |
| GEORGIA. 1894 1893 (good) 1892 (good) 1891 (full) 1890 (full) 1899 (good) FLORIDA. | | 8 7 7 8 15 6 | 4-29 3-38 0-48 0-55 5-19 1-86 | 5 31/4 21/6 3 9 3 | 1.57 1.75 2.64 2.60 0.29 4.91 | 5 5 7 7 3 81/2 | 8.27 2.61 8.30 3.41 2.61 0.56 | 6 8 91 6) 2) |
| FLORIDA. 1894 1893 (good). 1892 (good). 1891 (full). 1890 (full). | 16·12 6·00 10·09 7·87 7·12 6·13 | 17 111/4 21 14 21 10 | 4.78 4.62 8.11 4.10 5.44 1.41 | 8 8 8 8 9 10 2 | 2:32 2:48 0:99 2:13 2:36 1:60 | 7 8 5 616 8 | 1.93 3.38 3.73 2.86 1.63 0.01 | 4 7 9 12 5 1 |
| ALABAMA. 1894 1893 (good). 1892 (good). 1891 (full). 1890 (full). 1889 (good). | | 919 919 5 716 14 | 8·43 4·8·1 1·33 0·24 5·42 1·10 | 5 3 1 81/6 3 | 0°62 3°10 3°23 5°23 0°18 6°30 | 4 8 714 7 2 9 | 4·42 2·83 5·16 5·53 2·29 0·58 | 9 8 10 9 3 3 |
| LOUISIANA. 1894 (good). 1893 (good). 1892 (good). 1891 (full). 1890 (full). | 0.74 | 7 6 5 71/6 12 8 | 1.36 2.51 1.34 1.06 3.81 0.45 | 31/4 3 4 3 6 11/4 | 1.89 6.01 4.63 5.68 3.80 5.33 | 4 9 716 716 316 816 | 2:58 1:94 5:63 5:58 2:16 1:69 | 8 17 7 8 4 3 |
| MISSISSIPPI. 1894 1893 (good). 1892 (good). 1891 (full). 1890 (full). | | 61/4 61/4 3 2 131/4 51/4 | 0.84 0.79 0.56 0.91 8.21 0.38 | 216 2 2 2 516 116 | 0.90 4.38 3.68 6.12 1.77 4.58 | 3 6 8 7 3 8 | 3.93 3.98 5.92 4.57 3.57 0.80 | 7: 6: 9: 6: 5: 1: |
| ARKANSAS. 1894 1893 (good). 1892 (good). 1891 (full). 1890 (full) 1890 (good). TENNESSEE. | | 716 8 216 3% 13 14 | 2·09 1·55 8·33 0·74 8·35 1·07 | 8 416 6 8 9 | 1*25 8*70 5*43 5*49 4*60 7*32 | 3 51/2 10 11 7 13 | 3:49 2:05 8:36 5:67 3:26 0:59 | 9 7 11 10 7 4 |
| TENNESSEE. 1894 1893 (good) 1892 (good) 1891 (full) 1899 (good) 1899 (good) | 2:82 6:21 3:29 0:89 6:51 | 6 31 ₂ 6 3 15 10 | 0°39 2°04 0°37 1°20 3°60 1°17 | 3 4 21/4 41/9 4 | 1°26 2°95 4°96 5°76 2°39 6.67 | 31/4 5 10 8 6 14 | 4*84 8:33 7*63 4*85 3*69 1*01 | 87 10 78 6 |
| TEXAS. 1894 1898 (good). 1898 (good). 1891 (full). 1890 (full). 1899 (good). | 3·58 1·54 0·91 3·37 3·97 4·91 | 8 2 31/4 71/4 9 13 | 0.78 0.39 4.16 0.36 4.43 1.04 | 31/4 11/4 81/4 2 61/4 21/6 | 2.75 4.19 3.60 2.43 2.34 4.12 | 6 5 6 | 1.65 1.11 5.28 4.81 1.50 0.18 | 64 9 9 4 3 |

The words 'full' and 'good' following the years given above mean simply that the aggregate crop for the year named was full or

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 (January 18) and since Sept. 1, 1894, the stocks to-night, and the same items for the corresponding periods of 1893-94, are as follows.

| THE WHEN DE WATER | 189 | 4-95. | 189 | 3-94. | Sto | ck. |
|----------------------|---------------------|-------------------|-------------------|-------------------|--------|--------|
| Receipts to Jan. 18. | This week. | Since Sept. 1. | This week. | Since Sept. 1. | 1895. | 1894. |
| Savannah | 1,468 109 109 | | 1,114 20 90 | | 1,486 | |
| Total | 1.686 | 68.228 | 1.224 | 52,649 | 16,202 | 10,967 |

The exports for the week ending this evening reach a total of 3,154 bales, of which 3,055 bales were to Great Britain, 90 to France and — to Reval, and the amount forwarded to Northern mills has been 919 bales. Below are the exports for the week and since September 1 in 1894-95 and 1893-94.

| | Week E | inding J | an. 18. | Since | Sept. 1, | 1894. | North'n Mills. | | |
|---|------------------|----------|---------|--|----------------------|--------|----------------|--------------------------|--|
| Exports from— | Great Brit'n. | Fr'nce | Total. | Great Brit'n. | Fr'nce | Total. | Week. | Since Sept.1. | |
| Savannah Charl't'n,&e Florida, &e. New York Boston Baltimore | 2,918 | 99 | 2,918 | 15,744 1,863 670 2,475 1,024 | 1,853 53 2,092 | 670 | 126 109 | 22,882 1,123 3,546 | |
| Total | 3,055 | 99 | 3,154 | 21,776 | 3,998 | 25,774 | 919 | 27,551 | |
| Total 1893-4 | 2,777 | 100 | 2,877 | 24,634 | 3,209 | 27,843 | 502 | 15,555 | |

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 Jan. 18 at Savannah, for Floridas, common, 8½c.; medium fine, 11c.; choice, 14½c.
Charleston, Carolinas, medium fine, 18c. to 21c.; fine, 23c. to 24c.; extra fine, 28c. to 35c.

ized for FRASER

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

| are from | are from records kept by our own agents. September. October. November December | | | | | | | | | | | | | |
|--|---|------------------------------|----------------------|----------------------|-----------------------|----------------------------|------|------------------------------|------------------------------|-------------------------|----------------------|----------------------|----------------------|---------------------------|
| Thermomete | er 1 | Septen | nber. | 1 | Octo | ber. | 1 | 1 | Nover | nber. | 1 | Dece | mber. | |
| | 189 | 189 | 3 1892 | 188 | 189 | 93. 189 | 32. | 1894 | 1 189 | 3. 189 | 2 18 | 94 18 | 93.] 18 | 388. |
| VIRGINIA Norfolk.— Highest Lowest Average | 94 | 0 51 | 53 | 0 41 | .0 40 | 3.0 84 3.0 37 3.0 59 | .0 | 73° 29° 49° | 0 25 | 0 25 | 0 18 | 31 2 | 8.0 1 | 10.0 13.0 |
| N. CAR'LA Wilmington Highest. Lowest Average | 63 | 0 49 | 55 | 45 | 0 38 | 0 38 | 0 | 76. | 0 28 | 0 25 | 74 | 7 | 1.0 7 | 7.0 |
| Highest Lowest Average | . 94- | 90. | 0 86.0 | 85 84 | 0 88 | 84 | 0.0 | 72.0 20.0 46. | 75 | 0 78 | 70 | 79 | 3-1 7 | 70 0.0 2.0 8.4 |
| Highest Lowest Average | 98° 53° 73° | 0 47 | 0 494 | 39 | .0 85 | 1 34 | 0 | 73 (24 (48 (| 21 | 0 20 | 0 | 88 | 8.0 6 | 9·0 8·0 |
| Raleigh— Highest Lowest Average | 98°0 55°0 73°0 | 0 44' | 0 48.0 | 84 38 61 | 0 84 | 0 85 | 0 | 73·0 23·0 48·3 | 74 | 0 79 | 71 | 0 74 | 0 6 | 8.0 |
| Highest Lowest Average | 84.6 | 82- | 79.0 | 80 | 0 76 | 0 75 | 00 | 75°0 20°0 44°0 | 71. | 0 69 | 68 5 | 14 | 6 | 8·0 9·0 7·2 |
| Oharleston.— Highest Lowest Average | 95°0 62°0 78°0 | 0 59.0 | 0 63 | 86. | 0 43 | 0 41 | 6 | 76.0 | 33. | 29 | 14 | (33 | 0 2 | 8·0 5·0 |
| Highest Lowest Average | | 90.0 | 85.2 | 83° 43° | 0 81 | 0 82 | 5 | 73·0 28·0 | 74. | 0 79. | 75 | 74 | 0 75 | 5.0 |
| Oolumbia— Highest Lowest Average. | 98.0 | 94.0 | 92.8 | 88° 85° | 89 | 0 84 | 2 | 52·1 | 80.0 | 79-8 | 74 | 7 74 | 2 76 | 3.0 3.0 |
| Highest Lowest Average | 93.0 | 89.0 | 84.0 | 87° 33° 61° | 0 83 | 0 83 | 0 | 52.9 74.0 18.0 49.5 | 77.0 | 82.0 | 74 | 0 71 | 0 70 | 7·1 0·0 5·1) 1·7 |
| GEORGIA. Augusta.— Highest Lowest | 93.0 | | 90.0 | 88. | 87 | 0 85 | | 76.6 | 78.0 | 83 0 | 1 73 | | | .0 |
| Average Atlanta.— Highest Lowest | 75·6 88·0 56·0 | 90.0 | 85.0 | 85°0 41°0 | 65 | 0 83. | 9 | 25.0 25.1 25.0 | 28°0 58°4 74°0 | 78.0 | 69 | 0 50 | 0 48 | 0.0 |
| Average Savannah.— Highest Lowest | 96·0 59·0 | 97.0 | 90.0 | 89.0 | 85. | 85.0 | 3 | 21.0 49.5 78.0 | 50.8 50.8 | 82.0 | 78. | 1 46 | 6 42 | 0 |
| Average Columbus.— Highest Lowest | 77.0 | 91.0 | 75.0 | 85°0 41°0 | 81.6 | 88.0 | | 31.0 58.0 72.0 | 31·0 58 0 | 88.0 | 51. | 0 82 | 0 65 | .0 |
| Forsyth.— Highest Lowest | 92.0 64.0 | 98.0 | 92.0 64. | 91.0 | 92.0 | 38 | | 29 0 52 0 78 0 26 0 | 27·0 53·3 84·0 28·0 | 82- | 78. | 0 45 | 8 45 | 0.0 |
| FLORIDA. Jacksonville. | 79.5 | 79.2 | 75.1 | 69.6 | | 68.0 | | 55.7 | 59.4 | 57.6 | 53. | | 51 | |
| Lowest Average Zampa.— | 98.0 62.0 79.0 | 96.0 61.0 98.0 | 92°0 66°0 76 8 | 90.0 72.0 | 70.8 | 42.0 | 1 | 82·0 83·0 | 84.0 32.0 62.0 | 85.0 85. 30.0 | 80°6 14°6 58°6 | 35. | 30 | 0 |
| Highest Lowest Average Itusville— Highest | 93.0 65.0 79.0 91.0 | 94.0 66.0 80.0 91.0 | 93.0 68. 79.8 | 89.0 57.0 74.0 | 57.0 | 72.5 | 1 | 85.0 88.0 87.0 | 85.0 40.0 68.0 | 87.0 40.1 6±.4 | 80°0 19°0 62°0 | 88 | 84 | 0 |
| Lowest Average Zallahassee— Highest | 78.8 | 67·0 79·0 | 90°0 69°0 78°2 | 87.0 56.0 73.8 | 73 8 | 71.9 | 1 6 | 35.0 40.0 35.0 | 83.0 43.0 66.4 | 84·0 40 63·0 | 81.6 | 38.0 | 33 | 0 |
| Average | :::: | 89·5 59·5 76·2 | 87.0 61.0 74.4 | 82·0 48·0 68·0 | 41.0 | 85.0 41.0 67.0 | 11 3 | 76·0 30·0 57·7 | 78.5 31.0 59.1 | 28.0 25.0 25.0 | 77.0 12.0 54.0 | 30.0 | 24. | 0 |
| Montgom'y.— Highest Lowest Average Mobile.— | 92·0 59·0 77·0 | 98.0 58.0 77.0 | 90°0 55°0 73°0 | 90.0 41.0 90.0 | 86·0 85·0 65·0 | | 1 2 | 79·0 26·0 55·0 | 78.0 27.0 55.6 | 79°0 30°0 55°0 | | 72°0 24°0 52°0 | 80 | 0 |
| Lowest Average Newton— | 91.0 61.0 91.0 | 95.0 64.0 78.0 | 90°0 58°0 75°0 | 89.0 46.0 68.0 | 88.0 42.0 66.0 | 89.0 40.0 69.0 | 2 | 8·0 9·0 7·2 | 77.0 32.0 58.0 | 58.0 58.0 | 73.0 16.0 54.0 | | 20 | 0 |
| Highest Lowest Average. Birmingham | 92.0 56.0 76.0 | :::: | :::: | 86.0 41.0 64.0 | :::: | | | ::: | 80.0 28.0 55.6 | ::: | :::: | 75 0 23 0 48 8 | 1 | |
| Highest Lowest Average Florence— | | :::: | :::: | :::: | | :::: | | | 78.0 33.0 50.2 | :::: | :::: | 66 0 23.0 50.0 | | . |
| Lowest | 91.0 48.0 72.6 | :::: | :::: | 85°0 83°0 80°0 | :::: | :::: | 1 | 4.0 6.0 8.0 | 77·0 20·0 50·4 | :::: | :::: | 68.0 21.0 43.0 | ::: | |
| LOUIS'NA N. Orleans.— Highest Lowest Average | 80.0 66.0 90.0 | 95°0 80°0 | 89·0 64·0 76·6 | 88.0 47.0 71.0 | 86.0 48.0 69.1 | 87.0 48.0 71.0 | 3 | 0.0 6.0 6.0 | 80·0 86·0 | 83.0 41.0 62.0 | 81°0 21°0 58°0 | 79·0 83·0 58·0 | 79.0 |) |
| Highest Lowest Average Er'd Coteau- | 95° 54°0 76°0 | 98.0 54.0 77.0 | 92·0 55·0 73·0 | 89.0 40.0 67. | 90.0 40.0 90.0 | 90.0 39.0 67.6 | 8 3 | 0.0 | 81·0 45·0 54·0 | \$0.0 \$3.0 \$7.0 | 77.0 | 79.0 25.0 52.8 | 77°0 18°0 | |
| Lowest Average | 92·0 57·0 77·2 | 23.0 64.0 77.8 | 90°7 57°8 74°1 | 88-0 43-0 67-7 | 89°0 44°0 66°0 | 88°0 40°0 68°7 | 3 | 9.0 | 80°0 33°6 56°2 | 81.3 34.0 59.6 | 83.0 17.0 56.1 | 77.0 80.0 57.8 | 79.6 23.5 53.4 | 3 |
| Liberty Hill— Highest Lowest Average | | 481 | 96°(49°(73°(| 94·0 31·0 62·0 | | 99.0 93.0 93.0 | 8 | 5.0 6.0 7.0 | | 84°0 27°0 57°0 | 85°0 7°0 46°0 | | 82.0 19.0 47.0 | |
| Lowest Average | 46.0 | 550 | 92°(52°(74°0 | ::: | ::: | 92.0 84.0 78.0 | | | :::: | 81.0 32.0 57.0 | | | 80°0 22°0 54°0 | |
| Lowest | 93·0 1 50·0 77·0 | 54'(| | 91-0 87-0 62-5 | 95·(84·() 72·0 | 88°0 80°0 65°0 | 18 | 3.0 5 | 87·0 27·0 55·0 | 80°(28°(53°0 | 76·0 8·0 50·0 | 88 0 23 0 55 0 | 75°0 13°0 45°6 |) (|

| | RONIC | | | | [V | OL. | L | X. | | | | | | | |
|-----------|---|-----------------------|-----------------------|----------------------|----------------------|----------------------|--------|------|----------------------|----------------------|----------------------|---------------------|-------------------|-----------------------|----------------------|
| - | Thermomet | . | Septer | mber. | | Octo | ber. | | 1 | Nover | nber. | 1 | De | ceml | ber. |
| - | MISSISS'P | 189 | 4. 189 | 8.[159 | 189 | 4. 189 | 93.[18 | 92. | 159 | 4. 188 | 3. 189 | 2. 18 | 94. | 1893 | 1893. |
| t | H ghest. | 92 | | | | | | 8.0 | 80 | 0 78 | | | 8.0 | 75 (24·(| 77:0 |
| , | Leland- Highest | 76 | 0 75 | 73 | 0 87 | 0 84 | 1.6 8 | 2.0 | 55 | 5 55 | 1 56 | 6 5 | 2.0 | 53 (| 48.3 |
| - | Average. | 74 | 0 50 | 0 52 4 71 | 34 | 0 3: | 3.0 3 | 3.0 | 25° 52° | 0 25 | 0 28 | 01 1 | 0.0 | 23.0 | 15.0 |
| | Lowest Average. | . 54 | 0 47 | 0 | | 3 | 3.0 | | 79° 22° 52° | 0 26 | .0 | - 1 | 6.0 7.0 4.0 | 71.0 20.0 46.0 | 13.0 |
| | Highest. Lowest. | 95 | 0 99 | 0 95 | 95 | 0 94 | 0 9 | B.(| 84. | 0 79 | 0 79 | .0 8 | 6.0 | 73.0 | 79.0 |
| 0 0 0 | Kosciusko- Highest. | 91 | 0 91 | 0 88 | 84 | 7 62 | 2 6 | 7.0 | 55° | 7 53 | 1 55 | .5 | 3.9 | 74.0 | 48.8 |
|) | Lowest . Average Waynesbord | 70 | 0 72 | 4 70. | 4 59 | .0 80 | 0 6 | 2.0 | 48 | 0 24 51 | 0 28 | 0 4 | 3.0 | 49.0 | 44.3 |
| 0 | Highest. Lowes Average. | 52 | 0 55 | 0 50 | 1 34 | 0 33 | .0 | | 75° 20° 48° | 0 25 | 0: | | | 78.0 49.0 | |
| 1 | ARKANS' LAttle Rock. Highest. | - | 0 98 | 0 90. | | | | | | | 1 | | | | |
|) | Lowest Average Helena— | . 53 | 0 42 | 0 53 | 35 | e 37 | 0 3 | 5.0 | 27· 50· | 0 24 | 0 29 | 1 10 | 0.0 | 18.0 48.5 | 10.0 |
|) | Lowest | 1 50 | 0 48 | 0 51 | 86: | 0 35 | .0 3 | | 74.0 24.0 39.1 | 0 24 | 1 28 | 6 8 | 2.0 | 70.0 | 74.0 |
| - | Fort Smith- Highest Lowest | . 984 | 0 101. | 0 92- | 89. | 0 88 | 0 91 | ·C | 75.0 | 78 | 0 74 | 0 78 | 3.0 | 71.0 | 72.0 |
| | Camden- Highest | 97 | 0 74 | 89.0 | 62 | 0 81 | 0 .61 | .0 | 81.0 | 47 | 8 49 | 2 44 | F.0 | 16.0 48.0 74.0 | 39·1 72·0 |
| - | Average Corning - | 74. | 1 | 72.8 | 29. | 2 35 | 0 41 | .0 | 25°0 50°2 | 28 | 0 3 . | 5 10 | 0.0 | 20.0 | 17.0 47.2 |
| | Highest Lowest Average | . 38. | 37 | 0 | 27 | 0 28 | 0 | | 75 (14·0 44·2 | 16 | 0 22 | 0 -9 | 10 | 70.0 12.0 39.7 | 88.0 4.0 39.2 |
| | CENNES'E Vashville.— Highest. | 92.0 | 96. | 88.0 | 00. | 0 | | | **** | | | | | | |
| - | Lowest. Average | 48.0 | 48 | 0 47'(| 86.6 | 0 34. | 0 34 | .61 | 75.0 13.0 45.0 | 20 | 0 20 | 0 3 | 0 | 70.0 21.0 42.0 | 38.0 10.0 11.0 |
| - | Highest Lowest Average | . 50.0 | 46 | 0 25.8 | 39.6 | 94 | 4 35 | 011 | 76.0 24.0 50.4 | 24 | 1 25 | 5 | .01 | 73.0 18.0 | 76.0 13.0 40.8 |
| - | Highest Lowest | 88.0 | 89 | 85% | 81 (| 82. | 0 81 | | 68.0 13.0 | 72. | 71.0 | 65 | 0 | \$5.8 86.0 20.0 | 68.0 |
| - | Wier- | | 9:0 | 88. | 83 (| 56 | 0 59 | 8 | 45.4 | 43 | 1 47.4 | 39 | 8 | 11.4 | 38.6 |
| | Lowest | :::. | 42.0 68.5 | | 90.0 | 23 | 0 22 | o | 18.0 | 12.0 | 12'(| 1 0 | 01 | 15.0 | 7°0 36·5 |
| Mesterope | TEXAS. | | | 881 | 87.0 | | 89 | 11 | 79.0 | 79.0 | 80-0 | 77 | | 74.0 | 76.0 |
| - | Average *alestine.— Highest | 80.0 | 81.0 | 78.6 | 49.0 | 72.0 | 74 | 2 | 41.0 63.8 | 63.7 | 63.4 | 58 | 5 6 | 37.0 | 25.0 26.3 |
| - | Lowest Average | | 57.0 | 57.0 | | | 40. | | 29.0 29.0 85.0 | 84°(30°(55°(| 34.0 | 1, 8 | 0 2 | 80°0 88°0 54°0 | 80.0 15.0 48.0 |
| | Lowest | | 101.5 78.0 81.0 | 56.0 | 94.0 45.0 71.1 | | 34 | 0 | :::: | 86°0 83°0 58°2 | 30.0 | | . 2 | 9.0 | 80.0 20.0 52.1 |
| | Abilene.— Highest Lowest | 98.0 | 104.0 | 94.0 52.0 | 93.0 | 94.0 | 80. | | 79.0 | 86.0 | 81.0 | 78 | 0 8 | 31·0 31·0 | 78.0 |
| | San Antonio. Highest | 75°6 95°0 | 79.3 | 95.0 | 98.0 | 97.0 | 90 | | 56.0 | 51.0 | 55.2 | 48 | 0 5 | 3.0 | 48.0 |
| | Average Huntsville.— Highest | 92.0 | 82.0 | 55.8 77.8 92.0 | 39.0 | 71.0 | 74 | 1 | :::: | 29.0 33.0 | 61.8 | 55. | 7 5 | 9.0 | 53·4 |
| | Lowest Average Longview- | 58.0 76.9 | 98.0 58.0 79.3 | 54.0 | 92.0 40.0 69.6 | 98.0 40.0 68.7 | 37 | 5 | 84.0 22.3 61.6 | 92.0 58.7 | 83.0 81.5 | 77° | 5 3 | 7.5 0.0 6.1 | 89.5 18.0 54.9 |
| | Highest Lowest Average. | 97·0 52·0 77·6 | 101.5 65.0 78.3 | 94.5 51.5 74.2 | 92.0 88.2 | 94.0 38.0 65.6 | 38. | 11 | 86.0 30.0 56.8 | 83.5 29.0 55.1 | 81.0 30.0 58.3 | 77.0 10.0 51. | 0 1 | 9.0 | :::: |
| | Arlington— Highest Lowest | 97·0 54·0 | 106.0 | 98.0 | 85.0 | 82.0 | 94.0 | 11 | 85·0 25·0 | 87.0 | | | . 7 | 9.0 | 85.0 15.0 |
| | Average | 77.0 | 80.0 | 73.0 | 70.0 | 73.0 | 68.0 | | 56.0 | 53 0 | :::: | ::: | 1 5 | | 46.1 |
| | Highest Lowest Average | 101·0 46·0 74·4 | 101.2 45.0 74.4 | 94.0 49.0 72.0 | 92.0 | 88.0 | 34.0 | | 79.0 | 83.0 | 88.0 | 73.0 | 1 14 | 1.0 | 71.0 |
| | | | otemb | 1 | 04.0 | ctober | 82.0 | 11 4 | 19.81 No | vemb | 48.0 | 1 | | nber | 35.6 |
| | Rainfall. | 1894. | 1893. | 1892. | 1894. | 1893. | 1892 | 18 | 894. | 1893. | 1892. | 1894 | , | - | 892. |
| | Vorfolk,— Rainfall,in Days rain | 6.49 | 6-29 | 1.33 | 6.05 | 2.86 | 0.52 | 1 | 0.88 | 6.75 | 2:88 | 2.38 | 3 | | 3.91 |
| | N. CAR'NA. | | 0 | 5 | 11 | 8 | 0 | | 4 | 11 | 11 | 10 | | 9 | 11 |
| | Rainfall,in Days rain Weldon.— | 6.34 12 | 3.06 | 4·23 10 | 4.26 | 3.26 | 0.57 | 1 | 8 | 1.71 | 0·59 5 | 0.78 | | 27 | 1.03 |
| | Rainfall,in Days rain Tharlotte— | 10 | 5.29 | 2.72 | 6.87 | 5.48 | 1.05 | | 8 | 8.84 | 8.58 8 | 2.75 | 5. | 41 | 3·46 11 |
| 1 | Rainfall,in' Days rain | 5.60 | 8 8 | 2.27 | 6.12 | 8·27 10 | 0.53 | 1 | 4 | 2.44 | 5.99 | 3.03 | 1 | 0 | 10 |
| 1 | Rainfall,in Days rain Morganton.— | 5.00 | 3.20 | 1.98 | 7.08 | 5.57 | 0 53 | 11 | 7 | 1.97 | 2.92 | 2.46 | 1 | 7 | 3.72 |
| 1 | Rainfall,in Days rain. CAROL'A Tharleston— | 4.80 | 7-75 | 7.52 | 5.29 | 10.70 | 0.20 | | 1.37 | 3.10 | 2.00 | 5.41 | | 60 3 | 5 |
| | Rainfall,in Days rain | 10.94 | 11 | 11.77 | 4·12 10 | 7·51 9 | 0.75 | 3 | 8.14 | 1.36 | 0.88 | 0.44 | | | 2'52 |
| | Rainfall,in Days rain | 6.70 | 2.81 | 2.88 | 4.51 | 4.68 | 0.18 | | 6 | 2.19 | 1.63 | 2.90 | | 7 | 1·76 11 |
| | Rainfall,in Days rain Evergreen— | 5.18 | 2.79 | 10 | 4.40 | 2.48 | 0.57 | | 5 | 1.73 | 1.55 | 2.29 | 1 | 8 | 7 |
| | Rainfall,in Days rain | 4.18 | 7.85 | 4.82 | 4.89 | 3.16 | 0.23 | 1 | 5 | 2.04 | 3.78 6 | 5.00 | 1. | 31 8 | 3°46 5 |
| - | Rainfall,in Days rain | 5.26 | 4.29 | 5.49 | 3.34 | 4.56 | 0.27 | 1 | 82 | 1.98 | 1.32 | 2.15 | 3 | 50 1 | 1122 |
| | | | | | | | | - | | | - | | | 1 | - |

| JANUA | RY 1 | 9, 1 | 895.1 | | | | | | 1 | THE CH | | |
|--|------------|------------|-------------|--------|--------|------------|-----------|------------|--------|------------|---------------|--------|
| | Se | ptemb | er. | 1 (| Octobe | r. | N | ovemb | er. | D | ecemb | er. |
| Rainfall. | - | 1893. | | 1894. | 1893 | 1892. | 1894. | | - | - | 1893. | - |
| | | | | | | | | | | | | |
| GEORGIA. | | | | | | | | | | | | |
| Rainfall,in Days rain. | 5178 | 3.08 | 2.70 | 2.62 | 0.38 | 0.59 | 0.92 | 1.11 | 10 | 3.45 | 3.18 | 2.89 |
| Bavannah.— Rainfall,in | 7.88 | 8.29 | 10.95 | 3.17 | 6.91 | 1.12 | 3.78 | 2:31 | 1.80 | 0.85 | 3.12 | 3.17 |
| Davs rain Columbus.— Rainfall,in | | 4.18 | 3 63 | 6.41 | 2.20 | | 11 | 1.80 | 10.32 | 5.34 | 1.03 | 4.53 |
| Days rain | | 6 | 7 | 4 | 1 | 2 | 5 | 4 | 2 | 5 | 3 | 6 |
| Rainfall,in | | 2.71 | 3.38 | 5.85 | 2.55 | 0.50 | 0.98 | 1.54 | 8.29 | 4.75 | 3.50 | 8 |
| FLORIDA. | | | | | | | | | | | | |
| Rainfall, in Days rain. | | 6.09 | 14.04 | 3.24 | 4.48 | 3.34 | 3.72 | 1.78 | 0.84 | 0.81 | 3.08 | 2.23 |
| Rainfall,in | 17-28 | 6.24 | 8.67 | 4.84 | 2.46 | | | | | 0.54 | 1.32 | |
| Days rain | 1 | 15 | 25 | 9 | 3 | 9 | 7 | 2.88 | 5 0.28 | 0.68 | 2.40 | 10 |
| Rainfall,in Days rain Aallahassee— | 14.46 | 4.73 14 | 16.67 25 | 3.63 | 8.67 | 6.70 | 2:41 | 13 | 6 | 5 | 10 | 3.41 |
| Rainfall,in Days rain. | | 6.84 | 3.00 | 7.43 | 2.88 | 1.00 | 0.90 | 2.55 | 1.50 | 3.29 | 6.71 | 6.89 |
| ALABAMA. | | 1 | | | | | | | | | | |
| Montgom'y.— Rainfall,in | 0.85 | 3'69 | 2.68 | 2.98 | 1.21 | 0.45 | | 2.65 | | | 2:29 | |
| Days rain Mobile.— Rainfall,in | 4.37 | 11.53 | 4.93 | 4.31 | 8:59 | | 0 21 | 3.54 | 1.93 | 4.42 | 1184 | 7:03 |
| Newton - | 12 | 8 | 15 | 5 | 5 | 5 | 4 | 7 | 10 | 9 | 12 | 15 |
| Rainfall,in Days rain | 2.85 10 | | | 5.89 | :::: | | | 2.87 | | | 4.25 | : |
| Birmingham Rainfall,in Days rain | | | | | | | | 2.13 | | | 3.08 | |
| Florence— Rainfall in | 2.78 | | | 0.55 | | | 0.85 | 1.95 | | | 3.32 | |
| Days rain | 8 | **** | | 1 | | | 2 | 3 | | | 9 | |
| LOUIS'ANA New Orleans- | 0.00 | | 0.00 | | | 0.10 | | 6.24 | 0.77 | 0.01 | 0.01 | |
| Rainfall,in Days rain Chrevepert.— | 0.92 | 4:38 | 6.33 | 0.89 | 4.51 | 2.18 | 1.34 | 9 | 3.22 | 2.01 | 2.31 | 3.55 |
| Rainfall, in Bays rain | 0.69 | 0.58 | 1.56 | 2.48 | 0.83 | 1.54 | 0.87 | 5·38 12 | 5.79 | 2.97 | 1.82 | 7.45 |
| Rainfall,in | 5.01 | 3.82 | 0.60 | 0.19 | 2.67 | 0.47 | 1.73 | 6.43 | 4.26 | 1.44 | 1.70 | 4.63 |
| Days rain Liberty Hill— Rainfall, in | 1.78 | 0.46 | 3.83 | 1.89 | 2 | 1.89 | 1.63 | | 5.14 | 3.88 | 8 | 7.59 |
| Cheneyville— | 6 | 3 | 3 | 3 | | 4 | 4 | | 7 | 7 | •••• | 8 |
| Rainfall,in Days rain | 1.80 | 1.89 | 1.40 | :::: | | 0.83 | :::. | | 1.43 | :::: | | 5.24 |
| MISSIS'PI. | | 4 | | | | | | | | | | |
| Rainfall,in Days rain | 1·13 10 | 5.59 | 2.42 | 0.77 | 0.88 | 0.00 | 0.34 | 2.01 | 3.63 | 1.47 | 4.95 | 2.93 |
| Vicksburg.— Rainfall,in Days rain | 2.75 | 1.01 | 1.48 | 1.58 | 1.50 | 0.18 | 2,36 | 4.82 | 4.48 | 6·41 12 | 4.60 11 | 5.43 |
| Rainfall,in | 8.95 | 4.40 | 1.32 | 0.66 | 0.00 | 1.34 | 0.79 | 6.51 | 2.85 | 3.51 | 2.56 | 6.10 |
| Days rain Olarksdale— Rainfall,in | 2.33 | 5 5 37 | 0.88 | 2 | 0.10 | 0.93 | 0.00 | 5.08 | 10 | 9.80 | 2.89 | 6.55 |
| Brookaven- | 5 | 6 | 1 | | 1 | 3 | 0 | 3 | 1 | .5 | 2 | 9 |
| Rainfall,in Days rain Kosciusko— | 2.56 | 3.71 | 1.67 | 0.68 | 1.93 | 0.84 | 1.43 | 5.73 | 3.91 | 2.80 | 6 .3 5 | 5.77 |
| Rainfall,in Days rain | 6.17 | 4.92 | 0.20 | 1.03 | 0.00 | 0.00 | 0.00 | 2.60 | 4.00 | 2.40 | 3.40 | 6.10 |
| Waynesboro- Rainfall,in | 4.80 | 6.20 | 3.11 | + | 1.15 | 0.83 | 1.40 | 4.15 | | | 3.15 | |
| Days rain ARK'NSAS. | 4 | 5 | 3 | 2 | 2 | 2 | 2 | 8 | | | 5 | |
| Lattle Rock Rainfall, in | 2.13 | 2.18 | 3.54 | 3.20 | 1.58 | 2.82 | 0.63 | 3.79 | 8.03 | 8.95 | 1.67 | 8.48 |
| Days rain Helena— Rainfall,in | 5 | 7.18 | 0.19 | 4 | 5 | 0.67 | 3 1.32 | 7 | 7.00 | 10 | 11 | 13 |
| Days rain | 2.17 | 7 | 2 | 2.04 | 0.51 | 6 | 4 | 4.98 | 14 | 4.63 | 3.48 | 11.69 |
| Rainfall,in Days rain | 3.96 | 5.28 | 1.81 | 2.50 | 1.87 | 5.73 | 2.30 | 3.81 | 1.94 | 2:51 | 1.09 | 6.13 |
| Camden— Rainfall,in Days rain. | 1.30 | | 3.81 | 1.22 | 0.85 | 4.41 | 1.35 | 3.55 | 5:31 | 3.04 | 1.93 | 8.23 |
| Rainfall.in | 1.94 | 5.13 | | 2 1.50 | 3.43 | 0.43 | 9.84 | 2.55 | 10 | 3.31 | 3 2.05 | 5.41 |
| Days rain TENNES'E. | 8 | 8 | | .8 | 5 | 1 | 3 | в | 5 | 7 | 7 | в |
| Nashville.— Rainfall,in | 3.07 | 6.43 | 4.78 | 0.53 | 3.68 | 0.25 | 1.92 | 2.97 | 3.91 | 2.81 | 3.50 | 6.43 |
| Days rain | 5 | 10 | 7 | 5 | 6 | 4 | 3 | 5 | 13 | 11 | 9 | 18 |
| Rainfall,in Bays rain | 1.60 | 5.46 | 0.98 | 0.55 | 0.64 | 0.82 | 0.49 | 3.48 | 6.56 | 3.88 | 2.61 | 11.95 |
| Rainfall,in Days rain | 3.79 | 7.76 | 3.78 | 0.39 | 2.01 | 0.37 | 1.25 | 2.80 | 4.99 | 3.18 | 3.38 | 7.13 |
| Rainfall,in | | 5.20 | 8.88 | 0.07 | 1.83 | 0.23 | 1.10 | 2.56 | 4.67 | 7.50 | 3.85 | 14.99 |
| Days rain | | 8 | 5 | 3 | 4 | 2 | 5 | 5 | 6 | 8 | 7 | 8 |
| Galveston.— | 2.84 | 1.72 | 0.58 | 0.51 | 0.55 | 1.89 | 1.59 | 3.92 | 2.80 | 0.72 | 1.72 | 3.23 |
| Palestine— Rainfall,in | 9 | 3 | 8 | 4 | 1 | 9 | 4 | 13 | 5 | 6 | 7 | 9 |
| Days rain | 10.04 | 1.35 | 0.86 | | 0.17 | 5.74 | 1.90 | 13 | 5.99 | 10 | 1.77 | 11.04 |
| Rainfall,in Days rain | :::: | 2.20 | 0.00 | 1.30 | 0.00 | 5.88 10 | | 4.90 | 1.50 | | 0.03 | 8.39 |
| Abilene.— Rainfall,in Days rain | 0.54 | 2.30 | 1.85 | 1.17 | 0.03 | 6.03 | + | 1.00 | 0.45 | 0.43 | 0.25 | 2.09 |
| San Antonio. | 7 | 0.10 | 1.09 | 0.89 | 0.03 | 1.48 | 1 | 4.63 | 5 | 0 04 | 0.78 | 8 4.16 |
| Days rain Huntsville.— | 6 | 2 | 1 | 3 | 2 | 8 | | 8 | 11 | 1 | 8 | 10 |
| Days rain Longview— | 6.35 | 0.23 | 0.38 | 0.48 | 0.30 | 2.19 | 0.85 | 5.60 | 7.22 | 3.11 | 1.12 | 5.98 |
| Rainfall,in Days rain | 2.08 | 4.20 | 1.97 | 0.31 | 1.46 | 3.30 | 1.60 | 6.42 | 6.12 | 3.86 | 2.83 | |
| Rainfall,in | 1.94 | 0.88 | 0.58 | 0.89 | 0.58 | 6.94 | 0.18 | 2.90 | | | 0.31 | 3.08 |
| Days rain | 5 | 2 | 2 | 3 | 2 | 10 | 1 | 4 | | | 1 | 6 |
| Rainfall,in | 1.65 | 3.20 | 1.29 | 1.84 | 0.08 | 4.68 | 0.07 | 1.38 | 1.0 | 1.51 | 1.69 | 5.35 |
| MANCHES | TER | MA | RKE | 81 | 11 | 13 | 21 | 6 | 71 | 4 | 9 9 | 14 |

MANCHESTER MARKET.—Our report received by cause to-night from Manchester states that the market is easy for

yarns and quiet for sheetings. Production is being curtailed slowly. We give the prices for to-day below and leave those for previous weeks of this and last year for comparison:

| | 1 | 1894-95. | | | 1893-94. | | | | | | |
|------------------------|--------------------|---------------------|---|--|---|-----|----------|----------------|--|---|--|
| | 32s Cop. Twist. | 84 lbs. Shirting | 8. | Oott'n Mid. Uplds | 328 Uop. | | | Shi | 4 lb | s. ys. | Oott'n Mid. Upld |
| " 21 " 28 Jan. 4 | 518 051518 | 4 0406 | d. 1 ¹ 2 1 ¹ 2 1 0 1 | 31 ₁₆ 31 ₃₂ 31 ₁₆ | 6 ¹ 9 6 ⁹ 16 6 ¹¹ 16 | 374 | 8.555555 | d. 7 6 6 6 7 7 | 8. 07 07 07 07 07 07 | d. 6 51 ₉ 41 ₂ 41 ₂ 6 | 4516 4516 414 4516 4716 438 |

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 284,580 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 Thursd | dav. |
|--|----------|
| | talbales |
| NEW YORK-To Liverpool, per steamers Aurania, 1,285 upland | |
| Cevic, 11.258 Galileo, 1.683 strius, 1.647 | 18,544 |
| To Hull, per steamer Galileo, 1,113 To Glasgow, per steamer Furnessia, 100 Sea Island | 100 |
| To London, per steamer America, 502 | 502 |
| To Havre, per steamers Alcides, 4,544La Champagne, | 5,601 |
| 958 upland and 99 Sea Island. | 754 |
| To Bramen, per steamer Elbe, 754 To Hamburg, per steamers Polynesia. 400 Scandia, 423. | 823 |
| To Antwern, per steamer Othello, 1.775. | 1,775 |
| To Genoa, per steamers Eastern Prince, 650Suevia, 768 | 1,418 |
| To Naples, per steamer Suevia, 295. | 295 |
| To Laguayra, per steamer Caraces, 40 | 40 |
| Mexican, 7,821Navarro, 6,639Vesta, 6,463 | |
| West Indian, 6,700 | 38,325 |
| West Indian, 6,700 To Havre, per steamers Barden Tower, 5,236 Campana, 5,818 Wistow Hall, 8,000 | |
| To Bremen, per steamers Coniscliffe, 6,438 Escalona, | 19,054 |
| 4,500Etolia, 8,201Gerona, 8,313 | 27,452 |
| To Hamburg, per steamer Cheruskia, 4,800 | 4,800 |
| To Antwerp, per steamer Cayo Romano, 4,300 | 4,300 |
| To Barcelona, per steamer J. Jover Serra, 2,350 | 2,350 |
| To Genoa, per steamers J. Jover Serra, 3,351Mareca, | 0 550 |
| tir reduced To Livernool our stanmens Panerov 6.225 | 8,572 |
| 5,221 GALVESTON-To Liverpool, per steamers Beneroy, 6,235 Glanton, 7,976Myrtledene, 8,022Polano, 7,741 | |
| Vera, 6.412. | 36,386 |
| Vera, 6,412. To Havre, per steamer Joseph Johns, 5,836 | 5,836 |
| To Bremen, per steamers Bleuheim, 5,651 Hereford, 6,823 | 12,474 |
| MOBILE—To Liverpool, per steamer Hesper, 7,162 | 7,162 |
| dala 6 950 | 13,150 |
| dale, 6,950 To Hamburg, per steamer Donau, 650 | 650 |
| To Amsterdam, per bark Augusta, 2,750 | 2,750 |
| BRUNSWICK-To Liverpool, per steamer Lord Erne, 11,261 | 11,261 |
| CHARLESTON-Fo Liverpool, per stramers Abarenda, 8,527 upland and 50 Sea Island Michigan, 7,219 upland and | |
| 109 Sea Island | 15,905 |
| 109 Sea Island. To Barcelona, per bark Maria Dolores, 1,039 | 1,039 |
| NORFOLK-To Liverpool, per steamers Bavarian, 2.800 | |
| Cedar Branch, 3.050Janeta, 4.600St. Enoch, 6,180 NEWPORT NEWS—To Liverpool, per steamer Arara and Bulgar- | 16,630 |
| ion 10.521 | 10,581 |
| ian, 10,581 | |
| castrian, 4.434 Roman, 3,408 To Yarmouth, per steamer Boston, 155. | 11,331 |
| To Yarmouth, per steamer Boston, 155. | 155 |
| BALTIMORE - Po Liverpool, per steamer Sedgemore, 2,522 | 2,522 |
| To London, per steamer Michigan, 200 | 330 |
| To Havre, per steamer Warwick. 330 | 400 |
| | |
| Fotal. | 284.580 |

The particulars of these shipments, arranged in our usual

| T.inon. | | | | dam d | | zuela | , |
|----------|--|--|--|---|--|---|---|
| | | | | | | | |
| | de. | Havre | ourg. | wirp. | Naples. | mouth | . Total. |
| . 13.541 | 1.715 | 5.601 | 1.577 | 1.775 | 1.713 | 40 | 36,965 |
| 38,325 | | 19,054 | 32,252 | 4,300 | 10,922 | | |
| . 36,386 | | 5,833 | 12,474 | | | | 54,696 |
| | | | | | ***** | | 7,162 |
| | | | 13,800 | 2,750 | | | 16,550 |
| 11,261 | | | | | ***** | | 11,261 |
| . 15,905 | | | ****** | | 1,039 | | 16,944 |
| | | | | | | | 16,630 |
| 10,581 | | | | ***** | | | 10,581 |
| 11,331 | | | | | | 155 | 11,486 |
| 2,522 | 200 | 330 | ****** | 400 | ****** | | 3,452 |
| 160 847 | 1015 | 20 001 | 60 102 | 0.005 | 12 074 | 105 | 284,580 |
| | 7000l. 18,544 38,325 36,386 7,162 11,261 15,905 16,630 10,581 11,331 2,522 | Liver London vool. de. 13,544 1,715 38,325 36,386 7,162 11,261 15,905 16,630 10,581 11,331 2,522 200 | Liver-London, vool. &c. Havre. 13,544 1,715 5,601 38,325 19,054 36,386 5,833 7,162 11,261 | Liver London, & Ham- vool, de. Havre. burg. 13,544 1,715 5,601 1,577 38,325 19,054 32,252 36,386 5,833 12,474 7,162 13,800 11,261 15,905 16,630 10,581 11,331 2,522 200 330 | Liver London, & Ham Ant- nool, & E. Havre, burg, wrg, 13,544 1,715 5,601 1,577 1,775 38,325 19,054 32,252 4,300 36,386 5,835 12,474 7,162 13,800 2,750 11,261 15,905 16,630 510,581 11,331 2,522 200 330 400 | Liver London, & Ham ant Genna & No. 18,544 1,715 5,601 1,577 1,773 1,713 38,325 19,054 32,252 4,300 10,922 36,386 5,833 12,474 7,162 13,800 2,750 11,261 15,905 16,630 510,581 11,331 2,552 200 330 400 | Liver London, & Ham ant Genni & Yan vool. & Lavre. burg. wrp. Naples. mouth 13,544 1,715 5,601 1,577 1,775 1,713 40 33,325 19,054 32,252 4,300 10,922 36,386 5,833 12,474 7,162 13,800 2,750 11,261 15,905 16,630 16,131 1,331 1,331 1,55 |

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—Jan. 11—Steamers Caldy. 8,128; Velleda, 6,542 ...Jan. 14—Steamers Ethiopia, 6,707; Viotoria, 6,201....

Jan. 16—Steamer Millfield, 5,940.

To Havre—Jan. 11—Steamer Cape Corientes, 6,523 ...Jan. 12—
Steamer Greatham, 6,222 ...Jan. 14—Steamer Millfield, 7,253.

To Bremen—Jan. 16—Steamers Dewsland, 4,896; M. 15, 7,721.

NEW Orleans—To Liverpool—Jan. 12—Steamer Texan, 6,917....

Jan. 15—Steamer Lycia, 7,179...Jan. 16—Steamer Professor, 5,125 ...Jan. 17—Steamer William Cliffe, 6,010.

To Havre—Jan. 14—Ship Stalwart, 4,337...Jan. 18—Steamer Arapahos, 12,552.

To Bremen Jan. 12—Steamer Coronilla. 3,163 ...Jan. 15—Steamer Alderley, 7,396 ...Jan. 17—Steamer Fremona, 7,500.

To Genoa Jan. 16—Steamer Asiatic Prince, 4,239....Jan. 16—Steamer Beenguer El Grande, 7,850.

MOBILE—To Bremen—Jan. 16—Steamer Dalmally, 6,894.

To Vera Ccuz—Jan. 11—Steamer Ravendale, 9,26.

SAVANNAH—To Liverpool—Jan. 16—Steamer Jeanara, 6,457 upland and 2,918 Sea Island.

To Bre nen—Jan. 11—Steamer Collingham, 7,007.

To Barcelona—Jan. 12—Ship Palmos, 570....Jan. 14—Steamer Conde Wilfredo, 6,025.

CHARLESTON—TO Bremen—Jan. 14—Steamer Looh Maree, 6,603.

To Barcelona—Jan. 16—Bark Habana, 2,070.

PORT ROYAL—To Liverpool—Jan. 12—Steamer St. Giles, 7,860.

WILMINGTON-To Bremen - Jan. 16-Steamer Remus, 8 945.

NORFOLK-To Liverpool - Jan. 12-Steamer Loch Tay, 7,053....Jan. 14
- Steamers Durham City, 2.455; Glengoll, 3,931.

NEW PORT NEWS-To Liverpool-Jan. 16-Steamer Rappahannock, 4.351.

4,351. on-To Liverpool Jan. 10 - Steamer Sachem, 3,882....Jan. 11 -Steamer Pavonia, 1,262...Jan. 14 - Steamer Sagamore, 3,560.... Jan. 15 - Steamer Bostonian, 2,558. o Yarmouth-Jan. 11 Steamer Boston, 150....Jan 15—Steamer

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

Vessels carrying cotton from United States ports, &c.:

JULIO, steamer (Span.), from Charleston for Barcelona, with 4,300
bales of cotton, which put in at Savannah, in distress, Dec. 9, has
received a new shaft and propeller, and has fluished other repairs.

She cleared Jan. 17 for Barcelona.

MATADI. steamer (Br.), from Galveston for Liverpool, before reported
at Norfolk, with fire in hold. Seventeen hundred bales of cotton
have been discharged, and the fire has been entirely extinguished.

MICHIGAN, steamer (Nor.), from Charleston for Liverpool with 7,328
bales of cotton, which went ashore on the bar, was pulled off after
lightering 600 bales of cotton, and returned to the city.

Cotton freights the past week have been as follows:

| 35. | Satur. | Mon. | Tues. | Wednes. | Thurs. | Fr. |
|--------------------|------------|-----------|-----------|--------------|-----------|----------|
| Liverpool, steam.d | 764 70 18 | 784 @ 18 | 784 70 18 | 764@18 | 764 | 764 |
| Manchesterd. | · · · · · | | **** | | | |
| Havre, 19th Jan.c. | 251 | 25† | 25† | 25† | 25† | 25† |
| Do laterd. | | | 100 | The state of | | |
| Bremen | 3219+ | 30-32121 | 30-3241 | 30-32121 | 25 7 30 1 | 25 @ 30 |
| Do laterd. | | | | | | |
| Hamburg, steamd. | 964 | 964 | 964 | 964 | 764 | 761 |
| Do laterd. | | | | | 100000 | |
| Ams'dam, steam.c. | 25-27191 | 25-27121 | 25-27121 | 25-271 | 25-27121 | 25-2719 |
| Revald. | 316 @ 1364 | 23128-316 | 23128-316 | 23128-316 | 1184 @316 | 1164 731 |
| Dod. | | | | | | |
| B'lona, directd. | | | | | | 316 |
| Genoad. | 532 | 532 | 534 | 532 | 532 | 532 |
| Do Feb'ary.d. | | | | | | |
| Trieste, steamd. | 1364 | 316 | 316 | 318 | 316 | 316 |
| Antwerp, steam.d. | 764 | 211 | 21† | 21† | 332 | 3,19 |

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

| | Dec. 28. | Jan. 4. | Jan. 11. | Jan. 18 |
|---|--------------------|---------|-----------|---------|
| Sales of the weekbales. | | | | |
| Of which exporters took Of which speculators took | 3,300 100 | | | |
| Sales American | | | | |
| Actual export | 44,000 | 56,000 | 69,000 | 72,000 |
| Total stock—Estimated Of which American—Estin.'d | | | 1,309,000 | |
| Total import of the week | 152,000 | 115,000 | 158,000 | 199,000 |
| Of which American | 143,000 380,000 | | | |
| Of which American | | | | |

The tone of the Liverpool market for spots and futures each day of the week ending Jan. 18, and the daily closing prices of spot cotton, have been as follows:

| Spot. | Saturday | Monday. | Tuesday. | Wednes. | Thursd'y. | Fridz. |
|--------------------------------------|------------------------------|----------------------------|--------------------------------|-------------------|-------------------------------|-----------------|
| Market, 1:45 P. M. | Steady. | Fair business doing. | Easier. | In buyers' favor. | Harden'g. | Good demand. |
| Mid.Upl'ds. | 3116 | 3116 | 3116 | 3116 | 3116 | 3116 |
| Sales Spec. & exp. | 8,000 500 | 12,000 500 | 12,000 1,000 | 12,000 500 | 12,000 1,000 | 12,000 500 |
| Futures. Market, } 1:45 P. M.} | Quiet at partially 1-64 dec. | Quiet. | Quiet at 1-64 de- cline. | Quiet | Steady at partially 1-64 adv. | Quiet. |
| Market, } | Dull. | Quiet and steady. | Quiet. | Quiet and steady. | Barely steady. | Quiet. |

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

The prices are given in pence and 64ths. Thus: 263 means 263-64d, and 301 means 31-64d.

| 9. | Be | t., J | an. 1 | 12. | Me | n., J | an. | 14. | Tu | es., . | Tan. | 15 |
|-----------|------|-------|-------|-------|------|-------|------|-------|------|--------|------|-------|
| 1 | Open | High | Low | Olos. | Open | High | Low. | Olos. | Open | H(g). | Low. | Clos. |
| A-10- 1 | 4. | d. | d. | đ. | d. | d. | d. | d. | d. | 4. | d. | d. |
| January | 2 62 | 2 62 | 262 | 2 62 | 2 63 | 2 63 | 2 63 | 2 63 | 2 62 | 2 62 | 2 62 | 2 62 |
| JanFeb | 262 | 2 62 | 2 62 | 2 62 | 2 63 | 2 63 | 2 63 | 2 63 | 2 62 | 2 62 | 2 62 | 2 62 |
| FebMch. | 2 68 | 2 63 | 2 63 | 2 63 | 3 00 | 3 00 | 3 00 | 3 00 | 2 63 | 2 83 | 2 63 | 2 63 |
| MchApril. | 301 | 3 01 | 3 01 | 3 01 | 3 01 | 3 02 | 3 01 | 3 02 | 3 00 | 3 00 | 3 00 | 3 00 |
| April-May | 3 02 | 8 02 | 302 | 3 02 | 3 02 | 3 03 | 3 02 | 3 03 | 3 02 | 3 02 | 3 01 | 3 01 |
| May-June | 3 03 | 8 03 | 3 03 | 3 03 | 3 03 | 3 04 | 3 03 | 3 04 | 3 03 | 3 03 | 3 03 | 3 02 |
| June-July | 3 05 | 3 05 | 3 05 | 8 05 | 3 05 | 3 06 | 3 05 | 3 06 | 3 04 | 3 04 | 3 04 | 3 04 |
| July-Aug | 8 06 | 3 06 | 3 06 | 3 06 | 3 06 | 3 07 | 3 06 | 3 07 | 3 05 | 3 05 | 3 05 | 3 05 |
| AugSept. | 8 07 | 8 07 | 3 07 | 3 07 | 3 07 | 3 08 | 8 07 | 3 08 | 3 07 | 3 07 | 3 08 | 3 06 |
| SeptOct | 3 08 | 3 08 | 3 08 | 3 08 | 3 09 | 3 09 | 3 09 | 3 09 | 3.08 | 3 08 | 3 08 | 3 08 |
| OctNov | 3 10 | 8 10 | 3 10 | 8 10 | 3 10 | 311 | 3 10 | 311 | 3 09 | 3 09 | 3 09 | 3 09 |
| NovDec | 311 | 311 | 8 11 | 3 11 | 3 11 | 312 | 311 | 3 12 | 3 11 | 3 11 | 3 10 | 310 |

| 15 | W | ed., J | fan. | 16. | The | ıra., | Jan. | 17. | F | 1., J | an. 1 | 18. |
|-------------|------|--------|------|------|-------|-------|------|------|------|-------|-------|-------|
| | Open | Higi | Lou | 160 |)per. | Hig | Low | Jios | Jp61 | Hig! | Low. | Oles, |
| 100 10 5 12 | 4. | d. | d. | - | d. | d. | 4. | 4. | 4. | 4 | d. | 4. |
| January | 2 61 | 283 | 261 | 2 62 | 3 00 | 3 00 | 2 63 | 263 | 263 | 2 63 | 262 | 262 |
| JanFeb | 261 | 2 62 | 2 61 | 2 82 | 3 00 | 3 00 | 2 03 | 2 63 | 2 63 | 2 63 | 2 62 | 2 62 |
| FebMch. | 262 | 2 63 | 262 | 2 63 | 3 01 | 3 01 | 3 00 | 3 00 | 3 00 | 3 00 | 3 00 | 3 00 |
| MchApril. | 263 | 3 00 | 263 | 3 00 | 3 02 | 3 02 | 3 01 | 3 01 | 301 | 3 01 | 301 | 3 01 |
| April-May | 3 01 | 3 01 | 3 01 | 301 | 3 03 | 3 03 | 3 02 | 3 02 | 3 02 | 3 03 | 3 02 | 3 03 |
| May-June | 3 02 | 3 02 | 3 02 | 3 02 | 3 05 | 3 05 | 3 04 | 304 | 3 03 | 304 | 3 03 | 3 04 |
| June-July | 3 03 | 3 04 | 3 03 | 3 04 | 3 06 | 3 06 | 3 05 | 3 05 | 3 05 | 3 06 | 3 05 | 3 08 |
| July-Aug | 3 05 | 3 05 | 3 05 | 3 05 | 3 03 | 3 08 | 3 06 | 3 08 | 3 06 | 3 07 | 3 08 | 3 07 |
| AugSept | 3 06 | 3 06 | 3 08 | 3 06 | 3 09 | 3 09 | 3 08 | 3 08 | 3 07 | 308 | 3 07 | 3 08 |
| SeptOct. | 3 07 | 3 08 | 3 07 | 3 08 | 3 10 | 3 10 | 3 09 | 3 09 | 3 09 | 3 10 | 3 09 | 3 10 |
| OstNov | 3 09 | 3 09 | 3 09 | 3 09 | 3 12 | 3 12 | 3 10 | 3 10 | 3 10 | 3 11 | 3 10 | 3 11 |
| NovDec | 3 10 | 3 11 | 3 10 | 311 | 3 13 | 3 13 | 3 12 | 3 12 | 312 | 3 12 | 3 12 | 3 12 |

BREADSTUFFS.

FRIDAY, January 18, 1895.

It has been a slow week in the market for wheat flour. Buyers have been very indifferent, but as there has been no pressure of supplies and the output from the mills has continued small, prices have been steadily maintained. Rye flour has had a very slow call but prices have been without change. Buckwheat flour has sold slowly and prices have been lowered slightly. There has been a limited call for the choice grades of corn meal, and prices have been without change and steady. To-day the market for wheat flour was dull but steady.

The speculative dealings in the market for wheat futures have been quiet and prices have gradually weakened in response to easier foreign advices and under favorable weather conditions at the West, but as the shipments from the principal Atlantic ports have continued on quite a liberal scale and the crop movement has been small, values have suffered no important declines. On the spot business has been quiet and prices have weakened a trifle with futures. The sales yesterday included No. 2 red winter at 3/4c. over May f. o, b. afloat and No. 1 hard Manitoba at 91/2c. over May f. o. b. afloat. To-day the market was weaker during early 'Change in response to easier foreign advices, but later buying by "shorts" to cover contracts caused a recovery, closing steady. The spot market was quiet but steady. The sales included No. 1 hard Manitoba at 91/4c. over May f. o. b. afloat.

DAILY CLOSING PRICES OF NO. 2 RED WINTER WHEAT.

Sat. Mon. Tues. Wed. Thurs.

January delivery. . . . 62 . . . 61 . 61 . 6078 . 65 . 6114 . 61

Very little interest has been shown in the market for Indian corn futures, and prices have made moderate declines under expectations of increased shipments from the West and an increase in the supply in sight, despite the smallness of the crop movement. Business in the spot market has been slow and prices have been easier, particularly for the low grades. The sales yesterday included steamer mixed at 49 @ 49½c. in elevator and No. 3 mixed at 48½c. in elevator. To-day the market was dull and without changes of importance. The spot market was quiet and unchanged. The sales included No. 2 mixed at 1½c. over May, delivered, and steamer mixed at 49½c. in elevator.

DAILY CLOSING PRICES OF NO. 2 MIXED CORN.

| DAID! CHOOLIN | C | | ~ . | | Total Control | |
|-------------------|------|------|-------|------|---------------|------|
| or Person Today | Sat | Mon. | Tues. | Wed. | Thurs. | Fri. |
| January delivery | 5238 | 5218 | 5114 | 514 | 514 | 514 |
| February delivery | 52 | 5178 | 5138 | 5138 | 5118 | 5138 |
| May delivery | 5178 | 5134 | 5112 | 5158 | 514 | 5118 |

in elevator.

BAILY CLOSING PRICES OF NO. 2 MIXED OATS.

| Tobaccar, | Sat. 34 34 49 | Mon. 34 34 ³ 8 | Tues. 34 34 38 213 | Wed. 3378 3414 3434 | Thurs. 33% 34 34% 34% 34% | 33% 34 34 |
|--------------|---------------|---------------------------------|--------------------|---------------------|---------------------------|-----------------|
| May delivery | 35 | 3478 | 314 | 343 | 3438 | 344 |
| | 1 | 11. | . 1 | hann | limitad | han l |

Rye has been quiet but supplies have been limited and prices have held steady. Barley has advanced in response to stronger advices from the West.

| the latest the state of the | FLOUR. | and Marketter St. |
|--------------------------------|-----------------------------|-------------------|
| Fine | 2 10 Patent, winter | \$2 85 @ \$3 25 |
| Superfine 2 000 | 2 20 City mills extras | 3 20 |
| Extra, No. 2 2 15@ | 2 30 Rye flour, superfine | 2 500 2 85 |
| Extra. No. 1 2 30@ | 2 40 Buck wheat flour | 1700 180 |
| Clears. 2 400 | 2 60 Corn meal- | I HACHING MICE |
| Straights 2 60 @ | 3.35 Western, &c | 2750 285 |
| Patent, spring 3 300 | 380 Brandywine | 2 90 |
| (Wheat flour in sacks sells at | prices below those for harr | els.] |

| | | GR | AIN. | | | |
|--|--|---|---|---|--------|---|
| Wheat— Spring, per bush. Red winter No. 2. Red winter. White Oats—Mixed, per bu. White No. 2 mixed. No. 2 white. | 6. 57 0 61 4 0 55 0 69 0 33 4 0 34 0 37 0 | 72 63 63 72 35 ¹ 2 41 35 38 | Corn, per bush— West'n mixed No. 2 mixed Western yellow Western White Rye— Western, per bush. State and Jersey. Barley—No. 2 West'n State 2-rowed State 6-rowed | 51 ³ 8 50 50 51 64 | 000000 | 6. 54 531 53 53 56 65 |

BREADSTUFFS, PROVISIONS, COTTON EXPORTS OF BREADSTUFFS, PROVISIONS, COTTON AND PETROLEUM.—The exports of these articles during the month of December, and the twelve months, for the past three years have been as follows:

| Mamoerte | 189 | 94. | 18 | 93. | 186 | 2. |
|--|---|---|---------------------------|---|---|---|
| from U.S. | December. | 12 Months. | December. | 12 Months | December. | 12 Months. |
| Quantities. Wheat.bush. | 6,994,68° 1,281,847 | 72,256,221 15,740,246 | 5,990,982 1,130,572 | 108,918,562 16,150,293 | 9,774,420 1,670,045 | 124,889,199 17,194,747 |
| Wheatbu. | 12,762,992 2,300,116 | 143,037,328 40,210,348 | 11,075,436 5,213,695 | 181,594,880 53,815,878 | 17,289,622 3,167,140 | 202,265,560 76,611,725 |
| Tot. bush | 15,063,108 | 183,297,676 | 16,292,131 | 235,410,758 | 20,456,762 | 278,907,285 |
| Values. Wh't & flour. Corn & meal. Rye Oats & meal. Barley | \$ 8,099,530 1,259,432 4,831 58,769 54,385 | 4,991 515,314 | 2,566,717 22 37,869 | 468,761 2,769,095 | 1,717,230 56,143 35,896 67,786 | 4,461,058 2,391,058 1,139,52 |
| Br'dstuffs Provisions *. Cotton Petrol'm,&c. | 13,526,859 34,596,756 | 121,297,292 175,425,118 208,552,032 40,463,088 | 13,282,828 39,257,978 | 182,9 9,932 155,228,215 204,100,787 41,117,814 | 15,083,480 28,825,51 | 243,305,226 180,991,874 214,412,286 42,283,166 |
| Tot. value. | 61,513 970 | 545,737,530 | 66,951,220 | 583,386,778 | 64,084,143 | 682,992,54 |

^{*} Including cattle and hogs in all months and years.

NOTE.—All the above figures are based on the monthly preliminary returns issued by the Bureau of thatistics, and cover about 93 per cent of the total exports of breadstuffs and oil, about 99 per cent of provisions and nearly 100 per cent of cotton.

For other tables usually given here see page 114.

THE DRY GOODS TRADE.

NEW YORK, FRIDAY, P. M., January 18, 1895.

There has been a gradual improvem ent in the demand for cotton dress fabrics in the way of supplementry orders for spring lines, but no material change in the market for staple cottons. Most of the business is coming to hand through the mails, and the continued quiet appearance of the market here is somewhat deceptive. There is a good business doing from second hands, and the majority of reports from outside markets as well as of results achieved by salesmen on the road from local jobbers tell of results secured much ahead of business for the corresponding period last year, These promroad from local jobbers tell of results secured much ahead of business for the corresponding period last year. These promise a good return trade in the primary market before long, but meanwhile the tone at first hands shows no improvement nor are prices gaining strength, and sellers are with few exceptions easy to deal with. Stocks do not appear to be large but production is now greater than it was a year ago, and constant supplies, particularly of staples, keep the market in a soft condition in the absence of active buying. A further decline in the price of print cloths has been an adverse feature, and a break in the price of leading makes of staple gingbams to lowest price on record has also exer cised a discouraging influence. Buyers by these recurrent declines are prevented from forsaking their hand-to-mouth policy, even though they may be doing a good current bus iness, and entertain favorable opinions as to the volume of fut ure trade. Business in woolen goods has shown an expansion, with agents opening their new lines of heavy-weights more freely.

Domestic Cotton Goods.—The exports of cotton goods

DOMESTIC COTTON GOODS.—The exports of cotton goods from this port for the week ending January 14 were 4,788 packages, valued at \$219,337, their destination being to the points specified in the table below:

| A CONTRACTOR OF THE CONTRACTOR | 1 | 1895. | | 1894 |
|--|---|--|--|--|
| NEW YORK TO JAN. 14. | Week. | Since Jan. 1. | Week. | Since Jan. 1. |
| Arabia. Africa. West Indies. Mexico. Central America. South America. Other Countries. | 59 17 2,734 1 19 613 27 180 1,066 72 | 156 38 2,737 1 2,444 1,035 917 81 207 1,652 89 | 152 105 500 229 300 1,195 43 145 794 31 | 233 132 10,922 229 1,701 310 1,468 57 425 2,453 89 |
| Total | 4,788 | 9,357 | 3,494 | 18,019 2,180 |
| Total | 4,788 | 9,357 | 3,494 | 20,199 |

* From New England mill points direct.

The value of the New York exports for the year has been \$424,290 in 1895 against \$860,873 in 1894.

There has been no change of importance in brown sheetings, the demand both home and foreign continuing moderate and being freely met by sellers, similar features marking the business passing in brown drills. The decline in print cloths has resulted in a reduction of ½c. in kid-finished cambrics, which are now quoted 3%c. for 64 squares and 3½c. for 56x60s,

and dull thereat. Low-grade bleached cottons are weak under same influence. Medium and fine grade bleached shirtings are in quiet request without chanze in prices, and wide sheetings dull and unaltered. Silesias and percalines inactive and easy to buy. Cotton flannels and blankets slow. In colored cottons business has been irregular throughout, with buyers freely met at previous prices. White goods in fair request. Fine printed fabrics in special finishes have been in improved reorder demand, and fancy calicoes also show rather more doing at irregular prices. In other regular prints the market is unaltered. Dress style ginghams and fine woven fabrics have moved well on previous orders, with a moderate supplementary demand. Staple gingnams and nie woven fabrics have moved well off previous orders, with a moderate supplementary demand. Staple ginghams have sold more freely at the close of the week, leading Eastern makes being cut to 4½c.; other lines very irregular. Print cloths declined to 2½c. for extras early in the week, marking lowest point ever touched. After selling a moderate quantity manufacturers are refusing to accept the moderate quantity manufacturers are refusing to accept the

1894. Jan. 13. 152,000 178,000 44,000 Jan. 14. None. 7,000 Total stock (pieces) 200,000 374.000 7.000

grades of the latter.

FOREIGN DRY GOODS.—The general market has been dull so far as store trade goes but fair business arising from mail orders in dress goods, silks, linens, ribbons, laces, hosiery, etc. In woolen goods new lines of heavy weights have had more attention and some good orders taken in low-grade overcoatings and good lines of suitings.

Importations and Warehouse Withdrawals of Dry Goods The importations and warehouse withdrawals of dry goods at this port for the week ending January 17, and since January 1, 1895, and for the corresponding periods of last year are as follows:

| IMPORTS BUTBRED FOR | D FOR | CONSUMPTION FOR | ON FOR THE | D WEEK AND | SIMOR | M | 1, 1895 AND | D 1894. |
|---|----------------|----------------------|--------------------|------------------------------|------------|-----------|--------------------|------------------------|
| | Week Jan. 1 | 18, 1894. | Since Jan. 1, 1894 | 1, 1, 1894. | Jan. 1 | 17, 1895 | Since Jan. 1, 1895 | . 1, 1895. |
| 707 | Pkas. | Value | Pkgs. | Value. | Pkgs. | Value. | Pkgs. | Palue. |
| Month of man of | - C. C. C. | 99 | | 39 | | -36 | 2 | 500 |
| Wool | 869 | 167,660 | 2,333 | 570,428 | 4,146 | 619.321 | 7,579 | 1,838,956 |
| Cotton | 1,283 | 425,953 | 3,858 | 1.558.876 | 1,540 | 662,957 | 4,684 | 1,902,823 |
| Flax | 4,071 | 170,165 | 6,224 | 567,096 | 2,732 | 267,156 | 27,646 | 978,012 |
| Miscellaneous | 3,800 | 1 0 | 0000 | 000,000 | 1 | | | 2 |
| Total. | 10.863 | 1,241,282 | 45,985 | 4,251,024 | 13,433 | 3,045,876 | 55,308 | 8,193,400 |
| | WARI | AREHOUSE WI | WITHDRAWALS | THROWN | UPON THE | E MARKET. | | |
| Manufactures of— | 544 | 174,126 | 1,106 | 356,698 | 1,688 | 491,745 | 10,289 | 3,014,687 |
| Cotton | 290 | 180 062 | 300 800 | 486,181 | 332 | 174,507 | 866 | 471,537 |
| Flax | 561 | 97,551 | 1,398 | 243,813 84,775 | 364 270 | 75,093 | 1,037 | 69,794 |
| | - | | - | 4 200 070 | 2 400 | 056 015 | 15.014 | 4.211.976 |
| Total withdr'w'ls Ent'd for cousumpt | 10,863 | 1,241,282 | 45,985 | 4,251,024 | 13,433 | 3,045,876 | 55,358 | 8,193,450 |
| Totalmarketed | 13.173 | 1.889,763 | 51,417 | 5,840,296 | 16,842 | 4,002,791 | 70,372 | 12,405,426 |
| TOOMANDENTANDO | IMPORTS | TS ENTERED | FOR | WAREHOUSE DURING SAME PERIOD | BING SA | ME PERIOI | 0, | |
| Manufactures of- | | 100 101 | | | _ | | | 1,232,745 |
| Wool | 820 | 167,492 | | | 1,033 | 269,221 | 2,096 | 511,841 |
| Silk | 268 | 136,109 | | | | | | 227,637 |
| Miscellaneous | 490 | 15,436 | 673 | 86,365 | 1 | 1 | 00 | 98,213 |
| Total | 2,059 | 524,080 1.241.282 | 6,116 | 1,551,786 4,251,024 | 3,615 | 3,045,876 | 55,358 | 2,600,820 8,193,450 |
| | 19 095 | 099 1 765 362 | 52,101 | 5,802,810 | 17,048 | 4,009,966 | 64,957) | 10,794,270 |
| 1.Total Information | | | | | 1 | | | |

STATE AND CITY DEPARTMENT.

TERMS OF SUBSCRIPTION.

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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 SUPPLE-MENT 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 eyclopædia of information respecting Municipal Debts.

Forged Municipal Bonds.-It is reported that forged bonds of the cities of Cleveland, Springfield and Zanesville, Ohio, and Harrisburg, Pa., to the amount of \$166,000 have been hypothecated in New York City.

Portland, Me .- (CHRONICLE, vol. 60, page 51.)-The city of Portland is offering for sale 2,500 shares of Portland & Ogdensburg Railway stock. Sealed bids will be received by City Treasurer George B. Libby until January 24, 1895. No bid for less price than \$50 per share will be considered.

The P. & O. Railway is leased by the Maine Central Railroad Co. for the term of 999 years, and it pays \$2 per share annual dividend in quarterly payments. This stock is exempted from all State and municipal taxation.

After the sale of this block of stock the city will still hold the controlling interest in the Portland & Ogdensburg corpor-

West Virginia.—It is reported that the members of the West Virginia House of Delegates have unanimously passed a resolution refusing to consider any proposition with reference to the assumption of the indebtedness represented by Virginia deferred certificates.

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

Alva. O. T.—Water-works bonds of this city to the amount of \$25,000 have been voted.

Astoria, Ore.—(CHRONICLE, vol. 59, page 1068.)—We are informed by telegraph that all bids received on January 10 for \$200,000 of 5 per cent 30-year water-works bonds have been rejected. The bonds were awarded to S. A. Kean, of Chicago, but he failed to make the required deposit and the sale was declared off.

Interest on the loan will be payable on January 1 and July 1 of each year, and both principal and interest will be payable in gold coin in New York City. Securities to the amount of \$75,000 will be delivered to the purchaser, and must be paid for, on April 1, 1895; another \$75,000 will be delivered on July 1, 1895, and \$50,000 on October 1, 1895. The purchaser will be obliged to pay accrued interest from January 1, 1895. interest from January 1, 1895.

Baltimore, Md.—(CHRONICLE, vol. 58, pages 691 and 786, vol. 59, pages 299, 343, 383, 525 and 846, and vol. 60, page 51.)—On January 15, 1855, the city of Baltimore sold \$500,000 of 3½ per cent stock, due January 1, 1940, to the Mercantile Trust & Deposit Company of Baltimore at 103 57 and accrued interest. Interest is payable semi-annually on January 1 and July 1.

Beaver Falls, Pa.—(CHRONICLE, vol. 59, pages 485 and 978)
—It is reported that the people of Beaver Falls voted on Jan-

uary 5 in favor of issuing \$125,000 of water-works bonds. An election held in February last to vote on the proposition was declared illegal.

Berrien County, Mich.—It is reported that this county has sold \$70,000 of court house and jail bonds.

Bristol, Conn.—An election will be held January 26 to vote on issuing 4 per cent bonds to the amount of \$50,000. The loan will mature at the rate of \$10,000 every five years from 1905 to

Clay County, Ind.—Jail bonds of this county to the amount of \$20,000 have been authorized.

Cleveland, 0.—(CHRONICLE, vol. 58, pages 565, 611 and 831 and vol. 59, pages 125, 343 and 1068 and vol. 60, page 94.)—City Auditor W. A. Madison writes the CHRONICLE that \$491,000 of street improvement bonds recently authorized will be largely taken by the sinking fund. The remainder will be offered at private sale in the spring or early summer. It is expected that the June collection of taxes will be sufficient to take up a very considerable amount of the securities.

cient to take up a very considerable amount of the securities.

Detroit, Mich.—(CHRONICLE, vol. 58, pages 915 and 1002, vol. 59, pages 38, 125, 299, 525, 751, 890, and vol. 60, page 94.)

—City Comptroller C. W. Moore will receive proposals until January 21, 1895, for the purchase of \$160,000 of public sewer bonds and \$150,000 of public school bonds. The securities will be dated February 1, 1895, mature in 30 years, and bear 4 per cent interest, payable semi-annually. Principal and interest will be payable in gold at the current official bank of the city of Detroit in New York or at the office of the City Treasurer. The denomination of the bonds will be \$1,000. A certified check for \$2,000 must accompany each bid for each issue, and bids must be enclosed in separate en-

bid for each issue, and bids must be enclosed in separate envelopes, endorsed with name of bonds and party bidding.

In a report made by the City Comptroller under date of December 31, 1894, it is shown that the net municipal debt, including the special assessment street paving bonds, is \$3,850,100 34. After the new issue of \$310,000 has been made the net municipal debt will be \$4,160,100 34. The charter limit of bonded debt is two per cent of the assessed valuation limit of bonded debt is two per cent of the assessed valuation, or \$4,183,024 40.

or \$4,183,024 40.

Heretofore the street paving bonds have never been considered as coming within the two per cent bond limit. The City Counselor has, however, given as his opinion, that under the wording of the Charter they must be so treated. The question has never been decided by the Courts. The provision of the Charter (§189, Chap. 11, Sec. 7) is as follows:

"Provided, however, that the gross debt of the city, not including the debt of the Water Board, and deducting the means in the sinking fund of the city, shall never exceed two per cent of the assessed value of all the real and personal property in said city, and all bonds and other indebtedness issued or created in excess thereof shall be void."

As security for the payment of the street paving bonds, the city has either the cash or a special assessment against the abutting property which is a primary lien. The net munici-

abutting property which is a primary lien. The net municipal debt, excluding the special assessment debt, was on January 1 \$3,441,189 23.

The city's outstanding water bonds, not included in any of the figures above, amount to \$1,133,000. The assessed valuation of real and personal property is \$209,151,220, and "the value of city property, exclusive of assessed valuation, is \$17,481,688 38." The present population is estimated at 250,000. Cash on hand for current expenses on January 1 was \$1,921,596 17.

Dunlap, Iowa.—Proposals will be received until Feb. 4 by Thomas Roche, Recorder, for the purchase of \$4,200 of waterworks bonds.

East Berlin, Conn.-Road bonds of this town to the amount of \$50,000 are under consideration.

Fall River, Mass.—(CHRONICLE, vol. 59, pages 40, 663, 709, 751 and 805.)—Bonds of Fall River will probably be issued to refund a portion of the city's indebtedness.

Floyd County, Ind.—It is reported that this county has sold \$75,000 of 5 per cent 5 to 20 year refunding bonds to W. J. Hayes & Sons at 107.29. Thirteen bids in all were received for the loan.

Fonda, Iowa.—It is reported that 6 per cent w bonds of Fonda to the amount of \$6,000 will be March.

Galion, Ohio.—(CHRONICLE, vol. 58, page 915, and vol. 59, page 83.)—City Clerk C. F. Eise will offer for sale on Jan. 21 \$19,000 of 6 per cent city bonds issued for the purpose of "purchasing grounds and erecting buildings." The securities will be dated Dec. 1, 1894, and will mature in ten years without option of call. Interest and principal will be payable in

The city's total bonded debt, including this issue, is \$150,-400 and the assessed valuation is \$2,260,849. The actual value of property is estimated at \$4,000,000 and the population is estimated at 7,500.

Geneva, N. Y.—(CHRONICLE, vol. 59, pages 344 and 439.)—School bonds of Geneva to the amount of \$32,000 will soon be issued.

Great Falls School District No. 1, Mont.—Proposals will be received until February 18, 1895, by the trustees of School District No. 1, Cascade County, Montana, for the purchase of \$90,000 of 6 per cent school bonds. The securities will be dated March 1, 1895, interest will be payable semi-annually on March 1 and September 1 at the office of the Treasurer of Cas-

cade County in Great Falls, Mont, or at the Chase National Bank of New York City, and the principal will mature March 1, 1915, with option of call after March 1, 1905.

The securities were authorized by popular vote on December 27th, 1894, the count being 1,026 for and 166 against bonds. They will be issued in the denomination of \$500 each.

Hightstown, N. J.—(Chronicle, vol. 59, page 1069.)—An election will probably be held at Hightstown to vote on issuing \$20,000 of water-works bonds, \$10,000 of sewer bonds and \$10,000 of electric-light bonds.

Hudson County, N. J.—(CHRONICLE, vol. 59, pages 38, 84, 126 and 163, and vol. 60, page 94)—On January 17, 1895, the County of Hudson sold \$600,000 of 4½ per cent new public road bonds to Vermilye & Co. at 107 56 and accrued interest. The bonds to Vermilye & Co. at 107.56 and accrued interest. The securities are dated January 2, 1895, interest is payable semi-annually on January 1 and July 1, and the loan matures January 2, 1925, both principal and interest to be payable in gold coin at the office of the County Collector. A staking fund has been created for the payment of the loan at maturity. The bonds are exempt from taxation and will be delivered to the purchaser on February 4, 1895. The bonded indebtedness of the county on December 1, 1894, was \$3,687,800; sinking fund, \$1,133,990.32; net debt, \$2,553,809.68.

Lebanon, Ohio. - (CHRONICLE, vol. 59, page 890.)—The election on the question of issuing water-works bonds has been postponed until January 21.

Lima, Ohio.—(CHRONICLE, vol. 59, page 164)—This city has sold \$10,000 of 6 per cent bonds at 103 9247. One thousand dollars of the amount matures July 1, 1896, \$2,000 July 1, 1897, \$3,000 July 1, 1898, and \$4,000 July 1, 1899.

Lincoln, Neb.—It is reported that the Council has authorized the issuance of water-works bonds to the amount of \$26,600.

Ludlow, Vt.—(Chronicle, vol. 58, page 1003, and vol. 59, page 936)—Four per cent water-works bonds to the amount of \$25,000 will soon be issued, the loan to run 20 years.

Lynchburg, Va.—Four per cent refunding bonds of Lynchburg to the amount of \$500,000 will probably be issued.

Mobile, Ala.—(CHRONICLE, vol. 60, page 53).—A call has been made for the redemption of bonds issued in 1881 and numbered 4,905, 3,841, 3,723, 3,621, 3,479 and 3,618. They will be paid with interest for one month on February 1, 1895, by the First National Bank of Mobile, after which date interest will come will cease.

Montgomery, N. Y.—The citizens of Montg vote on issuing \$18,000 of water-works bonds. -The citizens of Montgomery will soon

Mount Olive, Ill.—Village Treasurer Theo. H. Koch notifies the CHRONICLE that on January 8 the citizens of Mount Olive voted by 183 to 44 in favor of issuing \$8,000 of village bonds. The securities will bear interest at not less than 6 per cent and will run from 1 to 5 years, with an option of call at any time. any time.

any time.

Paris, Tenn.—(Chronicle, vol. 58, pages 1005, 1047, vol. 59, page 344 and vol. 60, page 54.) The city of Paris, Tenn., has awarded \$32,000 of 5 per cent 5-20 year bonds to the firm of Guild & White of Chattanooga, who have secured the contract for water-works in that city. Interest and principal will be payable in New York City.

Aside from the above-mentioned issue the city has an indebtedness of only \$15,000, represented by railroad aid bonds. The assessed valuation in 1893 was \$556,000; tax rate (per \$1,000) was \$4 50 and the estimated population is 2,500.

Pawtucket, R. I.—(CHRONICLE, vol. 58, page 1004 and vol. 59, pages 84 and 164).—This city will soon issue a loan of \$30,000.

Pittsburg, 'Pa.—(CHRONICLE, vol. 58, page 878, and vol. 60, page 94).—A vote will be taken in Pittsburg on January 26th on the question of issuing bonds for \$3,000,000 as follows: \$1,500,000 for water works; \$500,000 for parks and bridges; \$500,000 for Beechwood and Hiawatha boulevards and \$500,000 for permanent improvements in the Department of Public Sector. Safety.

Pittston, Pa.—(Chronicle, vol. 58, pages 94, 956 and vol. 9.)—Borough Treasurer M. J. Langan will sell Pittston bonds at public auction on January 26, 1090, at 2:30 P. M. The securities were authorized by popular vote on the second of last July. They will bear 41/2 per cent interest and run for ten years.

The Treasurer's official notice will be found among the advertisements elsewhere in this Department.

Queens County, N. Y.—(CHRONICLE, vol. 60, page 94.)—On January 17, 1895, the following bids were received for \$100,000 of county bonds having an average life of 19½ years.

| 200 01 000000 0000000000000000000000000 | J |
|---|---------|
| N. W. Harris & Co | 107.51 |
| Benwell & Everitt | 106.279 |
| Street, Wykes & Co | |
| I. W. Sherrill | 105.07 |
| Whann & Schlesinger | 103.47 |
| G. M. Hahn | 103.47 |
| Jamaica Savings Bank | 100. |

bear interest at the rate of 4 per cent, payable January and July, and both principal and interest are payable in gold coin. The bonded indebtedness of the county does not exceed \$750,000, and its assessed valuation is about \$60,-000,000.

Reno, Nevada.-(CHRONICLE, vol. 59, pages 891 and 1117.) At a recent election in Reno the question of issuing bonds for \$10,000 was decided in the affirmative. The Legislature which convenes on January 21 will decide upon the rate of interest and time of the loan.

Spencerville, 0.—(Chronicle, vol. 60, page 95.)—The election held in Spencerville on January 12th to vote on the question of issuing \$12,000 of electric-light bonds resulted in the defeat of the proposition.

Tamaqua, Pa.—The people of this borough will vote February 15 on issuing \$25,000 of electric-light bonds.

Youngstown, Ohio.—(CHRONICLE, vol. 58, pages 694, 832, 879, 917 and 1084, and vol. 59, pages 39, 165, 247, 441, 711, 892 and 1069.)—Proposals will be received until February 11, 1895, by J. Howard Edwards, City Clerk, for the purchase of \$1,200 of 6 per cent Marshall Street sewer bonds. Interest will be payable semi-annually on April 1 and October 1 at the office of the City Treasurer, and the principal will mature part yearly from October 1, 1898, to October 1, 1902.

STATE AND CITY DEBT CHANGES.

We subjoin reports as to municipal debts received since the last publication of our STATE AND CITY SUPPLEMENT. Some of these reports are wholly new and others cover items of information additional to those given in the SUPPLEMENT, and of interest to investors.

Lowell, Mass.-Wm. F. Courtney, Mayor. The following statement has been corrected by means of a special report to the CHRONICLE from John H. Harrington, City Treasurer.

Lowell is in Middlesex County.

| LOANS | | |
|---|--------------------------------------|--|
| 37 ₈₈ | LOANS— When Due. | PUBLIC BUILDINGS— |
| (\$6,000 due yearly.) (\$3,000 due yearly.) (\$4, A&O, \$15,000 | | |
| C. H. & M. BUILDING— (\$35 ₈₈ , J&D, \$15,000 | 37 ₈₈ , F&A, \$60,0001904 | (\$4,000 due yearly.) |
| C. H. & M. BUILDING— (\$35 ₈₈ , J&D, \$15,000 | (\$6,000 due yearly.) | 3½8, A&O, \$7,0001904 |
| (\$3,000 due yearly.) 48, A&O, \$15,000 | | (\$700 due yearly.) |
| (\$3,000 due yearly.) 48, A&O, \$15,000 | 35 ₈₈ , J&D, \$15,0001899 | SCHOOLS— |
| 48, Å&O, \$450,000 | (\$3,000 due yearly.) | 4s, F&A, \$24,0001898 |
| (\$1,500 due yearly.) 48, A&O, \$450,000 | 4s, A&O, \$15,0001904 | (\$6,000 due yearly.) |
| 48, Å&O, \$450,000 | (\$1.500 due yearly.) | 4s, A&O, \$150,0001921 |
| RREDEEMABLE | 4s. A&O. \$450.0001920 | |
| 68, M&S, \$25,000. —————————————————————————————————— | IRREDEEMABLE— | (\$6,000 due yearly.) |
| 68, M&N, 10,000 | | 48. A&O. \$13,3001901 |
| MISCELLANEOUS— 41-28, M&N, \$139,500. 1903 42-29, M&N, \$139,500. 1903 48, J&D, \$21,600. 1898 (\$5,400 due yearly.) 48, J&D, \$21,000. 1899 (\$2,200 due yearly.) 48, J&J, \$21,000. 1900 (\$4,500 due yearly.) 48, M&N, \$27,600. 1900 (\$4,600 due yearly.) 48, M&N, \$70,000. 1901 (\$10,000 due yearly.) 48, M&N, \$70,000. 1901 (\$10,000 due yearly.) 48, J&D, \$35,000. 1901 (\$4,700 due yearly.) 48, J&D, \$35,000. 1901 (\$5,500 due yearly.) 48, J&D, \$36,000. 1902 (\$4,700 due yearly.) 48, J&D, \$36,000. 1902 (\$4,500 due yearly.) 48, J&D, \$52,200. 1903 (\$5,800 due yearly.) 48, J&D, \$52,200. 1903 (\$5,800 due yearly.) 48, J&D, \$52,100 due yearly.) 48, J&D, \$51,000 due yearly.) 48, J&D, \$51,000 due yearly.) 48, J&D, \$52,000 due yearly.) 49, J&D, \$50,000 due yearly.) 49, J&D, \$50,000 due yearly.) 49, J&D, \$50,000 due yearly.) 49, J&D, \$5 | | (\$1,900 due yearly.) |
| 419.5, M&N, \$139,500, 1903 (\$15,500 due yearly.) 48. J&D, \$21,600. 1899 (\$2,200 due yearly.) 48. J&D, \$110,000. 1899 (\$2,200 due yearly.) 48. J&J, \$21,000. 1900 (\$2,500 due yearly.) 48. J&J, \$21,000. 1900 (\$3,600 due yearly.) 48. J&J, \$21,000. 1901 (\$5,000 due yearly.) 48. M&N, \$70,000. 1901 (\$10,000 due yearly.) 48. M&N, \$70,000. 1901 (\$4,700 due yearly.) 48. M&N, \$38,500. 1901 (\$5,500 due yearly.) 48. M&N, \$38,500. 1901 (\$5,500 due yearly.) 48. J&D, \$36,000. 1902 (\$7,000 due yearly.) 48. J&D, \$36,000. 1902 (\$10,000 due yearly.) 48. J&D, \$36,000. 1902 (\$10,000 due yearly.) 48. J&D, \$35,010. 1903 (\$3,990 due yearly.) 48. J&D, \$52,200 . 1903 (\$2,600 due yearly.) 48. J&D, \$52,000 due yearly.) 48. J&D, \$51,000 due yearly.) 49. J&D, \$51,000 due yearly.) 49. J&D, \$51,000 due yearly.) 49. J&D, \$51,000 due yearly.) 41. J&D, \$51,000 due yearly.) 42. J&D, \$51,000 due yearly.) 43. J&D, \$51,000 due yearly.) 44. J&D, \$52,000 due yearly.) 45. J&D, \$51,000 due yearly.) 46. J&D, \$51,000 due yearly.) 47. J&D, \$51,000 due yearly.) 48. J&D, \$52,000 due yearly.) 49. J&D, \$51,000 due yearly.) 40. J&D, \$51,000 due yearly.) 41. J&D, \$51,000 due yearly.) 42. J&D, \$52,000 due yearly.) 43. J&D, \$52,000 due yearly.) 44. J&D, \$52,000 due yearly.) 45. J&D, \$51,000 due yearly.) 46. J&D, \$10,000 due yearly.) 47. J&D, \$10,000 due yearly.) 48. J&D, \$50,000 due yearly.) 49. J&D, \$10,000 due yearly.) 40. J&D, \$10,000 due yearly.) 40. J&D, \$10,000 due yearly.) 40. J&D, \$10,000 due yearly.) 41. J&D, \$10,000 due yearly.) 42. J&D, \$10,000 due yearly.) 43. J&D, \$10,000 due yearly.) 44. J&D, \$10,000 due yearly.) 45. J&D, \$10,000 due yearly.) 46. J&D, \$10,000 due yearly.) 47. J&D, \$10,000 due yearly.) 48. J&D, \$10,000 due yearly.) 49. J&D, \$10,000 due yearl | MISCELLANEOUS- | 48. J&D. \$28.000 1902 |
| (\$15,500 dúe yearly.) 4s, J&D, \$21,600 | 410s M&N \$139 500 1903 | (\$3.500 due yearly.) |
| 4s, J&D, \$21,600 | | 4s. F&A. \$56,000. 1902 |
| (\$5,400 due yearly.) 48, J&D, \$110,000 | | |
| 48, J&D, \$110,000 | | 3los J&D \$25,000 1904 |
| (\$2,200 due yearly.) 4s, J&J, \$21,000 | 4s T&D \$110,000 1899 | |
| 4s, J&J, \$21,000 | (\$2.200 due vearly) | |
| (\$\frac{3}{5}\text{50}\text{due yearly.}\) 4s, M&N, \$\frac{5}{27}\text{600}\text{.000}\t | 45 T&I \$21 000 1900 | |
| 48, M&N, \$27,600 | | (\$5,000 due veerly) |
| (\$4,600 due yearly.) 4s, M&N, \$70,000. 1901 (\$10,000 due yearly.) 4s, M&S, \$32,900. 1901 (\$4,700 due yearly.) 4s, M&N, \$38,500. 1901 (\$5,500 due yearly.) 4s, M&N, \$56,000. 1902 (\$7,000 due yearly.) 4s, J&D, \$36,000. 1902 (\$4,500 due yearly.) 4s, J&D, \$36,000. 1902 (\$4,500 due yearly.) 4s, J&D, \$35,010. 1903 (\$5,800 due yearly.) 4s, J&D, \$35,010. 1903 (\$5,800 due yearly.) 4s, J&D, \$52,200 1903 (\$5,800 due yearly.) 4s, J&D, \$52,200 1903 (\$5,800 due yearly.) 4s, J&D, \$52,200 1903 (\$5,800 due yearly.) 4s, J&D, \$52,000 due yearly.) 4s, J&D, \$55,000 due yearly.) 4s, J&D, \$50,000 1903 (\$5,800 due yearly.) 4s, J&D, \$50,000 1903 (\$5,000 due yearly.) 4s, J&D, \$50,000 1904 (\$5,000 due yearly.) 4s, M&N, \$75,000 1914 4s, M&N, \$75,000 1914 4s, M&N, \$75,000 1920 (\$10,000 due yearly.) 4s, M&N, \$75,000 1904 (\$5,000 due yearly.) 4s, M&N, \$75,000 1904 (\$5,000 due yearly.) 4s, M&N, \$75,000 1904 (\$5,000 due yearly.) 4s, J&D, \$50,000 1904 (\$5,000 due yearly.) 4s, M&N, \$75,000 1904 (\$5,000 due yearly.) | 1000 1000 1000 1000 | 19 A & O \$40 000 1000 |
| 4s, M&N, \$70,000 | | (\$5,000 due veerly) |
| (\$10,000 due yearly.) 48, M&S, \$32,900 1901 (\$4,700 due yearly.) 48, M&N, \$33,500 1901 (\$5,500 due yearly.) 48, M&N, \$56,000 1902 (\$7,000 due yearly.) 48, J&D, \$36,000 1902 (\$4,500 due yearly.) 48, J&D, \$36,000 1902 (\$10,000 due yearly.) 48, J&D, \$52,000 1903 (\$3,990 due yearly.) 48, J&D, \$52,000 1903 (\$3,990 due yearly.) 48, J&D, \$52,000 1903 (\$3,990 due yearly.) 48, J&D, \$52,000 1903 (\$4,000 1904 (\$2,000 due yearly.) 48, J&D, \$50,000 1904 (\$2,600 due yearly.) 48, J&D, \$52,000 1904 (\$4,000 1904 (\$2,000 due yearly.) 1905 (\$2,600 due yearly.) 1908 (\$2,500 due yearly.) 48, J&D, \$50,000 1904 (\$6,000 due yearly.) 1908 (\$6,000 due yearly.) 1909 (\$1,000 due yearly.) 1904 (\$5,100 due yearly.) 1904 (\$10,000 due yearly.) 1904 (\$5,000 due yearly.) 1904 | | |
| (\$4,700 due yearly.) 4s, M&N, \$38,500 | | 4g A&O 04 000 1002 |
| (\$4,700 due yearly.) 4s, M&N, \$38,500 | 42 Mes 020 000 1001 | 40 T&T 10 000 1005 |
| 4s, M&N, \$38,500° | | 48, 000, 12,000 |
| (\$5,500 due yearly.) 4s, M&N, \$56,000. 1902 (\$7,000 due yearly.) 4s, J&D, \$36,000. 1902 (\$4,500 due yearly.) 4s, J&D, \$35,000. 1902 (\$10,000 due yearly.) 4s, J&D, \$35,010. 1903 (\$3,990 due yearly.) 4s, J&D, \$52,200 . 1903 (\$5,800 due yearly.) 4s, J&D, \$109,800. 1903 (\$2,500 due yearly.) 31 ₂ s, J&J, \$51,000. 1904 (\$5,100 due yearly.) 31 ₂ s, J&J, \$51,000. 1904 (\$5,500 due yearly.) 31 ₂ s, J&J, \$51,000. 1904 (\$5,500 due yearly.) 31 ₂ s, J&J, \$51,000. 1904 (\$5,500 due yearly.) 31 ₂ s, J&J, \$51,000. 1904 (\$5,500 due yearly.) 31 ₂ s, J&J, \$51,000. 1904 (\$5,500 due yearly.) 4s, J&D, \$50,000. 1902 (\$51,000 due yearly.) 4s, J&D, \$50,000. 1912 (\$51,000 due yearly.) 4s, J&D, \$50,000. 1914 (\$50,000 due yearly.) 4s, J&D, \$50,000 due yearly.) 4s, J&D, \$60,000 due yearly.) | (54,700 dde yearly.) | |
| 48, M&N, \$56,000 | | |
| (\$7,000 due yearly.) 48, J&D, \$36,000 | | |
| 48, J&D, \$36,000 | | |
| (\$4,500 due yearly.) 48, M&N, \$80,000 1902 (\$10,000 due yearly.) 48, J&D, \$35,010 1903 (\$3,990 due yearly.) 48, J&D, \$52,200 1903 (\$5,800 due yearly.) 48, J&D, \$109,800 1903 (\$5,800 due yearly.) 48, J&D, \$51,000 1903 (\$5,800 due yearly.) 48, J&D, \$109,800 1903 (\$5,800 due yearly.) 48, J&D, \$51,000 1903 (\$5,000 due yearly.) 48, J&D, \$50,000 1902 (\$1,000 due yearly.) 48, M&N, \$75,000 1911 48, M&N, 1,000,000 1920 (\$10,000 due yearly.) 48, F&A, 50,000 1904 (\$10,000 due yearly.) 48, \$60,000 due yearly.) 49, \$60,000 due yearly.) 49, \$60,000 due yearly.) 49, \$60,000 due yearly.) 49, \$60,000 due yearly.) 41,000 due yearly.) 41,000 due yearly.) 42,000 due yearly.) 43,000 due yearly.) 44,000 due yearly.) 45,000 due yearly.) | (\$7,000 due yearly.) | |
| 4s, M&N, \$80,000 | | (\$2,000 due yearly.) |
| (\$10,000 due yearly.) 48, J&D, \$35,010 | | 48, 3 & 3, \$75,000 1905 |
| 4s, J&D, \$35,010 | | (\$7,500 due yearly.) |
| (\$3,990 due yearly.) 4s, J&D, \$52,200 | | 3º88, M&N, \$12,5001899 |
| 48, J&D, \$52,200 | | |
| (\$5,800 due yearly.) 4s, J&D, \$109,800. 1903 (\$12,200 due yearly.) 31 ₂₈ , J&J, \$51,000. 1904 (\$5,100 due yearly.) 31 ₂₈ , A&O, \$100,000. 1904 (\$10,000 due yearly.) 1904 (\$10,000 due yearly.) 1904 (\$10,000 due yearly.) 1904 (\$5,000 due yearly.) 4s, M&N, 1,000,000. 1910 4s, M&N, 1,000,000. 1920 31 ₂₈ , F&A, 50,000. 1904 (\$5,000 due yearly.) 1904 | (\$3,990 due yearly.) | |
| 4s, J&D, \$109,800. 1903 (\$12,200 due yearly.) 3 ¹ 28, J&J, \$51,000. 1904 (\$5,100 due yearly.) 3 ¹ 28, A&O, \$100,000. 1904 (\$10,000 due yearly.) 4s, M&N, \$75,000. 1911 4s, M&N, \$75,000. 1920 3 ¹ 28, A&O, \$100,000. 1904 (\$10,000 due yearly.) PARK BONDS— (\$5,000 due yearly.) | | 48, M&S, \$42,0001901 |
| (\$12,200 due yearly.) 3\(^1_2\s, J&\tilde{\delta}\frac{1}{3}\tilde{\text{10,000}}\text{ due yearly.}\) 3\(^1_2\s, J&\tilde{\delta}\frac{1}{3}\tilde{\text{10,000}}\text{ due yearly.}\) 3\(^1_2\s, A&\tilde{\delta}\frac{1}{3}\tilde{\text{10,000}}\text{ due yearly.}\) 3\(^1_2\s, A&\tilde{\delta}\frac{1}{3}\tilde{\text{10,000}}\text{ due yearly.}\) 4\(^1\s, M&\tilde{\text{N}}\frac{75,000}{3}\text{ due yearly.}\) 4\(^1\s, M&\tilde{\text{N}}\frac{75,000}{3}\t | (\$5,800 due yearly.) | (\$6,000 due yearly.) |
| 31 ₂₈ , J&J, \$51,000 | | |
| (\$5,100 due yearly.) 31 ₂₈ , A&O, \$100,000 | (\$12,200 due yearly.) | (\$10,000 due yearly.) |
| 3 ¹ ₂₈ , Å&O, \$100,0001904 (\$10.000 due yearly.) PARK BONDS— (\$5,000 due yearly.) | | 48, M&N, \$75,0001911 |
| PARK BONDS— | (\$5,100 due yearly.) | 4s, M&N, 1,000,0001920 |
| PARK BONDS— | | 3 28, F&A, 50,0001904 |
| PARK BONDS— | (\$10.000 due yearly.) | (\$5,000 due yearly.) |
| 3½8, F&A, \$70,2101904 | | The season was a season of the |
| | 3 ¹ 28, F&A, \$70,2101904 | |

TOTAL DEBT, SINKING FUNDS, ETC.—The subjoined statement shows Lowell's total debt and the sinking fund held by the city against the same, and the water debt, on each of the dates named.

| Jan. 1, '95. Total debt (incl. water debt) \$3,628,120 Sinking funds | Nov. 17,'93. \$3,231,100 401,538 | Jan., 1891, \$2,894,000 732,231 |
|---|---|---------------------------------------|
| Net debt. \$3,147,827 Water debt (included above) \$1,247,000 Water debt s, f. do | \$2,829,562 \$1,273,000 \$133,617 | \$2,160,769 \$1,211,000 |

CITY PROPERTY.—The city owns real estate valued at \$2,042,324 in addition to the water works, which have cost \$2,387,672, the city's total assets, real and personal, being about \$5,109,384.

ASSESSED VALUATION.—The city's assessed valuation and tax rate at different years have been as follows:

| | A8 | sessed Valuatio | n———— R | ate of Tax |
|--------|--------------|-----------------|--------------|------------|
| Years- | Real Estate. | Personal. | | er \$1.000 |
| 1894 | \$52,038,120 | \$17,046,121 | \$69,084,241 | \$17.40 |
| 1893 | 50,849,490 | 18,045,205 | 68,894,695 | 16.40 |
| 1892 | 47,499,820 | 17,202,409 | 64,702,229 | 16.80 |
| 1890 | 45,316,150 | 17,037,462 | 62,353,612 | 17.00 |
| 1889 | 44,114,095 | 15,639,884 | 59,753,979 | 16.10 |
| 1888 | 42,535,745 | 15,160,815 | 57,696,560 | |
| 1887. | 41.322.794 | 15,426,459 | 56.749.253 | 15.70 |

POPULATION.-In 1890 population was 77,696; in 1880 it was 59,475. Local estimate 1894, 80,000.

Minneapolis, Minn.—According to the report of City Comptroller Wallace G. Nye for the year ending December 31, 1894, the bonded indebtedness of the city has been decreased to the extent of \$50,000 in the last twelve months. Seventy thousand dollars worth of bonds were canceled and \$20,000 of new bonds issued. The sinking fund has been largely increased, and now contains \$1,006,300 77, as compared with \$877,427 49, the figures for last year. The expenditures for 1894 were \$987,523 69, being \$8,000 less than for 1893. The total bonded indebtedness of the city is \$7,465,000 and the average interest rate 4.42 per cent.

Of the sinking fund \$705,000 is invested in city bonds and \$252,574 18 in temporary loans, leaving \$48,726 59 in cash. The total bonds outstanding, less the sinking fund, amount to \$6,458,699 53, which sum is 4.76 per cent of the assessed valuation, the legal debt limit being 5 per cent. The net indebtedness shows a decrease of \$343,870 during the last three years.

The assessed valuation of real and personal property, \$135,-661,343, shows a falling off of nearly \$5,000,000 on the figures reported to us last year. In the Assessors' report it is stated that the reductions have been made chiefly on what is termed outside real estate and on buildings erected previous to 1889.

We give below our detailed statement of the city's outstanding bonds and general financial condition, which has been corrected to date in the office of the City Comptroller:

| MCG | | |
|------------------|--|--|
| 1.04110 | When Due. | I LOANS- When Due. |
| LOANS- | | SEWERS—(Continued)— |
| BRIDGE BOY | NDS— | |
| 8s. M&N, \$ | 50,000. May 1, 1905 | 4 ¹ ₂₈ , J&J, \$50,000July 1, 1906 |
| 17, 160 | 76,000.Apr. 1, 1912 | 4s, J&J. 90,000Aug.1, 1918 |
| 4128, ACO, | 70,000.Apr. 1, 1012 | |
| Subject to 0 | eall after April, 1902 | 4s, M&N, 75,000Nov.1, 1919 |
| A- TET Q1 | 10 000 July 1, 1915 | 4s. J&J, 50,000Jan. 1, 1921 |
| 40, 000, 0 | 00 000 Feb 15 1917 | PERMANENT IMPROVEMENTS- |
| 48, FOA, O | 90,000 Feb. 15, 1917 | |
| 48. Mas. | 30,000.mar.10, 1010 | 4 ¹ ₂₈ , J&J, \$40,000. July 1, 1908 |
| Come TIATT | ete - | 4 ¹ ₂₈ , A&O, 165,000. Apr. 1, 1912 |
| AT TET POF | 50,000July 1, 1917 | Subject to call after Apr. 1, 1902 |
| 4-28, J &J, \$20 | 0,0005 417 1, 1001 | 41-2 A &O 124 000 Apr 2 1012 |
| | | 4 ¹ ₂₈ , A&O, 134,000Apr. 2, 1913 |
| 4 los J&J 5 | 0,000Jan. 1, 1922 | 4 ¹ ₂₈ , J&J, 45,000July 2, 1913 |
| A. T. T. OO | 0,000Jan. 1, 1920 | 4128, M&S, 75,000 Mar. 15, 1914 |
| 48, 100, 20 | 0,000 | 4½s, M&N, 270,000. May 1, 1915 |
| CITY HOSPI | TAL- | |
| 4s, J&J, \$25 | 5,000July 1, 1922 | 4s, J&J, 35,000. July 15, 1916 |
| 4- Te-T 7 | 5,000July 1, 1923 | 4s, A&O, 320,000Apr. 1, 1917 |
| 48, 100, 78 | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | |
| FIRE DEPAI | RTMENT- | |
| 4s. J&D. \$15. | 000June 13, 1920 | 48, J&D, 50,000Dec. 1, 1917 |
| GENERAL P | HPPOSES- | 4s, M&S, 170,000Mar.15,1919 |
| GENERAL I | 000 Tule 1 1009 | 4s, M&N, 125,000 May 15,1919 |
| 78, 100, \$20, | 000July 1, 1902 | |
| LIBRARY FI | JND- | 4s, J&D, 100,000June 20,1919 |
| 4109 T&D \$6 | 0,000Dec. 1, 1915 | 4s, J&J, 55,000. Jan. 15, 1920 |
| 1 -20, UCD, 40 | 0,000Dec. 15, 1916 | 4s, J&J, 187,000. July 1, 1922 |
| | 0,000 | PERM. IMP. REV. FUND- |
| PARKS- | | FERM. IMP. REV. FUND |
| 4108. J&J. \$20 | 00,000. July 1, 1913 | [4 ¹ ₂ s, J&J,\$245,000July 1, 1921 |
| 45 T&T 16 | 00,000Jan. 1, 1914 | 4s, A&O, 150,000Apr. 1, 1917 |
| 4-28, 000, 1 | 22 000 Tuly 1 1014 | 4s, F&A, 155,000Aug. 1, 1918 |
| 4128, Jal, 2 | 23,000. July 1, 1914 | 15, FCA, 100,000Aug. 1, 1010 |
| 4s. M&N, 10 | 00,000 May 1, 1919 | 4s, J&D, 50,000Dec. 15, 1918 |
| 49 M&N. 6 | 35,000Nov. 1, 1919 | 4s, F&A, 100,000Feb, 1, 1919 |
| 40 460 | 0,000Apr. 30, 1922 | 4s, M&N, 50,000May 15, 1919 |
| 48, A.O.O. | Down Down | 4s T&T 50 000 Ton 15 1000 |
| RAILROAD | AID BONDS- | 4s, J&J, 50,000Jan. 15, 1920 |
| 4s. J&J. \$20 | ,000Jan. 1, 1924 | 4s, J&J, 200,000Nov. 1, 1920 |
| 70 M&S 31 | ,000Sept.1, 1897 | VIADUCTS, etc |
| TO TECHT OF | 000 Nov 15 1907 | 4128, M&S, \$100,000. Mar. 15, 1914 |
| 78, MAN, 34 | ,000Nov.15,1907 | W. manus pro |
| 7s, M&N, 125 | ,000Nov. 1, 1901 | WATERWORKS- |
| SCHOOLS- | | 8s, F&A, \$60,000Feb. 2, 1899 |
| en Tet 41 | 0,000July 1, 1899 | 8s, J&J, 25,000 July 1, 1900 |
| | 0,000 Tule 1 1015 | |
| | 0.000July 1, 1915 | |
| 4s. A&O. 5 | 0,000Oct. 15, 1917 | 4 ¹ ₂ s, A&O, 125,000Apr. 1, 1912 |
| 48 M&N. 12 | 5,000May 15, 1919 | Subject to call after Apr. 1, 1902 |
| 40 A 8-0 | 5,000Oct. 15, 1919 | |
| 4s, A&O, 7 | 0,000000.10,1016 | |
| 48, J&J, 5 | 0,000Jan. 15, 1920 | 4 ¹ 2s, M&N, 30,000May 1, 1915 |
| SEWERS- | | 48, J&J, 120,000July 15, 1916 |
| Qa T&T Q1 | 5,000July 1, 1900 | 4s, A&O, 330,000Apr. 1, 1917 |
| OS, 000, 01 | 5 000 Tuly 1 1906 | |
| 78, 181, 2 | 5,000July 1, 1896 | |
| 78, J&J, 2 | 5,000July 1, 1902 | 4s, J&J, 50,000Jan. 15, 1920 |
| | | |
| PARVALL | IF OF BONDS.—A | ew of the older bonds are of denomi- |

PAR VALUE OF BONDS.—A few of the older bonds are of denominations other than \$1,000. All late issues however (i. e. all bearing less than 512 per cent interest) are for \$1,000 each.

TOTAL DEBT, SINKING FUNDS, ETC.—The subjoined statement shows the city's total municipal debt, the sinking fund, and the water debt, on the dates mentioned:

| Bonded debt | | \$7,515,000 | \$7,462,000 |
|-------------|-------------|-------------|-------------|
| Net debt | \$6,458,699 | \$6,637,573 | \$6,777,500 |
| | \$1,230,000 | \$1,230,000 | \$1,230,000 |

SINKING FUND.—It is provided by the city's charter that in addition to raising a tax sufficient to pay the interest on all its bonds the city shall levy a tax of one mill on each dollar of the assessed valuation to provide for the principal of the bonds when due. The maintenance of this sinking fund for the payment of the principal of the bonds is "declared to be part of the contract with the holder of any bonds of the city that may hereafter be issued and shall be kept inviolate." In accordance with this provision there was raised by taxation for the sinking fund in 1894 \$164,877 45. The sinking fund is invested in city of Minneapolis 4, 4½ and 5 per cent bonds.

BOND LIMIT.—The city of Minneapolis is restricted in all legisla-

BOND LIMIT.—The city of Minneapolis is restricted in all legislative acts authorizing the issue and sale of bonds, and is required to keep within the following limit: From the total issue of all city bonds shall be deducted the total amount of funds and securities in the sinking fund, and this balance shall not exceed 5 per cent of the aggregate value of the taxable property of the city as assessed and determined for the purpose of taxation.

WATER RECEIPTS.—The receipts from water in 1894 were \$214, 000; current expenses for water works, \$98,000.

VALUATION AND INDEBTEDNESS.—The city's assessed valuation (property being assessed about 12 of its actual value) tax rate and bonded debt have been as follows:

| Years. | Tax Valuation. | Tax Rate. per \$1,000. | Total Bonded Debt. |
|--------|----------------|---------------------------|-----------------------|
| 1894 | .\$135.661.343 | \$20.92 | \$7,465,000 |
| 1893 | . 140.624.490 | 21 30 | 7,515,000 |
| 1892 | | 23 00 | 7,462,000 |
| 1891 | | 23 10 | 7,540,500 |
| 1890 | . 136,944,372 | 19 30 | 7,080,500 |
| 1889 | 127.101.861 | 21 40 | 6,486,500 |
| 1888 | | 19 20 | 4,824,500 |
| 1885 | | 19 60 | 2,461,000 |
| 1882 | 40.702.044 | 19 50 | |
| 1879 | . 23,415,733 | 14 50 | 1,101,000 |

The tax rate in 1894 included city tax, \$11 77; State tax, \$4 35; county tax \$1 80 and school tax \$3 00. The total tax levy of 1894 was \$2,989,164 96, of which \$282,404 97 was for interest on debt and \$134,478 60 for sinking fund.

POPULATION.—In 1890 population was 164,738; in 1880 it was 46,887, in 1870 it was 13,066.

Albany, N. Y.—The following city debt statement has been corrected by means of a special report to the CHRONICLE from City Chamberlain William H. Haskell.

Albany is in Albany County. In the statement of the city's total debt only the loans under the headings "General Bonded Debt" and "Water Debt" are included.

GENERAL BONDED DEBT.

| LOANS- | Interest | | Principal. | | |
|---------------------------|----------|----------|--|------------------|--|
| LOANS- | Rate. | Payable. | When Due. 0 | utstand'g. | |
| BUILDING AND SITE BOND | S: | | | | |
| P. O. site1874 | 7 | M & N | May 1, 1904 | \$115,000 | |
| Public Market1888 | 4 | J & J } | Jan. '95 to 1908 } \$10,000 yearly. | 140,000 | |
| Public build'g bonds.1892 | 4 | M & N } | May 1'95 to 1911 } \$5,000 yearly. | 85,000 | |
| do do 1892 | 4 | M & N | May 1, 1912 | 165,000 | |
| City Hall1882 | 4 | J & J} | July 1, '05 to '09 3 \$25,000 yearly. | a125,000 | |
| do do1882 | 4 | J & J | July 1, 1910 | b20,000 | |
| City improvement1870 | 7 | M&S | March 1, 1895 | b50,000 | |
| do o1870 | 7 | M & S { | March 1896-1900 (\$60,000 yearly) | ъ298,000 | |
| Sewer (Beaver Cr.)1889 | 3 | M & S | 1895-1909 \$5,000 yearly. | \$75,000 | |
| Washington Park1870 | 7 | M&N | Aug. 1, 1910 | b\$50,000 | |
| do do1871 | 7 | M & N | May 1, 1911 | b100,000 | |
| do do1872 | 7 | M&N | May 1, 1912 | b100,000 | |
| do do1874 | 7 | M & N | May 1, 1914 | b 155,000 | |
| do do1874 | 7 | M & N | May 1, 1916 | b 49,000 | |
| do do1875 | 6 | M & N | May 1, 1915 | b 75,000 | |
| do do1875 | 6 | M & N | Nov. 1, 1917 | b 37,000 | |
| do do1876 | 6 | M & N | May 1, 1918 | b38,000 | |
| do do1877 | 6 | M & N | May 1, 1919 | b20,000 | |
| do do1878 | 5 | M & N | May 1, 1920 | b 40,000 | |
| do do1880 | 4 | M & N { | May, 1920-1930 abt. \$25,000 yr'ly | 302,000 | |
| do do1881 | 4 | M & N | May 1, 1921 | a30,000 | |
| do do188º | 4 | M & N | May 1, 1922 | a28,000 | |
| do do1882 | 4 | M & N | Nov. 1, 1922 | a24,000 | |
| do do1885 | 4 | F & A | Feb. 1, 1925 | a10,000 | |
| do do1894 | 312 | F & A { | Feb. 1, 1895-1914 (\$2,500 due y'rly. | | |
| Hawk St. Viaduct1889 | 312 | F & A } | Feb. 1, 1895-1909 \$5,000 yearly. | 75,000 | |
| Dudley Observatory1892 | 2 | J & D} | June, 1895 1907 \$1,000 yearly. | 13,000 | |
| Washington Park1894 | 2 | J & D | June 1, 1934 | 3,000 | |
| Beaver Park1894 | 4 | | June, '95 to 1914, \\ \$18,000 yearly. | 360,000 | |

a Interest payable in Albany. b Interest payable in New York e Interest payable in Boston.

WATER DEBT.

| | 1 | LOANS- | | - | -In | | | | _ | -Princip | | |
|---|----------|---------|---------------|--------------|-------|---|--------|---|----------------------|------------------------|---|----------------|
| | ME | AND PUR | POSE. | 1874 | cate. | | 100 8z | | | 1 Dne. | | stand'g. |
| Ċ | lo | | 0 | 1874 1874 | 7 7 | F | 82 | A | Feb. 1 | , 1901 , 1902 | | 100,000 |
| | lo lo | | yable ork. | 1874 | 7 | | | A | Feb. 1 | , 1903 | | 99,000 |
| d | lo | | Yo | 1876 | 6 | F | & | A | | 895-1896 0 yearly | } | 100,000 |
| | lo | | st ew | 1876 1876 | 6 | F | 8 | A | Feb. 1 | , 1906 , 1908 | - | 100,000 50,000 |
| | lo | | ere. N | 1876 | 6 | F | & | A | Feb. 1 | , 1909 | | 50,000 |
| | lo | | eInterest | 1877 | 6 | F | 82 | A | | , 1911 , 1912 | | 50,000 |
| | lo | | ple | 1881 | 4 | F | & | A | | 898-1901 yeariy. | 3 | 200,000 |
| ć | lo | | pays any. | 1887 | 4 | F | & | A | | 895-1907 yearly. | } | 65,000 |
| ć | lo | | is Alba | 1888 | 4 | F | 82 | A | | 895-1908 yearly. | } | 105,000 |
| ć | lo | | rest | 1888 | 4 | J | & | D | June 1, \$17,500 | '95-1908 yearly. | } | 245,000 |
| (| lo | | Inte | 1888 | 312 | M | & | N | May 1, 1 \$10,000 | 1895-1907 0 yearly. | 3 | 130,000 |

STREET IMPROVEMENT BONDS.

| ١ | Principal and interest | | | | |
|---|----------------------------|-------------|----------|---------------|------------|
| ١ | LOANS- | In | terest | Princip | Mar |
| ı | NAME AND PURPOSE | Rate. | Payable. | When Due. | Outstana g |
| ١ | Madison Av. 2 ser1892 | 4 | M & N | NOV., 1899-96 | \$18,000 |
| 1 | Quail Street1892 | 4 | M & N | Nov., 1895-96 | 6,000 |
| ١ | Allen St. 2 ser1892 | 4 | M & N | Nov., 1895-96 | 36,000 |
| ١ | Pine Avenue1892 | 4 | M & N | Nov., 1895-96 | 14,000 |
| ı | Jav St1890 | 312 | M&N | 1895 | 6,600 |
| ١ | Central Ave1890 | 312 | M & N | 1895 | 4,540 |
| ١ | Allen St. 1 ser1890 | 312 | M & N | 1895 | 5,700 |
| | Hamilton St1891 | 312 | F&A | 1895 | 11,500 |
| ı | Lancaster St1891 | 312 | F&A | 1895 | 2,500 |
| ١ | Watervliet Ave1891 | 312 | F & A | 1895 | 7,800 |
| 1 | Albany St1891 | 312 | F & A | 1895 | 3,115 |
| | Madison Ave. 1 ser 1891 | 3^{1}_{2} | M & N | 1895 | 45,000 |
| | do 1 ser. 2 issues. 1892 | 312 | M & N | 1896 | |
| | Delaware Ave 1891 | 312 | M & N | 1895-1900 | 52,200 |
| | Woodland Ave1892 | 312 | M & N | 1895-1896 | 21,200 |
| | Montgomery St1892 | 312 | M & N | 1895-1896 | 4,480 |
| | Maiden Lane1893 | 312 | M & N | 1895-1897 | 1,800 |
| | Orange St1893 | 312 | M & N | 1895-1898 | 1,600 |
| | Quackenbush St1893 | 312 | M & N | 1895-1898 | 2,000 |
| ì | Grand St1893 | 312 | M&N | 1895-1898 | 31,200 |
| | Delaware Av. (2 ser.).1893 | 312 | | | 16,800 |
| 1 | Columbus St1894 | | M & N | 1895-1898 | 3,000 |
| ł | Hawk St1894 | 4 | M & N | 1895-1899 | 17,000 |

The total amount of street improvement bonds outstanding on January 1, 1895, was \$343,265. Of this amount the sinking fund held \$301,295.

RAILROAD LOAN.

Payable by Delaware & Hudson Canal Co.:

| LOANS- | -In | terest | Prince | pal. |
|-------------------------|-----|----------|------------|-------------|
| NAME AND PURPOSE. | | Payable. | When Due. | Outstand'g. |
| Albany & Susqueh'a R.R. | | M & N | *1895-1897 | \$1,000,000 |

*\$250,000 due in '95 and '97; \$500,000 due in '96. Less eash and interest-bearing securities held in sink, fund.

Net railroad debt Jan. 1, 1895 .. \$427,930

TOTAL DEBT, SINKING FUNDS, ETC.—The subjoined statement shows Albany's total general and water debt and the sinking fund held by the city against the same on each of the dates indicated.

Total bonds......\$4,166,000 \$3,886,000 \$4,036,000 Sinking funds...... 907,570 997,936 \$43,135 \$3,863,000 502,401

In addition to the total debt as stated above there is the railroad loan for \$1,000,000 issued to the Albany & Susquehanna RR. Company and secured to the city by a first mortgage payable, principal and interest, by the Delaware & Hudson Canal Company. The street improvement bonds are payable by special assessment on property benefitted, and therefore they also are omitted in the statement of the city's total debt.

ASSESSED VALUATION.—The city's assessed valuation and tax rate at different periods have been as follows, property being assessed at about its actual value.

| | | A SOCOSCU | rue wellore. | |
|--------|--------------|-------------|--------------|-----------------------------|
| Years. | Real. | Personal. | Total. | Rate of Tax per \$1,000. |
| 1894 | \$58,475,750 | \$6,419,885 | \$64,895,635 | \$20.06 |
| 1893 | 64,623,680 | 6,565,790 | 71,189,470 | 20.00 |
| 1892 | 64,717,210 | 6,455,135 | 71,172,345 | 18.00 |
| 1891 | 64,278,195 | 6,111,560 | 70,389,755 | 17:40 |
| 1890 | 63,380,046 | 6,282,525 | 69,662,571 | 19.00 |
| 1889 | 62,932,565 | 5,814,490 | 68.747.055 | 20.00 |
| 1888 | 61,987,445 | 5,726,110 | 67,713,555 | 21.60 |
| 1887 | 61,245,455 | 6,326,900 | 67,572,355 | 17:60 |
| 1886 | 60,728,720 | 6.154.270 | 66.882.990 | 18:40 |

| | -Assessed Valuation. | | | | | | | |
|--------|----------------------|-------------|--------------|-----------------------------|--|--|--|--|
| Years. | Real. | Personal. | Total. | Rate of Tax per \$1,000. | | | | |
| 1885 | | \$6,044,250 | \$66,425,465 | | | | | |
| 1880 | | 2,790,120 | 37,100,425 | 36.00 | | | | |
| 1875 | | 3,764,550 | 35,070,224 | 35.60 | | | | |
| 1870 | | 5,954,825 | 30,936,336 | 45.70 | | | | |
| 1865 | | 8,637,156 | 29,235,165 | 36.20 | | | | |
| 1860 | | 6,006,803 | 26,290,048 | 12.60 | | | | |
| 1855 | . 17,522,414 | 4.852.847 | 22,375,261 | 14.90 | | | | |
| 1850 | . 9,430,100 | 3,171,589 | 12,601,689 | 15.70 | | | | |
| 1846 | . 7,792,340 | 3,449,098 | 11,241,438 | 13.20 | | | | |

POPULATION.-In 1890 population was 93,313; in 1880 it was 90,758; in 1870 it was 69,422. The estimate for 1894 is 97,200.

Weber County, Utah. - A special report to the CHRONICLE from the County Auditor gives the following data concerning the county's finances on January 1, 1895.

County seat is Ogden.

INTEREST is payable at the County Treasury or at the Chemical National Bank, New York City.

Montana .- Fred W. Wright, State Treasurer, reports to the CHRONICLE that the State of Montana is still free from debt of any kind. Below are statements of taxation and valuation which have been corrected to date:

TAXATION .- The amount raised by taxation, including licenses. during the year ending December 1, 1894, was \$387,344 76; tax rate (per \$1,000), \$2.50.

ASSESSED VALUATION.—In 1894 the assessed valuation of real estate was \$61,610,636; personal property, \$47,177,799; railroads, \$10,062,457; total, \$118,850,892; State tax (per \$1,000) was \$2.50. In 1893 real estate was \$66,612,702; personal property, \$50,982,118; railroads, \$9,953,355; total, \$127,748,175. In 1890 the total assessed valuation of property in Montana was \$106,392,892. In 1880 the assessed valuation of real estate was \$5,077,162; of personal property, \$13,532,640; total, \$18,609,802. Property is assessed at full cash value.

NEW LOANS.

MUNICIPAL BONDS

FOR INVESTMENT.

PARTICULARS UPON APPLICATION.

MEMBERS OF THE NEW YORK AND BOSTON STOCK EXCHANGES.

DEALERS IN COMMERCIAL PAPER.

Blake Brothers & Co.,

28 STATE STREET, BOSTON. 5 NASSAU ST., NEW YORK.

SECURITIES.

| CITY | OF | ST. | LOU | IS. I | MISS | OUR | I | 4 |
|------|----|-----|------|-------|-------|------|-----|------|
| CITY | OF | MI | LWA | UKI | EE, V | VIS | | 5 |
| CITY | OF | Z.A | NESV | ILL | E, 0 | HIO. | | .416 |
| CITY | OF | SA | NDUS | KY | , OH | 10 | | 5 |
| CITY | OF | ST. | EUBE | NVI | LLE | , он | 10 | 4 |
| CITY | OF | TA | COM | 4, W | VASI | HING | TON | 5 |
| CITY | OF | SA | LTL | AKI | E, U | TAH. | | 5 |
| COUN | TY | OF | CLA | RK. | IND | IAN. | A | 5 |
| COUN | TY | OF | WOO | D, (| они | D | | 5 |
| COUN | TY | OF | AUG | LAL | ZE, | OHIO |) | 6 |
| COUN | TY | OF | PIER | CE. | WA | SH. | | 6 |
| COUN | TY | OF | SILV | ER I | BOW | , MO | N | 5 |
| | | | | | | | | 100 |

Price and particulars on application.

Farson, Leach & Co.,

New York, 2 Wall St.

WARRANTS SELECTED WASH-COUNTY, CITY AND SCHOOL.

NEW LOANS.

German-American Investment Co.,

52 WALL ST., NEW YORK.

FGround Floor opposite Custom House.)

High Grade Municipal Bonds for investment by Savings Banks and Trustees. Descriptive circular sent upon application.

Rudolph Kleybolte & Co. Investment Bankers,

30 West Third Street, Cincinnati, Ohio.

Choice Investment Bonds of Cities, Counties and School Districts.

LISTS MAILED UPON APPLICATION.

Connecticut Savings Bank Investments.

\$25,000

TOWN OF GREENWICH, CONN., 20-YEAR SCHOOL 48.

\$25,000

CITY OF LEXINGTON, KY., 40-YEAR REFUNDING 48.

Street, Wykes & Co., 44 Wall St., N. Y.

NEW LOANS.

| BOSTON 30-YEAR48 |
|---------------------------------------|
| CLEVELAND 30-YEAR4s |
| DETROIT 10-YEAR78 |
| CHICAGO 20-YEAR48 |
| CINCINNATI 14-YEAR68 |
| MILWAUKEE 10-YEAR5s |
| Price and particulars on application. |
| |

N. W. HARRIS & CO.,

BANKERS,

15 WALL STREET, NEW YORK.

BONDS.

City of Pittsburg, Pa.
City of Brooklyn, N. Y.
City of Denver, Col.
City of Pueblo, Col.
City of Davenport, Iowa.
City of Superior, Wis.
City of Anderson, Ind
City of Youngstown, Ohio. Price, description and full list of other Securities on application.

C. H. WHITE & CO., 72 BROADWAY, -_-NEW YORK.

WE OWN AND OFFER

\$300 000 Monroe County, N. Y. 31/2s. 18,000 City of Troy, N. Y. 31/2s, 75,000 State of Idaho 5s.

And Other Equally High-Grade Municipal Bonds, Legal Investmentss for I York State Savings Banks.

WHANN & SCHLESINGER. 2 Wall Street, New York.

W. N. Coler & Co.,

BANKERS.

MUNICIPAL BONDS.

84 NASSAU STREET.

Maine.—The following statement of Maine's outstanding obligations and general financial condition has been corrected by means of a special report to the CHRONICLE from State Treasurer Francis M. Simpson. During the past year the State paid \$50,000 on its bonded debt and wiped out its floating indebtedness by the payment of \$100,000.

| LOANS- | | 17 | tes | rest | | Principal | 1. |
|-------------------------------|------------|------|-----|------|-------|--|-------------|
| NAME AND F | LIBPOSE | Rate | P | anie | ible. | When Due. | Outstand'g. |
| Reissue Loan, Original, 18 | 1889 "A | ." 3 | J | & | DS | June 1, 1895-1901 333,000 yearly. | \$231,000 |
| Do | Class "B | ." 3 | J | & | D | June 1, 1902-1911 } \$50,000 yearly. | 500,000 |
| Do | Class " C. | ." 3 | J | & | D | June 1, 1912-1921 } \$50,000 yearly. | 500,000 |
| Do | Class "D. | ." 3 | J | & | D | June 1, 1922-1929 35,000 yearly. | 280,000 |
| Raissue Loan, Original, 18 | | " 3 | A | & | 0 } | Oct. 1, 1895 to 1901 } \$17,000 yearly. | 119,000 |
| Do | Class "B, | " 3 | A | & | 0 { | Oct. 1, 1902 to 1911 \\ \$20,000 yearly. | 200,000 |
| Do | Class " C. | " 3 | A | & | 0 } | Oct. 1, 1912 to 1921 \\ \$28,000 yearly. | 280,000 |
| Do | Class "D. | " 3 | A | de | 0} | Oct. 1, 1922 to 1929 ; \$3,000 yearly. | 24,000 |
| Bonds to State | College. | . 5 | J | de | D | June 1, 1919 | 118,300 |
| | do . | . 4 | J | de | J | July 1, 1917 | 100,000 |
| Bond to Insane | Hospital | | | & | | July 1, 1917 | 50,000 |
| DAD WALL | The The | 1 | _ | | -1- | 1-9- for 01 000 | |

PAR VALUE -The bonds are chiefly for \$1,000 or multiples thereof.

INTEREST is payable at the State Treasury, Augusta, Mc.

TOTAL DEBT, SINKING FUND, &c.—The subjoined statement shows Maine's total funded debt on the first of January of each of the last three years.

| 1895. | 1894. | 1893. | 1894. | 1893. | 1894. | 1893. | 1895. | 1894. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895. | 1895

Years. 1894... 1892... 1891...

| Real. | Personal. | Total. p | er \$1,000 |
|---------------|--------------|---------------|------------|
| \$249,629,509 | \$74,848,812 | \$324,478,321 | \$2.50 |
| 236,135,199 | 78,194,982 | 314,330,181 | 2.75 |
| 233,895,031 | 75,201,010 | 309,096,041 | 2.75 |
| | | | |

Indianapolis, Ind.—(Chronicle, vol. 58, pages 660 and 787, and vol. 59, page 384.)—C. T. Denney, Mayor. The following statement regarding the indebtedness of Indianapolis has been corrected to date by means of a special report from P. C. Trusler, City Comptroller.

| and apolis is the country see | of mariou Country. |
|--|---|
| LOANS— When Due. FIRE DEPARTMENT— 73s, J&J, \$7,000July 1, 1895 LIBRARY BUILDING—† 5s, J&D, \$90,000July 1, 1902 (\$10,000 due y'rly) to July 1, 1910 PATTERSON LEVEE— 6s, July 1, \$5,000July 1, 1896 | REFUNDING BONDS—(Contin'd)— 4s, J&J, \$45,000Jan. 1, 1910 4s,109,500Jan. 26, 1920 4s, J&J, \$600,000Mar. 1, 1924 4s, J&D, 300,000June 30,1924 4s, J&D, 300,000July 1, 1895 73s, J&J, \$200,000July 1, 1895 73s, J&J, \$200,000Jan. 1, 1896 UNION RR, T, & STOCK YARD*— 6s, J&J, \$500,000Jan. 1, 1897 |
| | |

* The city holds \$500,000 of company's bonds as security. † The library bonds are not properly a part of the city's debt.

PAR VALUE OF BONDS,—The bonds are all in pieces of \$500 and \$1,000.

INTEREST is payable at the office of Winslow, Lanier & Co., New York.

TOTAL DEBT, ETC.—The subjoined statement shows the total bonded debt of Indianapolis and the city's temporary loans on each of the dates indicated.

| Jan.1,1895. Jan.1,1894. Jan.1,1893. Sept.1,1891. Total funded debt....\$1,885,500 \$1,919,500 \$1,905,500

CITY PROPERTY.—The city owns \$500,000 of the "Union Rail-road Transfer and Stock Yards Company" bonds. The principal and interest coupons of these bonds become due one month prior to the principal and coupons of the city's bonds issued in aid of this company

ASSESSED VALUATION.—The city's assessed valuation (about 60 per cent of cash value) and tax rate have been as follows:

Personal Total Assessed Total Tax

| Years. | Real Estate. | Property. | Valuation. | |
|-----------|--------------|----------------|----------------|-------|
| 1893 | | | \$103,547,925 | |
| 1892 | | \$29,915,795 | 99,208,900 | |
| 1891 | 65,520,885 | | 93,595,930 | |
| 1890 | 69,694,230 | 24,006,960 | 93,701,190 | 15.55 |
| 1887 | 35,765,855 | 14,719,765 | 50,485,620 | 18:20 |
| 1886 | 39,069,305 | 19,136,585 | 58,205,890 | 13.50 |
| 1880 | | ********** | 48,099,940 | |
| POPULATIO | NIn 1890 | population was | 105 436 · in 1 | |

75.056; in 1870 it was 48.244

FINANCIAL.

NOTICE OF SALE OF BONDS.

Notice is hereby given that \$33,800 of Pittston Borough Bonds in issues of 33 in hundreds, 30 in five hundreds and 15 in thousands, will be sold at auction at the Town Hall, on Saturday, January 26, at 2:30 P. M.

M. J. LANGAN, Borough Treasurer.

8% Municipal Warrants

OUR SPECIALTY. Choice State, County and City Issues always on hand. WASHINGTON IMPROVEMENT CO., 31 Equitable Building, Boston.

W. J. Hayes & Sons, BANKERS,

Dealers in MUNICIPAL BONDS.

Street Railway Bonds, and other high grade investments BOSTON, MASS., Cleveland. Ohio. e Place. 311-313 Superior St. Cable Address, "KENNETH." 7 Exchange Place.

SOUTHERN LANDS

At PRESENT PRICES are the CHEAPEST PROPERTY in AMERICA. Investigate and you will Invest. 21

TIMBER,

MINERAL,

FARMING.

LARGE,

SMALL,

TRACTS.

MBER, MINERAL, FARMING.

Send 25 cents for "The Road to Wealth Leads Through the South."

E. C. ROBERTSON & CO., Cincinnati, O. (Neave Building.)

MORTGAGE LOANS

TEXAS.

7 Per Cent and S Per Cent Net. NO COMMISSIONS charged borrower or lender until loans have proven good.

FRANCIS SMITH & CO., SAN ANTONIO, TEXAS.

A. E. Hachfield, INVESTMENT SECURITIES.

" Pine Street, New York.

SPECIALTIES: Railroad Bonds and Stocks. Quota tions furnished on application and corres pondence solicited.

WANTED: Memphis & Charleston RR. Bonds.
Control RR. & Banking Co. of Georgia
bonds. Toledo.Aun.Arbor & North Michigan
htt underlying hauses.

CHICAGO.

Title Guarantee & Trust Company OF CHICAGO,

92, 94 & 96 WASHINGTON STREET.

GUARANTEES TITLES TO REAL ESTATE.
MAKES ABSTRACTS OF TITLE.

Offers investors in real estate securities protection afforded by no other system of doing business.

Is authorized by law to act as Registrar of Stocks

and Bonds, Executor, Receiver and Trustee for Estates, Syndicates, Individuals and Corporations. Trust moneys and trust securities kept separate from the assets of the Company.

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Premiums on Marine Risks from 1st January, 1893, to 31st
December, 1893............\$3,193,868 16
Premiums on Policies not marked off 1st January, 1893..... 1,403,200 31 Total Marine Premiums \$4,597,068 47

Premiums marked off from 1st January, 1893, to 31st December, 1893..... \$3,490,552 **70** Losses paid during the

Returns of Premiums and Expenses..... \$711,138 89

The Company has the following Assets, viz.: United States and City of New York Stock; City, Back and

37.98 : 455 00 1,65 4,000 00 Company, estimated at......
Premium Notes and Bills Re 1.086,828 74

 ceivable
 1,117,174 29

 Cash in Bank
 205,600 46

 Amount......\$12,055,058 49

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THE OUTSTANDING CERTIFICATES of the issue of 1889 will be redeemed and paid to the holders thereof, or their legal representatives, on and after Tuesday, the sixth of February next, from which date all interest thereon will cease. The certificates to be produced at the time of payment, and canceled.

A DIVIDEND OF FORTY PER CENT is declared on the net earned premiums of the Company for the year ending 31st December 1893, for which certificates will be issued on and after Tuesday, the first of May next. By order of the Board,

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