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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. 61.

### SATURDAY, AUGUST 24, 1895.

NO. 1574.

### The Chronicle.

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#### WILLIAM B. DANA COMPANY, Publishers, Pine Street, Corner of Pearl Street,

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#### CLEARING HOUSE RETURNS.

The following table, made up by telegraph, etc., indicates that the total bank clearings of all the clearing houses of the United States for the week ending to-day, August 24, have been \$907,550,993, against \$936,329,667 last week and \$792,448,117 the corresponding week of last year.

CLEARINGS.	Week Ending August 24.					
Returns by Teleg h.	1895.	1894.	Per Cent			
New York	\$419,739,449	\$354,910,730	+18%			
Boaton	68,521,023	59,814,662	+144			
Philadelphia	50,544,123	44,427,548	+13%			
Baltimere	9,692,057	9,379,388	+ 31			
Chicago	68,718,959	67,218,276	+ 2-2			
St. Louis	17,733,230	15,259,033	+16.3			
New Orleans.	4,253,939	3,994,483	+ 6.5			
Seven citles, 5 days	\$639,202,780	\$554,999,120	+15-2			
Other cities, 5 days	120,332,471	110,011,614	+ 9.4			
Total all cities, 5 days	\$759,535,251	\$665,010,734	+14'2			
All cities, 1 day	148,015,742	127,437,383	+16.1			
Total all cities for week	\$907,550,993	8792,448,117	+14'5			

Total all cities for week... \$907,550,993 \$792,448,117 +145

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, August 17, 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 an increase in the aggregate exchanges of a little less than six million dollars, but at New York the gain is eight millions. Contrasted with the week of 1894 the total for the whole country shows an increase of 12 per cent. Compared with the week of 1893 the current returns record an excess of 26 per cent and the loss from 1892 is 10.8 per cent. Outside of New York the gain over 1894 is 5.4 per cent. The excess over 1893 reaches 34.2 per cent, but making com-

parison with 1892 the decrease is seen to be 96 per cent,

Week ending August 17.

	Clearings at-	1895,	1894.	1898 P. Ce	nt. 1893.	1892,
		400 004 1	***************************************		. 8	8
	New York	498,354,41	2) 422,272,4	15 +1	8.0 415,117,	641 564,285,020
	Philadelphia Pittsburg	09,020,4	72 55,689,9 24 10 -04.9	79 +1	8'9 50,799 8'5 8,469 5'4 12,360, 8'3 3,693,	641 564,285,029 466 63,129,436 668 14,025,668
	Baltimore	10,970,5	10, 04,9 14 12,969,4	55 -1	12.360	198 14 109 506
-11	Buffit O.			320	3'3 3,693,	963 3 672 120
10	Washington,	1,828,3 1,322,9 992,1	1,863,5 1,206,9	60 +1		198 14,198,569 963 3,672,120 844 1,747,739 022 1,208,953
L	Rochester	999 1	1,200,0	41 +1 84 +1	950,	1,208,953
	Wilmington	680,85	831,60 627,8 62 610,60	48 +8	3'4 707	55.3 197 822,046 905,090
4	Scranton	628,90	52 610,6	98 +1	101	
	Binghamton	347,00	202,0	UU T21		
-	Total Middle	591,243,20	18 510,369,33	56 +14	193,917,	158 664,214,236
1	Destan	84,180,58	71 700 as	10 117	-9 80 110	
-	Providence	4.822.10	4 384 5 3Y	301 11	3 62,110, 3,916,	1000 5 000 100
3	Hartford	1	4 1,425,00 3 1,165,74 6 1,109,45	14 +29 17 +18	1,437	058 1.780 901
r	New Mayen	1,343,62	1,165,74	17 +18	1 189	995 1,652,205
	Springfield Worcester	** ** *******	1,233,31	)3 +14 (4 +4	1,487, 3 1,189, 4 1,012, 6 970,	551 1,232,870 339 1,161,815 502 1,272,874
	Portland	1,104,93	1 1 043,92	4 0		000 1,101,818
	Fall River.	X04.21	1 608,51 2 534,14	9 +24	0 456,0	
0	Lowell New Bedford	788,98	A34.14	0 +34		676 650,789 142 481,865
2					THE PERSONNELS AND ADDRESS OF THE PE	
7	Total New Eng.	97,728,80	2 83,614,95	0 +16	72,593,5	204 97,004,697
	Chicago	79,763,15	1 93,500,28	5 -4	5 59.785.9	98,485,351
	(Sncinnati	11,198,90	1 F3,500,28 0 13,473,75 3 4,156,26	0 -16	5 59,785,6 9 6,978,7 4 2,542,6	50 11,971,500
		4,880,07	4,156,26	7 110	2.540,0	001 6,295,568
1	Detroit	8,455,3* 5,951.29	7 6,015,70 4,573,66	3 +40 6 +80	1 8,476,8	
			0 2,964,00	0 -9	4 1 910 8	500 3,185,000 1,839,500
1	Peoria Indianapolis	1,857,59	5 2,752,85	7 32	5 1 199,9	1,678,500
-	Indianapolis	1,384,11 821 44	1 112,04	2 124	0 914,7	29 1,280,078
1	Grand Rapids		782,81 489,45	4 +18		27 01 93R 900
	Lexington	204.75	303,50	4 4-20	2 292,3	108 449,010 137 378,390
		\$ 255,896,394 E 4	245,34	8 +38	50978	(88)
1	Akron. Springfield, Ohio Canton Rockford	326,150	130,70	0 +41	0 150.0	200,000
1	Canton.	148,241	145.50	5 TI	8 116,1	161,364
13	Rockford	204,500	175 71	6 +16	6 1700	
	AN ORGANIZATION OF THE PARTY	The state of the s	221,72	+39	7	
	Tot. Mid. West'n	119,181,040	121,214,003	1 -1	7 83,497,7	
1	Con Propoleon	14 365.946	12 410 20	47-	1 11 000 0	The second secon
	San Francisco Portland	975,951	1 10000 0000	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	11,803,0	88 18,199,988
19	Portland Salt Lake City	1,196,658	1,015,789	+17	538.1	40 1.750.000
			1,015,785 478,343 561,08	-3	474.3	83 18,199,985 66 2,301,877 40 1,750,000 1,105,113 50 880,707 16 634,901 90 895,558 92 880,000
13	los Angeles	\$37,585 1,189,081	001,081 ~10,548	+39	344,40	880,707
16	Helena	537,117	661,880	10"	950.00	00 004,901
10.0	SDOKADO		259,128	+315	203,19	92 880,000
1 3	SIOUX Falls	01,236	131,094	-017	110,00	155,000
13	argo				The second second	*******
	Total Pacific		18,463,171	46.1	15,024,81	26,743,151
1	Cansas City	10,098,332	8,916,592	+131	5,750,00	00 10,031,137
10	dinneapons	0,739,553	4,930,481	+104	3,271,39	7.674.084
10	/ HAR III But one water care	1 49, 51/4_000-4	3,934.881	-21-9	3,278,05	
li	t. Paul	\$,070,327 2,478,645	3,7 /3 916 2,430 280	+712	2,193,99 1,468,86	
Î	Juluth	2,100,000	2,269,677	-2°0 -7°8	1,549,09	0,020,008
8	Juluth	1,245,000	1,422,233	-104	1,549,09 1,155,09 292,88	1,457,556 1,623,248 776,878
F	loux City les Moines	394,831 875,000	\$15,142 989,048	-23.5	292,88	776,878
2.	STRUCKER	315,204	371,626	-15°2	500,61 375,22	751,403
1 7	Vichita	3025.015	303.*20		321 03	
1000	AND MARKET AND ADDRESS OF THE PARTY OF THE P	347,917 50,766 69,987	398,334	-12'8 -80'0	266,08	8 508,750 7 408,100
H	remont	80,700	84,400 50,000	4-89-8	53,94 55,76	8 68,000
A	Tot. other West.			-		Married Control of the Control of th
0		SF # SE SS # 1 13	30,414,447	42.0	20,577,87	40,067,766
8	t. Louis	21,213,340	21,982,402 5,25*,715 6,186,22* 1,481,785	-0.3	15,489,15	1 22,208,407
23	ew Orleans	6,815,613	5,25*,715	+201	4,714,28 2,515,12	6,572,044 6,698,238
G	ouisville	5,668 464 1,644,247	1.481 785	+11.0	1.857 FO	6,692,238
		1.850.000		478	1,357,600	1,437,411 1,523,671 2,341,162
1.8%	ichmond	2,198,421 1,519,928	2,020,314 1,300,000 1,067,49	+8.8	2,801,720 794,891	2,341,162
		1,519,928 1,190,985	1,700,000	+16.µ +11°5	794,895	
	emphistlanta	998,485	782,288	** 30°3	870,801 525,589	1,348 068 967,007
N	ashvillo	894,002	746,846	+19.8	650,000	
		1,004,055	951.601	+ 500	653,843	698,146
		966,345 381,288	775,570 408,30	+11°7 -18°6	653,843 751,384 256,763	698,146 828,748
EV	ort Worth	025,000	560,203	Met 1, 1, 113 1	295,684	359.684 711.722
8.31	MARKET AND THE PARTY OF THE PAR	370,699	235,656	+0176	295,684 449,845 217,113	488,219
	eksonville	252,815 932,900	196,000	-21.1 $-21.1$	217.113	250,000
L	ttle Rock*	232,979 586,502	750,00	1700	145,799	411,500
-	Total Southern	47,211,665	45,841,920	+4'1	33,285,680	49,301,033
			W.S. ST. ST. ST. ST.	1 1000	99,600,000	49,001,038
	Potal all	976,339,667	800,447,90"	+120	719.146.081	1,015,689,338
	Outside N. York.	407,975,247	387,175,492	+5.4	304,028,440	
	NAME OF TAXABLE PARTY.		- STILL DIKE	1	201,000,440	451,404,309
W	ontreal	11 /10 000	0.000		10000	
	ontreal	11,412,926 5,972,730	4.957.686	T23'8	10,079,288 4,746,565	11 564,278
<b>REL</b>	ARREST AND ADDRESS OF THE PARTY	1,139,054 753,633	1,842,750	-8.3	1,142,789	4,839,317 1,252,596
0.7(5)	PRESENTATION NAME OF TAXABLE	753,683	9.373,686 4,257,641 1,842,750 899,424 506,77,	-6'14	The state of the s	245500
SAG	MILLIOUS	2015,0190	508,77,	+17'2	600,712	682,772
-	Cotal Canada	19,170,673	16,190,291	T14-1	16.549.832	18,839,263
1	Not included in to	tals.				

### STREET RAILWAY EARNINGS.

Attention is directed to the very extensive tabulations of the monthly earnings of street railways which we give to-day in our department on Railroad Earnings. Only a few weeks have elapsed since we began active work in procuring monthly and weekly returns of the earnings of street railways, the same as we have been doing for so many years in the case of the steam roads, and hence it is very gratifying to be able to state that our tables to-day include 59 roads making reports of gross earnings and 53 roads making returns of both gross and net, either monthly or quarterly. statements will be found on pages 320 and 321. We need hardly say that no effort will be spared to still further extend the list from week to week hereafter.

### THE FINANCIAL SITUATION.

The prominent event the current week has been the reduction in the rates for foreign exchange, the first reduction in the posted rates since July 30th. The change referred to followed continued exports of gold, which up to Thursday night reached \$3,100,000, and the deposit of \$2,000,000 of that metal in the Treasury in New York by the Morgan-Belmont Syndicate, with \$700,000 more deposited in Boston for transfer to New York, but still held for Syndicate account. This reduction in rates has of course lessened the profits of exporters of gold, and yet the further amount of \$1,100,-000 was taken yesterday for shipment to-day. In some quarters the feeling is quite decided that the demand for remittance is becoming less urgent, and that moderately free offerings of bills would be likely to bring about a further reduction which would make gold exports hazardous if not unprofitable. The immediate cause of the decline was a supply of bankers' bills against some of the above shipments and larger offerings of cotton futures at lower figures.

There are features which have hitherto not responded to the improved outlook that are this week giving signs of progress. Among these is an increasing movement of currency to the interior. Some banking houses having large correspondence report a wider and larger inquiry for re-discounts not only from an increasing portion of the South but likewise and especially from the Northwest. This latter is encouraging, for it confirms reports of improving business in that large section, where, up to a late date, operations have been so restricted. Of course these shipments of currency have as yet had very little effect on the money market. The banks hold such a large surplus and the amounts of currency freed by the Syndicate's returns of cash to those institutions participating in that contract have been so considerable that until the movement to the interior becomes more urgent it cannot have any decided influence on the market rates. Still we must not lose sight of the fact that all the currency we have now was fully occupied at this time in 1892. If so, why should it not be again in use when the bountiful harvests which have now so nearly been made shall be gathered and be in process of distribution? Such crops cannot fail to quicken into new life the vast districts that depend upon these agricultural results, and as soon as that happens money can no longer go begging at one per cent.

The July statement of earnings of the Chicago & North Western Railway Company also affords evidence

furnishes a striking illustration of the decided change for the better which has already taken place in the earnings of some of the Western roads, even before they are receiving the benefits of this year's large grain crops. The statement shows compared a gain in gross earnings as year preceding same month of the the large sum of \$435,343. Of course comparison is with the period of the great railroad strike last year, when earnings were very heavily reduced. But the fact must not be overlooked that the road is still suffering from the effects of last season's crop shortage. What a serious matter that was in its case will be understood when we say that in Nebraska, where nearly a thousand miles of its tributary lines are situated, the crop failure was so complete that portions of the population were left in an actually destitute condition. Hence it has been not merely a loss in the grain tonnage that has followed from the crop shortage, but a general impairment of business in the same section resulting from the diminished purchasing power of the people living

We cannot state what the exact amount of loss in earnings was last year, because the mileage had been increased by the addition of the Milwaukee Lake Shore & Western. But we may say that the earnings now, at \$2,643,541 for this year, with the Lake Shore & Western included, are nearly the same as for July 1893, before that road was embraced in the accounts, the total then having been \$2,669,422. From our knowledge of the earning capacity of the Lake Shore & Western, we should judge that on the same basis of mileage the gross revenues the present year would show a loss from those of two years ago of from \$300,000 to \$350,000, or say about 10 per cent. is a very small ratio of Obviously this crease, considering that in 1893 passenger earnings were swelled by the travel to the World's Fair, and considering also that this year's crops have not begun to count in the grain movement, the corn crop not yet having reached maturity, and the harvesting of the spring-wheat crop being only recently begun. The conclusion then would seem clearly warranted from these facts that in anticipation of the good effects to result from the large crops general business has already materially expanded in the Western coun-

Here in the East, of course, where manufacturing industries abound, the roads are unquestionably feeling the effects of the revival of business activity. The Baltimore & Ohio has issued its statement for the month of July, and reports a gain of \$92,832 in gross earnings and of \$87,714 in net earnings. The increase extends to both the Eastern and the Western lines, but the greater part of it has occurred on the lines west of the Ohio River. For the combined system the gross is only \$192,993 less than two years ago at the time of the World's Fair. and the net \$130,753 less. If we go back to 1892, we find the gross now at \$1,919,078 compares with \$2,-086,556 and the net at \$556,123 compares with \$525,320. In other words, the loss in gross from three years ago is only about 8 per cent, while the net is actually somewhat better than at that time. As the general average of rates is very much lower now, it is evident that the volume of business can not be greatly less than in the year mentioned.

In England this week some noteworthy records of of the growing activity of business and at the same time fast time have been made. On the other side of the

ocean rivalry between the different roads does not take the form of cuts in rates, but leads to efforts to excel in the matter of speed and service and accommodations. There has long been active competition and rivalry between the Great Northern and the London & Northwestern, both having lines to Scotland. 1888 this rivalry took a very spirited form, and we noted at the time the speed records made by the two roads. Latterly another trial of the same kind has been in progress, each road seeking to surpass the other in reducing the time between London and Aberdeen. The result has been the breaking of all previous records and a very remarkable display of speed. On one day the Great Northern covered the distance, which in its case is 527 miles, in eight hours and forty minutes, and the London & Northwestern made the trip over its route of 540 miles in eight hours and fifty-five minutes. In other words, the Northwestern made 540 miles 535 minutes and the Great Northern 527 miles in 520 minutes. This is in both cases over a mile a minute for the whole trip. In this country we can point to much higher rates of speed for short distances, but for a long journey the achievement here noted is quite unexcelled. It shows what a high state of development the art of railroading has attained in Great Britain, and to what perfection roadbed and track have been brought that such a record should be possible.

Money on call, representing bankers' balances, has loaned generally at 1 per cent at the Stock Exchange. No transactions have been recorded at a lower rate and only a few, and for small amounts, at any higher Banks and trust companies find it difficult figure. to loan money even at this rate, and they quote one per cent as the minimum. There is a disposition to hold rates for time contracts firmly at 14 per cent for thirty days, 2 per cent for sixty days, 21 per cent for ninety days to four months and 21@3 per cent for five to seven months, and a few transactions have been made at 21 per cent for four and 3 per cent for six months, but the demand for shorter dates is small and the offerings for periods extending beyond the end of the year are not liberal. A better inquiry for re-discounts from the South is reported to us, and particularly from Texas, Georgia, Tennessee, and North and South Carolina, but as yet nothing has been done for New Orleans or Mobile bankers. The demand from the extreme Northwest is especially good, and it is believed that the enormous crops of spring wheat which will be raised in some of those States will result in a greater demand later on. In one locality in the Red River Valley a banker reports a yield of wheat of 58 bushels to the acre, which indicates the character of the crop The that local demand section. for not large, and is some the buyers among the banks appear to be holding off for better rates. The supply of new names is not increasing, though this is the season when the borrowing should be good for the spring business. Quotations for paper have improved and they are now firm at 31@ 4 per cent for sixty to ninety-day endorsed bills receivable, 34@41 per cent for four month's commission house, 41 per cent for prime four months, 41 per cent for prime six months and 5@6 per cent for good four to six months single names, some of which are readily taken.

The Bank of England minimum rate of discount remains unchanged at 2 per cent. The cable redrawers.

ported discounts of sixty to ninety-day bank bills in London dearer early in the week at 11-16 of 1 per cent, but yesterday the rate was § again. The open market rate at Paris is 11 per cent, and at Berlin and Frankfort it is 13 per cent. According to our special cable from London the Bank of England gained £1,385,489 bullion during the week and held at the close of the week £40,421,741 against £39,886,0991 August 30 last year, which was the highest ever Our correspondent further advises us that recorded. the gain was due to receipts from the interior of Great Britain of £318,000 and of imports of £1,067,000, of which £953,000 were bought in the open market, £51,000 were imported from Australia, £49,000 from India and £14,000 from France.

This week the tone of the foreign exchange market has been easier than for any time since the end of July. The most decided influence upon the market was the offering of bills early in the week against the shipments of gold last week, and a lighter demand, much of the inquiry for remittance having been satisfied by these shipments, and intending remitters holding off in the expectation of getting bills at a lower rate later in the week. It was reported that cotton and grain futures were more freely offered, and that this was a reason for the easier feeling in the market. tions for actual business in sterling on Monday were 4 891@4 894 for long, 4 901@4 904 for short and 4 904 4 90% for cable transfers, and some of the latter against gold shipments were offered at 4 90½, but only 4 90¼ was bid. On Tuesday Oelrichs & Co. sent \$100,000 and Handy & Harman shipped \$50,000 gold on the Spree, and it was then announced that Hoskier, Wood & Co. would send \$1,750,000, Nesslage & Fuller \$100,000 and W. H. Crossman & Bro. \$1,000,000 on the following day. The bills against those shipments, and especially those drawn by Hoskier, Wood & Co., who were remitting for new 4 per cent bonds sold here, were freely offered, and the tone of the market grew easier, though it was not as yet quotably lower except for cable transfers, which were sold at 4 901. On Wednesday the demand for remittance there was no disposition to buy bills. In the afternoon sales of long sterling were reported at 489, of short at 4 897 and of cable transfers at 4 90. Brown Bros. reduced their rates for long to 4 89½ and for short to 4 90½. On Thursday holders of bills were apparently desirous of selling, offerings of cotton and grain futures were at fractionally lower rates, and the tone was quoted by some bankers as easy, though others claimed that it was steady. There was no special demand, as is usually the case on Thursdays, and insome quarters a slightly nervous feeling on the part of holders was reported. Yesterday the tone in the afternoon was decidedly weak. Nesslage & Ealler shipped \$100,000 on Thursday. Yesterday Hoskier, Wood & Co. withdrew for shipment to-day \$600,000, Nesslage & Fuller \$100,000, Handy & Harman \$150,000 and Hard & Rand \$250,000, making the week's shipments \$4,200,000. On Tuesday the Morgan-Belmont Syndicate deposited \$2,000,000 gold in the Sub-Treasury at New York in exchange for legal tenders and yesterday they deposited \$700,000 at Boston, but it was subsequently announced that this latter was for transfer to New York, and that the gold is still held for the Syndicate's account, to be used hereafter as occasion may require. The following table shows the daily posted rates for sterling by the leading

			Tues., Aug. 20.	Wed., Aug. 21. 90-89%	Thurs., Aug. 22. 8916	Fri., Aug. 23. 8916
Brown Bros 600 days.	90	90	90 91	91-90%	90%	90%
Baring, 600 days Magoun & Co.   Sight	. 90	90 91	90 91	90 91	90 91	90 91
Bank British   60 days No. America   Sight	90	90 91	90 91	90 91	90 91	90
Bank of \$60 days Montreal Sight		90 91	90 91	90 91	90 91	90
Canadian Bank § 60 days. of Commerce. § Sight		90 91	90 91	90 91	91	90 91
Heidelbach.Ick- (60 days. elhelmer & Co (Sight		90 91	90 91	90 91	90 91	91
Lazard Freres \ 60 days. Sight	. 90 . 91	90 91	90 91	90 91	90 91	90 91
Merchants' Bk. { 60 days. of Canada } Sight	. 90 . 91	90 91	90 91	90 91	90 91	90 91

The market closed weak on Friday at  $4.89\frac{1}{2}@4.90$  for sixty-day and  $4.90\frac{1}{2}@4.91$  for sight. Rates for actual business in sterling were  $4.88\frac{3}{4}@4.89$  for long,  $4.89\frac{3}{4}@4.90$  for short and  $4.90@4.90\frac{1}{4}$  for cable transfers. Prime commercial bills were  $4.88\frac{1}{4}@4.88\frac{1}{2}$  and documentary  $4.87\frac{3}{4}@4.88$ .

We have referred above to the gain in gross and net earnings for July reported by the Baltimore & Ohio. The Pittsburg Cincinnati Chicago & St. Louis, one of the lines in the Pennsylvania Railroad system, for the same month reports \$170,999 increase in gross and \$72,116 increase in net. The Nashville Chattanooga & St. Louis shows gross of \$375,565 for July 1895, against \$350,674 for July 1894, and net of \$150,155 against \$141,994, and the San Francisco & North Pacific gross of \$82,360 against \$77,670, and net of \$23,897 against \$32,324.

	July Earnings						
	1895.	1894.	1893.	1892.			
Name of Road-	8	- 8	\$	\$			
Baltimore & OhioGross	1,919,078	1,826,246	2,112,071	2,086,556			
Net	556,123	468,409	686,876	525 320			
Pitts. Cin. Chic. & St. L GrossI	nc.170,9991	Dec.200,659	Inc.55,320	Inc. 15,640			
Net 1	nc. 72,116	Dec.1,454	Inc.46,525	Dec. 61 667			
San Fran. & No. PacGross	82,360	77,670	76.237	88,407			
Net	33,897	32,324	27,995	39,575			

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

Week Ending Aug. 23, 1895.	Received by N. Y. Banks.	Shipped by N. Y. Banks.	Net Interior Movement.
Currency	2,829,000	\$4,790,000	Loss.\$1,961,000
Gold	411,000	160,000	Gain. 251,000
Total gold and legal tenders	\$3,240,000	\$4,950,000	Loss.\$1,710,000

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

Week Ending Aug. 23, 1895.	Into Banks.	Out of Banks.	Net Change to Bank Holdin s
Banks' interior movement, as above	\$3,240,000		Loss.\$1,710,000
Sub-Treas. oper. and gold expts	16,700,000	20,600,000	Loss. 3,900,000
Total gold and legal tenders	\$19,940,000	\$25,550,000	Loss. 5,610,000

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

Bank of	Aug	just 22, 189	05.	August 23, 1894.			
2/4 100000000	Gold.	Silver.	Total.	Gold.	Silver.	Total	
The same of	£	£	£	4	4	4	
England	40,421,741		40,421,741	89,597,412		39,597,412	
France	82,109,800	50,426,667	132,536,467	76,013,000	50,729,000	126,772,000	
Germany*	36,206,840	14,788,710	50,995,550	34,493,000	14,039,000	48.582,000	
AustHung'y	20,471,000	13,280,000	33,751,000	12,645,000	15,902,000	28,547,000	
Spain	8,004,000	12,070,000	20,074,000	7,943,000	9,256,000	17,199,000	
Netherlands.	4,285,000	6,940,000	11,225,000	4,528,000	6,901,000	11,429,000	
Nat.Belgium*	2,754,667	1,377,333	4,132,000	2,934,000	1,467,000	4,401,000	
Tot.this week							
Tot. prev. w'k	192,668,277	98,832,030	291,500,307	176,035,994	97,837,333	273,903,327	

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

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

THE NEED FOR BETTER FREIGHT RATES.

With many it has been an accepted article of faith in recent years-in contemplating the great decline in freight rates which has occurred on our railroad lines within the last decade—that rates had at length got so low that there was little likelihood they could go much lower. This belief possibly will explain the indifference with which the reports of the demoralization in rates, which have been so frequent of late, have been received. Study of the annual report of the Chesapeake & Ohio, however, received this week, is calculated to shake confidence in the accuracy of this belief. The report itself we review in a separate article on another page, but the decline in rates is such a striking feature of the recent history of this road, and the effects of the continued fall are so marked in its case, that we print here the road's traffic movement for the last four years, with the revenue derived from it. The figures are for the company's fiscal year ending June 30.

The Park William	Tons carried	Mills per ton	Gross
Year—	one mile.	per mile.	Revenue.
1892	1,359,657,261	5.36	\$7,284,386
1893		5.11	7,565,511
1894	1,387,891,879	4.78	6,630,201
1895	1,720,788,501	4.25	7,304,816

The 1895 tonnage was thus much the largest of any of the years. Nevertheless while the company carried 1,720 million tons one mile in 1895, against 1,359 million tons in 1892, an increase of nearly 30 per cent, the larger traffic yielded less than one-half of one per cent additional gross revenue—that is, while the company moved 361 million tons more freight one mile in 1895 than in 1892, it got only \$20,000 more gross revenue from this larger tonnage. The explanation is very simple. The average freight rate was 20 per cent less in 1895 than it had been only three years before, in 1892.

The further decline in this instance is particularly noteworthy because the start is from a very low average, the rate in 1892 having been only a little over half a cent per ton per mile—to be exact, 5:36 mills. Yet in the three years since then there has been a drop each year, and for 1895 the average was only 44 mills per ton mile-425 thousandths of a cent. Hitherto it has been supposed that an average of half a cent per ton per mile for the entire tonnage of a system, high class and low class, through and local, must be regarded as a minimum—as bed rock. But it is evident from the experience of the Chesapeake & Ohio-and the experience of that road is simply typical of the experience of other roads similarly situated—that the minimum has already been materially lowered, that a half a cent rate per ton mile can no longer be regarded as exceptional, and that with a continuation of the present tendency we shall soon reach a figure of only a third of a cent per ton per mile-that is, a point where a road must carry three tons of freight one mile in order to earn one cent! As a matter of fact, the Chesapeake & Ohio is carrying much freight on which it does not realize even as much as that; for instance on coal transported to the seaboard it received in the late year an average of only 2.93 mills. Even on the coal tonnage elsewhere than to the seaboard the average was but 3.86 mills.

It will no doubt be said that the Chesapeake & Ohio is a large coal carrier, hence high rates on it are out of the question, and furthermore that on the coal transported to the seaboard it has to meet competition more than ordinarily intense. We admit that some of the features in the Chesapeake & Ohio case are exceptional, but the question is not one of high rates but of exceptionally low rates and a steadily declining tendency at

that. Observe that even on its general merchandise tonnage the company realized an average no better than 5.26 mills per ton mile; and furthermore that the decline in rates has been general, and has not been confined to any one class of freight. Thus taking simply the last two years, the average on coal to the seaboard decreased from 3.20 mills to 2.93 mills, on coal elsewhere than to the seaboard from 4.43 mills to 3.86 mills, and on freight other than coal from 5.66 mills to 5.26 mills.

In this general decrease we see revealed the downward tendency which the whole body of railroads in the United States has experienced. Only in few instances do the averages approach the small figures of the Chesapeake & Ohio, but the roads have all suffered in the same way, and their rates are each year dropping to lower figures. An officer of the Chesapeake & Ohio notes that if the tonnage of 1895 had been carried at the rate received in 1892, the difference in net earnings would have been over \$1,900,000, or more than 3 per cent on the capital stock of the company. This illustrates strikingly the difficulties railroad officials have to contend against. The Chesapeake & Ohio was reorganized a few years ago on a basis of reduced fixed charges; at the same time its physical and financial condition was greatly improved, and it was given one of the best managements in the country. This management now takes pride in pointing to the fact that the company in the late year was able to earn all its fixed charges. And well it may, for certainly to come out with a balance on the right side of the account in such a year as the last, and with an average freight rate on the entire tonnage of 4.25 mills per ton per mile, is a most marvelous achievement. That the undertaking was not an easy one is evident from the fact that the Norfolk & Western, lying a little to the south of the Chesapeake & Ohio, with the same class of tonnage and having the same problems to meet, was forced to the wall.

President Ingalls in speaking of the further decline in the rate on "tidewater coal" in the late year says : "So far it has been impossible to make such an adjustment of this business as to get a fair rate." This remark might well be applied to the rate situation generally. It is because it has been impossible to make "an adjustment" of the traffic-that is, to apportion it in a satisfactory manner among the different roadsthat rates are not maintained on a remunerative basis, and are becoming less and less satisfactory.

Of course Congress is mainly at fault in denying to the railroads the privilege of entering into contracts which can be enforced in the courts. But it seems to us that the time has now arrived when the roads must themselves devise and apply a corrective. If no aid can be got from the legislative body, then the managers must go ahead and solve the problem somehow without such aid.

No one official by himself can accomplish much, but collectively the managers have it in their power to effect a change. We are aware that many efforts have been made in this direction in the past, and that they have all failed of success. But the trouble has now reached a pass where some way of improving the situation must be found.

In one particular the work is being greatly simplified by the course of events. With business reviving and large crops assured, the question is no longer one of tonnage but simply one of rates. The problem rerates or at unremunerative rates. We see that in the case of the Chesapeake & Ohio, if an average no higher than that of 1892, namely only about half a cent per ton per mile, could be realized, the company would earn a surplus of 3 per cent for its stock. With most other roads a small addition to the rate would make an equally marked difference in net results.

This small addition to rates could in the great majority of cases be secured by simply enforcing schedule tariffs, instead of cutting under them. The managers of the trunk lines are taking the necessary steps to prevent further cutting, and the managers in other parts of the country should fall in line and adopt a similar course. The alternative is further demoralization, and the loss of the bright prospects which present conditions hold out for the railroad interest.

### THE ANTARCTIC CONTINENT AND THE GEOGRAPHICAL CONGRESS.

One of the principal features of the International Geographical Congress, the sittings of which have just been brought to a close in London, was the appearance of the young Norwegian, M. Borchgrevink, who gave an account of his experiences during a visit recently made to the regions of the Antarctic. There can be no doubt that fresh interest has been given to the entire subject of Antarctic exploration by M. Borchgrevink's simple but most interesting statement; and it will not be at all wonderful if, as the result, there should be a revival of South Polar enterprise.

It is now fifty-four years since Sir James Clarke Ross discovered and named Victoria Land-an immense land mass, situated between 71° and 78° south latitude. He sailed along the ice-bound coast for days, and succeeded in effecting a landing on what is known as the North Island. The mainland as seen by Ross presented a continuous mountain range, some of the peaks rising to the height of 12,000 feet, two of them being perceptibly volcanic, one of these in full blast. This last he named Erebus, the other Terror, after the ships which composed the expedition. Since that time there have been several expeditions to the south; but although some of them have been fairly successful, we have had no evidence that any human eye had seen Erebus in flame or any part of Victoria Land. Borchgrevinck is the first who has positively verified the discoveries of Ross. Not only so. He is the first who has since succeeded in effecting a landing on the North Island, and in standing with his own men where Ross and his men stood so many years ago. Not yet satisfied, Borchgrevink, a few days later, landed at Cape Adair, on the mainland, he and his men being the first human creatures who ever set foot on what may without any impropriety be called the Autarctic Continent. Its exact bulk of course can only be guessed at; but according to the most reliable scientific authorties it is not under 8,000,000 square miles, about twice the size of Europe.

It appears that the expedition of which Borchgrevink was in command owed its origin and support to a Norwegian-Commander Svend Foyn. It consisted of but one ship, a whaler, named the Antarctic. It left Melbourne on September 20, 1894. After a somewhat rough experience, the daring seamen crossed the Antarctic circle on December 26. On January 16 they sighted Cape Adair, and obtained a full view of the solves itself into this one element, shall the large busi- mainland, west and south, as far as the eye could reach. ness which is in sight be carried at fairly remunerative. On the 18th they landed on North Island, and gave

three cheers for Sir James Clarke Ross and for Commander Foyn. On the 23d they crowned their efforts by going ashore on the mainland at Cape Adair. Borchgrevink verified much of Ross's experience; and with his single ship it must be admitted he was often On the 6th of November in a much worse plight. 1894, in latitude 58 degrees 14 minutes and longitude 165 degrees 35 minutes, an immense barrier of ice was sighted, extending from east to northwest from 40 to 60 miles. With the beginning of the year they found themselves surrounded on all sides by great ice fields. Marine animals were seen in abundance. On North Island they found themselves resisted by whole armies of penguins, who covered the soil and rent the air with their screams. The island consisted of volcanic vesicular lava, rising in the southwest into two pointed peaks of about 300 feet. The highest of these some of the crew ascended, and about 30 feet above the sea level discovered vegetation on the rocks.

At Cape Adair, where they found the penguins as numerous, as bellicose and as noisy as on North Island, the average temperature of the water in January and February was about freezing point. It is Borchgrevink's opinion that this is the one place which future expeditions should make their headquarters or base of operations. At this point neither ice nor volcanoes seem to have raged. It offers many advantages for making meteorological observations; and from such a source knowledge is much needed in regard to the Antarctic. Borchgrevink is quite sanguine that with a properly equipped expedition much might be accomplished in the South Polar Circle. Meteorology, geology, geography, botany and zoology-all these branches of science would be certain to benefit; and there is evidence that mineralogy also might find some fresh illustration. If it could be found possible to winter at Cape Adair, Ski-Canadian shoes, sledges and dogs might succeed in opening up to us a new world. It is gratifying to know that such men as Dr. Newmayer, of Hamburg, and Dr. John Murray of the "Challenger" bore testimony to the value of the work accomplished by the young Norwegian explorer. Borchgrevink is willing to head a properly equipped expedition. The presumption is that the needed money will be forthcoming. An expedition patronized by one or more of the governments, and headed by such men as Nansen and Borchgrevink, could hardly fail to bring back some satisfactory knowledge of the South Polar Continent.

#### THE CHESAPEAKE & OHIO REPORT.

I If any proof were needed to show that the Chesapeake & Ohio under its present management and as the result of its reorganization a few years back has been placed on a sound basis, and holds a thoroughly advanced position, it would be furnished in the results of operations for the last two years. These have been years to put the staunchest of properties to the test years of great depression in business, of unsettled financial and commercial conditions, and of many other adverse features. Yet in both those years the road has earned its fixed charges, with a small balance of earnings left over.

Under ordinary circumstances the ability to earn fixed charges in the case of a road reorganized with that express end in view, would not be deemed very remarkable or call for any special remark. But the

more fixed charges are larger now than at the time of the reorganization. In the reorganization it was recognized that in order to develop the coal and mineral traffic in active competition with other lines, the road must be placed in condition to move freight at very low rates. But the word "low" then did not mean what it now means. At that time an average of half a cent (or five mills per ton mile) was considered exceedingly low, and we doubt whether it was then thought likely that the average on the road's entire tonnage, coal as well as merchandise, would drop materially below that figure. In fact the rate ruled above half a cent per ton mile in all the years after reorganization until the last two. Even in 1893 the average was still 5.11 mills, but in 1894 it dropped to 4.78 mills and for 1895 has now got down to 4.25 mills. peake & Ohio thus enjoys the distinction of having earned its fixed charges in a year of unfavorable business conditions and on an average freight rate of only 44 mills per ton mile. An average of 44 mills for the whole tonnage implies, of course, very much lower rates on part of the tonnage, and on its tidewater coal shipments the road realized less than 3 mills per ton mile-actually only 2.93 mills.

We have commented on this decline in rates in a previous article and will only say here that as the Chesapeake & Ohio report is issued with great promptness and we have none of the reports of the other roads as yet for the same fiscal year, we cannot affirm posiitively that the average of 41 mills is the lowest for any road in the country; if, however, there are any exceptions among important systems they must be very few. On the Norfolk & Western, a competing coal carrier, the average for the calendar year 1894 was 4.51 mills, and that road, as is known, has been forced into the hands of receivers. On the Beech Creek, operated by the New York Central, the average for the year ending June 30 1894 was reported at 4.2 mills, or about the same figure as that now reached on the Chesapeake & Ohio, but the Beech Creek's tonnage is almost entirely coal, the ordinary traffic forming only about 6 per cent of the whole. On the Pennsylvania the average per ton per mile on the so-called lines east of Pittsburg and Erie for the late calendar year was 5.85 mills, and on the Philadelphia & Erie, which forms part of these Eastern lines, the average was 4.68 mills. On the Lake Shore in the same year the average was 5.72 mills.

President Ingalls says that nothing but the extraordinary cheapness with which the road can handle freight has enabled it to carry its immense tonnage with profit at the extremely low rates noted. And that furnishes the secret of the company's successful working. By the great improvement effected in road bed and track since the reorganization, by reducing grades, by using heavier locomotives and larger cars, the property and plant have been raised to such a high plane of physical perfection that the transportation cost has been very largely reduced and brought down to a minimum. This cheapening in the cost of doing the work, if there had not come coincident with it the great decline in rates noted, would have placed the company in a very fortunate condition, where it could look forward to the time when the payment of dividends was within the range of early possibilities. For instance, as noted in our previous article, had the company in 1895 been able to obtain merely the rates of three years ago, its net would circumstance as to rates under which this was done have been about \$1,900,000 better than it has actually renders the achievement a notable one, and further- turned out to be. As it is, the saving in cost has been fortunate in another way—in enabling the company to maintain solvency at rates so low as to bankrupt some other roads.

The effect of the improved physical condition is seen in the greatly increased train-loads which the road has been enabled to move. In the late year there was a further increase in this train-load from an average of 301 tons to 315 tons. As recently as 1890 the train-load was only 225 tons. There are some small roads where the load is even heavier than for the Chesapeake & Ohio; for instance, on the Beech Creek the average for the fiscal year 1893-4 appears to have been over 500 tons. But, as showing how high the C. & O. average at 315 tons is, we may note that on the Lake Shore the lading of trains in the late calendar year averaged only 267 tons and on the New York Central for the year 1893-4 but 249 tons.

As to the general results for the year, the road's passenger traffic fell off by reason of the depression in business. In the freight tonnage there was a very marked increase. The increase was largely in the item of coal and followed from the absence of the strikes at the mines, which were such a marked feature of the previous year. It is noteworthy, however, that the freight tonnage in 1895 was larger than that of 1893, the comparison being 5,671,200 tons, against 5,508,045 tons. In the freight revenues, while there is a large increase over last year, the total is over a quarter of a million dollars less than in 1893, this being due to the decline in rates. The road was operated for 67 per cent of the earnings, and had net of \$3,131,503, against \$3,016,981 in 1894. The charges were \$3,112,797, leaving a surplus of \$18,706. President Ingalls states that the policy of maintaining and improving the property was continued during the year, and he notes that the company was tremely liberal in its expenditures for maintenance of equipment, having expended for maintenance of freight cars alone \$587,619, or over \$42 per car; on loco motives \$341,246, or nearly \$1,000 per locomotive; and on passenger cars \$170,462, or over \$800 per car. As heretofore, he says, all improvements which were not a distinct addition to the earning capacity of the property have been charged to expenses, and the aggregate charges to capital account for the year amounted to only \$315,109.

Twelve months ago the company had nearly two million dollars of bills payable outstanding, against which it held a somewhat larger amount of its 41 per cent bonds in its treasury. The sale of \$2,835,000 bonds during the year enabled it to extinguish this The company still has \$499,000 of bonds in its treasury, including \$177,000 received since the close of the fiscal year. The management think that there will be no occasion to dispose of any of the company's securities during the current year, except possibly in reimbursement of payments of the principal of car trusts and equipment notes recently paid or falling due during the year. It is estimated that the fixed charges the present year will be only \$11,248 larger than in the late year. While the company has no bills payable outstanding for its own purposes, it is liable for \$175,000 incurred for the purchase of an equal amount of Chesapeake & Ohio Steamship bonds, which bonds when sold are expected to liquidate this liability.

As illustrating the conservative policy pursued in the management of the property, one paragraph in the report deserves very prominent mention. This paragraph informs us that the directors have decided to

carry in a special account the discount upon the bonds sold during the year, and to charge off the proportion applicable to each year during the life of the bond. The amount to be written off for the fiscal year was not large, being only \$7,132, but the event is noteworthy as marking a new departure in railroad financiering. The general practice heretofore on the part of the railroads has been to charge the discount to capital account instead of to profit and loss.

#### RAILROAD NET EARNINGS FOR JUNE AND THE HALF YEAR.

The striking fact which a review of the gross and net earnings of United States railroads for the first six months of 1895 brings out is that, notwithstanding many of the prevailing conditions were unfavorable, yet on the whole the period was a better one than the first half of 1894. Our statement comprises 177 roads, operating 119,163 miles of line, and these roads show an increase of \$13,134,181 or 3.56 per cent in gross and of \$7,297,471 or 7.12 per cent in the net. At the same time sight should not be lost of the fact that the comparison is with exceptionally poor earnings last year, and that while it is pleasing to be able to record an improvement in results, the recovery on the whole is small alongside of last year's tremendous losses. But this merely emphasizes, the fact that the conditions the present year were far from being all that could be desired.

The situation last year was about as bad as it well could be, and the railroads suffered from a combination of adverse factors and events without a parallel in our history. The depression in trade and business following the panic of 1893 was further intensified by the tariff uncertainties and the weakened condition of the United States treasury, necessitating a large issue of Government bonds. The farming classes suffered from the low price of wheat, while the low price of silver affected adversely the silver-mining industry. Then we had the great strike of the bituminous coal miners, which compelled many manufacturing establishments to close up and brought the iron industry in certain sections almost to a standstill. Besides all this, there were the Coxey disturbances, the strike on the Great Northern Railroad, the general railroad strike towards the end of June, the floods in Pennsylvania, the floods in the North Pacific States, the rate disturbances, etc.,

As a result of these various adverse influences and conditions, our compilation of earnings for the six months of last year showed a loss of no less than \$68,790,061 or 16.39 per cent in gross earnings, and of \$23,595,036 or 19.59 per cent in net earnings. Under ordinary circumstances we should have expected these extraordinary losses of last year to be followed the present year by hardly less noteworthy gains. But the change in the general industrial situation was not decided enough for that, and while a good many of the disturbing factors of the previous year were absent, there were other adverse developments which offset the gain on that account. It is not needful to go into all the details here since we reviewed the situation in our article on the gross earnings for the half-year in the issue of July 13. We may say, however, that business revival made only slow headway until the last two months-in January it was held in check by the critical state of the United States Treasury, and after the Syndicate contract in February recovery did not become very pronounced until April or May, when however a decided impetus was given to the recuperative forces

at work, the iron trade especially showing signs of great activity. Then the crop failure of last year was a depressing influence of wide moment. It caused a great falling off in the grain movement and diminished the purchasing power of large portions of the population—in certain sections the people were destitute and had to be given assistance.

The severe winter was likewise an adverse factor, both here in the East and in the West. The cold weather extended into the South, and in Florida killed the orange crop, so that the roads in that State lost the traffic in oranges as also the traffic in early vegetables; there were two freezes in that State, one last December and another early in February, which latter killed the second crop of early vegetables. Southern roads also suffered from a falling off in the shipments of fertilizers, occasioned by the fact that owing to the low price of cotton, planters were not able to spend money freely for that purpose. Still another drawback in the situation was the demoralization of rates nearly all over the country. While there were no conspicuous labor troubles like those of 1894, the Norfolk & Western, which had escaped involvement in the previous year's strike, had a strike of its own in 1895. Besides the falling off in grain, the live-stock movement underwent contraction. In the anthracite coal trade the conditions remained very unsatisfactory.

It is these circumstances that explain why after a loss of 68\(^3\) million dollars in gross and 23\(^1\) million dollars in net earnings last year the recovery the present year has been only about 13 million dollars in gross and 7\(^1\) million dollars in net.

January 1 to June 30.	2004	1004	Increase.		
(177 roads.)	1895.	1894.	Amount.	PerCent	
Miles of road	119,163	118,796	367 \$	0.31	
Gross earnings	381,778,437	368,644,256	13,134,181	3.56	
Operating expenses	271,962,899	266,126,189	5,836,710	2.19	
Net earnings	109,815,538	102.518.067	7.297.471	7.12	

While last year there was such a heavy loss in both gross and net, it cannot be said that this followed very large gains in the years preceding, at least not as far as the net is concerned. The following carries the comparisons back for a series of years:

Year and	G	ross Earnin	igs.	Net Earnings.			
number of roads.	Year Given.	Year Preceding.	Increase or Decrease.	Year Given.	Year Preceding.	Increase or Decrease.	
Jan. 1 to June 30.	8	8	8		8	8	
			+35,498,918			+11,901,361	
			+7,317,198 +31,579,495				
			-68,790,061		120,441,283	-23,595,036	
1895 (177)	381,778,437	368,644,256	+13,134,181	109,815,538	102,518,067	+7,297,471	

An encouraging feature in the exhibits the present year has been the fact that the returns for the later months were very much better than those for the earlier months. This has been due in some measure no doubt to the improvement in trade, but in the main follows from the fact that comparison was with poorer results in 1894, the returns last year having steadily grown worse from month to month with the development of new adverse conditions. The following is a summary of the exhibits for each of the six months. It will be observed that in January, February and March the gain in gross was less than 2 per cent each month, while the gain in net was in excess of 3 per cent in only one month, namely January. On the other hand in April the gain in gross was 4.55 per cent, in May 6.95 per cent; and in June 4.28 per cent, while the gain in net was respectively 11.82, 21.79 and 11.73 per cent.

	GROSS	AND	NET	EARNINGS.
, SIII	77.00	100	2570	1

Month	Gross Earnings.				Net Earnings.			
ALLONEON	1895.	1894.	Increase.	P. c.	1895.	1894.	Increase.	P.c.
-	8		\$	-	\$	8	*	
Jan	48,973,190	48,072,945	900,245	1.87	13,220,373	12,123,398	1,096,975	9.04
Feb	46,438,492	45,658,179	780,313	171	11,864,621	11,683,271	181,350	1.55
March	52,202,055	51,398,380	803,675	1.28	15,853,187	15,401,146	452,041	2.93
April	52,497,911	50,209,768	2,288,143	4.55	14,760,823	13,200,280	1,560,543	11.82
Мау	53,531,262	50,054,388	3,478,874	6.95	15,700,680	12,890,715	2,809,965	21.79
June	49,395,905	47,370,397	2,025,508	4.28	14,290,824	12,789,758	1,501,066	11.73

Note.—The number of roads included in January was 138; in February 135; in March 137; in April 141; in May 132; in June 134.

Nothing was more noteworthy about the returns last year than the very remarkable losses in earnings shown by many of the separate roads and systems. This year naturally we have some quite considerable gains, though these are proportionately very much less striking than the 1894 losses. For instance the Pennsylvania has a gain of \$5,213,817 in gross and of \$1,-853,498 in net, but last year it had \$12,273,606 loss in gross and \$3,699,591 loss in net. On the other hand, some of the grain-carrying roads, on account of the failure of last season's crops, suffered further large losses in 1895 after their very large losses in 1894. Notable instances are the Union Pacific, which this year has \$888,661 decrease in gross, in addition to \$5,161,815 decrease last year; the St. Paul, which has \$1,138,017 decrease in addition to \$2,532,089, and the Burlington & Quincy, which has \$1,286,230 decrease in addition to \$3,815,-869. It is worth remarking that in not a few instances the further losses in gross in 1895 were attended by such a considerable saving in expenses as to leave the net better than in 1894, notwithstanding the diminution in gross. Thus the Union Pacific, with \$888,661 decrease in gross, has \$670,696 increase in net; the St. Paul, with \$1,138,017 decrease in gross, has \$316,591 increase in net, &c., &c. The following shows all the gains and losses down to \$200,000 in the case of the gross and down to \$100,000 in the case of the net. It will be observed that the losses come chiefly from graincarrying and Southern roads.

PRINCIPAL CHANGES IN GROSS EARNINGS IN 6 MONTHS.

Increases		Increases	SECTION AND
Pennsylvania (3 r'ds)i.	\$5,213,817	Bangor & Aroostook	\$216,584
Balt. & Ohio (2 roads).	855,812	Pitts. & Western *	205,329
New York Central	793,577	Brooklyn Elevated	205,112
Illinois Central	711,663	San, An, & Aran, Pass.	202,779
Ph. & Read. and C.& I.	.705,809	cal necessarily maked	
N. Y. L. E. & West	686,563	Total (representing	
Clev. Cin. Ch. & St. L	676,890	37 roads)	316.053.990
South. Pac. (6 roads)	621,360		
Boston & Maine	600,004	Decreases	Chill wino
Northern Pacific.*	485,414	Chic. Burl. & Quincy	\$1,286,230
Chesapeake & Ohio	468,368	Chic. Mil. & St. Paul	1,138,017
At. T. & S. Fe (3 r'ds).	409,458	Union Pacific (6 rds.).	888,661
N. Y. & New Eng	391,397	Canadian Pacific	581,536
N. Y. Chic. & St. L	382,824	Sav. Fla. & Western	341,789
Northern Central	339,284	Central of Georgia*	275,902
Buff. Roch. & Pitts	333,229	Oregon Imp. Co	238,231
Wabash	332,944	Kan. C. Ft. S & Mem.	226,061
Mexican Central	309,960	Jack. Tampa & K. W	229,417
Mexican Internat'l	230,288	Manhattan Elevated	215,954
Peoria & Eastern	225,675	I have been a second as a second	
Fitchburg	225,521	Total (representing	
Allegheny Valley	224,329	15 roads)	\$5,421,798
			P. T. Santalanda

i The gross on Eastern lines increased \$3,310,599 and on Western. lines increased \$1,903,218.

PRINCIPAL CHANGES IN NET BARNINGS IN 6 MONTHS.

			ALU:
Increases.	Las to d	Increases.	
Pennsylvania (3 r'ds)†\$	1,853,498	Allegheny Valley	\$113,529
Illinois Central.	892,499	Pitts. & Western*	110,384
Union Pacific (6 rds.)	670,696	Lake Erie & Western	104,901
Northern Pacific.*	616,517	Northern Central	104,824
Mexican Central	540,125	Liorancia Contrai	104,024
Atch. T. & S. Fe (3 r'ds).	485,572	Total (nonnecepting	
Balt. & Ohio (2 roads)		Total (representing 39 roads)	0000 707
	412,077	39 roads)	9,396,795
Central of N. J.	343,044		
Chic. Mil. & St. Paul	316,591	Decreases.	
Wabash	300,491	Chic. Burl. & Quincy	\$712,325
New York & New Eng.	299,890	Boston & Maine	503,931
Phil. & Read. and C. & I.	285,702	Central of Georgia*	367,140
Canadian Pacific	253.593	Louisville & Nashv	344,392
Southern Railway	217,750	Boston & Albany	272,901
N. Y. Chic. & St. L	204,807	New York Central	278,012
Peoria & Eastern	200,495	South, Pac, (6 roads)	232,367
Denver & Rio Grande	180,512	Mauhattan Elevated	183,488
Del. Lack. & W. (2 r'ds)	172,260	Jack. Tampa & K. W	174,553
N. Y. L. E. & West	162,777	Sav. Fla. & Western	155,462
Brooklyn Elevated	160,292	Oregon Improvem't Co.	150,619
Duluth So. Sh. & Atl	147,555		200,020
San Ant. & Aran. Pass.	127,764	Total (representing	A STREET, SQUARE, SQUA
		16 monda)	0.055 500
Chesapeake & Ohio	118,650	16 roads)	3,375,590

<sup>†</sup> The net on Eastern lines increased \$774,638 and on Western lines \$1,078,860. Vor five months.

When the roads are arranged in groups or geographical divisions, according to their location or the nature of their traffic, it is found that there are two groups which show a loss in both gross and net-namely, the Northwestern and the Southern, the one reflecting last season's poor grain crops and the other the unfavorable conditions prevailing in the South. The Pacific group has a loss in gross but an increase in net, owing to the great saving in expenses effected by the Union Pacific and the Canadian Pacific. The New England group, with \$1,606,584 increase in gross, has \$285,592 decrease in net, but this follows from the heavy betterment outlays made by some of the roads, particularly the Boston & Maine and the Boston & Albany.

There is considerable uniformity in the ratios of gain in net by a number of groups; thus the Trunk lines have 9.01 per cent increase, the anthracite coal roads 9.27 per cent increase, the Middle States roads 9.98 per cent increase and the Pacific Coast group 9.58 per cent increase. For the Middle Western group the increase is 26.57 per cent, but this is due mainly to the exceptionally good statement of the Illinois Central. For the Southwestern group the increase in net is 15.84 per cent, and all the roads have participated in it with the exception of the Fort Scott & Memphis and three minor lines. The following is a summary showing the results for all the different groups. A full detailed statement, giving the results for each road separately in all the different groups, is printed at the end of this article.

SECTION OR	Gross E	arnings.	Net Earnings.				
GROUP.	1995.	1894.	1895,   1894,		Inc. or Dec.		
Jan. 1 to June 30	1	1	1	8			
New Engla'd(11)	19,635,059	18,008,475	5,880,688	5,666,460	-295,592	5*01	
Trunk lines(17)	132,182,604	123,145,432	36,611,220	23,563,923	+3,007,306	9*01	
Anthra. coal(12)	37,174,236	36,050,757	10,012,229	9,162,760	+849,469	9"27	
Middle(22)	17,388,136	16,006,608	5,700,424	5,183,010	+617,414	998	
Mid. West'n.(31)	23,286,659	21,299,086	6,059,954	5,285,003	+1,403,951	26'57	
Northwest'n .(9)	32,179,740	84,545,994	11,229,191	11,451,6/8	-232,417	1.94	
Southwest'n.(14)	26,801,884	25,963,9-1	6,370,740	5,498,868	4872,072	15'84	
Pacific Coast (19)	47,557,004	49,079,646	13,995,716	12,771,648	+1,214,076	9718	
Bouthern (37)	36,558,061	37,117,829	10,047,609	10,854,520	-800,920	7:43	
Mexican(5)	9,017,064	8,834,538	3,778,550	3,000,438	+718,112	23'46	
Tot. (177 r'da)	381,778,437	368,644,256	109,915,539	102,518,067	+7,297,471	7*13	

MILEAGE.—The mileage for the above groups is as follows: New England, 3,262 miles against 3,188 miles in 1894; Trunk lines, 23,419 against 23,354; Anthracite coal, 3,380 against 3,380; Middle states, 3,093 against 3,093; Middle Western, 10,593 against 10,552; North western, 16,745 against 16,535; Southwestern, 13,788 against 14,-017; Pacific Coast, 23,632 against 23,528; Southern, 17,161 against 17,059; Mexican, 4,090 against 4,090; grand total, 119,163 against 118.798

A few words as regards the showing for the month of June by itself. The gain in gross for that month, as already said, is 4.28 per cent, and in net 11.73 per cent. This is not as good as the showing for May, when we had 6.95 gain in gross and 21.79 gain in net. But it should be remembered that the month had an extra Sunday in 1895, and therefore one business day less, and furthermore that comparison is with somewhat better results last year than was the case in May, the loss in net for June 1894 having been \$4,516,741 against \$6,253,373 in May 1894. The following shows the June results back to 1890.

Fear and Gross Earnings.			Net Earnings.			
number of roads.	Year Given.		Increase or Decrease.	Year Given.	Year Preceding.	Increase or Decrease.
June.	1					
1890 (138)	49,168,356	44,215,949	+4,922,507	14,274,544	12,777,720	+1,494,824
1891 (128)	50,519,690	48,287,290	+2,133,100	15,800,350		+1,723,306
1893 (134)	58,540,293	54,215,818	+4,324,475	17,515,400	16,765,575	+719,831
1893 (122)	59,469,146	57,755,994	+1,713,102	17,774,659	16,738,759	+1,035,910
1894 (129)	43,0 1,344	53,409,530	-10,377,186	11,661,158	16,177,900	-4,516,741
1895 (131)	49,396,905	47,37 ,347	+9,025,508	14,290,A24	12,789,758	+1,501,066

When we come to analyze the June statement, the prominent feature is found to be the unfavorable exhibit made by the anthracite coal roads. This is

due however not to the unsatisfactory condition of the anthracite coal trade but to the fact that in June 1894 the shipments of anthracite, on account of the strike at the bituminous mines, had been extraordinarily large. There are some decreases in both gross and net in other sections too, but speaking generally the gains are much more conspicuous and much more numerous than the losses.

#### PRINCIPAL CHANGES IN CROSS PARKINGS IN THIND

Thinting onas	THE THE	MAG BYRTHAY IN A OLI	ALL P
Increases.		Increases.	
Pennsylvania (3 r'ds)f \$	1,374,150	Toledo & Ohio Ceutral.	\$34,702
Illinois Central.	171,591	Mexican Internat'l	33,817
Clev. Cin. Chic. & St L.	160,678	Bangor & Aroostook	31,301
Balt. & Ohio (2 roads)	153,970	Northern Central	30,551
Buff. Roch. & Pitts	142,084		
South. Pac. (6 roads)	130,589	Total (representing 33 roads)	
Wabash	125,950	33 roads)	\$3,156,930
Atch. T. & S. Fe (3 r'ds).	114,386		4-100-100-
Southern Railway	84,687	Decreases.	
Peoria & Eastern	81,272	Phil. & Read, and C. & I.	
Chesapeake & Ohio	80,191	Chic. Mil & St. Paul	
Denver & Rio Grande .	77,704	Central of N. J.	
Allegheny Valley	57,098	N. Y. Ont. & Western	78.775
Canadian Pacific	54,179		
		Kan. C. Ft. S. & Mem	35,511
Un. Pac. Den. & Gulf	48,646	Oregon Imp. Co	34,479
West. N. Y. & Penu	47,372	N. Y. L. E. & Western	30,125
Ches. Ohio & Southw	44,052		
Mexican Central	39 121	Total (representing	
West Va. Cent. & Pitts.	38,839	Total (representing 8 roads)	21 522 241
The same of the sa	actions !	O a viewoj ************************************	trionzioar
1 The more on Poster	m Honor Inc		TIT

† The gross on Eastern lines increased \$826,018 and on Western lines \$548,132.

PRINCIPAL CHANGES IN NET EARNINGS IN JUNE.

Increases.		Increases.	
Pennsylvania (3 r'ds) 1	\$489,415	Un. Pac. Den. & Gulf	30,758
Union Pacific (6 rds.).	348,028		- 1/10-0
Illinois Central	174,048	Total (representing	
Canadian Pacific	160,943	Total (representing 25 roads)\$	2.081.798
Chie. Mil. & St. Paul	157,922		100 TO 100 F
Southern Railway	108,974	Decreases.	
Denver & Rio Grande	101,551	Phil. & Read. and C. & I.	\$386,063
Balt & Ohio (2 roads)	96,860	N. Y. L. E. & Western	203,496
Buff, Roch. & Pitts	78,445	Central of N. J.	48,781
West. N. Y. & Penn	60,261	N. Y. Ont. & Western	40,061
Mexican Central	58,200	Chie. Burl. & Quincy	37,482
Peorla & Eastern		Louisville & Nashy	35,530
Burl. C. R. & Northern.	46,770	Atch. T. & S. Fe (3 r'ds).	32,888
Sav. Fla. & West	46,163		
Wabash	38,837	Total (representing	
Chesapeake & Ohio	37,483	10 roads)	\$784,301
I The not increased \$1	25 997 on	Pastern lines and con	

Arranged in groups no other group beside the Anthracite Coal has a loss in net and only one other a loss in gross, namely the Northwestern. The ratios of gain in net run from 10 to 44 per cent.

SECTION OR	Gross E	arnings.	Net Earnings.				
GROUP.	1895,	1894.	1895,	1894.	Inc. or Dec.		
June.	8	8		8	8 1	P. 0	
Trunk lines(0)	14,886,125	13,020,210	4,059,469	3,593,691	+465,777	12.96	
Authra. coml.(7)	4,954,123	6,276,349	1,418,607	1,869 585	-450,978	24.12	
Middle(17)	2,119,379	1,770,071	068,878	466,390	+201,988	43'31	
Mid. West'n.(25)	3,307,297	2,935,535	822,304	568,819	+253,455	44'56	
Northwest'n (8)	5,483,914	5,538,614	2,123,232	1,908,662	+214,570	11:24	
Southwest'n(15)	4,391,908	4,154,345	851,015	735,309	+115,708	15.73	
Pacific Coast(17)	7,445,316	7,238,340	2,437,052	1,941,208	+495,844	25.55	
Southern(32)	5,456,368	5,168,937	1,363,332	1,232,370	+130,956	10.68	
Mexican(i)	1,351,485	1,267,966	547,430	473,718	+73,718	15.56	
Tot. (134 r'ds)	49,395,905	47,370,397	14,290,824	12,789,758	+1,501,066	11'73	

Note.—The following is a list of the roads included under each group for the month.

Western lines

Wabash,
Anthracite Coal.
Central of New Jarsev
N. V. Ontario & West.
N. Y. Susq. & West.
Phila. & Reading.
Coal & Iron.
Summit Branch.
Lykess Val. Coal.
Middle.

Alleganny & Aroostook.
Ballo & Hammondsp.
Brooklyn Elevated.
Buff. Roch. & Pitts.
Camden & Atlantic.
Cumperiand Valley.
Hoosac Tun. & Wil.
Jamestown & Lake Erie.
Northern Central.
Staten Island R. T.
Stony Clove & C. Mt.
Ulster & Delaware.
West of Mt.
West of Mt.
Chi. & West Mich.
Chi. Jack. & Mack.
Chi. Jack. & Mack.
Chi. Jack. & Mack.
Chi. Ports. & Virginia,
Clev. Canton & South'n.
Det. Lans. & Nor.
Detroit & Mackinac.
Elvin Joilet & Eastern.
Filnin & Pere Marq.
Grand Rapids & Ind.
Illinois Central.
Illinois Dec. & W.

Middle Western—(Con.) Iron italiway. Kanawha & Michigan. Lake Erie & Western. Louisy. Evansy. & St. L. Manistions. Lake Eris & Western.
Louisv. Evansv. & St. L.
Manistique.
Peoria Dec. & Evansv.
Pitta Mar. & Chicago.
Saz. Tus. & Hur.
Saz Valley & St. Louis.
Tol. A. A. & N. M.
Folsdo & Ohio Central.
Tol. Peoris & W.
Morthwestern.
Burl. Cedar Rap. & North.
Chic. Burl. & North.
Chic. Burl. & North.
Chic. Burl. & Quincy.
Chic. Mil. & St. Paul.
Lows Central
Keckuk & Western.
Minn. & St. Louis.
S. Paul & Duluth.
Southwestern.
Arkansas Midland.
Atch. Top. & Santa Fe.
St. Louis & San Fran,
Atlantic & Pacific.
Austin & No'west.
Crystal.
Denver & Rio Gr.

Crystal.

Center & Rio Gr.

Bureka Springs.

Ft. Worth & Den. City.

Ft. Worth & Bon. City.

Gan. C. Ft. & Mem.

Rio Grande Southern.

San Ant. & A. Pass.

San Ant. & A. Pass.
Silverton.
Un. Pac. Denv. & Gulf.
Pacific Coast.
Canadian Pacific.
Nevada Central.
Oregon Improvement Co.
Rio Grande Western.
San. Fran. & North. Pac.
So. Pacific.—
Gal. Har. & S. A.
Louis. Western.
Morgan's La. & T.

Pacific Coast—(Con.)
So. Pacific—(Concl.)—
N. Y. Tex. & Mex.
Texas & New Orleans
Pacific System.
Union Pacific—U. P. Ry.
Ore. Sh. L. & Utan Nor.
St. Joseph & Gr. Island,
Kan. City & Omaha.
Central Branch.
Atch'n Ool. & Pac., &c.
Southern Roads.
Alabama Midland.
Atlanta & West Point.
Atlantic & Dany.
Bir. & Atlantic
Brunswick & Western.

Bir. & Atlantic Brunswick & Western. Carolina Midland. Char. & Sav. Cheraw & Darlington. Chesapeake & Ohio. Cheraw & Darlington.
Chesapeake & Onlo.
Chesapeake & Onlo.
Ches. Ohlo & Southwest,
Gudsden & Attala Un.
Georgia.
Ga. Southern & Fla.
Gulf & Chicago.
Jack. Tampa & K. W.
Kan. City Mem. & Bir.
Louisville & Nashville.
Louis, St. Louis & Tex.
Macon & Birmincham.
Nash. Chat. & St. Louis.
Naw Orleans & So.
Ohlo River.
Ohlo River & Charles.
Peteraburz.
Rich. Fred. & Pot. ed. & Pot Western of Alabama.
West Va. C. & P.
Wrightsv. & Tennille.
Mexican Roads.
Mexican Central.
Mexican International
Mexican National.
Mexican Northern.

500				1111	0.22	
EARNINGS OF U	NITED ST	ATES RA	ILWAYS	JANUAR	Y 1 TO	
Saur want or se	Gross			-Net	- Dec	CN
New England-	1895.	1894.	1895.	8	ic. or Dec.	NNO
Bangor & Aroostook	361,487 100,178 4,328,201	144,853 105,195 4,191,284	110,342 16,815	35,263 2,776	+75,079 +14,039 -272,901	F
Bennington & Rutl'd Boston & Albany	4,328,201	4,191,284 7,298,879	1,935,874 2,040,690	2,776 1,608,275 2,544,621	503.931	COCO
Bos. Rev. B'h & Lynn.	7,995,883	114.708 13.593	20,982		+576 -1,608	
Boston & Albany Boston & Maine Bos. Rey. B'h & Lynn. Bridgton & Saco Riv Clarendon & Pitts	1(9,799 14,427 14,222	20 808	2,514 6,323	4,122 9,843 856,084	-3,520	
N V & New England.	3,401,449	3,175,928 2,473,257 305,208	\$25,895 \$04,161	504,271	+299,890	
N. Y. & New England. Phil. R. & New Eng Vermont Valley	2,864,654 350,195 91,614	305,208 84,942	93,045 24,747	504,271 60,256 20,563	+299,890 +32,789 + 4,184	τ
Total (11 roads)		18,028,475	5,380,888	5,666,480	-285,592	1
Total (a) someon	1895.	1894.	1895.	1894. I	nc. or Dec.	
Balt, & O East O. R.	7,996,531	7,59,,611	2,368,078 427,681	2.214,637	+153,441	1
	7,996,531 2,541,492 6,594,209	7,590,611 2,091,600 5,917,319	1,594,334	169,045 1,510,034	+84,300	7
Peoria & Eastern	939,002 6,646,354	713,327 6,834,283	1,594,334 242,278 1,680,558 60,313	1,587,695	+200,495	,
Cley, Cin, Ch. & St. L. Peoria & Eastern Grand Trunk.c Chic, & Gr. Trunk.c Det. Gr. H. & Milw.c Lake Sh. & Mich. So Mich. Cap. & Cap. So.	1,104,436	713,327 6,834,283 1,204,765 381,096 9,396,328 6,169,000		1,510,034 41,783 1,587,695 34,445 36,138 3,201,242 1,740,000 6,447,454	+155,831 +258,636 +84,300 +200,495 +92,863 +25,868 -9,752 -12,106	
Lake Sh. & Mich. So	0.598.404	9,396,328 6,169,000	3,189,186	3,201,242 1,740,000		1
Mich, Cen. & Can. So. N. Y. Cent. & Hud. R. N. Y. Chic. & St. L. N. Y. Lake E. & West Penn. – East P. & E. West Pitts. & Krie.	20,432,018 2,920,897		6,169,442 527,586	6,447,454 322,779 2,951,813 6,870,719 a5,400,000	-278,012 $+204,807$ $+162,777$	Î
N. Y. Lake E. & West Penn East P. & E	12,370,630	2,53×,073 11,684,067 26,248,178	3,114,590 7,645,857	2,951,813 6,870,719	+162,777 $+774,638$	1
West Pitts: & Erie	19,303,218 a b1,850,739		D450.078	a5,400,000 b411,868	+162,777 +774,638 +1,078,860 +538,810 +58,395	(
Phila. & Erie Pitts. You. & Ash Wabash	5,668,288	b1,697,943 b454,703 5,335,344	b229,841 1,356,680	b141,446 1,056,139	+800,491	0
Total (17 roads)		The state of the s	34,611,229	33,583,923	+3,027,306	1
A Opar (17 Tomas)	1895.	1894.	1895.	The second second	nc. or Dec.	1
Anthracite Coal- Cent. of N. Jersey	5 921,471	5,755,284	2,180,697	1,837,653	+343,044	1
Delaware & Hudson- Albany & Susq	1,822,517				-65,056	1
N. Y. & Canada Renss, & Saratoga	1,822,517 403,479 1,006,284	1,803,781 365,890 965,078	635,537 88,704 229,536	700,593 32,358 238,475	$+56,346 \\ -8,939$	1
Del, Lack, & West.— N.Y. Lack, & West	3,660,410	3,683,919	1,838,258	1,642,676		1
Syra. Bing. & N. Y.	428,307 1,678,956	100 -10	198 890	209,951	+195,582 -28,322 -58,180 +40,322	1
N. Y. Susq. & West	1,075,592 9,804,570	1,746,960 889,719 9,309,552	363,625 4,151,661	464,593 323,303 3,870,166		1
Delaware & Hudson—Albany & Susq. N. Y. & Canada. Renss. & Saratoga. Del, Laok. & West.— N.Y. Laok. & West.— N.Y. Ont. & Western, N.Y. Susq. & West. Phila. & Reading. Coal & Iron. Summit Branch Lykens Valley.	10,436,628	10,225,837 462,285 409,610	406,413 363,625 4,151,661 def.151,792 81,201 1,760	323,303 3,870,166 lef.155,999 2,174 def.3,183	$^{+4,207}_{+79.027}_{+4,943}$	1
Lykens Valley	593,083 340,929	409,610	1,760	def.3,183	+4,943	1
Total (12 roads)	37,172,226	26,050,757	10,012,229	9,162,760	+819,469	1
Middle States-	1895.	1894.	1895.	1894. 1	Inc. or Dec.	1
Middle States— Addison & Pennsylv. Adirondack		38,814 80,828	5,794 31,040	\$ 7,225 16,273	_1 431	1
Allegheny Valley	1.171.180	946,851	455,078	942.949	+14,767 +113,529 +1,154	1
Bath & Hammondsp's Brooklyn Elevated Buff. Roch. & Pittsb's Camden & Atlantic.	1,171,180 10,757 1,122,709 1,416,117	946,851 9,447 917,597 1,082,888	3,314 521,872 331,703	2,160 361,580 236,838		-
Camden & Atlantic Cumberland Valley	. 505,274	344,533 351,801 163,889	331,703 74,182 93,983	49.394	+94,865 +21,788 +334	1
	203 949 19,021	163,889		93,649 28,428 2,236 101,866	+10,398	1
Jamest'n & L. Erie Kings Co. Elevated. Lehigh & Hudson	459,641 198,646	19,410 392,107 185,948	def.1,254 166,977 84,261 2,023,838	101,866	+65,111 +35,112 -183,858 +12,339	-
			2,023.838 28,538	49,149 2,207,726 18,199	-183,8-8	1
N. Y. Phila. & Norf	159,203	446,228	101,445	99,541 738,081	+1,904	
New Jersey & N. Y N. Y. Fhila. & Norf Northern Central Staten Isl. Rapid Tr.	. 3,086,430 . 505,800	152,425 416,228 2,697,146 462,617	101,445 842,905 177,717	146,872	+104,824 +3°,845 -33	1
Ulster & Delaware	. 168,666	174,896	1,885 1*,933 172,987 168,742	146,872 1,918 36,481	$-17,548 \\ +20,932$	1
West Jersey Western Maryland West. N. Y. & Penn.	. /05./14	674,369 539,108	168,742	163,351	+20,932 $+5,391$ $+27,219$	1
		1,316,394	000,000	529,479		1
Total (22 roads)		16,056,608	5,700,424 1895.	5,183,010 1894.	+517,414	1
Middle Western— Chic. & West Mich. Cin. Jack. & Mack Cin. Leb. & North'n. Cin. Ports. & Vir Clev. Akron & Col.c. Clev. Canton & So Det. Lansing & Nort Detroit & Mack Elgin Joliet & East'r Filnt & Pere Marq Gr. Rap. & Indiana	. 188,807	8	9	98,931	Inc. or Dec.	1
Cin. Jack. & Mack	279,413	741,234 291,793	106,725 25,124 22,839	44,621	+8.394 -19,510	
Cin. Ports. & Vir	120,307	57,641 117,316	18,530	19,107 20,800	+3,732 -2.270	
Clev. Canton & So	788,807 279,413 62,428 120,307 358,815 297,859 h 547,921 187,040 1 539,213	57,041 117,316 356,161 232,998 503,841 131,804 493,864 1,204,374	18,530 135,502 53,155	20,800 99,517 def. 8,131	+8.394 -19, 10 +3,732 -2.270 +35,985 +61,286 +41,084 ±26,680	
Detroit & Mack	187,040	131,801	53,155 101,918 89,215 187,422 292,841 260,017 2,920,905 72,126 110,789	60,834 62,526 138,923	+26,689 +48,499	
Flint & Pere Marq	1,213,444	1,204,374	187,422 292,841	138,923 314,615	+48,499 $-21,774$	
Gr. Rap. & Indiana Illinois Central Ind. Dec. & West Indiana Ill. & Iowa		1, 54,864 8,517,325 164,845 357,934 19,221 175,473	2,920,905	314,615 268,400 2,028,406	+98,499 -21,774 -8,383 +892,499 +55,537 +18,285 +1,594 +13,244 -3,214	
Ind. Dec. & West Indiana III. & Iowa	382,431	164,845 357,934	72,126 110,789	16.589	+55,537 $+18,285$	
Kanawha & Mich	25,296	19,221 175,473	110,789 4,111 48,896	92,504 2,517 35,652	+1,594 $+13,244$	
Kanawha & Mich Lake Erie & Il. & So Lake Erie & Wester Louis. Evans & St. L. Louisv. N. Al. & Ch.d	9,225,888 215,896 382,431 25,296 212,442 38,200 n. 1,675,532 657,037	1,503,156	1,168 708,285 119,812	4,382 603,884 140,569	-3.214 $+104.901$	
Louisv. N. Al. & Ch.	1,190,428	1,047,960	119.812 318,373	269.639	-3.214 $+104.901$ $-20.757$ $+48.734$	1
Peo. Dec. & Evansy.	433,756	30,978 377,101	100,702	18,593 89,351 10,063	+18,479 +47,351 -4,195 -3,545	11
Pittsb. Mar. & Chic.	59,358 20,747	377,101 38,587 15,487	5,868 def.225	10,083 3,320	-4,195 $-3,545$	1
Pitts.Char. & Yough Pittsburg & West'n Sag. Tusc. & Huron. Sag. Val. & St. Louis St. L. Alt. & T. H.c Tol. A. A. & N. Mich Toledo & Ohio Cent.	057,087 1,190,428 67,797 433,756 y 59,353 20,747 c 1,010,431 54,667	835,102 53,653	10,034	3,320 222,228 12,065 13,082	+110,384 -2,031 -6,474	LI
St. L. Alt. & T. H.c.	41,198	536,581	6,608 231,381	13,082 222,425	-6,474 $+11,956$	1
Toledo & Ohio Cent.	535,681 516,390 771,656	510,791 675,905 400,391	60,400 184,794 81 955	222,425 132,280 185,644 61,774	+11,956 -71,860 -850	1
TOIL T COILT & TY ESC.				61,774	+20,151	1
Total (31 roads)	. 23,286,659 1895.	21,299,086 1894.	6,688,954 1895.	5,285,003 1894.	+1,403,951 Inc. or Dec	
Northwestern— Burl. Ced. Rap. & No	D.	4	507 244	445,006 163,045 5,307,230 4,640,963 190,565	+62,238 -64,936 -712,321	3
Burl. Ced. Rap. & No Chic. Burl. & North's Chic. Burl. & Quincy Chic. Mil. & St. Paul Dulyth & Sh. & At.	1,739,033 1,794,976 1,13,873,909 12,540,279	1,762,311 794,713 15 160 130	98,109	163,045	-64,936	3
Chic. Mil. & St. Paul Duluth So. Sh. & At	. 12,540.279	15,160,139 13,678,296 741,995	98,109 4,594,905 4,957,554 338,120	4,640,963	-712,325 +316,591 +147,555	1
	732,500	815,9°5 178,163 783,314	240.150	234,160		
Keokuk & Western Minneap, & St. Louis St. Paul & Duluth	1. 859,143 . 732,500 . 158,144 s. 833,651 . 608,205	783,314	34,544 325,623 132,942	234,160 53,756 261,186	-19,336 $-19,219$ $+64,437$ $-22,758$	27
Total (9 roads)	The second second		132,842	199,097	$-\frac{-22,753}{-}$	-
	1895.	31,545,984 1874.	11,229,191 1895.	11,451,608 1894.	Inc. or Dec	
Southwestern- Arkansas Midland			\$ 10 100	\$ 10,000		
At. T. & S. F St. L. & San Fran Atlantic & Pacific	42,157 13,610,132 2,762,544 1,875,771	38,701 13,513,249 2,752,581 1,573,139	10,400 2,462,986 1,021,934 9 196,236 9 34,800 1,322,482 14,366 46,143 89,253		-2,24 $+208,30$ $+138,26$	1
Atlantic & Pacific Austin & Northwest Denver & Rio Grand	115,247	1,573,139	196,286	57,233	+139.00	3
Denver & Rio Grand Eureka Springs	115,247 le 3,209,302 30,157	3,052,570	1,322,482	1,141,970	+180,51	200
Ft, Wth. & Rio G'de Hous. E. & W. Texa	30,157 2. 177,231 8. 270,271 n. 2,128,140	121,7:0	89,253	14.283	+32.16	10
Eureka Springs  Ft, Wth. & Rio Grand Hous. E. & W. Texa Kan. C. Ft. S. & Mer Rio Grande Souther	n. 2,128,140 n. 183,473	1,573,138 116,559 2 3,052,570 7 33,652 121,710 189,878 2,354,201 161,300 681,352	645,406 52,629 166,408	2,234,082 \$83,669 57,233 37,864 1,141,970 17,968 14,283 54,099 687,316 73,918 38,444	+208,30 +138,26 +139,00 -3,06 +180,51 -3,60 +32,16 +35,15 -41,91 +8,70	10
San. An. & Ar. Pass. Un. P. Pen. & Gulf. Waco & Northwes'n	881,131				+127.96	4
				_		3
Total (14 roads).	26,801,854	25,968,901	6,370,740	5,498,669		_

LOOK DOLLARS OF THE	Gros	8		Net	
	1895.	1894.	1895.	1894. 1	nc. or Dec.
Pacific Coast-	8	*	\$	8	8
Canadian Pacific	7,556,233	8,137,769 13.217	2,538,823	2,235,230	+253,593
Nevada Central	13,724 5,825,006	13.217	1 500 000	571	-505 +616,517
Northern Pacific.c	5,825,008	5,339,592 1,809,224 964.359	1,579,626 152,747 348,017	963,109 303,366	-150,619
Oregon Improvement.	1,570,993 1,044,598 362,950	064 350	348 017	271,110	+76,907
San Fran & No Pag	362 050	364,909	91.556	102,469	-10.913
Rio Grande Western San Fran. & No. Pac South'n Pacific Co. (6)	21.314.183	20,692,823	6,082,586		-10,913 $-232,367$
Gal. Har. & San Ant.	b2,189,504	b1,800,277	b592,072	b420,790	+b171,282
Gal. Har. & San Ant. Louis. Western	5512,551	b451.494	b252,788	b193.920	+b171,282 $-b58,868$ $+b216,044$
M'gans. La. & Tex N. Y. Tex. & Mex Tex. & New Orl's	b2,189,504 b542,551 b2,813,591 b111,800	b2,628,505 b106,079	91,556 6,082,586 b592,072 b252,788 b633,338	b420,790 b193,920 b417,294 b24,820	+6216,041
N. Y. Tex. & Mex	b111,800	D106,079		1,007,004	+ 55,600
Pacific System	b803,849	b734,795 014,826,555	b324,629 b4,249,854	b287,284 b4,971,273	+b37,345  +b721,422
Pacific Systemb. Central Pacific	b5,869,694	b6 021 805	b1 987 610	b2.075.022	-b137.412
Union Pacific (6 rds.)	9.864.582	b6,021,805 10,758,243 b6,683,282	b1,937,610 3,201,261 b2,250,849	b2,075,022 2,530,565	$-b137,412 \\ +670,696$
Union Pac. Railway.	66, 114,013	b6,683,282	b2,250,849	b1,700,580	+b550,261
Ore. Sh. L. & U. Nor.	b2,320,103	b2,330,412	b882,227 b37,969	b619,179	+b263.048
Ore. Sh. L. & U. Nor. St. Jos. & G. Island.	b6,414,013 b2,320,103 b272,055	b408,493	b37,969	193,406	+b55,437
Kan, the & Omana.	D 31,059	b65,429	bdef.19.014	bdef.7,299 b80,182	-b11,715
Central Branch	b137,860	b211,158	b26,157	000,102	-b54,025
Atch. Col. & Pac (	b127,380	b192,472	bdef.28,962	b17,044	-b44,006
Atch. Col. & Pac} Atch. J. C. & W} Visalia & Tulare	4,935	4,510	1,042	275	+767
risana & Luiare	3,000	2,030			
Total (19 roads)	47,557,004	48,079,646	13,995,724	12,771,648	+1,224,076
South'n Roads—	1895.	1894.	1895.	1894.	Inc. or Dec.
Atlanta & West Point	214,431	228,785	82 273	74,299	+7.974
Atlantic & Danville	200,991	237.070	82,273 48,353	5,999	$^{+7,974}_{+42,354}$ $^{-3,001}$
Birmingh. & Atlantic. Bruns. & Western Carolina Midland	8,103	10,902 2:2,581 21,622	def.2,474 37,026	527	-3,001
Bruns. & Western	243,530	252,581	37,026	52,979	15,953
Carolina Midland	1,861,978	21,622	def.: 91	def.273 683,225	- 318
Central of Georgia.c.	1,861,978	2,137,880 3r1.766	316,085	683,225	-367,140
Char. & Savannah	303,356	361.766	77,974	113.902	- 35,928 +14,729 +118,650
Cheraw & Darlington.	52,839 4,593,857	40,589	14,898 1,430,530	1,311,880	T118 850
Chesapeake & Ohio Ches. O. & So'western Col. N. & Laurens Gadsd. & Att. Union	1,099,632	4,125,489 958,012	332,934	285,662	+47 272
Col. N. & Laurens	32,352	42,224	648	14,045	$^{+47,272}_{-13,397}$
Gadsd. & Att. Union	3 933	3 136	2 336	1.691	+645
	573,255	614 165	64,668	157,086	-92,418
Ga. South. & Fla Gulf & Chicago Jacksonv. T. & K. W.	573,255 386,510	614 165 422,831 19,262 474,097	94,650	89,599	+645 -92,418 +5,081 +584
Gulf & Chicago	20,382 241,680 478,665	19,262	592 37,505	010 050	+584
Kan. C. Mem. & Bir	241,080	499,277	46,196	212,058 59,061	-174.553 $-12,865$
Louisv. & Nashville	9,059,116	9,218,413	2,891,583	3,235,975	-344,392
Louisv. St. L. & Tex	186,686	193,787	23.202	28.552	-4,650
Louisv. St. L. & Tex Macon & Birmingham	95 449	193,787 36,255 598,922	2,839 def.1,042 452,197	28,552 4,324	-1.485
Memphis & Char. Mobile & Ohio. Nash. Chat. & St. L New Orleans & South.	35,443 514.484	595,922	def.1,042	47,123 504.122	-48,165 $-51,925$
Mobile & Ohio	1,598,489 2,236,133	1,559,191	452,107	504.122	-51,925
Nash. Chat. & St. L	2,236,133	2,251,539	883,121	857,586	+25,535 -3,758
New Orleans& South	37,632 10 874	48,464		def.2,443 1 - 53	-3,758
Oc mee & Western		15,588	def.153	1 503	-2, 06 +18,619
Ohio River	349,757 264,296 375,756 165,044	299,280	118,552 85 710	99,933	+5.024
Rich, Fred & Pot'mac	375.756	276,587 363,840 167,998 207,955	85,710 120,651	80,686 138,037	+5,024 -17,386 -6,346
Rich. Fred. & Pot'mac Richmond & Petersb	165,044	167,998	37,096	43.442	-6,346
Sav. Amer. & Mont	212 540	207,955	7,530	8,051	-521
Sav. Florida & West	1,703,772 98,290	2,045,551	534,038	689, 00	-155,462
S. S. Ocala & Gulf	98,290	76,418	31.950	32,492	-542
Southern Railway .	8,368,652	8,128,086	1,952,073 69,862	1,734,323 51,244	+217,750
Western of Alabama	504 750	494 981	170 715	145 005	+18,618 $+34,620$
W. Va. Cent. & Pittsb. W. Virginia & Pittsb.c	137 270	213,825 424,281 147,682	179,715 73,724	145,095 81,411	-7,487
Wrightsv. & Tennile	233,501 504,750 137,270 88,262	36,170	6,829	11,306	-4,477
Total (37 roads)		37,117,829		10,854,529	-806,920
Maniaga Dania	1895.	1894.	1895.	1894.	Inc. or Dec.
Mexican Roads -	4,603,911	4,293,951	1,917,075	1,376,950	+540,125
Mexican Central Mexican Internat'l	1 200 851	1 089 289	526,458		+88 700
Mexican National	1,292,651 2,153,827	2,119,780	951.351	457,749 884,547	+66.804
Mexican National Mexican Northern	335,465	318,993	175,719	884,547 166,669	+9,050
Monterey & Mex. Gulf.	335,465 631,210	1,082,368 2,119,760 314,998 563,47	951,351 175,719 1 207,947	174,523	+68,709 +66,804 +9,050 +33,424
Andrew Street,					
Total (5 roads)	9,017,064	8,356,538	3,778,550	3,030,438	+718,112
	===			===	
The second secon					

Grand tot'l(177 r'ds).381,778,487 368,644,256 109,815,538 102,518,067 +7,297,471 a This is roughly one-half of earnings for full year 1894, and on it we have based the changes for the present year.

b Not counted in footings, because included in earnings of the system under which this road appears.

c Figures and comparisons for this road re for five months ended May 31, the June returns not being ready yet.

#### IMPORTS AND EXPORTS OF GOLD AND SILVER AT SAN FRANCISCO.

The Collector of Customs at San Francisco has furnished us this week the details of imports and exports of gold and silver through that port for the month of July, and they are presented below, together with the figures for the preceding months, thus completing the results for the seven months of the calendar year 1894. The imports of gold were decidedly less than in June, the amount received reaching only \$51,730, of which \$9,330 was in coin; and of silver there came in \$136,090, of which \$128,955 was bullion. There has been received during the seven months a total of \$1,011,262 gold and \$1,105,446 silver, which compares with \$502,599 gold and \$1,271,918 silver in 1894. The shipments of gold during July reached \$80,481, mostly coin, and the heaviest monthly total of the year, and the exports of silver have been \$238,875 coin and \$560,000 bullion. For the seven months the exports of gold have been \$228,530, against \$512,037 in 1894, and \$6,867,881 silver has been sent out, against \$6,508,277 in 1894. The exhibit for July and the seven months is a-follows:

IMPORTS OF GOLD AND SILVER AT SAN FRANCISCO

**********		GOLD.			SILVER,	
MONTHS.	Ooin.	Bullion	Total.	Coin.	Bullion.	Total.
1895.	\$	\$	\$	8	8	\$
January	37.188	45,696		6,893	136,592	143,485
February	1,317	25,586		1,502		102,909
March	9,996	33,741	43,737	990	116,633	117,623
April	51,015	59,964	110,979	257,696	111.093	368,789
May	10,384	83,554	93,938	11,348	117,378	128,726
June	488,984	112,107	601,091	32,094		107,824
July	9,330	42,400	51,730	7,135	128,955	136,090
T'l. 7 mos	608,214	403,048	1,011,262	318,558	786,888	1,105,446

EXPORTS OF GOLD AND SILVER FROM SAN FRANCISCO.

	GOLD.			SILVER.		
MONTHS.	Coin.	Bull'n	Total.	Coin.	Bullion.	Total.
1895. January . February . March . April June July	\$ 53,545 3,075 10,121 17,031 7,993 56,064 79,321	\$ 200 20 1,160	\$ 53,545 3,270 10,121 17,031 8,013 56,064 80,481	\$ 112,160 86,674 88,862 410,218 341,146 311,133 238,875		\$ 876,860 490,174 1,462,862 1,324,238 1,112,339 802,533 798,875
T'L 7 mos	227,150	1,380	228,530	1,589,068	5,278,813	6,867,881

STOCK EXCHANGE CLEARING-HOUSE TRANSACTIONS. — The subjoined statement includes the transactions of the Stock Exchange Clearing-House from Aug. 12 down to and including Friday, August 23; also the aggregates from January to July, inclusive, in 1895, 1894 and 1893.

STOCK EXCHANGE CLEARING HOUSE TRANSACTIONS

-Shares, both sides	- Balances, one side Sheets
Oleared, Total Value.	Shares. Value Shares. Oash. Cleared
1893-	\$ \$
January 28,544,500 2,064,709,000	3,000,000 210,700,000 3,300,500 6,839
February, 25,108,900 1,744,400,000	2,587,900 172,701,000 3,529,000 6,151
Mareh 24,591,100 1,690,000,000 April 20,802,500 1,421,300,000	2,703,800 167,900,000 3,784,100 7,080 2,311,300 153,300,000 2,331,000 6,005
May 28,209,500 1,738,900,000	2,869,500 161,110,000 4,870,100 7,200
Jane 17,190,700 1,016,900,000	1,682,000 90,200,000 1,789,800 6,395
July 19,685,700 1,100,000,000	1,796,300 88,100,000 2,752,500 6,015
7 mos 134,132,900 10,776,209,000	16,950,800 1,044,011,000 22,357,000 45,685
1894-	
January 18,363,000 1,088,600,000	1,354,000 69,100,000 2,041,000 6,839
February, 12,847,600 784,800,000	1,035,400 56,200,000 1,396,900 5,548
March 18,912,000 1,076,441,000 April 14,725,000 868,700,000	1,452,100 81,800,000 1,928,700 6,581 1,384,300 77,200,000 1,418,900 6,401
April 14,728,000 S68,700,000 May 19,140,800 1,200,300,000	1,551,100 91,700,000 1,938,500 6,639
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 1,328,530 5,856
7 mos 106,089,400 6,596,841,003	8,863,200 493,370,000 11,536,500 44,052
1895- January 13,593,500 896,200,000	1,091,000 63,700,000 1,483,100 6,434
February., 12,030,600 762,100,000	997,500 55,000,000 1,133,500 5,515
March 19,057,700 1,207,500,000	1,493,600 85,400,000 1,936,400 6,540
April 15,799 200 1,004,800,000	1,710,50) 94,500,000 1,899,300 6,431
May 28,220,100 1,603,400,000 June 17,365,600 1,101,200,000	3,151,900 162,900,000 2,157,290 7,391 2,070,190 114,500,0 0 1,544,6 0 6,402
June 17,365,600 1,101,200,000 July 26,279,400 1,457,975,000	2,315,900 132,400,500 2,101,100 6,939
7 mos 128,337,100 8,043,175,000	12,860,500 708,400,500 11,745,200 45,655
-Shares, both sides	Balances, one side Sheels
Cleared. Total Value.	Shares. Value Shares. Cash. Cleared
Aug.12. 907,500 63,500,000	111,100 7,100,000 89,600 319
" 15 550,400 35,600,000	72,800 4,300,000 39,500 303
" 14., 559,600 30,700,000	74,400 3,700,000 46,200 300
" 15 632,500 37,600,000	76,600 4,000,000 53,300 291
" 16 506,900 31,000,000	61,800 3,400,000 42,200 266
Tot. wk3,156,900 198,400,000	396 700 22,500,000 275,800 1,479
Wklastyr4,633,000 302,300,000	392,600 23,200,000 529,100 1,567
Aug. 19., 543,700 36,000,000	61,800 3,100,000 69,100 280
" 20., 797,600 63,800,000	79,900 5,400,000 151,600 306
" 21 859,300 67,300,000	81,400 5,600,000 88,600 307
" 221,190,500 94,200,000	101,700 6,600,000 179,200 324
" 23., 975,300 75,900,000	87,300 5,800,000 136,900 313

The stocks cleared now are American Cotton Oil common, American Sugar common, American Tobacco common, Atchison, Central of N. J., Chesapeake & Ohio, Chicago Burlington & Quincy, Chicago Gas, Chicago Milwaukee & St. Paul common, Chicago & North Western common, Chicago Rock Island & Pacific, Delaware & Hudson, Delaware Lackawanna & Western, Distilling & Cattle Feeding, General Electric, Lake Shore & Michigan Southern, Louisville & Nashville, Manhattan, Missouri Kansas & Texas preferred, Missouri Pacific, New York Central, New York Lake Erie & Western, New York & New England, New York Ontario & Western, Northera Pacific preferred, National Lead common, Philadelphia & Reading, Southern Railway common and preferred, Texas & Pacific, United States Leather common and preferred, Wabash common and preferred and Western Union.

Tot.wk. 4,366,400 337,200,000 412,100 26,500,000 625,400 1,530 Wklastyr 4,790,900 295,000,000 439,300 26,400,000 654,900 1,568

### Monetary Commercial English News

[From our own correspondent.]

LONDON, SATURDAY, Aug. 10, 1895.

The only incident affecting the money market this week is the suspension of the City of Melbourne Bank. This is one of the institutions that failed in the beginning of 1893 and was reconstructed. From the very first it was regarded as certain here that the reconstruction would not work, for the management had been altogether too bad. The bank not having earned the interest it promised to pay to the depositors, some months ago the Chairman arrived in this country to negotiate with the depositors for a reduction of the interest. After several interviews meetings were held at which the proposal of the directors was rejected. On the other hand the depositors proposed a plan of their own which would have given them complete control of the bank. This, however, the shareholders refused. It was decided, therefore, to wind up, and on Wednesday the bank closed its doors in Melbourne. Altogether its liabilities amount to nearly 4 millions sterling. What the assets really are nobody knows, as every one admits that the nominal valuation is altogether excessive. The suspension is not likely to have much influence here, as it has been looked for for a long time past. Of course it may create alarm in the Colonies and further events may affect our market. For the present, however, the suspension is rather regarded as removing a danger from the market. Unemployed money here is as abundant as ever; the supply, indeed, is increasing, as little is doing at this season of the year.

The silver market is weak and dull. China is not buying; there is no sign as yet, at all events, that Japan will buy much, and India is doing very little. The tendency, therefore, is rather to sell than to buy. The India Council, however, continues to dispose of its drafts very successfully. On Wednesday it offered 50 lakhs of rupses and sold the whole amount at 1s. 15-32d, per rupse.

As we have now entered upon the holiday season, and most operators have left the city, the stock markets are inactive. In the American department selling preponderates, partly because of the gold shipments from New York and partly because of the anticipated heavy assessment on Erie shares. The price of Erie shares has fallen and probably will fall further if the assessment is to be 12 dollars per share, as is understood here. The most general opinion here is that a considerable amount of gold will have to be shipped from New York because of the recent large imports into the United States, and also because as soon as the new bonds are available it is expected that they will be bought by American bankers. The issue of them began on Thursday. At the same time there is an impression that the shipments of gold will not last very long and that business will grow much larger towards the end of the year.

The South American department is likewise quiet. The excitement in Brazil over Trinidad appears to have subsided; but the negotiations for a settlement in the province of Rio Grande have not yet come to an end. Nothing, onsequently, is doing in Brazilian securities. Little is doing in Chilian, although it is reported that the Government is successfully carrying through the conversion. In Argentina trade is undoubtedly improving, and the railway companies are all doing better. But the vote of 10 million dollars, gold, for extraordinary naval and military preparations has unfavorably impressed the market here and consequently business has been somewhat checked. In the Colonial department the failure of the City of Melbourne Bank is disregarded and business in fairly good, though quiet.

Outside of South African gold shares very little is doing on the Continental bourses. The massacre of missionaries in China and the unsettled state of Southeastern Europe are deterring operators. Every one believes that peace will be maintained; but it is feared that alarm may be created by the attitude assumed by Russia towards Bulgaria and by the negotiations or pourparlers that are going on between Roumania and Austria-Hungary. The King of Roumania is visiting the Emperor Francis Joseph, and it is reported that he wishes to formally enter the Triple Alliance. The market for gold shares, however, keeps wonderfully good in spite of the time of year and the unfavorable influences affecting other departments. Paris more particularly is buying on a very large scale; and as several of the great South African magnates are just now returning to London it is generally believed that new enterprises on a great scale are to be launched and that everything possible will be done to improve the market. Prices, therefore, have made a further advance during the week.

From a report just published by the *Times* it appears that several of the British crops have deteriorated during the month of July. The average condition of wheat on the 1st of August is reported to have been 77.8, against 79.3 a month previously; that of barley was 85.9 against 83, and of oats 80 against 76.4. Potatoes have much improved. They are now 98.4 against 89. But roots are only 74.9 against 76.6. Grass, whether for meadowing or pasture, has decidedly improved. The condition now is 74.3 against 68.4.

The Board of Trade returns for July are highly encouraging. Even if we allow for the fact that there was one working day less in July of last year than in the past month, we were not at that time in the throes of a general election, as was the case in July of this year; nevertheless the returns show that the imports increased over 10 per cent during last month when compared with July, 1894, and the exports more than 11 per cent.

The imports since January 1st have been as follows:

IMPORTS.	1895. £	1894. £	Difference.	Per Ot.
January	36,753,068 28,134,489	38,458,613 33,984,085	-1,705,545 $-5,849,596$	-4·43 -17·21
March	35,980,590 34,341,358	35,327,037 35,015,781	+653,553 -674,423	+1.85 -1.91 +1.87
June	34,752,086 33,884,584 35,128,142	34,134,060 34,229,679 31,835,553	+618,026 $-345,095$ $+3,292,589$	-1·00 +10·34
July	238.801.680	242.806,918	-4,005,238	-1.64

The exports since January 1st have been as follows:

EXPORTS.	1895. £	1894. £	Difference.	Per Ct.
January February	18,224,236 15,968,395	18,151,880 17,679,449	+72,356 -1,711,054	+0·39 -9·67 +2·34
March	18,523,030 17,252,311 18,344,744	18,098,903 17,559,876 17,484,212	+424,127 $-307,565$ $+860,532$	$-1.75 \\ +4.92$
June July	17,800,100 20,559,486	17,909,155 18,398,536	$-109,055 \\ +2,160,950$	0·60 +11·74
7 months	126,677,002	125,282,011	+1,394,991	+1.11

The re-exports of foreign and colonial produce since January 1st show the following contrast:

RE-EXPORTS. January. February March. April. May June. July	1895. & 3,887,258 4,407,824 4,846,599 6,608,362 5,215,785 5,265,773 4,789,951	1894. £ 4,346,643 5,051,720 5,342,836 4,810,362 4,904,108 5,198,180 4,289,764	Difference.  ### 459,385  -643,896  -496,287  +1,797,753  +311,677  +67,593  +500,187	Per Ot. -10·56 -12·74 -9·29 +37·37 +6·35 +1·30 +11·65
7 months	35,021,305	33,943,663	+1,077,642	+3.17

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.	1894.	1893.	1892.
	Aug. 7.	Aug. 8.	Aug. 9.	Aug. 10.
	£	£	£	£
Direulation	26,759,640	26,239,695	27,066,485	26,667,545
Public deposits	5,491,992	5,754,280	3,704,247	3,540,196
Dther deposits	42,977,668	37,591,120	30,101,144	32,568,479
Sovernment securities	14,795,425	12,667,381	13,104,453	13,109,394
Other securities	23,595,478	19,762,356	24,263,047	24,614,158
Reserve of notes and coin	28,136,414	28,951,623	14,615,974	16,532,402
Coin & bullion, both departm'ts	38,098,054	38,391,318	25,232,459	28,749,947
Prop. reserve to liabilities p. c.	577/8	661/4	43	4516
Bank rateper cent.	2	2	4*	2
Consols, 2% per cent	107 1-16	1021/4	98	97 1-16
Bilver	301/44.+	28 13-16d.	3434d.	381/gd.
Clearing-House returns	124,416,000	94,460,000	102,963,000	111,543,000

<sup>+</sup> August 8.

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

Rates of	Aug. 9.		Aug. 2.		July 26.		July 19.	
Interest at	Bank Rate	Open Marke	Bank Rate.	Open Market	Bank Open Rate. Market		Bank Rate.	Open Market
Paris	2	3/8	2	1	2	3	8	2
Berlin	3	11/6	3	11/6	3	134	3	11/6
Hamburg	3	11/6	3	136	3	15%	3	11/2
Frankfort	3	136	3	11/6	3	134	3	11/6
Amsterdam	21/6	136	21/4	11/4	21/4	11/6	21/4	11/6
Brussels	21/4	11/6	21/2	134	21/6	134	236	134
Vienna	4	334	4	37/8	4	37/8	4	37/8
St. Petersburg.	6	51/2	6	51/6	6	51/6	в	536
Madrid	5	5	5	5	5	5	5	5
Copenhagen	31/6	31/6	31/2	31/4	31/4	31/6	316	316

The rates for money have been as follows:

Open Market Rates.					Open Market Rates.			Interest allowed for deposits by			
London. Bank Bills.		Trade Bills.			Disc't H'se						
		Bank	Three Months	Four Months	Six Months	Three Months	Four Months	Six Months	Joint Stock Banks.		7 to 14 Days.
July	12	2	9-16	9-16@%	11-16-34	3/8	1@11/4	142	36	1/6	36
**	19	2	9-16@5%	56	*	34@34	%@1	11/8@11/4	3/8	16	1/6
**	26	2	9-16@5%	58	¾-13-16	1	11/4	11/2	1/2	16	16
Aug.			9-16	56	34	1	11/4	3/8	36	3/2	36
**	9	2	9-16	9-16@56	34	34@1	1@11/8	14/01/6	1/6	36	36

<sup>\* 34@13-16.</sup> 

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

Aug. 5:

Gold—Failing all demand for gold, the Bank has received all the arrivals for the week. The total purchased is £661,000 and £250,000 has been sold, £200,000 of which has gone to the Cape. Arrivals: River Plate. £19,000; New York, £47,000; South Africa, £166,000; West Indies, £40,000; total, £272,000. Shipments to Bombay, £500. Silver—There is very little change to report. Since we last wrote there has been some moderate inquiry, which caused a small advance, which has since been lost. New York hassoid pretty freely. Arrivals: New York, £103,000; West Indies, £12,000; total, £115,000. Shipments to Bombay, £53,250.

Mexican Dollars—There have been no recent transactions, and the last price quoted is 30d. nominal. Arrivals from Vera Cruz, £26,000. Shipments to Penang, £9,300.

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

	IMPORTS.		
1894-5	. 1893-4.	1892-3.	1891-2.
mports of wheat.cwt.73,207,8		62,766,447	65,175,772
Barley 24,206,17		16,729,766	15,890,981
Dats 14,600,5		13,616,255	14,159,746
Peas 2,205,40		2,130,738	2,611,917
Beans 4,074,16		3,770,741	3,909,560
Indian corn 24,773,29	24 35,756,043	31,113,154	28,882,728
Flour 18,252,83	30 18,276,249	19,602,182	18,686,064

Supplies available for consumption (exclusive of stocks on

1894-5. Wheat imported.cwt.73,207,856 Imports of flour18,252,830 Bales of home-grown.20,219,096	18,276,249	19,602,182	1891-2. 65,175,772 18,686,064 30,163,793
Total111,679,78			114,025,629 1891-2.

Aver. price wheat week.24s. 2d. Average price, season..21s. 2d. 24s. 4d. 25s. 6d. 26s. 2d. 26s. 9d. 29s. 7d 33s. 7d The following shows the quantities of wheat, flour and

THE PARTY OF THE P	O MADO OF MALE	- O		
Wheatgrs.	This week. 2.970,000	Last week.	1894. 2.611.000	1893. 2,603,000
Flour, equal to qrs.	118,000 761,000	146,000 697,000	330,000 366,000	308,000 501,000
maixeura.	LOT.OOO	001,000	000,000	001,000

#### English Financial Tarkets-Per Cable.

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

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Silver, per ozd.	30716	30716	-30716	3038	3038	3038
Consols, new, 234 p. cts.	10738	107516	10738	107916		10758
For account	107718	10738	107716	10758		1071116
Fr'ch rentes (in Paris)fr.	02.3212		102:30	02.2212	102.15	102.35
Atch. Top. & S. Fe	1558	1758	1758	1734	1734	1778
Canadian Pacific	5312	5358	5334	5312	5418	54
Chesapeake & Ohio	2158	2134	2119	2112	2112	2034
Chic. Milw. & St. Paul	7234	73	7234	7358	7418	7438
Illinois Central	1014	10218	102	103	10312	10334
Lake Shore	154	154	154	154	154	
Louisville & Nashville	6212	6212	6178	624	624	6219
Mexican Central 48	674	6719	6712	6719	6719	
Mo. Kan. & Tex. com	1848	1778	1778	18	18	18
N. Y. Central & Hudson		10319	10418	10418	10458	10438
N. Y. Lake Erie & West.	834	834	858	878	858	838
2d consols.	70	70	70	7014	70	70
N Y. Ont. & Western	1712	1738	1712	1712	1738	1719
Norfolk & West'n, pref.	14	144	1415	144	14	
Northern Pacific, pref	184	184	184	184	18	1734
Pennsylvania	554	554	5538	554	5518	5534
Phil. & Read., per share		914	934	934	938	938
Southern Ry., com.		14	14	14	1378	1334
do pref'd		4218	424	42	4178	4134
Union Pacific		1334	1312	1319	1358	1358
Wabash, pref	2158	2158	2112	2134	2119	2178

#### Commercial and Miscellaneous Aews

IMPORTS AND EXPORTS FOR THE WEEK.—The following are the imports at New York for the week ending for dry goods August 15 and for the week ending for general merchandise August 16; 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.	\$2,875,565 8,890,312	\$2,457,690 5,516,134	\$2,034,901 5,672,920	\$3,079,793 8,207,917
Total Since Jan. 1.	\$11,765,877	\$7,973,824	\$7,707,821	\$11,287,710
Dry Goods Gen'l mer'dise.	\$80,698,645 298,962,535	\$91,618,673 303,933,038	\$53,482,744 224,281,715	\$94,909,716 236,108,939
Total 33 weeks	\$371,661,180	\$395,551,711	\$277,764,459	\$331,018,655

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

The imports 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 August 20 and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK

	1892.	1893.	1894.	1895.
For the week Prev. reported.	\$6,964,279 246,852,180			
Total 33 weeks.	\$253,816,459	\$232,664,852	\$235,525,784	\$214,222,756

The following table shows the exports and imports of specie at the port of New York for the week ending August 17 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.	Imports.			
enu.	Week.   Since Je		Week.	Since Jan. 1		
Great Britain. France. Germany. West Indies. Mexico. South America All other countries.	\$3,542,000 5,000 5,000		4,442 42,380			
Total 1895 Total 1894 Total 1893	\$3,552,000 934	20 201 100	348,084			

	Exp	orts.	· Imports.		
Silver.	Week.	Since Jan. 1.	Week.	Since Jan. 1.	
Great Britain	\$803,700	\$22,104,048		\$49,246 3,451	
Germany West Indies		16,142 135,129	\$1,008 6,679	245,936	
Mexico	1,517	399 695,292 20,594	54,041	356,003 552,971 18,136	
Total 1895 Total 1894 Total 1893	\$805,217 933,019 264,600		\$62,380 64,548 4,246	1,136,041	

Of the above imports for the week in 1895 \$24,000 were American gold coin and \$1,008 American silver coin. Of the exports during the same time \$3,537,000 were American gold coin.

—Messrs. Redmond, Kerr & Co. offer 5,000 shares Oswego & Syracuse 9 per cent stock, guaranteed by the Delaware Lackawanna & Western RR. Co. in perpetuity. They state that this is one of the oldest of the Delaware Lackawanna & Western guaranteed stocks, and it is rarely offered for sale. This being the first lot of any size that has been offered in many years is an exceptional apportunity. many years, is an exceptional opportunity.

Breadstuffs Figures Brought From Page 336,-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 Aug. 17, 1895, and since August 1, for each of the last three years:

Receipts at-	Blown.	FF74eat.	Corn.	Oats.	Barley.	Ry6.
	Bbls.1960bs	Bush.80 lbs	Bush 56 lbs	Bush.33 lbs	Bush.4815	Bu.56 In.
Onioago	47,575	286,011	1,770,048	1,463,885	22,000	40,116
Milwaukes	48,865	273,700	21,450	144,000	22,400	19,800
Dalath.	100,705	184,074		4,519	******	****
Minneapolis		481,580	5,400		*****	
Toledo	2,439	394,000	86,200	30,700	3,000	15,600
Detroit	3,150	95,955	22,369	62,748	458	44
leveland	1,155	23,976	14,603	20,404	*** **	
4t. Louis.	19,620	613,841	160,370	306,035	*****	2,147
Peorla	3,450	27,000	385,636	447,450	700	600
Kansas City	21.15	62,817	388816	****	215	
Tot.wk. '95.	225,965	2,442,954	2,446,149	2,479,041	49,488	78,263
Fame wk, '94.	243,927	5,644,993	1,035,504	2,760,055	263,036	50,805
ame wk, Wil	216,358	2,777,317	2,319,551	2,304,256	90,416	74,144
Since Aug. 1.						
1894-95,	622,611	7,016,743	5,827,578	6,977,620	113,182	229,526
1893-94.	826,314	17,211,633	4,290,655	7,918,612	351,698	114,075
1892-93,	789,051	9,943,277	6,911,089	7,395,853	135,588	241,396

The receipts of flour and grain at the seaboard ports for the week ended Aug. 17, 1895, follow:

Receipts at-	Flour.	Wheat,	Corn. bush.	Outs, bush,	Bartey bush.	Rue,
Boston	101,634 40,103 63,258	\$15,000 93,763	589,425 171,543	495,900 103,954	*******	1,650
Montreal. Philadelphia Ballimore	27,565 85,457	26,520 75,182 235,808	11,694 97,599	22,700 86,090 68,874	800	11,862
New Orleans	5,505	19,436	9,854 39,573	8,218	** * ***	*******
	924,904 421,476	855,7/19	991,997	186,979	800	13,512

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

Receipts of— 1895.	1994.	1893.	1892,
Flourbbls. 9,800,119	12,315,967	11,770,313	11,492,128
Wheat bush 20,483,048 Corn 28,004,663 Cats 24,903,086 Burley 1,545,695 aye. 244,957	29,546,085	30,450,551	69,958,661
	84,476,181	34,771,382	67,030,514
	24,200,481	28,611,360	34,496,091
	1,786,439	2,704,651	3,076,610
	208,574	827,482	2,877,421
Total grain 73,171,432	90,217,660	126,368,435	177,439,297

The exports from the several seaboard ports for the week ending Aug. 17, 1895, are shown in the annexed statement:

Exports from-	Wheat,	Corn., bush.	Flour.	Clata. bush:	Hye. bush.	Peda buah.
New York	134,684 102,881	730,858 89,830	54,782 24,097	4,689	*******	2,587
Philadelphia	39,967	79,893 25,714	9,050	*******	*******	*******
New Orleans Norfolk Newport News	85,753	40,753	6,000	*******	20020000	*******
Montreal	112,137	83,553	30,014	*******	*******	2,000
Same time 18941	732,898	1,049,801	108,508	4,784	******	4,587

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

	-	CHAP		nent -		rismini
Exports for	Week	Since Sept.	Week	Since Sept.	Week	Since Sept.
I week and since	Aug. 17.		Aug. 17.	1, 1894,	Aug. 17.	1. 1894.
Sept. 1 to-	bbls.	bbls.	bush.	brauh.	bush.	bush.
United Kingdom		7,925,740	077,423	20,389,355	586,919	19,826,628
Continent		1,166,819	*******	13,270,520	433,052	9.008,374
8. & C. America	44,633	1,261,782	*******	25,542	2,567	194,852
West Indies	19,257	1,158,620	ARRESTAN	11,120	21,655	611,198
Srit. N. A. Col's.	6,338	393,542	*******		4,600	135,525
Armar countiles".	356	36,780		154,579	408	48,783
Total	168,508	11,943,283	005 100	10.050.004	7 010 001	an one nan
Total 1894	225,935	13,118,633	677,428 1,782,828	42,852,986	1,049,801	29,825,360
	ment of the same	WATTO AND	THE BUTTON	54,273,464	128,408	50,322,400

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, Aug. 17, 1895, was as follows:

	Wheat,	Corn.	Oats.	Rye,	Barley
In store at-	bush.	88,000	1,099,000	bush.	bush.
New York	470,000	99,000	1,088,000	3,000	*******
Do afloat	16,000	30,000	60,000	*******	
Albany	.066,000			41,000	7,000
	,000,000	175,000	201,000	£1,000	7,000
Do afloat	200 000	1,667,000	707,000	78,000	187,000
Chicago	,722,000	1,007,000	707,000	78,000	187,000
Do afloat	326,000	**** **	******	- 000	8,000
Milwaukee	320,000	*******	*******	5,000	8,000
Do affoat	000 000	******	00.000	*** ****	3,000
	1,993,000	*******	30,000	5,000	3,000
Do affoat	440 000	170.000	162,000	20,000	*******
	1,147,000	156,000		73,000	
Detroit	280,000	86,000	33,000	18,000	1,000
Uswego	6,000	234,000	121,000	5,000	*******
	,136,000	234,000	121,000	9,000	1,000
Do affoat	*******	37,000	*******	*******	*******
incinuati	42,000		5,000	14,000	*******
Boston	213,000	223,000	76,000	*******	*******
foronto.*	8,000	*******	30,000	*******	*******
Montreal	33,000	2,000	154,000	4,000	*******
Philadelphia	370,000	48,000	146,000	*******	
Peoria	20,000	40,000	222,000	*** ***	*******
Indianapolis	274,000	36,000	17,000	********	*******
Kansas City	361,000	31,000	2,000	3,000	*******
Baltimore	789,000	79,000	106,000	25,000	*******
	,413,000	6,000	79,000	30,000	11,000
St. Paul	*******	*******	******	*******	*******
On Mississippi River.	1,000	21,000	11,000	*******	*******
	,727,000	1,198,000	213,000	*******	*******
On canal and river	480,000	141,000	154,000	*******	*****
Total Ang. 17, 1895.36	,893,000	4,293,000	3,631,000	304,000	218,000
Total Aug. 10, 1895.37	,840,000	4,613,000	3,925,000	254,000	44,000
Total Aug. 18, 1894.63	000,100	3,036,000	4,643,000	258,000	93,000
Total Aug. 19, 1893.57	,813,000	5,399,000	2,370,000	331,000	413,000
Total Aug. 20, 1892 31		7,149,000	5,046,000	353,000	356,000
* Last week's stocks;	holiday th	ere to-day.			

#### City Railroad Securities-Brokers' Quotations.

	B10.	Ask.		Bid.	Ask.
Atlan. Ave., B'klyn-	107	***	Columbus & 9th Ave. 5s.	115	11519
Con. 58, g., 1931 . A&O	107	110	D. D. E. B. & Bat'y-Stk.	169	172
Impt. 5s, g., 1934. J&J		917	1st, gold, 5s, 1932.J&D	114	116
Bleek, St. & Ful. F.—Stk. 1st mort., 7s, 1900. J&J		314	Serip	₹103₺	
B'way & 7th a.veStock.		201	Eighth Avenue-Stock	325	350
Istmort., 5s, 1904 J&D		108	Scrip, 68, 1914	103	000
2d mort., 5s, 1914.J&J		112	42d St.& Man.&St. N.Av.	320 54	330
B'way lat, 5s, guar, 1924			1st mort. 6s, 1910.M&S		58
2d 5s, int. as rent'1, 1905	1104 %		2d mort income 6s.J&J		58
Consol 5s, 1943J&D		115	Long Island Traction	154	164
Brooklyn City-Stock		179	Lex. Ave. & Pav. Ferry 5s.	114	1142
Consol. 5s, 1941J&J			Metropolitan Traction	102	1024
Bklyn.Crosst'n5a,1908			Ninth Avenue-Stock	150	155
Bki'n.Q'naCo,&Sub.1st			Second Avenue-Stock	155	160
Bklyn.C.&N'wt'wn-stk	200		1st mort.,5s,1909, M&N	108	
5#, 1939	\$110	111	Debenture 58, 1909. J&J	103	10440
Brooklyn Traction	154	174	Sixth Avenue-Stock	210	213
Preferred.	64	66	Third Avenue-Stock	191	192
Central Crosstown-Stk.		200	1st mort., 5s, 1937.J&J	12134	122
1st M., 6s, 1922M&N		*****	Twenty-Third StSt'k.	300	
Cen.Pk. N. & E. RivStk.		165	Deb. 5s, 1903	100	105
Consol. 7s, 1902 J&D	21147	*****	Union Ry-Stock	100	108
Christ'p'rat10th StStk.		155	1st 5s, 1942	\$1031g	
1st mort.,1898 A&O	100	*****	Westchest'r, 1st,gu.,5s,	\$100	102
And accrued interest.					

1st assessment paid.

Gas Securities-Brokers' Quotations.

Contral   Consumers (Jersey City)   150   160   Metropolitan (Brooklyn)   170   175   17	GAS COMPANIES.	Bid.	Ask.	GAS COMPANIES.	Bid.	Ask.
Consumers' (Jersey City)   91   94   Metropolitan (Brooklyn)   175   100   104   Williamsburg   210   104   Streep City & Holwen   180   Fulton Municipal   180   Bonds, 6s   105   108   Metropolitan—Bonds   108   Bonds, 6s   106   108   Scrip   100   Scrip   100   Scrip   100   St. Paul   604   69   604   69   Preferred   54   554   Standard pref   106   1	Brooklyn Gas-Light	130%		People's (Brooklyn)	96	
Bonds	Central	150		Peoples' (Jersey City)	170	175
Cilinons' (Brooklyn)   75	Consumers (Jersey City).	100		Metropolitan (Brooklyn).	175	
Jersey City & Hoboken   180	Citizana (Drookles)		Common .	Tut de	210	
Metropolitan—Bonds   108	Jarany City & Hohokan			Polton Manielpal	100	
Mutual (N, Y   170   Equitable   194   196     Scrip	Metropolitan-Bonds	108		Ronda 6a	105	
Nasaan (Brooklyn).   220   Bonds, 6s, 1899   108   Scrip.   100   St. Paul.   66 <sup>1</sup> / <sub>2</sub> 69   N. Y. & East Riv. 1st 5s.   90 <sup>1</sup> / <sub>2</sub>   91 <sup>1</sup> / <sub>4</sub>   Bonds, 5s.   289   90   Preferred   54   55 <sup>1</sup> / <sub>4</sub>   Standard pref.   106 <sup>2</sup> / <sub>2</sub> 109   Common   65   68	Mutual (N. Y.	170		Equitable	1943	
Strip	Nassan (Brooklyn)	220		Bonds, 6s, 1899	106	200-8
Preferred	Scrip	100		St. Paul.		
Common 30   31   Common 65   68	N. Y. & East Riv. 1st 5s				\$89	90%
	Preferred		5514	Standard pref		
	Common			Common		
Consol. 5s	Consol os	19.	10.15	Western Gas		664

5 And accrued interest

Auction Sales,—Among other securities the following, not regularly dealt in at the Board, were recently sold at auction: By Messrs, Adrian H. Muller & Son:

Shares,	
25 Nat. Bank of Commerce., 18308	
50 American National Bank,	50
Omaha, Neb 5	-
8 Trow Directory Printing	8

### Shares.

#### Ares.

#### Ares.

#### Ares.

#### Ares.

#### Ares.

### Ares.

###

### Banking and Financial.

Spencer Trask & Co., BANKERS, 27 & 29 PINE STREET, - NEW YO 65 State Street, Albany. INVESTMENT SECURITIES. NEW YORK.

### SAMUEL D. DAVIS & Co., BANKERS,

NO. 40 WALL ST., NEW YORK.

SAMUEL D. DAVIS.

GEORGE BARCLAY MOFFAT.

CHAS. B. VAN NOSTRAND. ALEXANDER M. WHITE, JR.

### MOFFAT & WHITE,

BANKERS, 30 PINE STREET -NEW YORK

INVESTMENT SECURITIES.

# The Bankers' Gazette.

DIVIDENDS.

Name of Company.	Per Cent.	Whe Paya		Book (Days	incl	osed. lusive.)
Railroads.	20	Name 4	10	A 00	+0	Sept. 16
Delaware & Hud. Canal (quar.)	134					pehr. 10
Milw. & Lake Winnebago pref	3	Aug.	15		to	
Miscellaneous.						
HeckJones-Jew.Mill. pf. (quar.)	2	Sept.	3	Aug. 23	to	Sept. 17
National Linseed Oil	1	Sept.	16	Sept. 2	to	Sept. 16
Providence & Stovington SS	119	Aug.	31	Aug. 24	to	Sept. 2
Stillwell-Bierce & Smith-Vaile				-		
pref. (quar.)	2	Sept.	1	Aug. 21	to	Aug. 31
West End St. Ry (Boston) com	310	Oct.	1	Sept.15	to	Sept. 22

WALL STREET, FRIDAY, AUGUST 23, 1895.-5 P. M.

The Money Market and Financial Situation.—The decline of some industrial stocks, notably American Sugar and American Tobacco, has been the principal feature of the trading at the Stock Exchange. The weakness of these speculative shares in no degree reflects the conditions of the general situation, which continue of a favorable character.

Exports of gold have continued, but the Government gold reserve has been maintained by the Syndicate; the latter part of the week the rates for foreign exchange declined, making further exports less profitable, and commercial bills were more freely offered at lower rates.

A gain of nearly half a million dollars in the gross earnings of the North Western Railroad for July had a favorable effect upon all the granger stocks, some of which are now higher than they have been since the panic of 1893.

We learn from good authority that the new Erie plan of reorganization will be announced on Monday next. Following the close of the summer holiday season there will doubtless be developed plans for the rehabilitation of other large railroad companies, which, when done, will have a beneficial effect upon the market for railway securities.

Currency in limited amounts is now being shipped to the interior. This movement may result favorably by relieving our local banks of an accumulated surplus of idle money.

The open market rate for call loans during the week on stock and bond collaterals has been 1 per cent. To-day's rate on call was 1 per cent. Prime commercial paper is quoted at  $3\frac{1}{2}$  to  $4\frac{1}{2}$  per cent.

The Bank of England weekly statement on Thursday showed an increase in bullion of £1,385,489, and the percentage of reserve to liabilities was 59·17 against 58·51, last week; the discount rate remains unchanged at 2 per cent. The Bank of France shows an increase of 3,675,000 francs in gold and 1,300-000 francs in silver.

The New York City Clearing-House banks in their statement of Aug. 17 showed an increase in the reserve held of \$3,212,600 and a surplus over the required reserve of \$41,266,875 against \$38,940,775 the previous week.

R. B. Carlot	1895 Aug. 17.	Differen's from Prev. week.	1894. Aug. 18.	1893. Aug. 19.
Capital	\$ 62,622,700	\$	\$ 61,622,700	*
Surplus. Loans & disc'n's. Girculation	71,542,100 511,275,200		71,276,800 486,298,800	71,594,800 406,540,200
Net deposits Specie.	577,223,300 65,689,200	Inc. 3,546,000 Inc. 208,700	584,889,000 91.028,400	370,302,400 58,352,800
Reserve held Legal reserve	185,572,700	Inc.3.212,600	214.028.900	
Surplus reserve				Df12045800

Foreign Exchange.—The market for sterling and Continental bills has weakened and quotations are fractionally lower. There is a slight increase in the offerings of commercial bills, but they are not sufficient to supply the demand, and gold to the amount of \$4,200,000 has been shipped, including \$1,100,000 which goes to-morrow.

To-day actual rates of exchange were as follows: Bankers' sixty days sterling, 488¾@489; demand, 489¾@490; cables, 490@490¼.

Posted rates of leading bankers are as follows:

Aug. 23.	Sixty Days.	Demand.
Prime bankers' sterling bills on London Prime commercial	1 991,01 001	4 9012@4 91
Paris bankers' (francs).		
Amsterdam (guilders) bankers		407 <sub>16</sub> @40 <sup>1</sup> 2

The following were the rates of domestic exchange on New York at the under-mentioned cities to-day: Savannah, buying

par, selling 1/201-10 premium; Charleston, buying par, selling 1/2 premium; New Orleans, bank, \$1.50 premium; commercial 50c. premium; Chicago, 60@70c. per \$1,000 discount; St. Louis, 50@75c. per \$1,000 premium.

United States Bonds.—Government bonds are strong and quotations are higher. Sales at the Board include \$5,000 5s, reg., at  $115\frac{1}{4}$ ; \$25.000 5s, coup., at  $115\frac{1}{4}$  to  $115\frac{3}{8}$ , and \$35,000 4s. coup., 1925, at  $121\frac{3}{4}$ . The following are closing prices:

					1		
	Interest	Ana.	Aug.	Aug.	Aug.	Aug	Aug.
	Periods		19	20.	21.	22.	23.
Call William Control	rerious	11.	10	20.	21.	24.	20.
28,reg.	QMoh.	* 9642	* 964	× 964	* 96 4	* 9612	* 9612
48, 1907reg.	QJan.	*112	*112	*112	11124	*1124	*1124
48, 1907 30np.	O-Tan	*11914	×1124	*11914	*11914	*11240	*1124
48, 1925 reg.	Q. Jan.	+1011	*1011	+1011	*1011	+1019	£1001.
4s, 1925coup.							
5s, 1904reg.	Q Feb.	*1154	1154	*115	*1154	*11538	*11538
58, 1904 coup.					11538	*1154	*11538
6s, our'cy,'95reg.				*100			*100
6s, cur'cy,'96 reg.				*101	*101	*101	*101
6s, sur'cy,'97. reg.				*103	*103	*103	*103
68, our'cy,'98 reg.					*106		*106
6s, cur'cy,'99 reg.			*109	*109	*109	*109	*109
4s, (Cher.) 1896. reg.			*10034	*10 134	*10)34	*10034	*10034
4s, (Cher.)1897.reg.							
4s, (Cher.) 1898, reg.	March.						
4s, (Cher.)1899.reg.	March.						

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

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

	The THEORY	ALL STREET	Balances					
Date.	Receipts.	Payments.	Ooin.	Ooin Oeri's.	Untrency.			
	\$	\$	*	*	*			
Aug.17	1,459,733	1.850,610	93,883,361	1,476,225	67,175,896			
19	3,148,089	3,371,421	93,752,539	1,583,993	66,975,622			
" 20	2,281,191	2,771,443	92,816,915	1,455,469	67,549,518			
" 21	2,664,516	2,445,507	92,636,757	1,379,294	68,024,861			
" 22	8,129,781	2,147,751	92,612,253	1,254,860	74,155,829			
" 23	6,824,443	2,813,141	90,898,859	1,228,532	79,908,853			
Total	24,507,753	15,399,873						

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

e silver bars $-6634 - 6712$
e francs 90 @ - 95
xican dollars 534 - 54
o uncom'cial @
uvian sols 49 @ - 52
glish silver 485 @ 492
s. trade dollars - 55 @ - 75

State and Railroad Bonds.—State bonds continue dull. Sales at the Board include \$15,000 Virginia fund. debt 2-3s of 1991 at  $63\frac{1}{2}$  to  $63\frac{1}{8}$  and \$12,000 Tenn. settlement 3s at  $90\frac{1}{2}$  to  $90\frac{1}{8}$ .

The railroad bond market has been strong and in several cases prices have advanced. Features of the active list include Ore. S. L. & Utah No. con. 5s rects., which have gained nearly 5 points during the week and about 10 points since Aug. 7. This movement is explained by the fact that the earnings show a very large increase and the prospects for the future are excellent. Chicago & Erie 1sts have advanced over 2 points, as they will be favorably affected by the reorganization plan, which will be announced early next week. Lex. Ave. & P. F. and Col. & 9th Ave. bonds seem to be favorites with investors and have gained about 2 points. Or. Short Line 6s are 1½ points higher. Other active bonds which have advanced include the Atchisons, Mo. Kan. & Tex., St. Louis Southwest., Ches. & Ohio con. 5s and some of the Reading issues. No. Pacifics have been weak and the con. 5s have declined about 2 points, as the proposed reorganization plan is not making satisfactory progress.

Railroad and Miscellaneous Stocks.—In the stock market the speculative interest has centered chiefly in the industrial list. American Tobacco, which sold on Aug. 12 at 114, declined to 92 on Monday, when over 130,000 shares were traded in.

Active hostility to the company has developed in the West and a lively competition is promised. American Sugar has also been weak, selling down to 106% on Thursday, a loss of over 7 points since the close last week. Nat. Linseed Oil declined about 2 points on Thursday, as a result of the commence ment of an action to restrain the payment of a dividend. Chicago Gas, Distilling and Nat. Lead have also been active but steady.

Gas, Distilling and Nat. Lead have also been active but steady.

The railroad list has been strong, and in a number of cases the prices recorded are the highest since 1893. This is true of several of the granger group. Lake Erie & Western has advanced about 3 points and New York Susquehanna & Western 1½ points for both common and preferred. No change has been announced in the coal situation, but Central of N. J. shares sold at 108 on Tuesday, a gain of 3½ points since our last quotations and 2 points above the highest of the year. Other coal shares have been strong, including Reading, which has been the most active of the railroad list. Manhattan Elevated has fluctuated between 113 and 116, closing at 114. Minn. & St. Louis has been a prominent feature, the 2d preferred having advanced from 48 early in the month and 52 at the close last week to 57.

NEW YORK STOCK EXCHANGE-ACTIVE STOCKS for week ending AUGUST 23, and since JAN. 1, 1895,

NEW			ANGE-AC		OCKS for w	eek ending AUGUST 23,	Sales of		
Baturday,	Monday,	Tuesday,	Wednesday,	Thursday,	Friday,	STOCKS,	the Week,		
Aug. 17.	Aug. 19.	Aug. 20.	Aug. 21.	Aug. 22.	Aug. 23.	Antiwa D.D. Stanka	Shares.	Lowest.	Highest,
115% 15% *1% 15%			1738 1734 119 119	174 1778 *14 14	17% 17% 17% 114 119	Active RR. Stocks. At. Top. & S. Fe, 3d instal.pd. Atlantic & Pacific.	19,997 150	34 Jan. 30 4 Feb. 27	1778 Aug. 22 2 May 18
*64 64½ *52 53½	*64 6519	814 654	*6414 6519	64% 64% 53% 53%	64 6418	Baltimore & Ohio	500 550	49 Mar. 8	65 Jan. 18 60 July 12
*564	55% 564	56 564		56 5638 105% 105%	55% 56%	Canada Southern Central of New Jersey	2,931 3,124	48 Jan. 30 814 Feb. 18	5678 Aug. 6 108 Aug. 20
*18 18% *21 21%	*18 18%	18 18 21 214	*18 18% 21% 21%	*184 185	*1848 1834 203e 21	Chesapeake & Ohio	6,933	1278 Feb. 6 16 Jan. 29	20% May 13 23% May 11
*160 905s 907s	*160	* 60 170	*160 170 90% 91%	*160 170 904 91	'160	Chicago & Altoni Chicago Burlington & Quincy	46,295	147 Jan. 9 69 Mar. 4	160 July 9 925 July 29
		103% 103%	1 4 1044	103% 1034	1034 103%	Chicago & Eastern Illinois	1,155		1044 Aug. 21
71 <sup>1</sup> 4 71 <sup>5</sup> 8 129 129 1017 <sub>9</sub> 1017 <sub>9</sub>	128 128	128 129	7178 7318 *1284 129	7238 7278 129 129	725 <sub>8</sub> 727 <sub>8</sub> 129 129	Chicago Milwankee & St. Paul Do pref.	93,450	5378 Mar. 9 11434 Mar. 29	73 <sup>1</sup> 8 Aug. 21 129 Aug. 13
*145 147	1454 1454	146 146	145 4 146 4	10238 10334 *146 147	*146 147	Chicago & Northwestern Do pref.	13,175	137 Feb. 14	146 12 July 24
7938 7934 4138 4138	79% 804	414 419	80% 82 41% 42	8148 82 42 4238	4178 4248	Chicago St. Paul Minn. & Om.	4,145	28% Mar. 8	82 Aug. 21 42% Aug. 22 120½ July 29
49 49 49 49 94 95	120 120 49 49 *94 95	484 494 954 954		119% 120 49 4938 *93% 95	*119 122 49 4938 *334 95	Do pref. Cleve. Cincin. Chic. & St. L Do pref.	3,025	354 Feb. 13 82 Jan. 10	49% Aug. 2
*247 <sub>8</sub> 251 <sub>8</sub> *62 66	*2434 2514		25% 25% *62 66	24 lg 25 *62 66	24% 25 *62 66	Columbus Hocking Val. & Tol Do pref.	900	16 Jan. 29	2778 Apr. 1
131 131 *161½ 163	130% 130% 163% 163%	13078 13178		*131 132 *1621 <sub>9</sub> 1631 <sub>9</sub>	131 13178	Delaware & Hudson Delaware Lackawanna&West	1,729 1,050	123 Mar. 9	13319 Jan. 18
474 474	****	*4719 48	*14 4 15 4 47 47	*****	15% 15% 48% 48%	Denver & Rio Grande	300 483	10 Jan. 29 32 Jan. 29 30 Feb. 20	1648 May 11 4849 May 11
* 41%	*4134	126 130	*41% 55 *126 130	*40 41% *125 130	*40 41 *125 130	Great Northern, pref.			194 9000 40
9919 9919 *1019 11	1078 1078	*99 \sq 101 10 \sq 10 \sq		*101 102	1014 1014	Illinois Central	320 280	814 Jan. 4 58 Jan. 28	101% Aug. 2 11% June 13
136 371g 1241g 25	*36 37½ 23 24%	*36 374 244 25	36 36 25 26	*36 374 264 274	"36 374 27 274 <sub>3</sub>	Lake Erie & Western	12,745	154 Feb. 11	28 July 23
784 784 1514 1514	7612 7778 *149 151%	*1 94 1514	76 7738 15119 15119	7819 82 15119 152	151 1524	Lake Shore & Mich. Southern		134 19 Jan. 2	1534 July 28
*85 87 151g 16	*85 875 15 154	14% 14%	*85 8749 1449 1449	1458 1458	15 15	Long Island Trac. 1st ins.pd.	1,206 6,690	834 Apr. 19 5 Mar. 25 467 Mar. 12	174 July 29
611 <sub>8</sub> 613 <sub>8</sub> *83 <sub>4</sub> 9 *25 26	60% 614 *8% 9 *25 26%	614 614 878 878 244 244	61 614 878 878 254 26	61 614 9 9 264 267	014 014	Louisv. New Alb. & Chicago.	400	6 Mar. 6	10% May 24
1124 1144	113 1154 1004 1004	1144 114%		1144 115	114 115	Manhattan Elevated, consol. Michigan Central.	11,796 731	104 Jan. 2 913 Mar. 4	11978 May 7 103 June 18
2278 2318 8419 85	234 234 844 844	234 234	2338 2378 85 854g	24 25 834 854	24% 25% 85 85	Minneapolis & St. Louis	7,761 1,208	14 May 23	2538 Aug. 23 88 June 19
52 52% 17% 17%	53 53% 1758 1758	53% 54%	54% 57 17% 17%	56 % 571g *17% 17%	57 574	Do 2d pref. Missouri Kansas & Texas	4,271	3919 May 23 1219 Jan. 30	574 Aug. 22 19 June 26
374 374 33 384	3714 3759 3778 3814	37 % 37 % 37 % 38 %	374 3778 384 3878	374 394	374 37%	Do pref.	3,683	21 2 Jan. 29 18 8 Mar. 11	39 July 8 39 Aug. 10
*2414 2519 *70 90	*24 4 2519	12419 2519	*2412 2513 *70 90	*2414 2519 *70 90	-70 90	Nashv. Chattanooga&St. Louis	742	131 <sub>2</sub> Mar. 20 64 Jan. 29	27 May 31 70 Jan. 18
*101 \ 102 *16 17 *70 73	101% 102% *15% 17	102 102 *15% 17 *70 74	102 102 *151g 17	101% 101% *16 17	*16 17	New York Central & Hudson. New York Chicago & St. Louis		9258 Mar. 15 1112 Feb. 20	184 May 13
*30 34	*10 73	*30 34	73 73 434	*30 30%	*30 334	Do lst pref.	30	65 Apr. 23 24 Feb. 21	72 May 25 34 4 May 17
60 624	*19 4 22 4	858 858 *2019	858 858 +21 22	594 60	*201a 22	New York Lake Erie & West'n Do pref.	2,386 795	74 Mar. 9 16 Feb. 26 29 Jan. 29	14% May 13 32% June 15 65% Aug. 15
193 199	62 4 62 4 199 199 174 17 %	62's 62's 1994 1994 17's 17%	*58 62 1994 1994	591 <sub>8</sub> 60 1997 <sub>8</sub> 1997 <sub>8</sub> 17 171 <sub>4</sub>	61 61% 200 2004	N. Y. & N. E. , tr. recs. all ins.pd New York New Haven & Hart. New York Ontario & Western	186 1,415	193 Mar. 20	213 June 18
124 124 304	121g 121g 301g 301g	12% 13% 30% 32%	174 17% 12% 13% 32 33%	13 134 324	17 19 17 19 13 13 18 32 14 32 14	New York Susq. & West, new.	4,945 7,392	6% June 7	14% Jan. 21 43% Jan. 18
*319 379	144 144	134 144	*319 314 *1314 1419	*3½ 4¼ *13¼ 14½	*34e 37e	Norfolk & Western	200	2 Mar. 5	619 May 13
41g 41g 174 17%	17% 18	4% 5 13 18%	5 5 174 177e	478 478 1748 1749	1678 171g	Northern Pacific	1,320 5,040	9% Mar. 4 21 <sub>2</sub> Jan. 28 13 Feb. 27	8 <sup>1</sup> 8 May 13 27 May 11
*24 30	*24 30	*24 28	*20 30	*2) 30	*20 38	Oregon R'y & Navigation Co.	*****	4 June 18	1919 May 1 32 June 11
9% 10%	10% 10%	10% 10% *6% 6%	10% 10% 6% 6%	10 10 65s 65s	*63a 64a	Oregon Sh. Line & Utah North Peoria Decatur & Evansville.	2,058 115	34 Jan. 29 3 Feb. 4	10% Aug. 19 7 May 13
18 2 18 8	184 187 <sub>8</sub> 194 191 <sub>4</sub>	18% 19% 18% 20	184 193 <sub>8</sub>	184 184 195 195	19 19	Philadelphia & Reading	62,680	71 <sub>2</sub> Mar. 4 15 Jan. 12	2158 May 13 224 May 13
*54½ 56 *31 32 *17½ 18½	*54½ 56 *31 32 *17½ 18½	*541g 56	541g 541g 31 31	541e 541e -301e 31	*54 55	Do pref. Pittaburg & Western, pref	250 100		55% Aug. 5 33½ Jan. 3 1978 June 17
*115	*17 <sup>1</sup> 9 18 <sup>1</sup> 9 *115 116 <sup>1</sup> 9 *62 65	*17 <sup>1</sup> 9 18 <sup>1</sup> 9 *115 <sup>1</sup> 9 117 <sup>1</sup> 9 *60 65	*17 <sup>1</sup> g 18 <sup>1</sup> g *116 117	*174 184 *116 117	*116 117	Rio Grande Western		15 Apr. 16 11234 May 4 3519 Feb. 15	1174 Jan. 21
*71g 8 165g 165g	*758 8 *16% 17	7% 7% 16% 17	*7% 8 17% 17%	174 8 174 174	734 734	St. Louis Southwestern	250 2,160	44 Jan. 25 84 Jan. 29	84 July 29 18 July 11
*28 31 *88 90	*28 31 *88 90	*28 31 *88 90	*28 31 *88 90	*28 ± 31 *88 90	*2812 31	9t. Paul & Duluth	*****	18 Feb. 5	31 kg May 18 95 May 11
251g 25%	116 116 251 25%	*115 \q 117 \q 25 \q 25 \q	*115 4 117 4 25 4 25 %	25% 2578	1154 1174 254 254	St. Paul Minn. & Manitoba Southern Pacific Co	2,300	104 Mar. 8	116% May 15 26% Aug. 1
13 <sup>1</sup> 9 13 <sup>1</sup> 9 41 <sup>1</sup> 4 41 <sup>3</sup> 9	13 4 13 9 40 4 41 4	13 4 13 58 40 78 41 48	13½ 13% 41 41¼	13 g 13 g 40 g 41	13% 13%	Southern voting trust. certif. Do., pref. voting trust. cert. Texas & Pacific	6,470	8 <sup>1</sup> 2 Jan. 29 29 <sup>1</sup> 2 Jan. 29	1478 May 10 4418 July 9
*12% 12% *1% 2¼	12 <sup>1</sup> 8 12 <sup>3</sup> 8 *1 <sup>1</sup> 9 2 <sup>1</sup> 4	117 <sub>8</sub> 12 *11 <sub>2</sub> 2	12 12 24	*1178 1214 *119 214 *78 81	12 12 24	Toledo Ann Arbor & N. Mich.	2,450	81g Jan. 30 7g Feb. 14	1378 May 18
*78 81 135 135	*78 81	*78 81	*78 81			Toledo & Ohio Central	1 900	41 Jan. 14 73 Jan. 14 73 Mar. 14	49 June 14 81 Mar. 21 1712 May 11
618 618	13% 13% 6% 6% 9% 9%	13 lg 13 lg *6 lg 6 lg 9 lg 9 lg	13% 13% *6 6% 9% 9%	13% 13% *6 6% 9% 9%	*6 634	Union Pacific	1,300 1,810 875	34 Feb. 11 5% Mar. 6	712 May 14 912 May 13
213g 211g 1614 165g	214 214 164 167	21 2114 16 1634	21 <sup>1</sup> 4 21 <sup>7</sup> 8 16 16 <sup>1</sup> 2	214 2178 16 1638	2138 2158 1614 1634	Do Pref.	6,445 25,863	123 Jan. 29	2218 Aug. 1 184 June 27
524 524	5138 5138 *519 6	5119 5119 *519 6	504 524 *578 6	*501g 52 5% 5%	501g 501g	Do pref. Wise. Cen. Co., voting tr. etfs.	1,085	85g Feb. 28 85 Feb. 25 21g Mar. 1	5478 July 2 658 May 14
*25% 26	*25% 26%	25% 25%	26 26 735 <sub>8</sub> 735 <sub>8</sub>	247a 257a	*25 2512	Miscellaneous Stocks.	657	184 Feb. 13	3012 May 13
113 4 114 4	731g 74 111% 1141g	110 1124	1034 112	106% 110%	10378 11014	American Sugar Refining Co.	316,781	861e Jan. 3	7978 May 13 12138 June 13
103 lg 105 104 10678 110 110	1034 1038 92 1024	92 9619	102 1021g 931g 9878	9319 9619				8458 Feb. 21	107 Aug. 1 117 May 27
6119 6238	106 106 61% 63% 140% 143	105 105 61% 63	1071g 1071g 601g 621g	106 to 107 59 to 61 %	61% 62	American Tobacco Co	100,477	1031g Feb. 27 497e July 16	784 Jan. 11
2012 2018 3658 3658	201g 207g 365g 371g	*141 1421 <sub>9</sub> 20% 20% 36% 371 <sub>8</sub>	141 142 2058 21 3612 3718	14238 14238 2019 2158 3638 37	21 214	Dis & C. F. Co. tr.etf. all ins nd		134 Mar. 20	24 % May 13
934 934	35 kg 35 kg	35% 36% 93% 94%	361g 3716 35% 361g 9358 9358	341g 35% 91 9314	34% 35 191% 91%	General Electric Co National Lead Co Do pref.	8,888 3,018	2612 Feb. 16	38 Jan. 18 944 Aug. 13
*10 13	*578 619 9 9	5% 5%	5% 5%	5% 5%	755g 53g	North American Co	550 335	23 Jan. 30	7 May 13
284 284	28% 28%	27% 28% 126%	284 2878	2819 2878	2878 2878	Pine Line Cortificates	2.725	20 Jan. 26 95 Jan. 4	143 May 24 321 June 13 181 May 10
172 174	172 174 67 67 <sup>1</sup> 8	172 172 *667a 673e	*126 173 174 *6678 674	1724 1724 *663 67	664 664	Silver Bullion Certificates	185 30,000	154 Jan. 2	1784 June 17 684 Apr. 1
	3418 3514	35 354	3548 36	3518 3558	354 3578	Do pref.	6,325	134 Jan. 29 74 Apr. 17	40 s June 29 102 June 25 8 g Jan. 4
414 438 *858 9 1618 1634	*414 438	418 414	41g 414 81g 85g	4% 44 8% 8%	838 838	U.S.Cord.Co.,tr.rec. 2d ns.pd. Pref., tr. rec. 2d ins. pd.	3,867 2,154	1 M J III V 2D	1349 Jan. %
164 164 844 854 404 404	16% 16% 85 86	16% 16% 83% 854	1678 17% 84% 86%	16's 16's 84'4 85'4	84.4 86	United States Leather Co Do pref.	7,495		24% May 3 97% May 27 48 June 3
9358 9358	391g 40 933g 941g	39% 40 93% 94%	40 40% 93% 94%	40 41% 93% 93%	40% 40% 93% 93%	United States Rubber Co Western Union Telegraph	4,647 13.719		48 June 3 94 to Aug. 12

<sup>\*</sup>These are bid and asked no sale made. 2d instalment paid.

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

(‡Indicates actual sales.)

Inactive Stocks Indicates unlisted.  Hallroad Stocks. bany & Susquehanna	32°8 0 8 0 132½ 0 105	10	170 July	Highest.  170 July 33 July	¶ Indicates unlisted.  Miscellaneous Stocks.  Adams Express		Ask.	Lowest.	Highest
bany & Susquehanna10 ceh. T. & S. Fe, pref. (when issued ilt & O. S. W. pref., new10 illeville & South. Ill. pref10 iston & N. Y. Air Line pref10	32°8 0 8 0 132½ 0 105	10	31 July		Adams Express100	147	150		
ch. T. & S. Fe, pref. (when issued alt & O. S. W. pref., new	32°8 0 8 0 132½ 0 105	10	31 July		Adams Express100	147			
ch. T. & S. Fe, pref. (when issued alt & O. S. W. pref., new	32°8 0 8 0 132½ 0 105	10			A ma ami a am Dan I W. A Cl. or		150	140 Jan.	150 June
ston & N. Y. Air Line pref10	$0   132\frac{1}{2}$ 0   105	-	6 ADL.		American Bank Note Co ¶	11312	146	37 May 109 Feb.	37 May
ston & N. Y. Air Line pref10	0 105		-	12 May	American Express	1100	110		11912 May 100 Aug
poklyn Elevated \10	0 20		1011 Apr.	105 July	Bay State Gas ¶	194	2014		25 June
DOKIVII EHOVALOU II		22	19 July	214 Aug.	Brunswick Company 100	2	3	112 Apr.	44 May
Iffalo Rochester & Pittsburg.10				24 May	Chic. June. Ry. & Stock Yards. 100			89 Feb.	106 July
Preferred10			58 Jan.	60 Apr.	Preferred100			****	
rl. Cedar Rapids & Nor10	0 50		45 May	4912 July	Colorado Coal & Iron Devel100	612		4 Mar.	1110 June
eveland & Pittsburg 5	0 163		156 Jan.	15912 July	Colorado Fuel & Iron100	‡ 37	3712		4138 July
s Moines & Fort Dodge 10			512 Feb.	11 June	Preferred100			50 Feb.	95 Aug
Preferred10	0 50	60	30 Jan.	55 June 9 June	Columbus & Hocking Coal100	3 <sup>1</sup> 2			919 June 1638 June
duth 80. Shore & Atlantic ¶.10	0 6	634	212 Mar. 514 Mar.	9 June 16% June	Commercial Cable	324		145 May 284 Apr.	33 4 Jan.
Preferred ¶10	$\begin{array}{c c} 10 \\ 14 \\ 14 \end{array}$	154	9 Apr.	174 May	Detroit Gas	024		2819 May	30% Aug
nt & Pere Marquette10 Preferred10			34 Apr.	45 May	Edison Electric Illuminating100	9834	994		102% June
Bay Win. & St. P. tr. rec10		*****	4 Feb.	2 May	Erie Telegraph & Telephone 100	1 54	5410		60 July
referred trust rects10			148 Feb.	419 May	Illinois Steel100	71	75	70 July	7878 June
uston & Texas Centra,10		4	112 Mar.	318 May	Interior Conduit & Ins100			3012 Feb.	414 Mar.
nois Central leased lines 10			86 May	90 July	Laclede Gas100	1 26	2612		3318 June
diana Illinois & Iowa10	17	18	1748 July	24 May	Preferred100	\$ 86		81 Mar.	92 May
nawha & Michigan10	8	9	84 Feb.	10 Apr.	Lehigh & Wilkesbarre Coal ¶	*****		20 Jan.	20 Jan.
okuk & Des Moines 10	419	5	3 Jan.	6 May	Maryland Coal, pref100	50	65	50 Jan.	50 Jan.
referred10	164		1312 Mar.	174 July	Michigan-Peninsular Car Co100 Preferred100			52 Jan.	Gil. Ana
uisv. St. Louis & Texas10		4	1 Aug.	1 2 Apr.	Minnesota Iron 100	64	65	3918 Mar.	61 4 Aug 69 June
honing Coal 50 referred 50					National Linseed Oil Co100			17% Jan.	3158 June
tropolitan Traction 1100	t1015g				National Starch Mfg. Co100	6	8	5 Jan.	12 May
xican Central100		13	8 Mar.	134 May	New Central Coal 100	7	9	6 Jan.	9 June
xican National tr. etfs100	134	238	118 Apr.	4 May	Ontario Silver Mining100	1012		812 Mar.	1012 Aug
rris & Essex 50			156 Feb.	165 Aug.	Pennsylvania Coal 50	1324		310 Jan.	340 July
w Jersey & N. Y100					Postal Telegraph—Cable ¶100	83	86	69 Apr.	69 Apr.
referred100				****	Quicksilver Mining100	3	334	2 Jan.	418 May
Y. Lack. & Western100			11512 July		Preferred100		19	12% Jan.	20 Apr.
rfolk & Southern100	68	75	65 Apr. 2 Jan.	70 Aug.	Texas Pacific Land Trust100	9	1784	7 Mar. 338 July	124 May
oria & Eastern100	180			8 <sup>1</sup> 4 Aug. 183 Apr	U. S. Cordage, guar. 2d paid100	43	46	36 May	23½ Jan. 45 Jan.
nsselaer & Saratoga100 Grande Western pref100		43	30 Mar.	464 May	U. S. Express 100 U. S. Rubber preferred 100				9812 June
edo St. L. & Kansas City ¶100		712			Wells, Fargo Express100	108		104 Feb.	

#### NEW YORK STOCK EXCHANGE PRICES .- STATE BONDS AUGUST 23.

SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.
Alabama—Class A, 4 to 51906 Class B, 5s1906	108		Missouri—Fund1894-1895 North Carolina—6s, oldJ&J	The Indiana and Additional and Addit		Tennessee-6s, old1892-1898 6s, new bonds 1892-8-1809		
Class C, 4s	100	102	Funding act		Lane and	do new series 1914 Compromise 3-4-5-55 1912		
Arkansas—6s, fund, Hol. 1899-1900 do. Non-Holford			Chatham RR			38		
7s, Arkansas Central RR			Consolidated 4s	103	105	do 4 <sup>1</sup> 981913 Penitentiary 4 <sup>1</sup> 981913		
New conols, 4s	99		8outh Carolina—4128, 20-401933 6s, non-fund			Virginia funded debt, 2-3s1991 6s, deferred t'st rec'ts, stamped.		

New York City Bank Statement for the week ending August 17, 1895. We omit two ciphers (00) in all cases.

BANKS. (00s omitted.)	Capital	Surpl's	Loans.	Specie.	Legals.	Deposits
Bank of New York	\$2,000,0	\$1,964,0	\$14,550,0	\$1,220,0	\$4,460,0	\$16,500,0
Manhattan Co	2,050,0 2,000,0	2,080,1	13,496,0 9,706,9	1.186.0	5,923,0	17,513,0 12,897,9
Merchants'	2,000,0	944,9 2,111,3	8,700,9	1,381,0	3,514,9 4,642,0	12,897,9
Mechanics'	3,000,0	2,116,8	8,753,0 20,299,8	3,219,6	6.496.9	10,921,0 26,041,0
Phenix	1,000,0	405,7 3,132,0	4,832,0	443.0	1.116.0	4.976.0
City	1,000,0	3,132,0	21,585,8	7,653,0	2,555,5	27,335,3 1,921,4
Tradesmen's	750,0 300,0	39,2 7,825,7	1,969,9 24,585,3	169,7 3,494,4	327,8 4,614,6	1,921,4
Chemical Merchants' Exch'ge	600,0	154,1	3,905,3	794,0	629,8	25,313,3 4,575,5
Gallatin National	1,000,0	1,631,9	6,896,1	467,0	1,461,1	5,909,4
Butchers'&Drovers'	300,0	221,6	1,518,2	163,1	309,8	5,909,4 1,575,6 2,260,0 1,040,1 2,615,2 2,046,8
Mechanics' & Trad's	400,0 200,0	370,2 180,3 482,4	2,380,0 1,101,9	305,0	170,0 170,5	2,260,0
Greenwich Leather Manufac'rs	600,0	482,4	3,150.9	126,6 257,2 268,2 175,7	507,9	2,615,2
Seventh National	300.0	105,1 496,6	1,000,4	268,2	258,3	
State of New York	1,200,0	496,6	2,993,3	175,7	991,5	2,924,0
American Exchange	5,000,0	2,333,3 3,446,5	22,902,0 21,256,5	1,422,0 610,7	6,301,0	20,547,0 21,172,4
Broadway	1,000,0	1,574,3	6.863.4	1,068,4	8,725.3 728,6	3,681,4
Mercantile	1,000,0	1,574,3 935,7	7,141,3	1,564,9	1,354,8	8.089.2
Pacific	422,7	476,1	2,407,4	601,1	558,6	3,050,1 16,244,5 6,046,5
Republic Chatham		911,7 983,6	14,162,7 5,939,7	1,445,8 917,3	3,036,5 648,6	6 046 5
People's	200,0	245,6	1,918,8	250,3	713,7	3,135,5
North America	700,0	566,5	5,915,3	616,5	816,0	5,999,9
Hanover	1,000,0	1,884,4	15,863,0 3,053,0	4,208,0	1,644,0	19,676,0
Irving Citizen's		375,0	2,897,5	423,0 442,0	473,5 251,4	3,092,0 3,110,2
Nassau	500,0	281,3	2,468,1	139,1	556,1	2,879.6
Market & Fulton	750,0	823,2	4,190,4	383,2	1,104,9	4.691.4
Shoe & Leather	1,000,0	1,205,9	3,181,5 9,869,0	301,4	682,5	3,552,2
Corn Exchange		198,1	5,221,2	1,550,0 951,8	1,056,0 672,9 290,6	3,552,2 11,134,3 6,380,6
Oriental	300,0	413.1	2.004.0	179,5	290,6	1,860,0
Importers'&Traders	1,500,6	5,476,1	22,786,0	3,695,0	3,689,0	24,289,0
Park East River	2,000,0 250,0	3,095,9	26,848,9	3,598,6	7,485,7 156,9	33,819,4
Fourth National	3,200,0	1,963.0	18,931,3	115,2 440,7	6,293,2	963,2
Central National	2,000,0	496,7 615,7	10,158,0	1,020,0	1 287 0	10,786,0 6,268,0 4,227,4 23,966,5
Second National	300,0 750,0	615,7	4,948,0	964,0	1,157,0 644,1 6,243.3	6,268,0
Ninth National First National Third National	500.0	367,7	3,794,1 24,270,9	507.6 726.3	644,1	4,227,4
Third National	1,000,0	7,232,4 220,7	10.998.5	9 096 0	937,4	12,681,9
N.Y. Nat. Exchange	300,0	95,6 551,3 466,6	1,364.7 2,739.0	134,2	189,9	1,295,3
Bc wery.	250,0	551,3	2,739,0	452,0	267,0	2,825,0
New York County	200,0 750,0	288,2	3,019,5 2,912,9	633,1	149,2 410,8	3,414,3
Chase National	500,0	1,231,5	15,844,0	1,280,4	6.943.9	2,825,2
Fifth Avenue	100,0	1.035.8	6,666,4	772,1	1,057,6 547,3 878,9	22,330,4 7,286,1 3,220,4
German Exchange		609,2 631,7	2,636,4	284,0	547,3	3,220,4
Germania United States		559,0	3,065,4 6,493,4	518,1 962,8	878,9	4,482,8
Lincoln.		563.5	5.634.8	1,031.0	935,1 2,144,2	7,740,2 7,754,2
Garfield. Fifth National		614,5	4,094,6	847,0	371.5	4,825,0
Fifth National	200,0	307,3	1,823.0	223.8	248,3	1,840,9
Bank of the Metrop. West Side	300,0	295,1	4,962,4 2,470,0	766,6 278,0	421,2 442 0	5,596,6
Seaboard	0,000	223,2	5,617,0	985.0	926.0	2,709,0 6,887,0
Sixth National	200.0	347,0	1,810,0	243.0	208.0	1 570 0
Western National	2,100,0	256,5	10,431,5	906,7	2,465,7	11,434.5
First Nat. Br'klyn Soutaern National	500.0	868,7 573,0	3,120,2	1,306,0	2,465,7 632,0 857.8	5,516,0
Nat. Union Bank.	1,200,0	409,5	11,252,4	608.9	3,155.3	3,254,5 13,228,6
Liberty Nat. Rank.	500,0	138.2	1,819,6	124,7	473,5	1,965,9
N.Y. Prod. Exch'ge.	1,000,0	318,9	4,038,4	474,4	500,1	3,680,7
Total	62,622,7	71.542.1	511.275.2	65.689.2	119.888.5	577 222 2

### New York City, Boston and Philadelphia Banks:

BANKS.	Capital & Surplus.	Loans.	Specie.	Legals.	Deposits.+	Circ'un	Clearings:
N. York.*	\$	\$	\$	\$	\$	\$	\$
July 20					568,318.3		
. 27					570,942,9		
Aug. 3					574,304,5		
" 10					573,677,3		
" 17	134,164,8	511,275,2	65,689,2	1198835	577,223,3	132548	498,354,4
Boston *	20 000 0						
Aug. 3		175,559,0			169,739,0		96,420,8
" 10		177,502,0			167,218,0		86.712,8
" 17	69,351,8	176,023,0	10,923,0	6,381,0	164,848,0	7,337,0	84,180,6
Phila.*	0= 0300		00 -			00010	
Aug. 3		108,297,0			112,556,0		71,823,9
10		108,878,0		35,0	111,021,0	6,376,0	57,129,5
" 17	35,810,3	109,368,0	31,7	58,0	111,046,0	6,391,0	59,525,0

<sup>\*</sup> We omit two ciphers in all these figures. † Including for Boston and Pulla delphia the item "due to other banks."

#### Miscellaneous and Unlisted Bonds:

	601	THE RESERVE THE PARTY OF THE PA	-
Miscellaneous Bonds.	1 (	Miscellaneous Bonds.	T TOTAL
Boston Un. Gas tr .certs., 58.		Metropol. Tel. & Tel. 1st 5s	
Ch. Jun.&S. YdsCol.t.g.,58	100 b.	MichPenin. Car 1st 5s	
Col. C. & I. Devel. gu. 5s		Mutual Union Teleg68 g	
Colorado Fuel-Gen. 6s		N. Y. & N. J. Telep. gen. 5s	*103 lab.
Col. & Hock. Coal & I6s, g.	****	Northwestern Telegraph-7s.	
Cons.Gas CoChic.—1st gu.5s	82 <sup>1</sup> 2a.		
Consol, Coal conv. 6s	***	Co., Chicago 32d g. 6s.	200
Det. Gas con. 1st 5s		1st cons. g. 6s	101 b.
Edison Elec. Ill. Co1st 5s.	109 b.		
Do of Bklyn., 1st 5s		Sunday Creek Coal 1st g 6s	
Equit. GL., N.Y., cons. g. 5s.	112 b.		
Equitable G. & F.—1st 6s	* 94 l2b.		
Henderson Bridge-1st g. 6s.		Wheel, L. E. & Pitta Coal 1st5s	
Illinois Steeldeb. 58	* 90 b.		2100
Non-conv. deb. 0s	* 90 b	Atch T. & S. Fegen. 4s, w.i	
Int. Cond. & Ins. deb. 6s		New adjustment 4s, w. i	5458b
Manhat. Beach H. & L. g. 4s.	60 b.	Comstock Tunnel-Inc 4s	9 b4

Note .- "b" indicates price bid; "a" price asked. \* Latest price this week

BANKS.	Bid.	Ask.	BANKS.	Bid.	Ask.	BANKS.	Bid.	Ask
America	210		Garfield			N Y. Nat. Ex		125
Am. Exch	159		German Am.		125		118	
Bowery*			German Ex.*		Un	19th Ward		135
Broadway	242		Germania		450	N. America.		150
Butchs'&Dr.		165	Greenwich			Oriental		230
Central		120	Hanover			Pacific		200
Chase			Hud. River			Park	272	300
Chatham		400	Im. & Trad's'		600	People's		
Chemical		4800	Irving			Phenix		125
City	440		Leather Mfs'			Prod. Ex.*		
Citizens'	140	165	Lincoln			Republic		160
Columbia			Manhattan.,			Seaboa d		
Commerce		188	Market& Ful			Second		
Continental .	195		Mechanics'		189	Seventh		
Corn Exch.			M'chs' & Trs'		150	Shoe& Le'th		
East River	130	150	Mercantile	170		Southern		
11th Ward			Merchants'		137	Stateof N.Y.		
Fifth Ave	2700		Merch'ts Ex.			Third		
Fifth*			Mecropolis			Tradesm'n's		
First	2700		Mt. Morris	100		23d Ward*		
First N., S. I.		130	Nачап			Union*		
14th Street	170		N. Ams'dam*			Un'd States		
Fourth			New York		240	Western .		113
Gallatin		310	N.Y. Co'nty	000		Wast Side		

BOSTON, PHILADELPHIA AND BALTIMORE STOCK EXCHANGES.											
Active Stocks.			Prices - no	t Per Cent	um Price	08.	Sales of the	Range of sa	les in 1895.		
¶ Indicates unlisted.	Saturday, Aug. 17.	Monday, Aug. 19.	Tuesday, Aug. 20.	Wednesday, Aug. 21.	Thursday Aug. 22.	Friday, Aug. 23.	Week, Shares.	Lowest.	Highest.		
Atch. T. & S. Fe (Boston) .100 Atlantic & Pac. "100		174 175	‡17¼ 173g	174 174	‡17½ 18	1173 177 <sub>8</sub>	13,006	35 <sub>8</sub> Jan. 30 '50 Jan. 23			
Baltimore & Ohio (Balt.).100 Balt. City Pass'ger " 25 Baltimore Traction " 25	*73 74 204 204	7319	731g 731g	* 65 73 <sup>1</sup> g 73 <sup>1</sup> g	641s 64 *731s 74	*641g 65 *731g 731g	35 125	4978 Mar. 8 6918 Mar. 11	65 Jan. 21 74 June 12		
Baltimore Traction "25 Baltimore Trac'n ((Phil.). 25 Boston & Albany (Boston).100	*2018 2038	20% 20% 20¼ 20% 210½ 211	*2014 2019 2038 2038 211 211	20¼ 20¾ 20¼ 20¼ 211 211	2018 20 2018 20 1211	6 20 204	1.098	144 Jan. 28	213s June 17		
Boston & Lowell " 100 Boston & Maine " 100	176 17619	204 lg 204 lg 175 lg 176	*204 17519 17519	*204 17549	*204 1754 175	. 204 205	5 48	196 Jan. 2 160 Jan. 2	213 July 10 204 <sup>1</sup> 2 Aug. 6 177 <sup>1</sup> 2 June 18		
Central of Mass. " 100 Preferred " 100 Chie, Bur & Onin " 100	*55	*13	1349	*13	*55	*13 13 13 13 13 13 13 13 13 13 13 13 13 1		48 Feb. 28	10 May 13		
Chie. Bur. & Quin. " 100 Chie. Mil & St. P. (Phil.) 100 Cho.O.&G.vot.t.c. " 50	90% 90% 71% 71% *14% 14%	904 914 71% 144 144 144	x89% 90% 71% 71% 14% 14%	91 914 72 73 144 144	90% 91 72% 72		6,154 17,000	6918 Mar. 4 54 Mar. 9	92 July 29 73 Aug. 21		
Cit. St. Ry.of Ind 100 Electric Tracti'n " 50	734 734	5614 5614 73% 75	564 564 744 745	14% 14% 56% 57 74% 75	14% 14° 57 57° 75% 75	8 57% 57%	805 1,873 1,483	341 Feb. 2	5778 Aug. 22		
Fitchburg pref. (Boston).100 Lehigh Valley. (Phila.). 50	*944 954 37% 37%	38 38 <sup>1</sup> 8	941 <sub>9</sub> 941 <sub>9</sub> 383 <sub>8</sub> 385 <sub>8</sub>	9419 95 3818 3838	95½ 95½ 38¼ 38½	8 944 954	261 2,531	82% Jan. 11	9518 Aug. 22		
Maine Central (Boston).100 Metropol'n Trac, (Phil).100 Mexican Cent'l (Boston).100	101% 102	136 138 1014 1024 1114 114	136 136 1024 1023 114 114	1024 1024	1014 102	. 136 136 10158 10158	5,484	125 g Jan. 7 81 Apr. 2	140 July 8 106 Jan. 3		
Y.&N.E.,tr.rec.§ " 100 Preferred,tr.rec.§ " 100	61 63	60 60	11% 11% *58 63 *99 102	12 12 100 100	115 <sub>8</sub> 13 <sup>1</sup> 59 59 198 101	98 101 1178 1338 6049 6248	720 405	54 Jan. 31 29 Jan. 29	134 May 7 654 Aug. 15		
Northern Central (Ball.). 50 Northern Pacific (Phila.)100	*684	*69	*69	*69 70 518 518	*69	400 ma	1,040	59 Feb. 8 64 Jan. 29 24 Jan. 30	704 June 7		
Preferred "100 Old Colony(Boston) 100 Pennsylvania(Phila.). 50	1814 182 544 544	17% 18 81 1814 544 54%	18 <sup>1</sup> 8 18 <sup>1</sup> 8	18 18 1814 1814	*1738 17	8 17 17 1814 1814	120 32	13 Feb. 27 1764 June 1	25% May 14 18219 June 19		
People's Traction " 50 Phila & Reading. " 50	65% 66 93 <sub>16</sub> 914	6638 6758 914 9716	544 5438 67 6749 9716 94	54 544 674 68 93 <sub>16</sub> 911 <sub>1</sub>	54 547 67% 68 9318 91	68 68	1,250	454 Jan. 30 434 Jan. 26	54% July 11 68 Aug. 21		
Philadelph Trac. " 5' Union Pacific(Boston), 100	84% 84%	84% 85% 13% 13%	8519 8578 *1338 1334	85 58 86 13 4 13 4	85 8 86 13 13 13	86 8618	14,173 7,422 457	313 <sub>16</sub> Mar. 4 76 Apr. 2 8 Mar. 12	1058 May 18 994 Jan. 2		
Miscellaneous Stocks. Am.Sug'r Refin. \( \( \text{Boston} \) \)  Preferred		12 11319	110% 112	1084 1114	10678 110	10878 1104	56,042	Part and the second	17 s May 10 120 4 June 13		
Bell Telephone " 100 Bost. & Montana. " 25	200   1	034 1034 99 200 864 89	103 103 1974 1994 854 88	1024 1024 *197 199 86 88	102 102 198	101 g 103 1974 198	786 131	90 Jan. 8 1754 Apr. 17	107 Aug. 1 210 May 20		
Butte & Boston " 25 Calumet & Hecla " 25	22 22 308 310 3	21 22 10 310	310 310	86 88 20% 214 310 310	86% 90 20% 213 310 310	894 93 214 224 310 310	8,804	9 Mar 12	994 July 30		
Canton Co (Balt.) 100 Consolidated Gas " 100	*63	631 <sub>8</sub> 631 <sub>4</sub>	63 4 63 38	*67 69 *634 634	*65 69 634 633	*67 70 *631 631	183	67 July 27 60 May 17	330 July 29 91 Jan. 16 65 Jan. 2		
Elec.Stor. Bat'y¶(Phila.).100 Preferred ¶ " 100 Eric Telephone.(Boston).100	44% 45% 45% 45%	44% 45% 45% 45% 56 57	55 56	43 434	44 45	4 45 45 8 8 45 4 45 19	10,524 2,530 1,115	26 June 13	45% Aug. 22 45% Aug. 22		
Preferred " 100	361s 361s 69 71	3678 3728 69 71	55 56 364 37 *69 71	55½ 56 *36¼ 37 *69 71	541g 55 *361g *89 71	. 36 <sup>1</sup> 2 36 <sup>3</sup> 4 *69 71	1,050	25% Mar. 4	60 July 16 384 Aug. 7		
Lamson StoreSer. " 50 Lehi'h Coalde Nav. (Phila.) 50	*464 464	464 47	*22 224 464 464	22 22 461g 461g	*22 221 461g 463	*221g 221g	27 74	60 Feb. 5 22 July 12 404 Mar. 8	25% Apr. 16		
N. E. Telephone (Boston), 100 Unit'd Gas Imp. (Phila.), 50 Welsbach Light 1 " 5	*851 90 81 81 79% 79%	88 4 89 81 4 82 4 79 4 79 4	89 89 824 825	89 89 814 824	*88 89 82 821	*88 89 8 824 825	8,566	66 Feb. 15 67 Apr. 2	91 July 15 824 Aug. 19		
West End Land(Boston)	*23a 24a	*25a 24	784 79 *23g 21g no sale was	79 79 123 <sub>8</sub> 21 <sub>4</sub>	79 79 *23g 21	79 7914 238 219	2,124	36 Mar. 28	80 Aug. 5		
Innetius Stanton	I am I a		N.C. HOUSE			lment paid.	1 20 108	tarment paid.			
Prices of August 23.		Boston	United Gas, 2		Bid. As		Bono		Bid. Ask.		
Atlanta & Charlotte (Ball.). Boston & Providence (Boston).	100 263 26	5 Burl. & Non-e	Mo. River Ex	e npt 6s, J&J	J 116 11'	7 Perkiomen	. IST SOL	certs, 4s., 194; ,5s.,1918, Q., ,5g.,1920, A&C	1 102 104		
Cameen & Atlantic pt. (Phila.). Catawissa		Chic. B	url & Nor. 1s	1910, J&J	19 99 100	Gen. mor	rt. 4 P.	1920, A&C	103 704		
Chicago & West Mich. (Boston)	50 50 5	2 Debei	ort. 6s ature 6s url.& Quincy	1918, J&I	99 100	2d pref. i	ncome,	g, 1958, Feb.	1 33 3312		
	100 145 14	014 Chle.&	W.Mich. gen.	1919, A&C	9819 91	Consol r	nort 7s	g,1958/Feb. 1933, A&C	121		
Delaware&Bound Br. Flint & Pero Marq(Boston).	100	/    U.O.ZUBOL	of Vermont, River, 1st, 5 ns. & Nor'n M.	DR 1913 IA-1	FIG. DAY F OF	Consol, m	ment M.	1911, J&I g., 1897, A&C ped, 1922, M&N 1941, Q.—F	1274 116 1044		
Hestonville Passeng, (Phila.).	100 43 4	d a Hanteri	lat mort 6	.1906, M&S.	121 12:	Con. M., 5	g. stam	ped,1922, M&N 1941, Q.—F	1014 102		
Hunt & Broad Top	50 68 7	0 K.C.C.	k Spring., 1st, 8. & M. con. 6 m. & Bir., 1st, Jo. & C. B., & Ft. S., 1st,	5g.,1925,A&O 8s, 1928, M&N	75 80	Pitta C. A	St. T. 7	48.1917, A&C 1900, F&A con. 581930	1102		
Kan. Cy Ft.S. & Mem. (Boston). Preferred	50 51 100 22 2 100 65 7	K.C. Me	m. & Bir., 1st. Jo. & C. B.,	28,1927, M&S 781907, J&J	123 12	Union Tor	minal le	o g.1930, J&L	110 11012		
Mine Hill & S. Haven	50 631g 50 70					Bonds.	Baltin	nore, t7s, 1907, J&J 5s.1990, M&N	120		
Nesquehoning Val " North American Co "	50 55	Mar. H.	& Ont., 6s n Central, 4	1925, A&C	105 106	ACTUAL DESIGNATION OF THE PARTY	BR. IBL DR	58.1990, M&N 1911, M&N 581929, M&N	H I I I N Sel I I I I I I I I I I I I I I I I I I I		
North Pennsylvania. " Oregon Short Line (Boston), Pennsylvania & N. W. (Phila.).	100 104 1	Ole 2d con	nsol.incomes	.2g, non-cum	1739 1	No. Balt.	Div. 5s	1949 LAT	1074		
Rutland (Eoston)	50 23 2	D LML III	N.Eng., 1st,	1905 743	1073 152 113	Hallimore .	& Ohio 4	g., 1935, A&C 1925, F&A 5 g.1926, J&J	105		
Southern (Balt.).	100 6939 7	ar I Inc. 6	dL.C., Con.6	1920	116 97	E DESCRIPTION OF THE PROPERTY	D. W. LEE,	5 g.1926, J&J 4 2g.1990, J&J .,6g.1916, J&D	110		
West End / Reston i	50 735 7 50 924 9	L'9 Ru tlan	d, 1st,5s	1902,M&N	110 111	beries B.,	6 K	1916, J&I	50 65		
Preferred	100 2364	Alleghe	nds.—Phila ny Val.,73-1 o City 1st 5s,	del ahia 0a, 1896, J&J	1222 122	Cent. Pass.	. 1st 5s.	1930, M&E	11110 11210		
West Jersey & Atlan. " Western N.Y. & Penn "	50 25 2 100 418	54 Buffalo	Ry. con. 1st.	5. 1902, J&D	305	Charl. Col.	kAug.ex	1922, J&D .5s.1910, J&J 5-6s.1917, J&J	110 11019		
	100	Catawis	saa, M., 7s kia. & Gulf, p	1900, F&A	1084 109	Georgia Pa	Nor. lat : c lat 5-	6s. 1929, J&J	85% 864		
Allouez Min's, asstud/ Roston i		Columb	St. Ry. of Inc. St. Rv., 1st, O. Crosstow	con. 5s. 1932	95	North. Cen	t. 6s	1900, J&J	112		
Bay State Gas 5	25 24 2 50 9% 10	14 Del. & I	Tract. of N. J B'd Br'k, lst.	78.1905.F&A	85 lg	d last		1926, J&J	114		
Boston Land " Centennial Mining " Fort Wayne Elect. "	10 4 10 13	Elmir.	& Am. 1stM., E & Wilm., 1st. 6	8.1920, M&N	118	-   Southern, 1	8t 58	5 g.1911, F&A t 7s.1898, J&J 1994, J&J	104 106 1074 108 96 964		
Franklin Mining " Frenchm'n's Bay 1/4 "	25 194 2	Hunt. &	Fille M. & F.,	con. 5s1924	111 111	2d Series.	d., 1st 6	81906, M&E	117		
Kearsarge Mining. "	100 72 74 25 194 20	2d 6s Gener	Nav. 4198 gold al mort. 4198,	2.1924.0-F	111 <sup>1</sup> 2 106 <sup>1</sup> 2 106 105	3d Series,	8-4-58	1916, M&S	114 120		
Puliman Palace Car. "	25 354 30 100 173 174	Lehigh Lehigh	Val. Coal 1st 5 Valley, 1st 6s	8,g.1933,J&J 1898,J&D	98 102	West Va C.	os P 1 at.	1926, M&s 6 g.1911, J&J 6 g.1914, J&J	106 10858 109 115		
Oniney Mining / Boston	100 36 38 100 25 147 148	2d 7s.	1. 6	1910, M&8	134 136	wiim. Col.	& Aug., ( SCELLAN	381910, J&I	115 116		
Water Fower	25 160 16	Worth P	Passenger, c enn. 1st, 7s 1. 7s	1896, Mach	104 105	- Baltimore V	Water 5a	1916, M&N 1916, M&N	123 124		
Pref., cumulative. "	50 3619 37	Pennsyl	vania gen. 6s	, r. 1910, Var	13349	Virginia (St	ate) 38, r	1930, J&J lew.1932, J&J 1991, J&J	105% 106 75 76 63% 6358		
Bonds—Boston, At. Top. &S.F. 100-yr.4 g., 1989, 2d23-4s, g. Class A 1989, A Unit d Cast 1989.	AD 33% 33	Conso Collat	Tr 410 0	1919, Var	117	Chesapeage Consol, Gas	Gas, 6s.	1900, J&D	108		
B This day tet Se	8 -0 M	Pa. & N Con. 5	Y. Canal, 78	1939 AAC	124	58 4 Equitable 6		1939, J&J	108% 1094		

# NEW YORK STOCK EXCHANGE PRICES (Continued)-ACTIVE BONDS AUGUST 23 AND FOR YEAR 1895.

NAME OF THE OWNER, OWNE					- 11	-	102	10	
RATLEGAD AND MISCEL, BONDS.		rice Ra	nge (sa	les) in 1895	RAILROAD AND MISCEL. BONDS.	Intert	Price	Kange (sai	les) in 1895.
RAILROAD AND MISCEL, BONDS.	Period Au		Lowest.	Highest.		Period	Aug. 23.	Lowest.	Highest.
Amer. Cotton Oil, deb., 8g.1900	Q-F 11	3 b. 110	14 Feb.	114 Aug	Pac. of Mo1st, ex., 4 g.1938	F & A	*10312b.	10012 Mar.	106 June
Amer. Cotton Oil, deb., 8g.1980 At.Top.&S.F.—100-yr.,4g.1989 3-4s, Cl. "A" 1st instal.pd.'89	J& J t 8	038 62	a marie	1101 8000	2d ext. 58	J&J	*10034b.	103 Mar.	108 June
3-4s, Cl. "A" 1st instal.pd.'89 Col.Midland—Cons., 4 g. 1940	F & A † 2	9 a. 17	Mar. Mar.	3414 July	20 7 0 1907	BE O BT	= 1011 L	102 May	104 Jan.
Atl. & Pac -Guar., 4 g1937	* 4	8 b. 44	18 Jan.	51½ Jun 108 May	Gen. R'v & land or 5g. 1931	J&D	104 <sup>1</sup> 4b. 84 <sup>1</sup> 8b.	97 Mar. 7434 Apr.	103½ May 84¾ July
Col.Midland—Cons., 4 g. 1940 Atl. & Pac —Guar., 4 g 1937 Brooklyn Elev.—1st, 6 g 1937 Union Elevated.—6 g 1937	M & N 10	558 84	Mar.	108 May 106 May		J&D	120 b.	115 Mar.	121 Aug.
P. Inn Whet & W H_1st 58.g. 45	F & A 10	4 2a. 102	12 Aug.	10814 June	Nash, Ch. & St. L.—1st. 7s 1913	M&S	6814	62 Mar. 130 Mar.	69½ June
Canada Southern.—1st 5s 1908	M & 8 10	$ \begin{array}{c c} 0^{1}_{2} & 109 \\ 8^{3}_{4}b & 102 \end{array} $	Jan.	11258 June 1084 Aug	Consol., 5 g 1928 Nat'l Starch Mfg.—1st, 6s. 1920	A&O	104	9812 Apr.	132 <sup>1</sup> 4 June 104 Aug.
Oanada Southern.—1st 5s 1908 2d, 5s	······· † 6	01 <sub>2</sub> b. 50	Jan.	†6412 July	D. I. Central Debt evt 4g 1905	M & N	97 <sup>1</sup> 4b. 103 <sup>1</sup> 2b.	90 Jan. 102 Mar.	98 June 104 <sup>1</sup> 4 Apr.
Central of N. J.—Cons., 78.1899	M&N *11	7 b. 114	Mar.	113 June 121 Jan.	1st, coupon, 7s1903	J & J	123 b.	12019 Jan.	126 June
Central of N. J.—Cons.,78.1899 Consol., 78.————————————————————————————————————	J & J *11	7 b. 111	Jan.	118 <sup>1</sup> 2 June 110 Aug		M & S M & N	109 ½b.	105½ Apr. 115½ May	110½ Aug 119½ Apr.
Leh. & W.B., con., 78, as d. 1900 mortgage 58. 1912	M&N * 9	2 b. 85	Mar.	92 Jan.	R. W. & Ogd., consol., 58.1922	A & O	119 b.	1134 Apr.	119 Jan.
Am. Dock & Imp., 5s1921 Central Pacific.—Gold, 6s.1898	J & J 11	4 b. 111	4 Apr.	114 Jan. 106 Aug.	N V Chi- 6, guar., 482501	A&O	107 1051ab.	103 <sup>1</sup> 8 Feb. 101 <sup>1</sup> 8 Feb.	1074 June 106 June
			Apr.	121 Feb.	N. Y. Elevated—781906	J & J	10718b.	107 July	1104 June
Mortgage, 6 g	M & N 11	1110	lg Apr.	121 July 11218 Aug.	Construction, 5s	J & J F & A	135 117 a.	131 Mar. 1134 Feb.	136 June 117 June
1st consol., 5 g	M & 8 8	69	12 Mar.	8378 June	Construction, 5s	M&S	134Joh	1951a Man	13558 Aug.
General 4 28, g 1992  R. & A. Div., 1stcon., 4g.1989  " 2d con., 4g.1989  Eliz. Lex. & Big San 5g.1902  Chic. Burl. & Q Con., 7s.1903  Debenture, 5s	J & J 9	7 b. 91	Feb. Apr.	99 July 90 June	2d consol., 6 g 1969 Long Dock, consol., 6s,g, 1935 N. Y. N. H. & H.—Con. deb. ctfs	A&O	130 <sup>1</sup> 2b.	126 Feb.	171 May 131 Jan.
Eliz. Lex. & Big San 5g. 1902	M & S 103	312b. 95	Mar.	103 Aug.	N. Y. N. H. & H.—Con. deb. ctfs N. Y. Ont. & W.—Ref .4s,g.1992	A & O	145 laa.	137 Jan.	14714 June
Chic. Burl. & Q.—Con., 7s. 1903	M&N 104	118 98	Mar.	123 <sup>1</sup> 4 June 104 Aug.	Consol., 1st, 5s, g 1939	J & D		88 Jan. 109½ June	95 Aug. 113 May
		98	18 Mar.	109 Aug.	Consol., 1st, 5s, g	J & J	10018	95 June 14 <sup>1</sup> 2 June	108 Jan.
Nebraska Extension 4s 1927	M & N 93		<sup>1</sup> <sub>2</sub> Feb. <sup>7</sup> <sub>8</sub> Feb.	9634 Jan. 93 Aug.	Norf. & W100-year, 58, g. 1990	J & J	59 b.	481 Feb.	70 Apr.
Han. & St. Jos Cons., 6s. 1911	M& 8 12	b. 115	12 Mar.	12018 Jan.	General 2d coup. 6 g. 1921	1 & J	11734b. 1 102	112 Feb.	119 12 June
Consol., 6 g	A & O 127			11712 May 12714 Aug.	General, 3d, coup., 6 g. 1937	I & D	7134b.	49 12 Mar.	103 May May June
General consol., 1st, 5s1937 Chicago & Eric.—1st., 5 g.1982	M & N 102	58 96	Feb.	10234 Aug.	Col. trust gold notes 6s 1899	M & N	381 <sub>2</sub> 85	24 Jan. 70 Mar.	45 June
Income, 58	Oct. 27		34 Mar.	100 <sup>1</sup> 4 Aug. 29 May	No. Pacific — 1st., coup., 6 g. 1991. General, 2d, coup., 6 g. 1933. General, 3d, coup., 6 g. 1933. General, 3d, coup., 6 g. 1933. Consol. mortgage, 5 g. 1939. Col. trust gold notes, 6s. 1898 i Chic. & N. Pac., 1st, 5 g. 1940. Seat. L. S. & E., 1st, gu. 6, 1931 i No. Pacific & Mont.—6 g. 1938 i No. Pacific Ter. (co.—6 g. 1938 i	A & O !	4834	37 Jan.	†4912 Aug.
Income, 5s	J & J 92	b. 125	June Feb.	96% June 129% June	No. Pacific & Mont.—6 g 1938	W & S	4934a. †	38 Jan. 30 Mar.	150 Apr. 41 May
1st, Southwest Div., 6s1909	J & J 115	12b. 114	8 Mar.	11912 June	No. Pacific Ter. Co.—6 g 1938 J Ohio & Miss.—Con. s. f., 7s. 1898 J	I & J	10412b.	96 Jan.	106 July
1st, So. Minn. Div , 6s1910 1st, Ch. & Pac. W. Div., 5s. 1921	0 00 0 111		Mar. Feb.	119 June 116 June	Onto Southern_let 6 a 1991	A- 1)	105½b. 1 8758b.	07 Mar. 81 May	109 June 96 Jan.
Chic. & Mo. Riv. Div., 58.1926	1 & 1 110	104	Feb.	108 4 Aug.	General mortgage, 4 g 1921	M & N	31	2934 May	5234 Apr.
Wisc. & Minn., Div., 5 g. 1921 Terminal, 5 g	J CV .	b. 1081	4 Jan.	111 <sup>1</sup> 2 June 112 June	Oregon Impr. Co.—1st. 6 g. 1910 J	& D			†44 May 1001 Mar.
Gen. M., 4 g., series A 1989	J & J 96	a. 87	Feb.	96 Aug.	General mortgage, 4 g. 1921 Nomaha & St. Louis—4 g. 1937 Oregon Impr. Co.—1st, 6 g.1910 Oonsol., 5 g. 1939 Ore. R. & Nav. Co.—1st, 6 g. 1909 Ore. R. & Nav. Co.—1st, 6 g. 1909 Ore.	1 & 0	45	44 May	55 Mar.
Gen. M., 4 g., series A 1989 Mil. & Nor.—1st, con., 6s. 1913 Chic. & N. W.—Consol., 7s. 1915	Q-F 141	9 138	May	120 Feb. 1434 Jan.	Consol., 5 g. 1925 J	& D	98 b. †	06% Jan. 73 Jan.	11232 June † 101 Aug.
Connon gold, 78 19021	0 0 1 121	31b. 1193	s June	1234 Feb.	Consol., 5 g	& J	113 b. 1	09 2 Jan.	1164 June
Sinking fund, 6s. 1929 Sinking fund, 5s. 1929 Sinking fund, deben., 5s. 1933	A & O *112	b. 1061	June Apr.	120 Jan. 1123 Aug.	Evansy, Division, 6g., 1920 A	1 0 8			103 May 1031 <sub>2</sub> July
Sinking fund, deben., 5s. 1933	M&N *106	<sup>1</sup> 2a. 1051	2 May	11212 Aug.	2d mortgage, 5 g 1926 M Phila. & Read.—Gen., 4 g. 1958 J	A ST I T		25 Feb.	36 Aug
25-year debenture, 5s1909 Extension, 4s1926	F & A 100	b. 981		108 Jan. 103 July	1st pref. income, 5 g 1958		334	1834 Mar.	82 la Aug. 37 la May
Unic. R. I. & Pac.—68., coup. 1917	02 0 130	b. 126 100	Jan.	131 June	2d pref. income, 5 g 1958 3d pref. income, 5 g 1958	*	203 <sub>4</sub> 16 a.	978 Mar. 612 Mar.	24 lg May 18 ls May
Extension and col., 5s1934 30-year debenture, 5s1921		42b. 88	Mar.	107 <sup>1</sup> 2 June 99 <sup>1</sup> 2 Aug.	Pittsburg & Western-4g.1917 J	OZ J	85 b.	80 Apr.	864 June
Unic. St. P. M. & O.—681930	oz D 130	a. 122	Feb.	99 <sup>1</sup> 2 Aug. 129 May 94 May	Rio Gr. Western—1st, 4 g. 1939 J St. Jo. & Gr. Island—6 g. 1925 M	I& N		63 Jan. 51 Feb.	7934 June 6512 July
Cleveland & Canton.—5s1917 J. C. C. & I.—Consol., 7 g.1914	& D *133	4b. 122	Jan.	1334 July	St. L. & San Fr.—6 g., Cl. B. 1906 N	I & N	118 b. 1	1134 Apr.	118 Aug.
General consol., 6 g 1934 J C.C.C.&St.L.—Peo.&E.,4s.1940	ot J 123	D. 119	Feb. Mar.	124 June 84 <sup>1</sup> 4 July	6 g., Class C	& J		11 Mar. 1 02 Jan. 1	118 Aug. 112 June
Income, 4s	April. 27	8 17	Apr.	28½ July	Cons. guar. 4s, g 1990 A St. L. So. West.—1st, 4s, g. 1989 M	& 0	50 b.	49 Mar.	54 Jan.
Col.H.Val.&Tol.—Con.,5g.1931	4 & A   198 4 & S   93	b. 92 864	May Mar.	100 Aug. 95 Aug.	2d. 4s. g., income	& J		62 Jan. 16 <sup>1</sup> 8 Jan.	8178 July 4014 July
General, 6 g	& D 95	a. 88	Jan.	98 Apr.	2d, 4s, g., income	I&N I	20 <sup>1</sup> 2b. 1	15 May 1	40 <sup>1</sup> 4 July 119 <sup>7</sup> 8 July 123 <sup>1</sup> 2 June
		2b. 1123 b. 79	Jan.	115 <sup>1</sup> 2 Apr. 89 <sup>1</sup> 4 Aug.	1st consol., 6 g	& J *1	104 b. 10	15½ Mar. 1	123 <sup>1</sup> 2 June 105 <sup>3</sup> 4 June
Dul. So. Sh. & Atl.—5 g. 1937 J Ft. W. & Denv. City.—6 g. 1921 J Gal. H. & San An M. & P. D. 18t, 5 g	& J 99:	4b. 90	Feb. 1	100 Aug.	" reduced to 4½ g J Montana Extension, 4 g.1937 J	& D	9412a.	3412 Apr.	954 July
Gal.H.&SanAnM.&P.D.1st.5g	1 & N 93	b. 65 8 90	Feb. May	744 Jan. 944 July	San Ant. & A.P.—1st, 4g., gu., '43 J Sav. Fla. & West.—1st, 6g. 1934 A	& O 1	16 <sup>1</sup> 2b. 1	52 Jan. 1 12 Jan. 1	68 June 17 Jan.
Gen. Electric, dep. 58, g 1922 J	or D 90		Jan.	9312 Jan.	So. Car. & Ga.—181, 5 g1919 M	OT IN	984	o May	984 Aug
Illinois Central.—48, g 1953 N	I & N 1033		Feb. Jan. 1	$72\frac{1}{2}$ June $04\frac{1}{2}$ Aug.	So. Facinic, A172.—6 g 1903-103 So. Pacific, Oal.—6 g 1905-12 A 1st consol., gold, 5 g 1937 A So. Pacific, N. M.—6 g 1911 J Southern—1st cons. g., 58. 1994 J E. Tenn. reorg. lien 4-58. 1938 M E. T. V. & G.—1st, 7 g 1900 J Con 5 g 1956 M	& 0 1	15 b. 10	1912 Jan. 1	01½ June 12 June
Western Lines, 1st, 4s, g.1951 F Int. & Great Nor.—1st, 6 g.1919 M	06 A 102	2b. 102 <sup>1</sup> 4 2 117	May 1	0412 July	1st consol., gold, 5 g1937 A	& O & J 1	94 b. 8	88 Feb.	95 <sup>1</sup> 4 Aug. 10 June
2d 4-581909 M	L & S * 831	2b. 674	Mar.	22 Aug. 841 <sub>2</sub> Aug.	Southern-1st cons. g., 5s. 1994 J	& J	964 8	3412 Jan.	9912 June
Iowa Central.—1st, 5 g1938 J Kings Co. Elev.—1st, 5 g1925 J	& J 94	a. 68	Mar.	94 July 85 May	E. T. V. & G.—1st. 7 g. 1900 J	& J 1	93 b. 7 11 <sup>3</sup> 8b. 11	7912 Feb. 1 July 1	93 4 Aug. 16 June
Laclede Gas.—1st., 5 g. 1919 Lake Erie & West.—5 g. 1937 J	2-F 971	9034	Feb.	ao anne la	Con. 5 g	& N 1	09½b. 10	24 Feb. 1	104 Aug.
L.Shore.—Con. cp., 1st, 7s, 1900 J	& J 1161 & J *116	b. 112 <sup>1</sup> 2	July 1	17 <sup>1</sup> 2 June 18 Jan.	Knoxv. & Onio 1st 6s. g. 1925 J	& J 1	12 b. 10	112 Mar. 1	15 June 16 Aug.
L.Shore.—Con. cp., 1st, 7s. 1900 J Consol. coup., 2d, 7s 1903 J Long Island — 1st con. 5 g 1931	1-1 1122	h 1171	June 1	2410 May	Rich. & Dany. con. 6s. g. 1915 J	& J 1	203b. 11	8 Jan. 1	22½ June
General mortgage, 4 g. 1938 J	2-J *122 & D *102	b. 1174 a. 953	Feb. 1	23½ June 02 Aug.	West.No.Car.1stcon.6s,g1914 J Tenn.C. I. & Ry. Ten.D.,1st,6 g Birmingham Div., 6 g1917 J	& 0	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	7 Jan.	16% June 95 June
General mortgage, 4 g. 1938 J Louis. & Nash.—Cons., 7s. 1898 A N.O. & Mobile, 1st, 6 g. 1930 J " 2d. 6g. 1930 J	& J 1991	b. 107	Apr. 1	1034 Mar.	Birmingham Div., 6 g1917 J Texas & Pacific-1st, 5 g2000 J	& J	914 7	8 Mar.	99 June
				22 July 08 July	2d, income, 5 g	arch	2812 2	1 Jan.	3178 May
General, 6 g	& D *119	b. 114	Feb. 1	20 June 85 June	Toledo & Ohio Cent5 g 1924 M	& N t	86 b. †7	7 Mar.	87 Aug. 124 June
Unified, 4 g 1940 J Nash. Fl. & Sh1st, gtd., 5 g. 37 F	& A	79	Jan.		Toledo & Ohio Cent.—5 g.1935 J Tol. St. L. & Kan. U.—6 g. 1916 J	& D	73 b. 5	7 Feb. †	7312 Aug.
Kentucky Central.—4g.1987 J Louis. N. A. & Ch.—1st.,6s.1910 J	oz J 90			90 May    1312 May	Union Pacific—6 g 1898 J Ext. sinking fund, 8 1899 M	& S !	993th 8	9 Mar. 10	0734 Aug. 0018 Aug.
Consol., 6 g 1916 A	& O 10178	9312	Feb. 1	0134 Aug.	Collateral trust, 4-2 1918 M	de N +	46 b. †3	9 Apr.   † 6	3 Aug.
Louis. St. L. & Texas.—6 g.1917 F Manhattan consol. 4s1990 A	& A 55 & O *100		Feb. Jan. 10	60 July 02 Aug.	Kan. PacDen. Div., 6 o 1899 M	& N 1	193th 10	o rep.	98 <sup>1</sup> 8 July 10 Aug.
Metro. Elevated.—1st, 6 g.1908 J	& J 11978	b. 1181 <sub>2</sub>	Jan. 19	23 June	1st consol., 6 g 1919 M	OF NI	$721_2   6$	2 Feb.	78 Jan.
2d, 6s 1899 M Mich. Cent.—1st, cons., 7s. 1902 M	& N *1214	b. 106 b. 117		09 Feb. 214 Jan.	Or.S. L. & Ut'h N.—Con. 5g. 1919 A	of O	5912 3	9 Feb. 16	04 Aug. 0 Aug.
Consol., 58	& N 109	b. 10612	June 11	11 July	U.P.Den.&Gulf.con5g.1939 J	& D 3	3912 3	2 Feb. 4	13 Мау
Mil. LakeSh.&W.—1st, 6g. 1921 M Exten. & Imp., 5 g 1929 F	& A 11112	b. 12719 b. 109	Apr. 11	35 Aug. 15 Jan.	Virginia Mid.—Gen. M., 58 1936 M	oz J	0112 9	134 Feb. 10	34 Jan. 3 June
Minn.&St.L.—1st con.5s,g.1934 M	& N *10234	b. 100	May 10	June June	Wabash—1st, 5 g 1939 M	& N 10	0838 104	118 May 10	9834 June
Mo. K. & E -1st 5s, g., gu. 1942 A M. K. & Texas.—1st, 4s, g. 1990 J	& D 8934	79%	Feb.   8	95 June 1938 Aug.	Wabash—1st, 5 g 1939 M 2d mortgage, 5 g 1939 F West. N. Y. & Pa.—1st, 5 g.1937 J	& J 1	1914b. 109	24 Jan. 11	30 July 10 June
2d, 4s, g	& A 6518	b. 83	Feb. 6	bb4 Aug. II	Gen. 2-3-4s, gold	OC U 4	1731b. 4	512 June 4	
3d, 7s1906 M	& N 112	103	Mar. 11	12 June	Wisc. Cent. Co.—1st, 5 g 1937 J	& J t	574 4	1 Mar.   15	84 July
Note "b" indicates price bid; "	'a" price a	sked; the	range	is made up	from actual sales only. * Latest ]	price th	is week.	† Trust red	ceipts.
					Continued) _INACTIVE BC				

### NEW YORK STOCK EXCHANGE PRICES-(Continued).-INACTIVE BONDS-AUG. 23.

SECURITIES,	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask
Railroad Bonds. (Stock Exchange Prices.)  Alabama Mid.—125, g., guar., 1928 A. T. & S. F.—2d, 4s. Class B.1989 Chicago & St. Lou.—1st, 6s. 1915 Con. Mid. 1st, g., os	108 75 <sup>1</sup> 4	5	Balt. & Ohio -5s, gold	*113 109½ *111 *97 105 *102 75	80	Buff. Roch. & Pitts.—Gen., 5s.1937 Roch. P., 1st, 6s.—1921 Roch. & Pitts.—Cons.1st, 6s.1922 Buff. & Susqueh.—1st, 5s, g1913 Burl Ced. Kap. & No.—1st, 5s. 1906 Consol. & collat. trust, 5s1934 Minn. & St. L.—1st, 7s, gu1927 Iowa C. & West.—1st, 7s1909 Ced. Rap. I. F. & N., 1st, 6s.1920	121 <sup>1</sup> 2 95 107 101 133 107	99 <sup>1</sup> g

## NEW YORK STOCK EXCHANGE PRICES .- INACTIVE BONDS-(Continued)-AUG. 23.

NEW YORK	STOC	K EX	CHANGE PRICES.—INACT	IVE B	BOND	8-(Continued)-AUG. 23,	1678	
SECURITIES,	Bid,	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES	Bid.	Ask.
C.Ohio-Col. & Cin.M.1st, 44s.1939 Cent. RR. & BankCol. g.5s.1937		85	F.& P.Marq. 1st con. gold, 5s. 1939 Port Huron-1st, 5s1939	*9414		Norf.&WAdjustment M., 7s1924	*75	
Cent. of N. J.—Conv. deb., 6s. 1908 Central Pacific—Gold bds, 6s, 1395	102		Ist con. g., 5s 1949	96		Equipment, 5s	*55	******
Gold bonds, 6s	105		Gal. Har. & San Ant _1st 6s 1910	58 107	6019	Roanoke&So.—1st, gu. 5s, g. 1922 Scioto Val. & N. E.—1st, 4s, 1990 Ohio & Miss—Consol. 7s.—1898	H 8440	
8an Joaquin Br., 6s 1900 Mort. gold 5s 1939			Ga. Car. & Nor.—1st. gn. 5s. g.1929	10239	10412	2d consol. 7s		
Land grant, 5s, g	* 96	1001	G. B. W. & St. P.—1st. con. 5s. 1911	*50	132	General 5s. 1932 Ohio River RR.—1st, 5s. 1936	*****	
No. Railway (Cal.)—1st, 6s. 1907 50-year 5s	*93	10719	Housatonic-Cons. gold 5s 1937	123	6	Oregon & Califor.—1st. 5s g 1997	*85	
Ches. & O.—Pur. M. fund, 6s.1898 Craig Valley—1st, g., 5s1940	1064	100	N. Haven & Derby, Cons. 5s 1918 Hous. & T. CWaco & N. 7s 1903	114 <sup>1</sup> 9 130		Oreg. Ry & Nav.—Col. tr. g5s.1919 Penn-P.C.C. & St. L. Cn. g. 4 98 A 1940	72	
Warm Spr. Val., 1st, g. 5s. 1941 Cres. O. & So. West.—1st 6s, g. 1911	112	*****	1st g., 5s (int. gtd)		112	P.C.&S.L1st.o. 78	11418	
0h. VGen oan 1st on o 5s 1939	112		Debent. 6s, prin. & int. gtd. 1897 Debent. 4s, prin. & int. gtd. 1897 Illinois Central—1st, g., 4s 1951	*80	99	Pitts. Ft. W. & C.—1st, 7s 1912 2d, 7s	The second second	
Unicago & Alton-8. F., 6s1903 Louis, & Mo. River-1st. 7s.1900	112		Gold 4s	108	104			
2d, 7s	1104		Springf, Div Conn 6s 1898	104		Clev. & P.—Cons., s. fd., 7s. 1900 Gen. 4 <sup>1</sup> 2s, g., "A" 1942 St. L. V. & T. H.—1st, 6s., 7s. 1897	117	*****
Chie Burl. & Nor -1st 5s 1926	107		C. St. L. & N. O.—Ten. L. 7s. 1897	116		2d, 7s		
D shenture 6s	95 *107	108	Gold, 5s. coupon 1951	108		Gd.R.&I.Ext.—1st,4 <sup>1</sup> 2s,G.g.1941 Peo.&EInd.B.&W1st,pf.7s.1900	11101	*****
8inking fund, 4s	10019	*****	Ced. Falls & Minn —1et 7e 1907	130	****	Peoria & Pek Union—1st Se 1921	112	*****
Chicago & Iowa Div081905	91	100	Ind. D. & Spr.—1st 7s, ex. cp.1906 Ind.D.&W.—2d, 5s, g., tr.rec 1948 Ind. Ills. & Iowa.—1st, g. 4s 1939 Ist art		*****			
Chi. Mil. & St. P. — 1st, Ss. P. D. 1898 \$44, 7 3-10s, P. D. 1898 \$45, 7s, \$ g., R. D. 1902 1st, I. & M., 7s. 1899 1st, I. & D., 7s. 1899 1st, I. & D., 2s. 1903 1st, I. & D. Extension, 7s. 1908 1st, I. & D. Extension, 7s. 1908	10914	******	1st, ext. g. 5s. 1943 Int. & G. N'n.—3d, 4s, g 1921 Kings Co. P. P. 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	******	****	Pitts. Cleve. & Tol.—1st, 6s 1922 Pitts. d L. Er.—2d g, 5s, "A" 1928 Pitts. Mc. K. & Y.—1st 6s 1932 Pitts. Painsv. & F.—1st, 5s 1916 Pitts. Shop. & L. L. Lett. 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5		
1st, 7s, \$ g., R. D	12358	1244	Kings CoF.El.,1st,5,g.,gu.A.1929 Lake Erie & West2d g., 5s. 1941 L.S.& M.SouB.&ENew 7s.'98	32				98 881g
lat, L. & D., 7s	*	12512	L. S. & M. Sou. — B. & E. — New 78. '98 Det. M. & T.—1st, 78	110	10519	Pitts, & West, -M. 5s, g 1891-1941		78
	129 *1051 <sub>9</sub>		Kal. All. & G. R.—let on 5s 1939	1134	128	Pitts. Y'gst'n&A.—1st, 5s, con. 1927 Rio Grande So.—1st, g., 5s 1940 St. Jos. & Gr. Is.—2d inc 1925		
15t, H. & D., 78	*****	108	Mahon's Coal RR1st, 5s. 1934 Lehigh V. N. Y1st gn g 4 les 1940	118	1097		3170	
Mineral Point Div. 5s 1910	1074	1184	Lehigh V'v Coal-1st 5s on v 1933	1104	1024	Bellev, & So. Ill.—1st. Ss. 1896	105	106
C. & L. Sup. Div., 581921 Fargo & South., 68, Assu1924	108		Litchf, Car. & West1st 6s g 1916	113	114	Bellev. & Car.—1st, 6s1923 Chi.St.L.&Pad.—1st,gd.g.5s1917	102	*****
Inc. conv. sink. fund, 5s1916 Oakota & Gt. South., 5s1916 Mil. & Nor. main line—6s1910	*108	105	Long Island—1st. 7s 1898	1094		8t. Louis 80.—1st, gd. g. 4s.1931 do 2d income,5s.1931	*****	******
Chic. & Norw30-year deb.5s. 221 Escanaba & L. S. 1st, 6s1901		112	Gold 4s	944	95	Car. & Shawt.—1st g. 4s1932 St. L. & S. F.—2d 6s, g., cl. A. 1906 General 5s	118	*****
Oss M. & Minn.—1st, 7s1907 Iowa Midland—1st, 8s1900			N. Y. & B'way B.—1st, g. 5s. 1927 2d mortg., inc. 1927 N. Y. & Man. Beach.—1st, 7s, 1897	2719	43	General 5s	95 85	
Peninsula—1st, conv., 7s1898 Onic. & Milwaukee—1st, 7s. 1898		*****	B. I. D. & M. B 1st con, 5s.g. 1935	103		Kan. City & 8.—1st, 6s, g 1916 Ft. 8. & V. B. Bg. —1st, 6s 1910 Kansas Midland—1st, 4s, g.1937	******	
WID. & St. P2d. 7a. 1907	128	****	Brookl'nd:Montauk-Ist,6s,1911 1st, 5s			St. Paul City Ky, con. bs. g. 19971		
Mil. & Mad.—1st. 6s 1905 Ott. C. F. & St. P.—1st, 5s. 1909 Northern III.—1st, 5s 1910 Mil. L. B. & W.—Con. deb., 5s. 1907	1084	*****	Louis, & Nash,—Cecil, Br. 7s. 1907	104		Gold 5s, guar 1937 St. Paul & Duluth—1st, 5s. 1931 2d mortgage 5s. 1917	1124	106 4
Mil. L. S.&W.—Con.deb., 5s. 1907 Mich. Div., 1st, 6s			E. H. & Nash.—1st 68, g1919	110	*****	2d mort. 6s 1909	1104	111 1
Ull. B. I. & P - D. M. & F. D. 1 at 48, 1905	200	85	8t. Louis Division, 1st, 6s. 1921 2d, 3s. 1980	+000	*****	Mont. Cen.—1st, guar., 6s 1937	-1194	
1st, 2 <sup>1</sup> gs		*****	B. L.6s.—S. & N. Ala. 1910	111		East, Minn., 1st div. 1st 5s 1908		105
Chic. St. P. & Minn.—1st, 5s 1923	133	*****	50-year 5s. c. 1924	108	****	WilmardSiouxF1st, g,5s.1935 San Fran. & N. P1st, g, 5s.1919 Southern-Ala. Cent., 1st 68.1918	+100	
os. Paul & S. C.—lat, 6a1919 Onio. & W. Ind.—lat, s. f., 6a. 1919 Ganaral mortes on 6a.	1324	*****	Collat. trust. 5s. g	102	*****	20 m. on Came 100, Prol., 78 - 18971	-109	112
General mortgage, 6s	121	*****	Memphis & Charl -6s. cold 1994	75	76	Income, 6s	******	*****
Cin. D. & Ir'n-1st, gu. 5s, g. 1941 Clev. Ak. & ColEq. & 2d 6s. 1930		112	Mexican Cent. Consol.—4s g 1911	*****	*****	Deben, 5s. stamped 1997	98 100	116
St. Log. Div. —1steel ta't4s = 1999	*93		Mex. International—1st 4s g 1949	*****	*****	Series B. 6s 1911	110	
White W. Val. Div1st.g. 4s. 1940	85	88	2d. income. 6s. "A" 1927		*****	Series D. 4-5s 1921	******	
Oln. L. St. L. & C.—1st.g. 4s. 1991	93	0119		*****		Series F. 5s 1926		
Cin San &Cl —Con 1st a San 1920		*****	Goupon, 5s		*****	Fer. RR. As'n of St. L1st, 44gs, 1939	110	82
C. Col Cin. & Ind.—1st, 7s,s.f.1899 Consol. sink. fund. 7s	112		10 Wil Millerator, lat 70 tono/+	1424	*****	St. L. Mer. St. Term .g. 58. gg 1930	9919	
	1	16	Dones west Elt 181, 78 1910	126 1	30	Sabine Division, 1st. 6s 1919	iii"	
Cleve & Mah. V.—Gold, 5s., 1938 Colum.&9th Ave., 1st, g., J, gu. 1993 Del. Lack, & W.—Mort, 7s., 1907 Syra, Ring, & N. V. 187, 78, 1907	114 1	16	Mo.K.&T.of Tex 1st on Sa v 1040		94	Consol. 5s, g	.93	
Syra. Bing. & N. Y.—1st, 7s1907 Syra. Bing. & N. Y.—1st, 7s.1906 Morris & Essex—1st, 7s1914	1284	7/257	Kansas City & F., 18t, 48, g., 1990	*87%		Col. A. A. & Cad.—68 1937	174	22
Bonds, 78	115	434	1st coll., 5s. g. 1920	175		Foledo A. A. & G'd Tr.—g. 68.1921 Fol. A. A. & Mt. Pl.—68. 1919 Fol. A. A. & N. M.—58, g 1940		76
7s of 1871 1901 1st, con., guar., 7s. 1915 Warren -2d, 7s 1909 D.&H.CanPa, Div. conp. 7s. 1917	1102	*****	Mobile & Ohio-latert 6, 1007	105	BURES 1	r.&O.C.—Kan.&M., Mort. 48,1990 rol.P.&W.—1st 48,inc.f'd.con.July	82	
Albany & Suso -lat on 7s 100c	100	****	Morgan's La & T.—lat fig. 1931	*85		Union Pacific—1st, con.,6.,5s. 1928		81
Rens, & Sar, Ist coun 7, 1006	119% .	*****			30 12	18t, 6s	106% 1 107 107% 1	
Matronal Re _iat on a 1910		*****		T. PROTEIN	*****	Collateral Trust, 681908	96	
Det.M. & M.—L. E. 3 has ser A 1911	88 .	***	Beech Creek-1st, gold, 4s. 1936 Osw. & Rome-2d, 5s, g., gu. 1915		*****	hansas racine—1st os, g1895	107	*****
Eric -ist extended 7a	1001g i 1071g i	07%	N. Y. & Put.—1st. g., 4s, cn 1002			A.U.H. COL. O. FRC181, 68 1905		424
3d, extended, 41gs1919	115		N. Y. & Northern-1st, reg. 48, 1903	*****	20	U. P. Lin. & Col.—1st, 681905	4018	404
1920 15 ih, extended, 4s	100	17	Gen. mort., 5s. g. 1937	20	20 75	Utah & North.—Ist, 78 1908	30	
bd & N. V. & E.—lat 7a	133	15	Northern Pac.—Divid'd serin ext	914	9319	Utah Southern—Gen., 78 . 1909	50	
Col. trust. 6s. 1969	*****	*****	Spokane & Pal -1st 6s1936					
Jederson-lat on a fa	105 4	0549	Helenac RedM'n-1st v. 6s. 1923	1204	· · · · · · · · · · · · · · · · · · ·	Debenture, Ser. A1939		
Door & Irons 1 at Co.	1044	00	Dul. & Man Dak, Div.—1stes 1936			St L. K.C. &N.—R. E. &RR 7a 1905		2034 981 <sub>2</sub>
E vans. & T.H.—Ist,cons.,6s. 1921 1st, general, g., 5s. 1942 Mt. Vernon lat 6s. 1923 Sul Co Br. 1st. 1923	1103	CANAD	Gen. lat. v. Se	*****		Vest N.Y. & Pa., gen. g. 2-3-4s 1943	474	
	******	113	Vent. Washington—18t, g., ds. 1938	102	9	Vest. Va. C. & Pitts.—1st, 68.1911	1819	19
lint & P. Marg.—Mort., 681926	116%		Imp. & Ext. 68	118 1	16	Extension & Imp. g., 581926	924	
"No price Friday; these are the lat	est quo	tation	s made this week, For Miscellan	00 UE 2	and F	Vis. Cent. income 5s		
						page pi	eoealu	K+ 🕍

# Investment Kailroad Intelligence.

#### 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 steam 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.

The returns of the street replaceus are not included in this

The returns of the street railways are not included in this table, but are brought together separately on a subsequent page.

	I Tretant	Gross Ear	minae	Tan 1 10	Latest Date.
ROADS.	Dutte	01088 1201	1		
	Week or Me	1895.	1894.	1895.	1894.
	1-1-1-1	8	\$	- 8	\$
Adirondack	June	12,514	13,371	93,810	80,828
Ala. Midland	June	44,037	49,241	4 4 4 4 4 6 6 6	010051
Allegheny Val		208,655	151,557	1,171,180	
Ark. Midland Atch. T. & S. Fe.	2d wk Aug	5,823 503,692	6,397 504,468	42,157 16,724,095	16.117.841
St. L. & San F.	2d wk Aug	119,551	126,290	3,481,320	3,461,887
Atlantic & Pac	2d wk Aug	02,020	91,076	2,287,792	1,885,289
Agg. total	June		682,642	214,431	226.785
Atlan. & Dany	11st wkAus	10,858	34,550 10,193	318,944	289,758
Austin & N'west	June	24.039	19.704	110,247	116,859
B.&O.EastLines	July	1,463,353	1,460,918	9,409,584	9,051,529
Western Lines Total	Inly		365,328 1,826,246	12,457,101	2,456,928 11,508,457
Bal.&O. Sou'w	2d wk Aug	126,266	129,458	3,757,717	3.040.410
BangoraAroust	June	04,046	23,245	361,437	144,853 9,447
Bath & Ham'nds Bir. & Atlantic	June	1,691	1,553	10,757 9,806	12,415
Brooklyn Elev	2d wk Ano	31.264	24,698	1,338,089	1.096,945
Brunsw'k&West Buff.Roch.&Pitt	June	40,281	41,965	243,530	252,581 1,487,795 2,113,090
Buff.Roch.&Pitt	2d wk Aug	55,831	66,878	1,805,813	1,487,795
Bur. C. Rap. & N. Camden & Atl	Tuno	81,786	64,589 89,939	2,186,905	
CanadianPacific	2d wk Ang	385,000	362,000	363,274 9,846,233 23,597	10,376,378
Car.Midiand	July	7,833 342,618	8,271 340,195	23,597	29,893
Cent. of Georgia	Mav	342,618	340,195	1,001,070	2,137,880 5,755,284 6,021,805
Central of N.J Central Pacific	June	1,132,089 1,099,976	1,219,424 1,155,050	5,921,471 5,869,694	6,755,284
Unariest nasav.	June	58,282	47,999	303,356	361,766
Cheraw.& Darl Ches. & Ohio	June	58,282 7,023 184,238 195,272	47,999 4,265	52,839	361,766 40,589
Ches. O. & So. W.	2d wk Aug	184,238		5,741,845	5.351.558
Chie, Bur, & No. Chie, Bur, & Q	July	132,241	132,751	1,294,904 794,976	1,123,372 798,718 15,160,139
Chic. Bur. & Q	June	2,364,601	2,363,448	13.873.909	15,160,139
Chic. & East. III	ZU WK AUE	72,099	208,308 165,360 132,751 2,363,448 84,704 167,342 82,937 511,424 2,208,198	2,201,845 1,163,236 2,151,197	1,887,790 1,075,591
Chicago & Erie. Chic. Gt. West'n.	June 2d wk Aug	167,085	167,342	2 151 197	2,075,591
Chic.Mil.&St.P.	2d wk Aug	528.341	511.424	15.894.734	16,513,289
Chic. & N'thw'n.	July	72,099 167,085 83,983 528,341 2,643,541		15,894,734 15,704,697	2,059,921 16,513,289 16,174,988
Chic.Peo.&St.L. Chic.R'k I. & P.	20 WK A119	22,431 1,176,945 477,331 35,868 74,912	21,063	559,439	449,102 9,051,246 3,542,098
Chic.St.P.M.&O.	July June 2d wk Aug	477 331	610 206	7,948,633 2,893,653	9,051,246
Chic. & W. Mich.	2d wk Aug	35,868	32,353	999,470	921.857
CHOO. ORI. & GH.	March	74,912	56,421	999,470 240,702 35,711	921,857 165,732 37,557
Cin. Ga. & Ports. Cin. & Kent. Sou.	July	5,673	21,063 1,018,437 610,206 32,353 56,421 5,828 932	35,711	37,557
Cin.Jack. & Mac.	May 2d wk Aug	13.990	14,512	362,331	374,035
Cin. N.O. & T. P.	3d wk July	63,000	57,000	1,880,000	1,796,000
Ala. Gt. South.	3d wk July	74,912 5,673 2,249 13,990 63,000 23,000 19,000 7,000 6,000	57,000 21,000	1,880,000 758,000	709,000
N. Orl. & N. E. Ala. & Vicksb.	3d wk July 3d wk July	7,000	14,000 7,000 7,000 106,000	665,000	588,000
Vicks. Sh. & P.	3d wk July	6,000	7,000	252,000 259,000	254,000 256,000
Erlanger Syst. Cin. Ports. & V.	3d wk July	118,000	106,000	3,814,000 143,540	3,603,000
Clev. Akron&Co	July 4th wkJ'ne	118,000 23,233 23,924 17,221 283,928 198,256 32,898 45,272 240,813 23,014	20,269 20,960	143,540	3,603,000 137,585
Clev. Can. & So	2d wk Aug	17.221	17 366	438,591	426,027 329,856
Clev. Can. & So Cl. Cin. Ch. & St. L	2d wk Aug 2d wk Aug	283,928	17,366 271,741 116,984	400,154 8,323,725	7,375,413
Peo. & East'n. Cl. Lor. & Wheel.	June 2d wk Aug	198,256	116,984	939,002	110,041
Col. Midland	4thwkApr.	45 272	39,018 38,544	793,159	660,849
Col. H. V. & Tol. Col. Sand'y & H.	July	240.813	208.254	498,999 1,293,002	496,275 1,321,620
Col. Sand'y & H.	July 2d wk Aug	23,014	21,430	518,089	404,338
Colusa & Lake . Crystal	June	1,000	1,300 753	7,420	404,338 7,659
Cumb'l'd Valley.	June	75,761	66,441	370,373	351,801
Deny, & Rio Gr	June 2d wk Aug 2d wk Aug	138,500	135,600	4,108,000	3,837,470
Det & Maglines	2d wk Aug	24,542	22,200	685,641	623,590
Det. & Mackinac Duluths, S. & Ati.	2d wk Ang	44,411 25,561	23,534 45,512	187,040 1,111,429	131,804
Duluths.S.&Ati. Elgin.Jol.&East	July	81,560	62,032	620,773	1,014,024 555,896
Eureka Springs.	June	5,363	6.173	30,157	33,652
Eureka Springs. Evans. & Ind'plis Evans. & Rich. Evansv. & T. H.	4th wk Aug	7,079 4,119	7,902	165,167 59,514	33,652 168,545 57,500 616,273 3,175,928 1,474,829
Evansv. & T. H.	2d wk Aug	25,083	3,093 24,673	650,630	616 972
Fitchburg	June	640,826	24,673 601,733	3,401,449	3,175,928
Et With & Don C	2d wk Aug	47,406 67,739	45,072	3,401,449 1,516,825	1,474,829
Fitchburg	2d wk Aug	4,100	74,044	******	
Gads. & Att. U.	July	819	531	206,054	142,476
Georgia RR Ga. Car'la & No.	2d wk Aug	19,756	20,375	699,722	3,667 741,281 340,558
Geo So & Flo	June	43,065	45,532	328,349	340,558
Gr. Rap. & Ind.	2d wk Ang	75,012 50,576	75,197	1 250 784	498,028
Geo. So. & Fla Gr. Rap. & Ind. Cin. R.& Ft.W.	2d wk Aug	9.175	8,925	267.445	242.895
Traverse City.	2d wk Aug	1,039	934	27,327	30,663
Tot all lines	2d WK Aug	2,507	2,372	74,132	61,439
Traverse City. Mus. G. R. & I Tot. all lines	WkAug.17	1,039 2,507 63,297 373,297	42,692 8,925 934 2,372 54,923 368,998	1,628,687	498,028 1,132,061 242,895 30,663 61,439 1,467,058 10,713,978
omo. & or. Ir.	WKAUG. 3	49,060	47,853	1,567,063	1,606,063
Det. Gr. H. o. M.	WkAug. 3	20,148	47,853 20,249	206,054 4,752 699,722 328,349 461,522 1,259,784 267,445 27,327 74,132 1,628,687 1,567,063 549,709	551,302
St.P. M. & M.	July	1,190,211		6 491 170	
East of Minn. Montana Cent.	July	116.357	1,099,738	6,421,176 661,546	5,267,116 509,323
Montana Cent.	July	114,848	151,652	864,893	840,678
	Inly	1,421,416	1,361,557	864,893 7,947,615 22,636	6.617.117
Hoos.Tun.& Wil.	July	4,647	4 515	22,636	22,493
Gulf & Chicago. Hoos.Tun.&Wil. Hous.E.&W.Tex	Bd wk Aug	11,560	7,588	28,101 28,101 337,452 52,900	22,493 22,560 236,350
и подсеми заошии	uly	7,000	8,065	52,900	05,380
Illinois Central. J Ind. Dec.&West. 2	d wk Ang	116,357 114,848 1,421,416 2,254 4,647 11,560 7,000 1,486,903 9,420	11,550		9,729,443 227,570
1 5 5 5 6 11 0 G G, 12	" "A Aug	5,420	11,553	271,474	227,570

Ind. III. & Iowa   June	1	Latest	Gross Ea	rninas.	[Jan. 1 to ]	Latest Date.
Ind. III. & Iowas   June	ROADS		A COLUMN	1		-
Ind.   III. & lows   June	THE PERSON	- HEEROT ME	-		- 8	8
Interno. (Mex.)   Wichards   33,672   36,610   30,000   51,012,777   24,650   32,000   32,0	Ind. Ill. & Iowa		52,328	52,215	382,431	
Jamest'n & L. D. June   3.6827   3.6827   3.6827   247.576   215.200   215	Interoc. (Mex.	WkAug, 3	38,627	36,610	1.0/0.//0	1,421,752
Jamest'n & L. D. June   3.6827   3.6827   3.6827   247.576   215.200   215	Iowa Centrai	2d wk Aug	32,862	37,617	920,509	1,013,777
Ramawhae Milob   22   wk Aug   54,41   51,635   546,055   541,752   546,055   541,752   541,75	Jack. T. & K. W	June	25,218	49,433		474,097
Kenol. & Beath July	Kanawha& Mic	2d wk Aug	7.797	7.173	267,876	218,390
Kenol. & Beath July	K.C.F.Scott &M K.C. Mem. & Bir	. 2d wk Aug	84.479	81.681	564,286	587,278
Ram. C. Sub. Belt   Zu wk Aug   Control   Rev   Control   Re	Kan. C. N. W	. July	17,57	25,438	125,838 $2.785$	172,688 7.144
Lefting & West   24 wk Aug   71,292   75,449   2,905,000   1,905	K C Pitta & C	Od wels Aug	10,662	8,958	304,093	238,856
Lefting & West   24 wk Aug   71,292   75,449   2,905,000   1,905	Kan. C. Sub. Bel Keokuk & West	t 2d wk Aug	9,088	7,182 8,547	197,415	213,180
Lewigen & Hend.   July	L. Erie All. & So	. July	6,150	6.280	44,350	1,938,309
Loos Age Term   July	Lehigh & Hud.	. July	36,961	28,517	235,597	214,465
Louis, M.A. Ch. 2 dwi, Aug. 10018, Aug. 10	Long Island	. July	519,030	512,639	2,262,489	2,296,808
Louis, M.A. Ch. 2 dwi, Aug. 10018, Aug. 10	Louis. Ev. & St. I.	July 2d wk Aug	32,769	30,552	831,792	844,345
Macon & Birm.   July	Louisv. & Nashv	. 2d wk Aug	365,538	373,130	1,860,774	1,627,219
Maministque   July   13,263   10,639   81,060   41,617   10,621   10,6	Lou. St.L.& Tex	. 1st wkAng	9,908	9,698	234,798	240,520
Mex. Morth.   June	Manistique	July	13,263	10.639	81,060	41,617
Mex. Northern.   June   190,309   450,364   206,351   21,938,742   296,317   21,938,742   21,000   36,000   12,000,301   21,000,970   965,505   36,000   12,000,301   21,000,970   965,505   36,000   31,000   32,000,301   31,000	Memphis&Chas			20,729	5,684,807	5,220,184
Mex. Northern.   June   190,309   450,364   206,351   21,938,742   296,317   21,938,742   21,000   36,000   12,000,301   21,000,970   965,505   36,000   12,000,301   21,000,970   965,505   36,000   31,000   32,000,301   31,000	Mexican Inter'l	June	1 213.069	179,245	1,292,651 2,657,634	1,062,363 2,568,847
Marked No.   Athwish July   12,340   12,350   1,650,670   65,565   66,565	Mex. Northern.	June	66,369	48,087	000,400	316,993
Nash.Ch.&St. L. July	Mexican R'way	WkAug.10	12,340	$ \begin{array}{c c} 51,534 \\ 12,553 \end{array} $	281,733	296,317
Nash.Ch.&St. L. July	Minneap. & St. L	2d wk Ano	39,954 182,654	35,280 173,239	6,332,941	5,265,893
Nash.Ch.&St. L. July	Mo.Pac.&Iron N	I Zu WK Aug	410,000	386,000	12,825,612	12,496,787
Nash.Ch.&St. L. July	Total	. 2d wk Aug	422,000	399,000	13,151,211	12,981,423
Nash.Ch.&St. L. July	Mobile & Birm.	. 2d wk Ang	4,911 248,345	209,085	1,846,834	
N. Y. C. & H. R.   July   3,545,498   3,158,003   24,245   N. Y. C. & H. R.   July   3,545,498   3,158,003   24,379,634   14,684,067   N. Y. Pa. & W. June   2,223,762   2,255,887   24,379,634   14,684,067   N. Y. Pa. & W. June   2,237,762   2,255,887   24,379,633   11,684,067   N. Y. Pa. & W. June   2,237,762   2,255,887   12,379,633   11,684,067   N. Y. Pa. & W. June   2,793,273   2,238,887   22,379,633   11,684,067   N. Y. Pa. & W. June   180,387   176,055   2,102,659   2,653   N. Y. C. W. June   180,387   176,055   2,102,659   2,653   N. Y. C. W. June   180,387   176,055   2,102,659   2,653   N. Y. C. W. June   180,387   176,055   2,102,659   2,653   N. Y. C. W. June   180,387   176,055   2,102,659   2,653   N. Y. C. W. June   180,387   176,055   2,114   N. June   180,387   176,055   2,114   N. June   180,387	Mont.&Mex.Glf	June		91,592	020,001	563,471
Sev Off. & P.   July	Nevada Central	June	2,381	2,343	13,724	13,217
N. Y. D. E. & W.  N. Y. P. B. & Ohio   June   78,606   86,326   2,162,667   2,525,233   313,70,334   2,525,233   32,535   32,535   32,535   333,70,334   32,535   333,70,334   32,535   333,70,334   32,535   333,70,334   32,535   333,70,334   32,535   333,70,334   32,535   333,70,334   32,535   333,70,334   32,535   333,70,334	N. Jersey & N. Y New Orl. & So'n	June July	5.325	0.781	42,936	54,245
N. Y. Susq. & W. June 180,007 176,066 1,075,092 889,719 Norfok & West. 2 wk Aug 176,055 123,992 493,411 3,036,433 5,517,038 6,077,993 North'n Central June 523,992 493,411 3,036,433 5,517,038 6,077,993 106,076 106,076,076 106,076,076 106,076,076 106,076,076 106,076,076 106,076,076 106,0	N. Y. C. & H. R.	July	3,545,498	3,158,003	23,977,516 12,370,630	11,684,067
Oonnee & West. July	N.Y.Pa. & Ohio	June	579,362	451,850	3 131,797	2,552,623
Oonnee & West. July	N. Y. Susq. & W.	June	180,307	176,056	1,075,592	889,719
Oonnee & West. July			26,688	30,258 213,338	5,517,038	6,077,993
Ohlo River   2d wk Aug   17,909   16,497   438,594   399,309   399,309   390,308   374,538	North'n Centra	June	523,962	498.411	0,000,400	2,697,146 7,832,566
Pacine Mail.    June	Oconee & West.	July	2.680	2,005	13,554	17,641
Pacine Mail.    June		July	13.757	10,430	100.512	92,040
Pacine Mail.    June		1.st wkAug	14,738	15,175	392,388 67.330	374,538 121,285
Pennsylvanna. June	Oregon Imp. Co.	June	274,874	309,353	1,570,993	1,809,224
Petersburg. June 37.6,938 343,698 1,850,739 9,804,570 9,804,570 1,937,943 9,804,570 1,937,943 1,937,94 1,937,94 1,937,94 1,937,94 1,937,94 1,937,94 1,937,94 1,937,94	Pennsylvania	June	370,592 4,988,299	4,162,281	29,558,777	26,248,178
Philla. & Erie. June	Peoria Dec. & Ev	2d wk Aug	52 (192	45.868	264.296	276,587
Total not			376,938	343,698	1,850,739	1,697,943
Total not	Coal & Ir. Co	June	1,473,522	2,348,984	10,436,628	10,225,837
Total system. 2d wk Aug Pitt Young. As A. June 179,409 179,409 18,437 18,159 140,046 130,729 18,160, & Peterseb Rio Gr. South'n Rio Gr. South'	Totalboth Cos.	June		4,346,291 2,759	23,815	18,196
Total system. 2d wk Aug Pitt Young. As A. June 179,409 179,409 18,437 18,159 140,046 130,729 18,160, & Peterseb Rio Gr. South'n Rio Gr. South'		142d reste A sace	14,021	12,952 32,680	35 <b>6</b> ,909 9 <b>9</b> 9,011	237,787 774,573
Total system. 2d wk Aug Pitt Young. As A. June 179,409 179,409 18,437 18,159 140,046 130,729 18,160, & Peterseb Rio Gr. South'n Rio Gr. South'	Pitts. Cl. & Tol.	2d wk Aug	19,444	16,064	505,121	356.666
Quimey O.& R.C. July 78,192 66,164 375,756 363,840 29,353 1616, 42 Petersb. June 32,084 29,353 165,044 167,999 816 Gr. Southin 2d wk Aug 82,256 8ag. Val. & St. L. June 6,568 71,400 25,580 8t. L. A. & T. H. 2d wk Aug 8t. L. Southiw'nn. 2d wk Aug 8t. Paul & Dul'th July 145,695 117,768 844,131 41,987 750,695 123,612 123,056 117,768 844,131 41,987 750,695 123,612 123,050 177,751 80,751,751,751 80,751,751 80,751,751 80,751,751 80,751,751 80,751,751 80,751,751 80,751,751 80,751,751 80,751,751 80,751,751 80,751,751 80,751,751 80,751,751 80,751,751 80,751,751 80,751,751 80,751,751,751,751,751,751,751,751,751,751	Total system.	2d wk Aug 2d wk Aug	66,399	57 421	1,730,201	1,325,851
Sag, Tusoola&H.         July         9,867         7,140         64,534         41,195         41	Pitt. Young. &A. Quiney O. & K.C.	June July	179,409 21,337	98,437	140,046	130,729
Sag, Tusoola&H.         July         9,867         7,140         64,534         41,195         41	Rich.Fr'ksb.&P.	June	78,192	66,164	375,756 165,044	363,840 167,999
Sag, Tusoola&H.         July         9,867         7,140         64,534         41,195         41	Rio Gr. South'n	2d wk Aug	9,225	8,858	2222222	
80. Paeific Co Gal.Har.&S.A June 320.321 73,010 60,126 542,551 451,494 22,813,591 24,828,555 32,893 32,843 33,864,315 21,314,183 22,654,305 22,347,844 32,344 3	Rio Gr. West'n Sag. Tuscola&H.	July	40,000		64,534	65,655
80. Paeific Co Gal.Har.&S.A June 320.321 73,010 60,126 542,551 451,494 22,813,591 24,828,555 32,893 32,843 33,864,315 21,314,183 22,654,305 22,347,844 32,344 3	Sag. Val. & St. L.	June	6.568	7,140	41,19 <sub>5</sub> 769,611	41,996 771,741
80. Paeific Co Gal.Har.&S.A June 320.321 73,010 60,126 542,551 451,494 22,813,591 24,828,555 32,893 32,843 33,864,315 21,314,183 22,654,305 22,347,844 32,344 3	St.L.Ken'et&So.	July	3,724	1,997	21,056	2 400 800
80. Paeific Co Gal.Har.&S.A June 320.321 73,010 60,126 542,551 451,494 22,813,591 24,828,555 32,893 32,843 33,864,315 21,314,183 22,654,305 22,347,844 32,344 3	St. Paul & Dul'th	July	145,695	123,612	753,900	750,695
80. Paeific Co Gal.Har.&S.A June 320.321 73,010 60,126 542,551 451,494 22,813,591 24,828,555 32,893 32,843 33,864,315 21,314,183 22,654,305 22,347,844 32,344 3	San Ant. & A.P. S.Fran. & N.Pac.	June 1st wkAug		117,768 17,050	884,131 465,528	459,629
80. Paeific Co Gal.Har.&S.A June 320.321 73,010 60,126 542,551 451,494 22,813,591 24,828,555 32,893 32,843 33,864,315 21,314,183 22,654,305 22,347,844 32,344 3	Sav. Am. & Mon.	2d wk Aug	8,391	5,931	272,107 1,703,772	253,253 2,045,561
80. Paeific Co Gal.Har.&S.A June 320.321 73,010 60,126 542,551 451,494 22,813,591 24,828,555 32,893 32,843 33,864,315 21,314,183 22,654,305 22,347,844 32,344 3	Sher.Shrev.& So	1st wkAug	4,000	3,941	181,180	150,378
Gal.Har.&S.A June	80. Pacific Co	Marie Control of	a contract of	As not be distanced	Secretary States	1 000 000
Morgan's L&T. June	Gal. Har. & S. A Louis'a West.	June	73,010		542,551	451,494
Tex. & N. Orl.         June         120,326         91,583         803,849         734,785         734,785         734,785         734,785         734,668         734,785         734,784         734,785         734,786         734,281         734,281         734,281         734,281         734,281         734,281         734,281         734,281         734,281         734,281         734,281         734,281         734,281	Morgan'sL&T.	June	363,823	393,949	2,813,591	2,628,505
Summit Branch, Jüly         85,716         63,269         678,799         525,584           Lyk, Val. Coal July         51,332         58,288         392,261         467,898           Tot'lboth Co's July         137,048         121,557         1,071,060         99,452           Tex.s. Val&N W         July         2,050         2,731         22,142         23,205           Tol. A. &No.M.         2d wk Aug         24,096         21,765         1,055,144         993,650           Tol. P. & West.         1st wk Aug         18,970         18,934         555,073         493,680           Tol. P. & West.         1st wk Aug         37,345         38,94         555,073         993,650           Union Pacific         June         1,188,052         1,202,995         6,414,013         6,633,282           Or.S. L. & U. N         Jine         502,832         377,868         2,320,103         2,330,412	Tex. & N. Orl	June	120,826	91,583	803,849	734,795
Summit Branch, Jüly         85,716         63,269         678,799         525,584           Lyk, Val. Coal July         51,332         58,288         392,261         467,898           Tot'lboth Co's July         137,048         121,557         1,071,060         99,452           Tex.s. Val&N W         July         2,050         2,731         22,142         23,205           Tol. A. &No.M.         2d wk Aug         24,096         21,765         1,055,144         993,650           Tol. P. & West.         1st wk Aug         18,970         18,934         555,073         493,680           Tol. P. & West.         1st wk Aug         37,345         38,94         555,073         993,650           Union Pacific         June         1,188,052         1,202,995         6,414,013         6,633,282           Or.S. L. & U. N         Jine         502,832         377,868         2,320,103         2,330,412	Atlantic sys.b. Pacific system	June	2,610,505	2,559,777	14.727.3201	14.826.555
Summit Branch, Jüly         85,716         63,269         678,799         525,584           Lyk, Val. Coal July         51,332         58,288         392,261         467,898           Tot'lboth Co's July         137,048         121,557         1,071,060         99,452           Tex.s. Val&N W         July         2,050         2,731         22,142         23,205           Tol. A. &No.M.         2d wk Aug         24,096         21,765         1,055,144         993,650           Tol. P. & West.         1st wk Aug         18,970         18,934         555,073         493,680           Tol. P. & West.         1st wk Aug         37,345         38,94         555,073         993,650           Union Pacific         June         1,188,052         1,202,995         6,414,013         6,633,282           Or.S. L. & U. N         Jine         502,832         377,868         2,320,103         2,330,412	Total of all	June	3,516,804	3,386,215	21,314,183	20,692,823 $2.234,784$
Summit Branch, Jüly         85,716         63,269         678,799         525,584           Lyk, Val. Coal July         51,332         58,288         392,261         467,898           Tot'lboth Co's July         137,048         121,557         1,071,060         99,452           Tex.s. Val&N W         July         2,050         2,731         22,142         23,205           Tol. A. &No.M.         2d wk Aug         24,096         21,765         1,055,144         993,650           Tol. P. & West.         1st wk Aug         18,970         18,934         555,073         493,680           Tol. P. & West.         1st wk Aug         37,345         38,94         555,073         993,650           Union Pacific         June         1,188,052         1,202,995         6,414,013         6,633,282           Or.S. L. & U. N         Jine         502,832         377,868         2,320,103         2,330,412	Grand total.	June	3,912,345	3,728,109	23,968,982	
Summit Branch, Jüly         85,716         63,269         678,799         525,584           Lyk, Val. Coal July         51,332         58,288         392,261         467,898           Tot'lboth Co's July         137,048         121,557         1,071,060         99,452           Tex.s. Val&N W         July         2,050         2,731         22,142         23,205           Tol. A. &No.M.         2d wk Aug         24,096         21,765         1,055,144         993,650           Tol. P. & West.         1st wk Aug         18,970         18,934         555,073         493,680           Tol. P. & West.         1st wk Aug         37,345         38,94         555,073         993,650           Union Pacific         June         1,188,052         1,202,995         6,414,013         6,633,282           Or.S. L. & U. N         Jine         502,832         377,868         2,320,103         2,330,412	S0.Fac.01 ATTZ	June	154,594	147,508	1,126,243	998,980
Summit Branch, Jüly         85,716         63,269         678,799         525,584           Lyk, Val. Coal July         51,332         58,288         392,261         467,898           Tot'lboth Co's July         137,048         121,557         1,071,060         99,452           Tex.s. Val&N W         July         2,050         2,731         22,142         23,205           Tol. A. &No.M.         2d wk Aug         24,096         21,765         1,055,144         993,650           Tol. P. & West.         1st wk Aug         18,970         18,934         555,073         493,680           Tol. P. & West.         1st wk Aug         37,345         38,94         555,073         993,650           Union Pacific         June         1,188,052         1,202,995         6,414,013         6,633,282           Or.S. L. & U. N         Jine         502,832         377,868         2,320,103         2,330,412	So.Pac.of N.M.	June June	77,652 155,088	71,093 183,220	528,299 848,189	1,000,007
Summit Branch, Jüly         85,716         63,269         678,799         525,584           Lyk, Val. Coal July         51,332         58,288         392,261         467,898           Tot'lboth Co's July         137,048         121,557         1,071,060         99,452           Tex.s. Val&N W         July         2,050         2,731         22,142         23,205           Tol. A. &No.M.         2d wk Aug         24,096         21,765         1,055,144         993,650           Tol. P. & West.         1st wk Aug         18,970         18,934         555,073         493,680           Tol. P. & West.         1st wk Aug         37,345         38,94         555,073         993,650           Union Pacific         June         1,188,052         1,202,995         6,414,013         6,633,282           Or.S. L. & U. N         Jine         502,832         377,868         2,320,103         2,330,412	Southern Ry	2d wk Aug	333,084	332,948		10,400,056
Summit Branch, Jüly         85,716         63,269         678,799         525,584           Lyk, Val. Coal July         51,332         58,288         392,261         467,898           Tot'lboth Co's July         137,048         121,557         1,071,060         99,452           Tex.s. Val&N W         July         2,050         2,731         22,142         23,205           Tol. A. &No.M.         2d wk Aug         24,096         21,765         1,055,144         993,650           Tol. P. & West.         1st wk Aug         18,970         18,934         555,073         493,680           Tol. P. & West.         1st wk Aug         37,345         38,94         555,073         993,650           Union Pacific         June         1,188,052         1,202,995         6,414,013         6,633,282           Or.S. L. & U. N         Jine         502,832         377,868         2,320,103         2,330,412	Stony Cl. & CMt	June	4,514	4,998	12,065	12,892
Tol. A. A. & No. M.     2d wk Aug     24,096     21,765       Fol. & Ohio Cent.     3d wk Aug     38,916     56,719     1,055,144       Tol. P. & West.     1st wk Aug     18,970     18,934     555,073       Tol. Bt. L. & K. C.     2d wk Aug     43,230     42,164     1,040,020       Union Paolitic- Un. Paol. Rs.     June     37,345     38,394     168,666     174,896       Or.S. L. & U. N     June     502,832     377,868     2,320,103     2,330,412	Stut. & Ark. Riv. Summit Branch.	AprilJuly	1,384 85,716	63,269	678,799	525,554
Tol. A. A. & No. M.     2d wk Aug     24,096     21,765       Fol. & Ohio Cent.     3d wk Aug     38,916     56,719     1,055,144       Tol. P. & West.     1st wk Aug     18,970     18,934     555,073       Tol. Bt. L. & K. C.     2d wk Aug     43,230     42,164     1,040,020       Union Paolitic- Un. Paol. Rs.     June     37,345     38,394     168,666     174,896       Or.S. L. & U. N     June     502,832     377,868     2,320,103     2,330,412	Lyk, Val. Coal	July	51,332	58,288 121,557	392,261 1,071,060	467,898 993,452
Tol. A. A. & No. M.     2d wk Aug     24,096     21,765       Fol. & Ohio Cent.     3d wk Aug     38,916     56,719     1,055,144       Tol. P. & West.     1st wk Aug     18,970     18,934     555,073       Tol. Bt. L. & K. C.     2d wk Aug     43,230     42,164     1,040,020       Union Paolitic- Un. Paol. Rs.     June     37,345     38,394     168,666     174,896       Or.S. L. & U. N     June     502,832     377,868     2,320,103     2,330,412	Lexas & Pacific.	2d wk Aug	99,215	113,600	3,680,084	3,594,485
101. Ft. L&K.C. 2d wk Aug 13,230 42,164 1,040,020 894,280 101ster & Del. June 37,345 38,394 168,666 174,896 Union Pacific— Un. Pac. RR. June 1,188,052 1,202,995 6,414,013 6,633,282 07.8.L&U.N June 502,832 377,868 2,320,103 2,330,412	rax.s. Val&N. W.	2d wk Aag	24,096	21,765		
Union Pacific— Un, Pac. RR. June 1,188,052 1,202,995 6,414,013 6,633,282 0r.8.L. & U. N June 502,832 377,868 2,320,103 2,330,412	Fol. & Ohio Cent.	3d wk Aug	38,916	56,719 18,934		993,650 489,886
Union Pacific— Un, Pac. RR. June 1,188,052 1,202,995 6,414,013 6,633,282 0r.8.L. & U. N June 502,832 377,868 2,320,103 2,330,412	rol. St. L. & K. C.	2d wk Aug	43,230	42,164	1,040,020	894,280
Un. Pac. RR. June 1,188,052 1,202,995 6,414,013 6,633,282 0r.S.L. & U. N. June 502,832 377,868 2,320,103 2,330,412	Union Pacific-			and the same	The state of the state of	
	Un. Pac. RR Or.S.L. & U. N	Jnne	502,832	377,868	2,320,103	2,330,412
	St.Jos.&Gd.Is.	June		53,810		408,493

ROADS	Latest	Gross Ear	nings.	Jan. 1 to L	atest Date.
ROADS	Week or Mo	1895.	1894.	1895.	1894.
Un. PacCon.		8	\$	8	\$
Kan.C.&Om. Tot.St.J.&G.I.		3.982 15,102	8,869 19,107	31,659 361,923	65,429 551,247
Cent. Bra		12,000	13,000	325,599	484,636
Ach. Col. & P. )	June	18,785	26,316	127,380	192,472
Gr'd total. 'c	June	1,856,540	1,826,693	9,864,582	10,753,243
U. Pac. D. & G. Ft. W'th & D. C.		61,679 67,739	36,680 74,044		********
Wabash		280,506	271,129	7,300,74	6,646,891
Waco & Northw.		15,341	11,622	90,181	67,226
West Jersey		154,618	141,264 105.847	708,714 608,406	674,369 530.128
W.V.Con.& Pitts West Va.& Pitts.		32,529	34,257	137,270	147.682
Western of Ala.		38,384	37,968	233, 01	243,823
West, Maryland.		99,894	113,927	561,9 8	539,108
West. N. Y. & Pa. Wheel, & L. Erie		71,300 28,329	72,200 28,592	1,863,763 803,881	1,697,645 713,387
Wisconsin Cent.		151,020		****	110,001
Wrightsv.& Ten.		6,750	7,952	45,012	44,122

<sup>\*</sup> Figures given do not include Oregon Ry. & Nav., Un. Pac. Denver & Gulf, Denver Leadville & Gunnison, Montana Union and Leavenworth Topeka & Southwestern.

#### Street Railways and Traction Companies.

[The returns of earnings of the street railways, both gross and net, have been transposed to a place by themselves, at the end of this department of railway earnings, and will hereafter always be given in that place. They will be found to-day on pages 320 and 321.]

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

For the second week of August our preliminary statement covers 71 roads, and shows 1.19 per cent gain in the aggregate over the same week last year.

2d week of August.	1895.	1894.	Increase,	Decrease,
	8	8	8	8
Atch. Top. & San. Fe	503,692	504,468	*******	779
St. Louis & San Fr Atlantic & Pacific	119,551 62,626	126,296 51,678	10,948	6,745
Balt. & Ohio Southwest.	126,268	129,458		3,192
Brooklyn Elevated	31,264	24,698	6,566	
Buffalo Boch, & Pittsb'g.	31,264 55,831 81,786	66,878	**** ***	11,047
Burl. Ced. Rap. & North. Canadian Pacific	81,786	64,589	17,197	****
Chesapeake & Ohio	385,000 184,238	362,000 208,308	23,000	24,070
Chicago & East. Illinois	72,099	84,704		12,605
Chicago & East. Illinois Chicago Great Western	83,983	82,937	1,046	*******
Chicago Milw. & St. Paul Chic. Peoria & St. Louis.	528,341	511,424	16,917	*******
Chicago & West Michigan	22,431 35,868	21,063 32,353	1,368 3,515	*******
Cin. Jackson & Mackinaw	13,990	14,512	*******	522
Cleve, Canton & South'n	17,221	17,366 271,741	*******	145
Clev. Cin. Chie. & St. L Clev. Lorain & Wheel'g	233,928	271,741	12,187	6,120
Col. Sandusky & Hock's	34,898	39,018 21,430	1,584 2,900	0,120
Col. Sandusky & Hock'g. Denver & Rio Grande	23,014 138,500 24,542	135,600	2,900	********
Detroit Lane & & North h	24,542	135,600 22,255 45,512	2,287	19,951
Duluth So. Shore & Atl	25,561	45,512	****	19,951
Evansy, & Terre Haute	7,079 21,083	7,902 24,673	410	823
Fint & Pere Marquette.	47,406	45,072	2,334	*******
FL Worth & Rio Grande.	4,100	3,961	139	*******
Georgia	19,756	20,375	**** ***	619
Grand Rapids & Indiana	50,576 9,175	42,692 8,925	7,884 250	*******
Traverse City	1,039	934	105	********
Cincinnati R. & Ft. W Traverse City Musk. Gr. Rap. & Ind .	2,507	2,372	135	
Grand Trunk of Canada. Houston E. & W. Texas.	373,297	368,998	4,299	*******
Indiana Decatur & West.	9,606 9,420	6,851	2,755	2,133
Intern'l & Gt. North'n	54.769	11,553 51,247	3,522	
Iowa Central	32,862 7,797	37,617 7,173		4,755
ABBRUBS & MICHIGAR	7,797	7,173	624	*******
Kan. City Ft. S. & Mem. Kan. City Pittsb. & Gulf.	84,472	81,681 8,958	2,791	*******
Kan, City Sub, Relt	10,662 7,781 71,292 32,769	7,182	1,704	********
Lake Erie & Western	71,292	75,449	The State of the last	4,157
LOUISV, EVEDSV, & St. L.	32,769	30,552	2,217	7,595
Louisville & Nashville Louisville N. A. & Chic Memphis & Charleston	365,535 67,506	373,130	3,535 928 22,123 7,017	1*089
Memphis & Charleston	21.657	63,965	928	********
Mexican Central Mexican National	170,802 81,545	148.072	22,123	*******
Mexican National	81,545	74,528 35,240	7,017	****
Minneapolis & St. Louis. Mo. Kansas & Texas	39,954 182,654	173,239	4,674 9,415	
Mo. Pacific & Iron Mt	410,000	386,000	24,000	****
Mobile & Birmingham	12,000	13,000	170	1,000
N V Ontario	4,911	4,741		7,720
N. Y. Ontario & Western Norfolk & Western	78,606	86,326	******	25,385
Norfolk & Western Northern Pacific	187,953 349,078 17,909 17,649	213,338 337,244	11,834	
Onio River	17,909	16,4377	1,412	5,909
Peoria Dec. & Evansv Pittsb. Shen. & L. Erie	17,649	23,558	1,069	5,909
Pittsburg & Western	14,021 66,399	12,952 57,421	8,978	********
Rio Grande Southern	9,325	8,858	367	*******
Rio Grande Western	49,600	38,325	11,275	
St. Louis Alt. & T. Haute. St. Louis Southwestern.	27,730 82,200	25,580 76,800	2,210 5,400	****
Savan, Amer. & Mont	8,391	5,931	2,460	********
Southern Rallway	333,084	332,948	136	
Texas & Pacific	99,215	113,600	2,331	14,385
Toledo & Obio Conversi	24,096	21,765 52,105	2,331	14,102
Toledo & Ohio Central Toledo St. L. & Kan. C	38,003 43,230	42,164	1,066	12,102
Wabash	43,230 280,506	271,129	9,377	5,068
Wabash Wheeling & Lake Erle	25,889	30,957	*******	5,068
Total (71 roads)	6,823,480	6,743,244	259,060	178,824
Net increase (1'19 p.c.)	0,020,200	5,740,244	80,236	
AND DESCRIPTION OF A AUT DAUGATES		*****	O GERRO	

For the first week of August our final statement covers 83 roads, and shows 0.82 per cent gain in the aggregate.

1st week of August.	1894.	1893.	Increase.	Decreuse.
Prev'ly reported (72 r'ds) Indiana Decatur & West.	\$ 6,714,603 9,421	\$ 6,660,520 11,554	\$ 239,864	\$ 185,781 2,133
Interoceanic (Mex.), Louisville St. L. & Texas, Memphis & Charleston Mexican Railway	38,627 9,909 20,082 55,375	36,610 9,698 19,792 51,534	2,017 211 290 3,841	
Ohio Southern. St. Joseph & Gd. Islaud. Ban Francisco & No. Pac.	14,738 15,102 20,218	15,175 19,107 17,050	3,168	4,005
Sev. Amer. & Mont Yoledo Peoria & West'n West. N. Y. & Pennsylv	7,654 18,970 71,300	6,877 18,934 72,200	36	900
Total (83 roads)	6.995,999	6,939,051	250,204	193,256
Net increase (0.82 p. c.)	********		56,948	

Net Earnings Monthly to Latest Dates.—The following shows the gross and net earnings to latest dates of all railroads furnishing monthly statements. The compilation includes every road from which we can get returns of this character, and in that form is given once a month. Early returns are published from week to week, as soon as issued, but for the convenience of our readers all the roads making returns are brought together here in the week in which we publish our monthly article on net earnings—say on or about the 20th of the month. Besides the roads furnishing monthly returns, we have also added this time the roads which make quarterly returns. The street railways, however, we give by themselves under a separate head at the extreme end of these tabulations—see page 320.

	-see page szu.				
	POLES 121,5		arnings		urnings.—
	Roads.	1895.	1894.	1895.	1894.
6		The same		- 11 1	
	Addison & Pennsylv'a- Apr. 1 to June 30 Jan. 1 to June 30	18,635 33,705	19,903 38,814	4,694 5,794	973 7,225
	AdirondackJune		13,371	def.1,843	def.1,871
	Jan. 1 to June 30 Alabama MidlandJune	93,810 44,537	80,828 49,241	5,303	16,273 8,762
	Allegheny Valley June	208,655	151,557	76,893	49,301
	Jan. 1 to June 30	1,171,180	946.851	456,078	342,549
	Jan. 1 to June 30	5,823 42,157	6,397 38,701	593 16,486	2,501 18,708
3	At. T. & S. Feb. June Jan. 1 to June 30	2,108,724	2,085,188	187,220	225,236
	July 1 to June 30	28,900,818	31,545,676	2,462,986 6,479,653	2,254,682 8,751,043
	St. L. & San Fr b. June	450,864	445,898	158,374	155,976
1	Jan. 1 to June 30 July 1 to June 30	2,762,544 6,031,424	2,752,581 6,178,736	1,021,934 2,539,292	883,669 2,279,738
	Atlantic & Pac. b. June	359,869	273,985	60,216	57,486 57,233
	Jan. 1 to June 30 July 1 to June 30	1,875,771 3,508,239	1,573,139 3,137,730	196,236 499,791	174,735
1	Aggregate total b. June	2,919,457	2,905,071	405,810	438,698
1	Jan. 1 to June 30 July 1 to June 30	38,490,480	17,838,989 40,862,142	3,681,156 9,518,736	3,195,584
	Atlanta & W. Point June	30,906		10.728	9,494
	Jan. 1 to June 30 July 1 to June 30	214,431 474,022	34,550 226,785 483,340	82,273 197,008	74,299 181,192
	Atlantic & Danville.June	:46,000	41,020	18,500	6,178
	Jan. 1 to June 30 July 1 to June 30	1260,991	237,070 486,779	148,353 196,614	5,999 def.14,224
	Austin & Northw June	24,039	19,704	11,040	6,557
1	Jan. 1 to June 30	115,247	116,839	34,800	37,864
1	Lines E. O. E. bJuly	1,463,353	1,460,918	455,653	440,849
	Jan. 1 to July 31	9,459,884	9,051,529	2,823,731	2,655,486
	Jan. 1 to July 31	2,997,217	365,328 2,456,928	100,470 528,151	27,560 196,605
	Tot. both systems bJuly Jan. 1 to July 31	1,919,078	1,826,246	556,123 3,351,882	468,409 2,852,091
1	B. & O. Southw Apr. Jan. 1 to Apr. 30	503,205	469,269	176,489	181,075
1	July 1 to Apr. 30	2,026,230 5,351,995	1,997,346 5,350,804	722,033 2,004,943	718,516
1	Bangor & Aroostook, June	51,546	23,245	18,920	5,2 0
	Bath & Hammonds June	361,437 1,691	1,553	110,342 def.6	35,263 16
1	Jan. 1 to June 30	10,757	9,447	3,314	2,160
1	Bennington & Rutland- Apr. 1 to June 30	54,343	53,658	14,043	10,364
1	Jan. 1 to June 30	100,178	105,195	16,815	2,776
1	Birm. & Atlantic. b. June Jan. 1 to June 30	1,449 8,103	1,517	def.356 def.2,474	def. 64 527
1	July 1 to June 30	18,327	21,936	def 3,906	2,077
1	Apr. 1 to June 30	2,288,315	2,164,711	523,787	832,880
1	Apr. 1 to June 30 Jan. 1 to June 30	4,328,201	4,191,284	1,335,374	1,608,275
	Apr. 1 to June 30.1	4,329,565	4,008,356	996,012	1,494,680
1	Jan. 1 to June 30	7,998,883	7,398,879	2,040,690	2,544,621
1	Apr. 1 to June 30 Jan. 1 to June 30	64,588	66,126	15,460	12,096
		109,799	114,708	20,982	20,406
1	Apr. 1 to June 30	6,631	5,666	174	781
ı	Jan. 1 to June 30	14,427	13,593	2,514	4,122 63,531
1	Brooklyn Elev.aJune Jan. 1 to June 30	167,734 1,122,709	146,021 917,597	76,437 521,872	361,580
-	July 1 to June 30 Brunswick & West. June	1,935,959	1,761,179	835,678 5,877	14,461
	Jan. 1 to June 30	243,530	252,581	37,026	52,979
1	Jan. 1 to June 30	261,934 1,416,117	119,850	38,064	def.40,381 236,838
1	July 1 to June 30	3,066,440	2,819,824	331,703 894,011	769,388
1	Burl. Ced. R. & No. a. June Jan. 1 to June 30	297,138 1,739,033	273,683 1,762,311	85,406 507,244	38,636 415,006
1	Camden & Atl a June	95,200	89,939	27,787 74,182	17,690
1	Jan. 1 to June 30	363,274	344,533	74,182	49,394

a These figures include results on leased liner.

b Includes earnings from ferries, etc., not given separately. † Mexican currency. c Includes only half of times in which Union Pacific has a naif interest.

		-Gross Ed	arnings.—	-Net Ea			,	Gross E	arnings.—	-Net Ea	rnings
	- Ponds	1895.	1894. \$	1895.	1894.	Roads.		1895.	1894.	1895.	1894.
	Canadian Pacific.a. June	1,512,862	1,458,683	596,900	435,957	Georgia.a	July	\$ 86,337	\$ 82,309	\$ g15,211	g14,553
	Jan. 1 to June 30	7,556,233		2,538,823 def.876	2,285,230 def.1,385	Jan. 1 to July 3	11	660,092	696,474	g79,879	g171,639
	Jan. 1 to June 30	15,764	2,444	def.591	def.273	Ga. South'n & Fla. b. Jan. 1 to June 3	0	65.894 386,510	71,559 422,831	24,288 94,680	15,808 89.599
	July 1 to June 30 Central of Georgia—	51,349	58,970	15,330	14,849	July 1 to June 3 Grand Rap. & Ind		843,560	831,053	228,595 30,078	180,885
	Railroad System.a.May Jan. 1 to May 31	342,618	340,195 2,137.880	c41,230 316,085	73,416 683,225	Jan. 1 to June 3	0	207,924 1,263,753	199,599 1,154,364	260,017	46,681 268,400
	July 1 to May 31	4,750,555	5,031,762	1,477,927		→rand Tr'k of Can Jan. 1 to May 3					474,289
	Cent. of N. Jersey.a. June Jan. 1 to June 30	1,132,089 5,921,471	1,219,424 5,755,284	474,673 2,180,697	523,454 1,837,653	Chie. & Gr'd Tr	.May	24:,286	254,611	1,680,558 24,547	1,587,695
	Central Pacific.b June	1,099,976	1,155,030	420,619	435,325 2,075,022	Jan. 1 to May 3 Det. Gr. H. & Mil		79,929	1,204,765 78.094	60,313 8,234	34,445 10,808
	Jan. 1 to June 30 Char. & Savannah. June		47,999	18,700	13,930	Jan. 1 to May 3	1	370,348	384,096	26,386	36,138
	Jan. 1 to June 30 Cheraw & DarlbJune	303,356 7,023	361,766 4,265	77,974 872	113,902 def.3,782	Jan. 1 to July 3		12,254 22,636	3,231 22,493	idef.729 def.137	873 881
	Jan. 1 to June 30 July 1 to June 30		40,589 84,227	14,898 34,797	169 13,144	Hoosac Tun. & Wilm. Jan. 1 to June 30		3,686 23,454	3,442 18,045	659	928
	Ohesap. & Ohio a June	778,512	698,321	275,161	237,678	Houst. E. & W. Tex.	_				******
	Jan. 1 to June 30 July 1 to June 30	9,596,032	4,125,489 9,044,109	1,430,530 3,131,503	1,311,88 3,016,979	Jan. 1 to June 3 July 1 to June 3		270,271 569,553	189,878 442,281	89,253 226,883	54,099 167,092
	Ohes. O. & So'wn.b.June Jan. 1 to June 30	192,027	147,975 958,012	52,485 332,934	57,412 285,662	Illinois Central. a Jan. 1 to June 3			1,337,336 8,517,325	431, <b>051</b> 2,920,905	257,003 2,028,406
	July 1 to June 30	2,316,940	2,123,787	808,206	703,485	July 1 to June 3	01	9,056,994	20,657,464	5,788,464	6,288,048
	Chic. Bur. & North. b. Juve Jan. 1 to June 30	794,976	132,751 798,718	10,725 98,109	17,185 163,045	Jan. 1 to June 3	0	31,542 215,896	26,966 164,845	10,477 72,126	1,052 16,589
	Chic.Burl. & Quin.b.June Jan. 1 to June 30	2,364,601 13,873,909	2,363,448 15,160,139	764,476 4,594,905	801,958 5,307,230	July 1 to June 3 Indiana Ill. & Iowa		478,135 52,328	387,564 52,215	172,888 14,467	69,817 9,193
	Chie. M. & St. P.aJune	2,263,865	2,383,942	1,118,387	960,465	Jan. 1 to June 3		382,431 122,843	357,934	110,789	92,504
	Jan. 1 to June 30				4,640,963 11,213,618	Jan. 1 to June 30	0	732,500	105,142 815,965	39,625 240,150	11,499 234,160
	Chie. & W. Mich June Jan. 1 to June 30	130,208 783.807	125,768 $741,234$	9,029 106,725	31,279 98,331	July 1 to June 30 Iron Railwayb		1,590,205 3,767	1,823,577 2,411	537,270	626,222 def.625
	Cin. Jack. & Mack. b. June	47,037 279,413	45,930	4,333	6,274	Jan. 1 to June 30 July 1 to June 30	0	25,296 48,118	19,221 38,077	4,111 8,890	2,517 3,026
	Jan. 1 to June 30 July 1 to June 30	624,629	291,793 618,121	25,124 92,699	44,634 88,780	Jack. Tam. & K. W.	June	25,215	49,433	def.605	14,091
	Cinn. & Kent. So May Cin. Leb. & North.—	2,249	932	1,127	def 132	Jan. 1 to June 30 Jamest'n & L. Erie		244,680 3,682	474,097 3,956	37,505 1,091	212,058 791
	Apr. 1 to June 30 Jan. 1 to June 30	34,137 62,428	30,982 57,641	13,995 22,839	11,143	Jan. 1 to June 30 Kanawha & Mich. b.		19,021 37,544	19,410 29,513	def.1,254	2,236
	Oin. Ports. & Vir. b June	21,423	24,542	4,990	19,107 6,047	Jan. 1 to June 30	0	212,442	175,473	8,164 48.896	5,119 35,652
	Jan. 1 to June 30 July 1 to June 30	120,307 256,787	117,316 254,756	18,530 45,706	20,800 41,253	July 1 to June 30 Kan. C. Ft. S. & M.a		423,059 332,773	366,356 368,284	109,793	94,968
	Clarendon & Pitts.— Jan. 1 to June 30	14,222	20,628	6,323		Jan. 1 to June 30 July 1 to June 30		2,128,140 4,542,163	2,354,201 4,891,201	645,406 1,409,997	687,316 1,438,034
	Clev. Akron & Col. b May	69,246	70,831	20,864	9,843 19,360	Kan. C. Mem. & B.a.	June	75,532	74,505	def.10,730	6,648
	Jan. 1 to May 31 July 1 to May 31	358,815 788,413	356,161 824,133	135,502 300,592	99,517 235,260	Jan. 1 to June 30 July 1 to June 30	0		499,277 1,077,847	46,196 163,027	59,061 182,040
	Cleve. Canton & SoJune Jan. 1 to June 30	56,821 297,859	38,889 232,998	14,685 53,155	def.10,273 def.8,131	Jan. 1 to June 3		27,843 158,144	25,977 178,163	6,635 34,544	3,190 53,756
	July 1 to June 30	673,822	652,209	121,444	51,316	Kings Co. Elev.a— Apr. 1 to June 30	0	214,404	188,911		
	Clev.Cin.C.& St. L.a. June Jan. 1 to June 30	6,594,209	1,021,065 5,917,319	260,396 1,594,334	263,375 1,510,034	Jan. 1 to June 30	0	459,641	392,107	71,652 166,977	52,369 1 <b>0</b> 1,866
	Peoria & East'n.a.June	198,256	116,984	3,370,960 50,754	3,283,546 3,614	L. Erie All. & So.a Jan. 1 to June 30		5,295 38,200	3,571 31,847	def.1,682 1,168	def.1,008 4,382
	Jan. 1 to June 30 July 1 to June 30	939,002 1,811,740	713,327 1,609,806	242,278 463,938	41,783 177,190	Lake Erie & West'n b Jan. 1 to June 3		268,526	258,508 1,503,156	106,450 708,285	93,408 603,384
-	Clev. Lor. & WheelApr. Jan. 1 to Apr. 30	96,792 356,580	82,759	26,018	15,887	Lake Shore & Mich. S	80				
	July 1 to Apr. 30	1,138,831	305,622 1,026,577	89,576 361,554	72,235 307,691	Jan. 1 to June 30 Lehigh & Hudson. b-		9,536,404	9,396,328	3,189,136	3,201,242
	Jan. 1 to June 30	32,352	42,224	648	14,045	Apr. 1 to June 30 Jan. 1 to June 30	0	105,874 198,636	103,598 185,948	46,540 84,261	30,596 49,149
	Col. Hock. V. & Tol. bMar. Jan. 1 to Mar. 31	173,219 559,119	219,920 577,708	60,542 194,952	93,387 220,200	Louisv.Ev. & St. L. J Jan. 1 to June 30		107,611 657,037	99,993 679,413	14,269	9,653
	CrystalJune	318	753	def.124	102	Louisv. & Nashv.b.J	June :	1,547,317	1,544,809	119,812 429,063	140,569 464,593
	Jan. 1 to June 30	75,761 370,373	66,441 351,801	30,635 93,983	26,663 93,649	Jan. 1 to June 30 July 1 to June 30	)19	9,089,116 9,275,994 1	9,218,413	2,891,583 6,998,221	3,235,975 7,110,552
	Den. & R. Grande.b.June Jan. 1 to June 30	579,573 3,209,302	501,869 3,052,570	258,400 1,322,482	156,849 1,141,970	Jan. 1 to May 31	May	255,523 1.190,428	233,605 1,047,960	87,798 318,373	76,818 269,639
	July 1 to June 30 Delaware & Hudson—	6,916,840	6,476,043	2,925,628	2,503,492	July 1 to May 31 Louisv. St. L. & Tex J		2,784,432 32,059	2,888,704 35,565	867,956	921,207
	Renns. & Saratoga b— Apr. 1 to June 30	555,684	536,464	105 740	170.000	Jan. 1 to June 30	0	186,686	193,787	5,103 23,902	5,744 28,552
	Jan. 1 to June 30	1,006,284	965,078	135,748 229,536	152,263 238,475	Macon & BirmingJ Jan. 1 to June 30	)	5,168 35,443	5,601 36,255	def.231 2,839	def.957 4,324
	N. Y. & Canada b- Apr. 1 to June 30	217,830	200,807	43,289	129	July 1 to June 30 ManistiqueJ		78,303 12,641	71,048	12,485 6,725	12,329 8,246
	Jan. 1 to June 30 Albany & Susq. b—	403,479	365,890	88,704	32,358	Jan. 1 to June 30	)	67,797	30,978	37,072	18,593
	Apr. 1 to June 30 Jan. 1 to June 30	935,448 1,822,517	1,015,883	292,695 635,537	417,965	Apr. 1 to June 30	) 2	2,403,987	2,485,665	1,004,441	1,045,544
	Del. Lack. & Western—	_,,_,	2,000,101	000,007	700,593	Jan. 1 to June 30 Memphis & Chas'nJ		86,995	5,046,420	2,023,838	2,207,726
	N. Y. Lack. & West.— Apr 1 to June 30	1,993,241	2,277,592	1,075,934	1,100,631	Jan. 1 to June 30 July 1 to June 30	)	514,484	598,922 1,274,818	def.1,042 172,548	47,123 203,262
	Jan. 1 to June 30 Syracuse Bing. & N. Y.—	3,000,410	3,683,949	1,838,258	1,642,676	Mexican CentralJ Jan. 1 to June 30	Tune	731,861	692,740	285,407	227,207
	Apr. 1 to June 30 Jan. 1 to June 30	253,887 428,307	267,695 432,812	136,290 186,629	147,457 209,951	Mex. InternationalJ	nne	213,062	4,293,951 179,245	1,917,075 85,242	1,376,950 83,784
1	Det. Lans. & Nor.aJune Jan. 1 to June 30	92,236 547,921	85,779	18,045	13,356	Jan. 1 to June 30 Mexican NationalJ		340,143	1,062,363	526,458 e143,288	457,749 e139,842
]	Detroit & Mackinac. June	44,411	23,534	101,918	60,834 9,644	Jan. 1 to June 30	) 2	2,153,827	2,119,760	e951,351	e884,547
1	Jan. 1 to June 30 Duluth So. Sh. & Atl. —	187,040	131,804	89,215	62,526	Mexican NorthernJ Jan. 1 to June 30		66,369 335,465	48,087 316,993	33,499 175,719	22,885 166,669
	Jan. 1 to June 30	506,177 899,143	431,224 741,995	215,674	142,970	Mich. Cent. & Can. So Jan. 1 to June 30	0 6	3,200,000	6,169,000	1,730,000	1,740,000
1	Elgin Joliet & E.aJune	81,491	56,415	338,120 20,596	190,565 5,564	Minn. & St. Louis.a.J Jan. 1 to June 30	une	153,505	125,702	62,630	33,009
	Jan. 1 to June 30 July 1 to June 30	539,213 1,080,681	493,864 1,020,323	187,422 348,356	138,923 320,460	July 1 to June 30	1	833,551	783,314 1,708,871	325,623 780,823	261,186 653,414
-	Apr. 1 to June 30	106,275	82,126	7,959	The state of	Mobile & Ohio— Jan. 1 to June 30	1	,598,489	1,589,491	452,197	504,122
I	Jan. 1 to June 30 Gureka SpringsJune	203,949 5,363	163,889	38,826	7,951 28,428	Monterey & Mex. Gul Apr. 1 to June 30	f	305,529	272,777		
	Jan. 1 to June 30	30,157	6,173 33,652	$\frac{2,371}{14,366}$	3,572 17,968	Jan. 1 to June 30		631,210	563,471	100,643 207,947	72,898 174,52 <b>3</b>
11	Apr. 1 to June 30	1,821,341	1,701,818	522,584	509,912	Jan. 1 to July 31	2		350,674 2,602,213	150,155 1,033,276	141,994 999,580
1	Jan. 1 to June 30 Flint & Pere Mar. a June	198,267	3,175,928 186,158	925,895 49,866	856,084	Nevada CentralJ Jan. 1 to June 30	une	2,381 13,724	2,343 13,217	def.889 66	295 571
	Jan. 1 to June 30 t.Worth & Den.C.b.June	1,213,444	1,204,374	292,841	314,615	July 1 to June 30 New Jersey & New Yo		25,277	28,662	def.808	2,760
	t. Worth & Rio Gr May	67,739 27,808	74,044 18,009	4,562 9,213	def.10,410 1,403	Apr. 1 to June 30 Jan. 1 to June 30		87,900 159,203	85,287	18,243	7,603
G	Jan. 1 to May 31 ladsden & Att. UnJuly	150,295 819	106,423 531	38,706 487	10,275	New Orl. & South.a. J	une	5,271	152,425 6,225	28,538 def.2,278	16,199 def.600
	Jan, 1 to July 31	4,752	3,667	2,823	1,988	Jan. 1 to June 30 July 1 to June 30		37,632 91,633	48,464 120,932	def. 6,201 def. 2,395	def.2,443 6,884
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		Earnings.—		arnings.	
Roads.	1895.	1894.	1895.	1894	7
N. Y. Central & Hud				8	
Apr. 1 to June 30 Jan. 1 to June 30	.10,596,20	9,915,587 8 19,638,441	3,149,690 6,169,442		
N. Y. Chie. & St. L.— Apr 1 to June 30	1,414,55	1,210,071	245,740		
Jan. 1 to June 30	2,920,897	7 2,533,073	527,586	322,77	7
N.Y.L. E. & West'nJune Jan. 1 to June 30 Oct 1 to June 30	2,223,76	2 2,253,887 0 11,684,067	*548,427 *3,114,590	2.951.81	2
N. Y. & New England-	.19,100,54	5 19,196,000	*5,124,969	*5,423,46	6
Apr. 1 to June 30 Jan. 1 to June 30	1,566,826 2,864,654	1,348,264 2,473,257	508,899 804,161		1
N. Y. Ont. & West.a. June	301,093	379,867	85,263		
Jan. 1 to June 30 July 1 to June 30	1.678.95	6 1,746,960	406,413	464.59	9;
N. Y. Phil. & Norfolk- Jan. 1 to June 30	449,189		101,445		
N. Y. Sus. & West. b. June			65,068		
Jan. 1 to June 30 Northern Central.b.June	1,075,59	889,719	363,625 126,534	323,80	);
Jan. 1 to June 30	3,036,430	2,697,146	842,905	137,97 738,08	1
North'n Pacific.bMay Jan. 1 to May 31	5,825,006	5,339,592	309,790 1,579,626	179,83 963,10	
July 1 to May 31 Oconee & Western-	16,160,622	******	5,762,319	******	-
Jan. 1 to June 30	10,874		def.153	1,85	
Ohio River.bJune Jan. 1 to June 30	77,239 319,757	299,280	29,517 118,552	15,89 99,93	
Ohio River & Chas. June Ohio Southern Apr.	12,444 67,039	60,319	def.2,185 22,709	def.1,462	
Ohio Southern Apr. Jan. 1 to Apr. 30 July 1 to Apr. 30	255,680 704,389	218,140 564,264	79,152 334,770	111,868	8
	274,874	309,353	29,430 152,747	41,436	
Oregon Imp. Co.aJune Jan. 1 to June 30 Dec. 1 to June 30	1,570,993 1,848,189	1,809,224 2,090,201	152,747	303,366	0
Penn. (east P.& E.)June Jan. 1 to June 30	4,988,299	4,162,281 26,248,178	960,831	821,834	4
Lines west P. & E. June Jan. 1 to June 30		48,132		53,418	
Peoria Dec. & EvJune	64,701 433,756	59,293	11,510 136,702	7,149	3
Jan. 1 to June 30 Petersburg June	433,756 52,032	377,101 45,368	136,702	89,351 14,472	
Petersburg June Jan. 1 to June 30 July 1 to June 30	264,296 507,522	276,587 503,364	85,710 195,169	80,656 168,676	ı
Philadelphia& EriebJune	376,938	343,698	91,078	65,960	)
Phila. & Reading June	1,850,739	1,697,913	450,678 750,178	976,849	
Jan. 1 to June 30 Dec. 1 to June 301	1,358,499	9,309,552 11,082,064	4,151,661 4,756,523	3,870,166	-
Coal & Iron CoJune Jan. 1 to June 301 Dec. 1 to June 301	1,473,522	2,348,984	52,349 16,151,792	211,742 df.155,999	2
Dec. 1 to June 301	2,024,883		ar.339,219	dr.38,545	١
Jan. 1 to June 302 Dec. 1 to June 302	0,241,195	4,346,291	802,527 3,999,869	1,188,590 3,714,167	f
Phil. Read & New Eng			4,417,304	4,611,819	
Apr. 1 to June 30 Jan. 1 to June 30	187,060 350,195	170,855 305,208	50,076 93,045	52,517 60,256	
Pitts, Chartiers & Y'h'y- Apr. 1 to June 30	32,308	18,426	932	3,703	
Pitta. C. C. & St. L. July	59,353 Inc. 17	38,587	5,868 Inc.	10,003	1
Jan. 1 to July 31	Inc. 58	10,781	Inc. 20	06,802	1
Jan. 1 to June 30	20,747	1,820 15,437	def.228 def.225	def.402 3,320	
Jan. 1 to May 31	259,451	179,032 835,102	84,332 333,612	27,997 223,228	ı
July 1 to May 31 ? Pitts. Youngs. & A. June	179,409	2,131,188 98,437	837,990 67,863	601,117	۱
Jan. 1 to June 30	698,505	98,437 454,703 66,164	15,189	141,446 26,432	١
Rich. Fred. & PotJune Jan. 1 to June 30 July 1 to June 30	78,192 375,756 710,591	363,840 673,521	120,651 243,850	138,037 2:0,365	١
Rich. & Petersburg. June	32,084	29,353	8,379	8,709	١
Jan. 1 to June 30 July 1 to June 30	165,044 326,926	167,999 318,011	37,096 75,364	43,442 70,888	١
Rio Grande South.b.June Jan. 1 to June 30	37,417	32,044	19,355 82,620	18,394 73,918	ı
Rio Grande West. b. June	402,798	329,694 177,130	70,511	49,011	I
Jan. 1 to June 30 1		964,359 2,107,318	345,017 743,449	271,110 730,305	ı
Sag. Tus. & HuronJune Jan. 1 to June 30	9,485	11,079	266	4,620	ı
Sag. Valley & St. L. June	6,568	7,140	10,034	12,065 2,625	ı
St. Louis Alt. & T. H. bMay	106,075	41,996 76,558	6,608 41,235	13,082	ı
Jan. 1 to May 31	535,661	536,581	234,381 584,484	222,425 557,134	ı
St. Paul & Duluth, b. June	121,908	127,969 627,083	35,348	42,720	ı
July 1 to June 30 1	608,205	1,513,393	132,942 418,327	155,697 463,869	ı
San Ant. & Aran. PJune Jan. 1 to June 30	135,905 884,131	117,768 681,352	19,134 166,408	23,440 38,444	
Ban Fr. & N. Pac.aJuly Jan. 1 to July 31	82,360 445,310	77,670 442,579	33,897 125,453	32,324	
Say, Amer. & Mont. June	35,722	32,932	2,564	3,020	
Jan. 1 to June 3J July 1 to June 30	215,596 477,035	207,955 438,020	7,530 64,938	8,051 35,160	
Sav. Fla. & WestJune Jan. 1 to June 30 1,	317,785	297,802	130,347 534,038	84,184 689,500	
Silver Sp. Ocala & Gulf- Jan. 1 to June 30				1	
SilvertonJune	98,290 7,703	76,418 6,745	31,950 4,232	32,492	
South Carolina & Ga. May July 1 to May 31, 1,	64,131		14,031 339,951	*******	7
Southern Pacific Co	320,321	254,655	60,796	39,057	
Jan. 1 to June 30 2,	189,504 1	,990,277	592,072	420,790	
Jan. 1 to June 30	73,010 542,551	60,126 451,494	30,352 252,788	21,933 193,920	1

1	RUNIULE.				318
_	The second second second second	Gross E	arnings.—	Net Ec	rnings
	Harrish Salabonia N. C.	1895.	1894	1895.	1894
	Roads. M'gan's La.& T.b. Jun	e 363,82	393,949	\$ 37,132	\$ 77,405
3	Jan. 1 to June 30.	2,813,591	1 2,628,505	633,338	417,294
4	Jan. 1 to une 30.				
1	Texas & N. O., b. June Jan. 1 to June 30.				26,150
3	Atlantic sys. b.   . June	906,299	826,438		287,284 160,717
3	Jan. 1 to June 30 Pacific system.b June			1,002,700	1,313,650
	Jan. 1 to June 30	14,727,320	14,826,555	852,705 4,249,854	882,983 4,971,273
1	Jan. 1 to June 30	3,516,804 21,314,183	3,386,215	1,020,502 6,082,586	1,043,600 6,314,953
1	Affiliated lines.bJune	395,046	341,893	61,811	44,732
3	Jan. 1 to June 30 Grand Total.bJune		2,234,784 3.728,109	552,707 1,082,618	298,787 1,088,323
	Jan. 1 to June 3)	23,968,982	22,927,606	6,635,595	6,613,749
	So. Pac. of Cal b. June Jan. 1 to June 30			285,589 1,611,3 · 7	224,685 1,679,904
	So. Pac. of Ariz'a b. June Jan. 1 to June 30			36,173 325,591	42,590
1	So. Pac. of N. M.b. June	77,652		22,902	339,034 def. 9
	Jan. 1 to June 30 Northern Railway. June			143,428	81,563
	Jan. 1 to June 30	848,189		9,438 89,560	64,128 303,538
	Southern Raflway.a.June Jan. 1 to June 30	1,324,866 8,368.632	1,240,179 8,428,086	164,681	55,707 1,734,323
	July 1 to June 30 h	17,114,792/	16,6 3,299	h5,051,937	h1,297,671
	Jan. 1 to June 30	135,296	127, 27 462,617	82,492 177,717	69,710 146,872
1	July 1 to June 30	1,062,087	1,031,373	412,087	393,330
1	Stony Cl. & C. M., b., June Jan. 1 to June 30 July 1 to June 30	4,514 12,065 43,707	4,998 12,892	1,936	2,417 1,918
ı	Stuttgart & Ark. Riv. Apr.	1,384	45,674 929	19,063	19,602
1	summit Branch.fJuly	85,716	63,269	386 def.9,695	237 def.15.106
ı	Jan. 1 to July 31 Lykens Valley fJuly	678,799	525,554	71,506	def.12,932
ı	Jan. 1 to July 31	51,332 392,261	58,288 467,898	def.21.514 def.19.754	def.16,669 def.19,852
ı	Total both Co's.f .July Jan. 1 to July 31	137,048	121,557 993,452	def.31,209	def.31,775
ı	fex. Sab. V. & N. W. Apr.	3,320	3,652	51,752 870	def.32, 84 422
ı	Jan. 1 to Apr. 30	14,500 99,317	70,000	5,528	def.1,881
ı	Jan. 1 to June 30	516,390	79,908 510,791	60,4.0	132,260
ı	Jan. 1 to June 30	142,385 771,656	107,683 675,905	41,487 184,794	16,473
I.	July 1 to June 30	1,903,990	1,660,736	605,582	185,644 527,919
I	Iol. Peoria & West b. June Jan. 1 to June 30	73,036	400,391	6,400 81,955	5,698 61,774 183,959
l.	July 1 to June 30	952,983	400,391 914,732	205,707	
ı	Jan. 1 to June 30	37,315 168,666	38,394	8,621 18.933	8,855 36,431
l,	July I to June 30	405,226	428,053	90,143	138,902
ľ	Union Pac. Ry., b. June	1,183,052	1,202,995	441,144	317,796
١	Jan. 1 to June 30 Oreg. S.L.& U.N. b. June	502,832	6,633,282	2,250,849 255,145	1,700,580 56,250
ı	Jan. 1 to June 30 St. Jos. & Gd. Isl. b. June	2,320,103	2,330,412	882,227	619,179
	Jan. 1 to June 30	272,055	53,810 408,493	def.1,831 37,969	def.2,931 93,4(6
	Kan. C. & Om. b June Jan. 1 to June 30	3,984	8,869 65,429	def.5.504 def.19,014	def.8,436 def.7,299
	Cent. Branch b June	21,971	26,923	1,732	7,349
	Jan. 1 to June 30	137,860	211,158	26,157	80,182
	Atch. C. & Pac. b.June At.Jew.C. & W. b.June Jan. 1 to June 30	19,785	26,316		def.3,374
	Grand Total b.  June :	127,380	1,826,693	683,096	17,014 335,068
	Jan. 1 to June 30	9,861,582 1	0,753,243	3,201,261	2,530,565
0	Ft. Worth & D.C.b. June Jn.P.D. & Gulf. b June	67,739 248,862	74,044 200,216		ef.10,410 lef.16,732
	Jan. 1 to June 30 1	1,423,147	1,307,473	235,099	201,566
,	Apr. 1 to June 30 Jan. 1 to June 30	48,550	45,657	4,723 24,747	7,026
V	Isalia & Tulare—	91,614	84,942	24,747	20,563
ľ	Apr. 1 to June 30	2.751	2,072	489	329
9	Jan. 1 to June 30 Vabash, bJune	4,935 955,387	4,510 829,437	1,042 242,308	275 203,469
	Jan. 1 to June 30 5 July 1 to June 3011	,668,288	5,335,344	1,356,630	1,056,139 2,721,063
W	Jan. I to May 31	15,341	11.622 67,226	4,031	2,217
	Jan. 1 to May 31 Test Jersey & Brs. June	90,181	67,226	36,241 48,197	16,948
	Jan. 1 to June 30	708,714	674,369	172,987	152,055
W	Jan. 1 to July 31	103,656	105,847 530,128	38,150 217,865	37,981 183,076
W	. Virginia & Pitts. May	32,529	34.257	17,957 73,724	20,604
W	Jan. 1 to May 31 'est'n of Alabama. June	137,270 38,384	147,652 37,968	9,415	81,411
	Jan. 1 to June 30 July 1 to June 20	233,501	243,823	69,862 177,206	51,244 158,870
W	estern Maryland June	523,234 99,894	512,023 113,927	28,626	41,822
	Jan. 1 to June 30 Oct. 1 to June 30	561,968 871,517	539,108 803,376	168,742 277,891	163,351 234,060
W	est.N.Y.& Penn. b. June	278,347	230,975	103,335	43,074
		,492,463 1 ,282,010 3	3,011,901	356,658 989,174	329,439 797,546
W	rightsv. & Tenn July	6,750	7,952	2,706	1,222
	Jan. 1 to July 31	45,012	44,122	9,535	12,528
1	a Net earnings here given	are after d	educting ta	X08.	100 A 100 C

a Net earnings here given are after deducting taxes.
b Net earnings here given are before deducting taxes.
c Expenses for May, 1895, include \$12,496 for account of new rails, and for March, April and May combined \$155,839 for the same purpose.

pose.
d \$12,428 on account of steel rails is included in expenses for May, 1894.
e After deducting other expenditures for repairs, replacements and general expenses, net income applicable to interest on bonds in June was \$66,913, against \$57,923 last year, and for six months to June 30 \$485,568, against \$434,746; after adding earnings received from Fed-

eral Government net from January 1 to June 30, 1895, was \$485,568, against \$512,414. This is the result in Mexican dollars treated (according to the company's method of keeping its accounts) as equivalent to 80 cents in United States money—that is, all depreciation beyond 20 per cent has already been allowed for.

f Results of coal mining operations only.

g Including other income, the net for July, 1895, was \$45,641, against \$44,983 for 1894, and from January 1 to July 31, \$171,685 against \$263,445.

against \$263,445.

In These figures include only eleven months' operations of the lines formerly known as the Charlotte Col. & Aug., the Columbia & Greenville and the East Tennessee Virginia & Georgia, and ten months' operations of lines formerly known as Georgia Pacific Railway and the Louisville Southern, all of which are now embraced in the Southern Railway. Including these lines for the full twelve months the gross in 1894-95 was \$17,959,119, against \$17,548,685 in 1893-94, operating expenses \$12.790,533, against \$13,190,470, leaving net \$5,168,596, against \$4,358,215.

1 Mail for July, 1895, not paid.

1 Expenses for 1895 include \$311,155 paid on account of new

Expenses for 1895 include \$311,155 paid on account of new

\*After deducting proportion due roads operated on a percentage basis and including results of operations of auxiliary companies, net in June, 1895, was \$342,439, against \$510,029 in 1894; for six months ended June 30 \$1,643,380, against \$5156,672, and for nine months from October 1 to June 30, \$2,897,696, against \$3,371,466.

† Includes only one-half of lines in which Union Pacific has a part interest. Figures are given exclusive of results on Oregon Railway & Navigation, Union Pacific Denver & Gulf, Fort Worth & Denver City, Leavenworth Topeka & Southwestern and Montana Union.

t May and June for 1895 estimated.

I Including income from ferries, &c.

#### Miscellaneous Companies.

reduce how he	-Gross E	arnings.	-Net Ear	nings
	1895.	1894.	1895.	1894.
	\$	\$	\$	\$
Denver Gas-LightJune Jan. 1 to June 30			9,624 90,919	8,837 88,034
Edison El. Il. Co., N. Y. July Jan. 1 to July 31	124,181 1,071,626	108,014 933,353	56,344 531,240	45,4 8 455,068
Ed. El. Ill. Co., Bklyn. July Jan. 1 to July 31	51,027 292,246	27,779 217,573	20,633 112,585	9,797 95,918
Laclede Gas-L. CoJuly Jan. 1 to July 31			56,818 460,145	44,769 418,269
Milwaukee Gas-L.Co.July Jan. 1 to July 31			22,956 215,220	15,990 176,932
Pacific MailJune Jan. 1 to June 30 May 1 to June 30	370,592 2,291,101 832,907	298,319 1,961,438 753,025	67,272 486,080 181,189	41,091 342,312 189,100
Tenn. Coal I. & RR July Jan. 1 to July 31			96,304 474,837	39,700 325,200
Whitebr'st Fuel CoJune Jan. 1 to June 30 July 1 to June 30			def.1,697 16,532 48,969	1,799 38,109 120,895

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

Roads		-Inter't, rentals, &cBal. of Net Earns.				
Camden & AtlJune Jan. 1 to June 31         12,039 84,721         14,467 70,048 def.10,539 def.20,654 4,710         3,223 70,048 def.10,539 def.20,654 4,710         4,710         32,23           Chic, E.West Mich. June Jan. 1 to June 30         815,000 4,890,000         47,248 def.50,524 4,783,486 df.295,095         523,740           Chie, & West Mich. June July 1 to June 30         31,934 199,284         31,166 def.22,905         113           Chie, Chie, & St. L. June July 1 to June 30         242,021 2,844,706         242,985 2,759,172         13,375 526,254         20,390 64,937         20,390 244,323           Peoria & Eastern. June July 1 to June 30         36,802 2,396,938         14,467         15,748         3,223           Denver & Rio Gr'de June Jan. 1 to June 30         2,844,706 2,759,172         2526,254 524,374         20,390 242,985         18,375 19,502 def.33,188           Det. Lans. & Nor June Jan. 1 to June 30         7,715 157,450         157,450         157,450         157,450         157,450         241,632         19,932         446,607         461,931         46,607         466,961         46,607         46,607         46,607         46,607         46,607         46,607         46,607         46,607         46,607         46,607         46,607         46,607         46,607         46,607         46,607         46,607						
Jan. 1 to June 31	Roads.	\$			8	
Tan. 1 to June 30   4,890,000   4,783,486   df.295,095   523,740	Camden & AtlJune Jan. 1 to June 31				3,223 def.20,654	
Jan. 1 to June 30 242,021 242,985 18,375 20,390 Peoria & Eastern. June July 1 to June 30 2,844,706 2,759,172 526,254 524,374 Peoria & Eastern. June July 1 to June 30 2,896,938 2,415,831 528,690 87,661  Det. Lans. & Nor June Jan. 1 to June 30 157,451 157,450 157,450 157,451 157,450 157,451 157,450 157,451 157,450 157,451 157,450 157,451 157,450 157,451 157,450 157,451 157,450 157,451 157,450 157,451 157,450 157,451 157,450 157,451 157,450 157,451 157,450 157,451 157,450 157,451 157,450 157,451 157,451 157,451 157,451 157,451 157,451 157,451 157,450 157,451 1	Jan. 1 to June 30				4,710 523,740	
July 1 to June 30         2,844,706         2,759,172         526,254         524,374           Peoria & Eastern. June July 1 to June 30         36,802         36,802         13,952 def.33,188           Denver & Rio Gr'de. June July 1 to June 30         194,323         196,039         64,077 def.39,190           Det. Lans. & Nor June June Jan. 1 to June 30         7,715         7,841         10,330         5,515           Flint & Pere Marq. June Jan. 1 to June 30         50,937         310,008 def.13,895         466,107         def.9,453           Xan. O. Ft. S. & M June July 1 to June 30         91,579         86,123         12,300         18,677         198,367           Kan. O. Mem. & Bir June July 1 to June 30         13,871         13,871          66,24,601          18,674         1,339,667         191,923         266,973         17,713            18,677         18,677         198,367            18,677         198,367            18,677         198,366             18,677	Chic. & West MichJune Jan. 1 to June 30					
Denver & Rio Gr'de June July 1 to June 30   194,323   196,039   64,077   def.39,190   87,661   Det. Lans. & NorJune Jan. 1 to June 30   157,451   157,450   157,451   157,450   157,451   157,450   157,451   157,450   157,451   157,450   157,451				526,254		
July 1 to June 30         2,896,938         2,415,831         528,690         87,661           Det Lans. & NorJune Jan. 1 to June 30         157,450         7,715         7,841         10,330         5,515           Flint & Pere MarqJune Jan. 1 to June 30         50,937         310,008         def.1,071         def.9,453           Kan. C. Ft. S. & M June July 1 to June 30         91,579         86,123         12,300         18,677           Jan. 1 to June 30         145,381         56,813         48,993         36,595           Kan. C. Mem. & Bir. June Jan. 1 to June 30         145,381         56,813         48,993         36,595           Mashv. Chat. & St. L. July Jan. 1 to June 30         21,340         21,340         36,411         362,947         266,973           Sag. Valley & St. L. June Jan. 1 to May 31         3,556         3,556         def.1,732         def.931           July 1 to May 31         16,091         16,9373         67,290         53,052           July 1 to May 31         183,428         17,293         27,418         7,841           Jan. 1 to May 31         183,428         140,4933         200,639         152,201           San Fran. & No.Pac. July Jan. 1 to July 30         120,529         121,282         4,942				13,952 22,318		
Jan. 1 to June 30         157,450         157,450 obdef.55,532 bdf.96,616           Flint & Pere MarqJune Jan. 1 to June 30         306,736 30,008 def.1,875 4,607         4,607           Kanawha & MichJune July 1 to June 30         10,145 9,972 def.1,981 def.4,853         4,607           Kan. C. Ft. S. & M June July 1 to June 30         13,874 1,339,667 191,923 198,367         12,300 18,677 199,23 198,367           Kan. C. Mem. & Bir June July 1 to June 30         13,871 145,314 191,7713 145,314 191,923 191,7713 198,367         57,457 56,813 48,993 36,595 191,923 266,973 191,923 191,923 191,924 191						
Flint & Pere MarqJune Jan. 1 to June 30         50,937 310,008 def.1,981 4,607         def.1,971 4,607         def.1,981 4,607         def.1,981 4,607         def.1,981 def.1,981 def.4,853         def.4,853           Kan. C. Ft. S. & M June July 1 to June 30         91,579 1,338,667         86,123 12,300 19,923         18,677 198,367           Kan. C. Mem. & Bir. June July 1 to June 30         145,314 15,314 15,338         56,813 36,411 362,947         36,955 266,973           Mashv. Chat. & St. L. June Jan. 1 to June 30         3,556 3,556 36,411 362,947         24,900 17,923         17,923           Sag. Valley & St. L., June Jan. 1 to June 30         3,556 3	Det. Lans. & NorJune Jan. 1 to June 30			10,330 def.55,532	5,515 bdf.96,616	
Kan. C. Ft. S. & M June July 1 to June 30       91,579 (13,318,074)       86,123 (12,300) (19,1923)       18,677 (19,1923)         Kan. C. Mem. & Bir . June July 1 to June 30       13,871 (145,314)	Flint & Pere MarqJune Jan. 1 to June 30		51,195	def.1,071	def.9,453	
July 1 to June 30         1,318,074         1,339,667         \$\frac{11,923}{21,923}\$         \$\frac{198,367}{298,367}\$           Kan, C. Mem. & Bir. June July 1 to June 30         145,314	Kanawha & MichJune	10,145	9,972	def.1,981	A CONTRACTOR OF THE PARTY OF TH	
Kan. C. Mem. & Bir. June July 1 to June 30         13,871 145,314						
L. Erie & West'nJune Jan. 1 to June 30 345,338 336,411 362,947 266,973 345,388 336,411 362,947 266,973 365,95 266,973 38shv. Chat. & St. L. June Jan. 1 to June 30 3,556 3,556 def. 3,531 def. 931 21,340 def. 14,732 def. 8,258 21,340 21,340 def. 14,732 def. 8,258 258 259,259 25				def.24,601		
Nashv. Chat. & St. L. July         125,325         124,071         24,930         17,923           Sag. Valley & St. L. June         3,556         3,556         def.3,531         def.931           Jan. 1 to June 30         21,340         21,340 def.14,732         def.8,258           St. Louis Alt. & T. H. May         133,428         †27,418         7,807         def.8,256           Jan. 1 to May 31         166,091         †169,373         67,290         53,052           July 1 to May 31         1383,845         †404,933         200,639         152,201           San Fran. & No.Pac. July         17,129         17,233         16,768         15,091           Jan. 1 to July 30         120,529         121,282         4,924         13,511           Tenn. Coal I. & RR. July         48,735         59,700         47,560         def.2,000	L. Erie & West'nJune Jan. 1 to June 30			48,993	36,595	
Sag. Valley & St. L. June         3,556         3,556         def.3,531         def.931           Jan. 1 to June 30         21,340         21,340         def.14,732         def.8,258           St. Louis Alt. & T. H May Jan. 1 to May 31         16,091         169,373         67,290         53,052           July 1 to May 31         183,845         404,933         200,639         152,201           San Fran. & No.Pac July Jan. 1 to July 30         120,529         121,282         4,924         13,511           Tenn. Coal I. & RR July         48,735         59,700         47,560         def.2,000           2002 Let Lie	Nashv. Chat. & St. L. July	125,325				
St. Louis Alt. & T. H May         †33,428         †27,418         7,807         def.8,256           Jan. 1 to May 31				def.3,531 def.14,732	def.931	
July 1 to May 31	Jan. 1 to May 31	†16,091	†27,418	7,807	def.8,256	
Jan. 1 to July 30 120,529 121,282 4,924 13,511 13,511 4,924 13,511 2,931 4,932 48,735 59,700 47,560 def.20,000		†383,845	†404,933			
Tenn. Coal I. & RR. July 48,735 59,700 47,560 def.20,000	Jan. 1 to July 30					
	BURN Jan. 1 to July 31	48,735 352,110	59,700 418,500	47,560 122,727	def.20,000	
Toledo & Ohio Cent. June 39,933 32,976 1,716 *df. 16,412 July 1 to June 30 424,265 367,458 190,739 172,439				*1,716 *190,739	*df.16,412	
West Jersey & Brs. June 19,618 20,866 28,579 19,763 Jan. 1 to June 30 142,679 108,807 30,308 43,248				28,579	19,763	

a After allowing for miscellaneous interest paid there is a deficit for the first six mo the of 1895 of \$5,466, against \$100.187 in 1894. b After allowing for miscellaneous interest paid and received, and for Detroit Terminal charges, there is for the first six months of 1895 a deficit of \$79,981, against a deficit of \$119,019 in 1894.

After allowing for miscellaneous interest paid, there is a surplus for the fiscal year ending June 30, 1895, of \$66,823, against \$68,233. § After adding other income and traffic guarantee, there is a surplus for the fiscal year of \$42,374.

After allowing for other income received.

† These charges are simply for taxes and rentals and do not include bond interest.

#### STREET RAILWAYS AND TRACTION COMPANIES.

We have been very successful in our efforts to secure. monthly and weekly reports of the earnings of street railways, and the list of roads now furnishing such returns has become a very extended one. For this reason we have concluded to separate the street railways entirely from the steam roads and to bring them together under a distinct head. The following table shows the gross earnings for the latest period of all street railways from which we are able to obtain weekly or monthly returns. The arrangement of the table is the same as that for the steam roads-that is, 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.

#### STREET RAILWAYS AND TRACTION COMPANIES.

-	T 1 - 1 0	Ti		(Ton 14. T	
Gross	Latest G	ross Ear	nings.	Jan. 1 to L	atest Date.
EARNINGS.	Week or Mo	1895.	1894.	1895.	1894.
	Section of the last	\$	\$	\$	\$
Baltimore Traction Binghamton St. Ry	1st wkAug July	24,494	18,939 14,094	70,650	64,292
Bridgeport Traction.	2d wk Aug	8,124	2,216	175,636	68,609
Bridgeport Traction. Brockton Con. St. Ry. Br'klyn Queens & Sub	July	8,124 27,299 58,364	2,216 21,682	145,892	119,420
Brooklyn Traction-		120/22	51,488	200,547	203,123
Atlantic Ave Brooklyn B. & W. E.	July	86,555 25,437	92,514 26,948	462,240 79,822	558,437
Buffalo Ry	July	154,079		947,063	73,734 866,964
Chester Traction	July	24.891			
Cin. Newport & Cov Citizens', Indianap'lis Citizens' Trac., Pittsb.	July	58,883 74,202	47,912	342,626	267,673
Citizens', Indianap'ils	April	53,391	64,209 49,075	264,393	235,910
Cleveland Electric	June	135,063	148,812	691,197	607,577
Columbus RR. (Ga.)	June	*5,027	The Marian	*19,795	
Columbus St. Ry Coney Island & B'lyn.	2d wk Aug	11,082	10,131	376,34	336,8:0
Denver Con Tramw	July	48,856 70,751 21,005 24,07-	47,442 68,956	224,452	184,183
Denver Con. Tramw. Duluth St. Ry. Galveston City Ry. Hestonville M. & F.	July	21,005	20,449	406,899 119 075	420,480 111,084
Galveston City Ry	July	24,07-	20,250 24,227	122,866	110,968
Hestonville M. & F	July	44,040	24,221	275,916 5,785	187,191
Hoosick Ry	June	1,275		3,783	
North Attleboro	July	10,290			
Lehigh Traction	July	12,216		66,220	
Lock Haven Traction		1,922		16 000	
Lorain St. Ry Louisville Rv	July	8,900	9 ,845	46,099 702,473	675,853
Louisville Ry Lowell Law. & Hav	July	105,430 52,528	33,069	232,835	148,426
Lynn & Boston	July	171,435	158,384	773,223	705,434
Montgomery St. Ry Nashville St. Ry	May	4,829 27,867	2,913 27,223	27,912	16,337
New England St	100	10000000	21,220		
Winchester Ave	July	30,650	29,355	127,831	113,463
Plym'th & Kingston Total	Wir Ang 17	4,279 8,953	4,549 7,294	16,042	16,629
Total New Orleans Traction	July	117,232	70,502	758,592	527,795
Newton St. Ry	June	10,648	8,957		
N. Y. & Harlem	July	60,090	59,314	615,021	656,282
Northampton St. Ry.	July	10,342	6,934	47 890	
Paterson Ry	July	28,624	25,047	47,890 162,216	135,975
Paterson Ry. People's Trac. (Phila.) Po'keepsie & Wapp F.	July	217,073	98,720	1,135,564	619,792
Reading Traction	July	10,035 20,386	19,971	50,747 99,547	88,941
Roanoke Street		3,624	3,658	99,047	88,941
Savannah Electric	May	8.396	9,985 4.814	*******	
Schuylkill Val. Trac	July	5,543 28,299 25,399	4.814		
Syracuse St. R.R.	July	28,299	25,037 17,704	159,066 129,883	140,807 88,920
Scranton Tracion, Syracuse St. RR Taunton St. Ry	June	7,571	11,104	34,388	
	June	12,857	10,975	60,817	43,556
Toronto St RV	July	240,888	203,444		*****
Twin City Rap, Tran.	July.	87,924 176,626 21,930	89,220 190, 05 21,706 2,147	452,375	442,858 1,124,539
Twin City Rap. Tran. Union (N. Bedford) Union Ry. (Saratoga) Wakefield & Stone	July	21,930	21,706	1,101,929 110,751	97,108
Union Ry. (Saratoga)	June	1.070	2,14/		
Waterbury Traction.	July	7,705 22,472	6.179	29,921	19,209
West Shore (Conn.)	July	3,027	12,311 2,282	133,896	77,850
Wilkesb. & Wy. Valley	June	39,614	33,537	188,234	167,851
Wilmington Street	July	3,844 39,356	33,537 3,983 35,557	100.00	
Worcester Consol	o une	39,336	30,007	196,644	166,884

Road in process of reconstruction.

Street Railway Net Earnings .- In the following we show both the gross and the net earnings to latest dates of all street railways from which we have been able to procure monthly returns, and also a few roads making quarterly returns. As in the case of the steam roads, the returns of the different roads are published by us each week as soon as received, and once a month (on the third or the fourth Saturday of the month) we bring all the roads reporting together, as is done

lu-uay.				
	-Gross Ea	rnings	-Net Ear	inas
1.8-20.75	1895.	1894.	1895.	1894.
Roads.	\$	\$	\$	\$
Albany Railway—				
Apr. 1 to June 30	137,039	114,963	59,162	47,000
Jan. 1 to June 30	244,258	207,163	92,819	80,441
Binghamton St. Ry. July	14,209	14,094	7.790	8,584
Jan. 1 to July 31	70,650	64,292	26,834	25,593
Bridgeport Tract'n.July	32,311	10,032	19.431	
Jan. 1 to July 31	163,683	64,049	74,993	
Brockton Con.St. Ry July	27,299	21,682	10,387	4.448
Jan. 1 to July 31	145,892	119,420	60,140	35,952
Brooklyn Heights-				A STATE OF THE PARTY OF THE PAR
Apr. 1 to June 30	1,086,083	1,183,742	349,881	457,859
Jan. 1 to June 30	1,689,457	2,091,961	283,405	687,356
B'klyn Queens & Sub. May	58,364	51,488	18,055	5,239
Jan. 1 to May 31	200,547	203,123	40,905	22,238
				The state of the s

2200001 21, 20001)					1001
Village and the second			-Net Ea		
Roads.	1895. \$	1894.	1895.	1894.	116
Brooklyn Traction- Atlantic Avenue. July	86,555	92,514	34,789	41,496	200
Jan. 1 to July 31	462,240	558,437	def.128	212,064	Th
B'klyn B.& W End July Jan. 1 to July 31	25,437 79,822	26,948 73,734	11,900 27,205	13,928 22,956	the b
Buffalo RailwayJuly Jan. 1 to July 31	154,079 947,063	139,798 866,964	75,213 448,770	66,190 367,806	The
Central Crosstown-					the E
Apr. 1 to June 30 Jan. 1 to June 30	142,464 265,930	141,511	53,693 85,000	40,747	the E
Cinn. Newp. & CovJune Jan. 1 to June 30	61,333 283,743	44,791 219,761	28,392 84,834	13,667 41,970	Miles
Citizens' of Ind'nap. Apr.	74,202 264,393	64,219 235,910	36,658 108,228	32,396 90,254	Equ
Jac. 1 to Apr. 30 Cleveland Electric June	135,063	148,812	58,193	47.357	Passe
Jan. 1 to June 30 Columbus RR. (Ga.): June	691,197 ‡5,027	607.577	233,773	200,323	Freigh
Jan. 1 to June 30	19,795	*******		****	Passe Pass.
Columbus St. RyJuly Jan. 1 to July 31	55,629 353,276	51,038 315,343	28,391 176,074	28,363 164,388	Freig
Coney Island & B'klyn- Apr. 1 to June 30	101,949	87,062	38,777	31,405	Rate
Jan. 1 to June 30	175,626	136,741	54,963	36,473	Ear Passe
City Elec. (Rome, Ga.)— April 1 to Aug. 1	6,747		2,077	*******	Freigi
Denver Con. Tramw.June Jan. 1 to June 30	62,241 336,149	68,207 351,525	24,370 126,342	27,624 128,534	Expre Mail.
Derby Street Railway-					To
Oct. 1 to June 30 Dry Dock E. B. & Batt	26,740	17,446	8,111	3,605	Exp
Apr. 1 to June 30 Jan. 1 to June 30	190,637 354,275	168.929 309,813	45,759 82,826	84.374 105,374	and
Duluth Street Ry June	18,073	18,856	10,733	8,888	Condi
Jan. 1 to June 30 July 1 to June 30	99,234 213,605	93,211 205,952	10,733 52,744 116,269	33,185 85,107	Gener
Righth Avenue- Apr. 1 to June 30	202,276		59,830		Cov.
Galveston CityRR.a July	24,078	20,260	10,318	8 949	To
Jan. 1 to July 31 Inter-State Consol. Street	122,866	110,963	46,403	37,548	P. c. o
Ry. (No. Attleb )July	10,290	*******	5,970		Net es
Lehigh Tractiona.July Jan. 1 to July 31	12,216 66,220	*******	6,492 23,498	*******	* Th
Lorain Street RyJuly Jan. 1 to July 31	8,900 46,099	******	5,047 21,697	*******	
Louisville Railway. June	110,587	106,338	53,032	52,579	Netes
Jan. 1 to June 30 Lowell Lawr'ce & H.July	597,043 52,328	33,069	279,855 23,013	271,515	Other
Jan. 1 to July 31	232,835	144,426	81,097	32,465	To Ded
Jan. 1 to June 30 Oct. 1 to June 30	140,934 601.788	128,437 517,030 801,711	56,657 198,802	67,559 186,660	Intere
Oct. 1 to June 30 Metropolitan Street—	868,328	801,711	289,438	263,977	Renta Loss o
Apr. 1 to June 30 Jan. 1 to June 30	1,482,398 2,722,138	1,421,987	683,758 1,171,172	587,861	Discor
Montgomery St. Ry. July	4,829	2,913	2,141	1,192	Surple
Jan. 1 to July 31 Nashville Street Ry. May	27,912 27,867	16,337 27,233	10,193	4,930 12,162	* Bal
May 1 to Apr. 30	311,896	301,470	125,527	103,957	Jan
New Orleans Fract. June Jan. 1 to June 30	121,935 641,360	77,073 457,293	54,969 280,868	22,102 163,006	The
N. Y. & Harlem July Jan. 1 to July 31	60,010 615,021	59,314 656,282	19,620 223,989	20,417 254,167	equip
Northampton St. Ry.July	10,342	6,934	5,398	4,700	Road
Jan. 1 to July 31 Oakland (Cal ) Consol.—	47,890	*******	22,103	********	Main i
Jan. 1 to June 30	62,342		16,243	*******	Secon
Paterson RailwayJuly Jan. 1 to July 31	28,624 162,216	25,047 135,975	13,368 64,530	10,935 45,320	Tota
P'k'ps.City & W Falls.J'ly Jan. 1 to July 31	10,035 50,747	*******	4,3 5		Weigh
Reading Fraction June	18,858	17,326		*******	75 15
Jan. 1 to June 30 Rochester—	79,161	68,970	29,191	12,531	70 lb
Apr. 1 to June 30 Jan 1 to June 30	220,167 407,267	179,969 354,344	93,070 152,156	75,926 142,865	56 lb
Savannah Elec. Ry., May	8,396	9,985	1,977	921	Iron r
Seranton TractionJuly Jan 1 to July 31	29,299 159,066	25,037 140,807	15,143 69,498	11,372 56,694	Tracks
Second Avenue-					Tot of
Jan. 1 to June 30	252,168 444,070	277,914 474,529	58,254 84,510	65,368 94,459	Tot. ten
Sloux City Traction— June 1 to July 31	12,798	16,168	1,767	5,496	Stone 1
Troy City-					Iron b
Apr. 1 to June 30 Jan. 1 to June 30	124,764 222,827	111,520 197,901	66,410 107,618	62,636 99,850	Combi
Third Ave. Ry (N.Y.) . May	233,572	190,629	*79,000	*62,000	Treatle
Jan. 1 to June 30	87,924 451,375	89,220 442,958	20+,967	44,966 172,412	Tunne
Twin City Rapid Tr. June Jan. 1 to June 30	171,221 925,301	180,871 934,033	101,259 500,805	109,257 471,044	Cars
Union Ry.of Strat'a. June	1,575	2,147	570	493	* Ex
Waterbury Fraction July Jan. 1 to Jul. 31	22,472 133,896	12,311 77,850	9,867 51,135		Ton
Wilkesb. & Wy. Val. June	39.614	33,537	22,077	19,709	-V. 6
Jan 1 to June 30 WorcesterCon St Ry.June	188,234 39,356	35,557	89,987 14,184	72,236 13,7+1	
Jan. 1 to June 30	196,644	166,584	55,932	40,845	The
A Net earnings here give "After deducting fixed ob	BECOS BS WE	ill as opera	axes.	38.	year i
Road in process of reco Chester Traction-	nstruction.		Fly1'94 to J		of per
Earnings Operating expenses	10,155	24,891	\$116,065	223,637	Boston
Fixed charges	5,142-	15,297	61,492-	177,557	Station
Net profit		\$9,594		\$46,080	Freigh Double Recom
					Recoul

MOTE.—The expenses for July include a coal bill and portion of pay roll, amounting to about \$1,500 in excess of the amount properly chargeable to this month.

#### ANNUAL REPORTS.

#### Chesapeake & Ohio Railway.

(For the year ending June 30, 1895.)

ne remarks of President Ingalls at length, together with balance sheet and other valuable tables, will be found on

equent pages.

ne statistical tables for four years, compiled in the usual plete form for the CHRONICLE, are given below, including

Commerce form for m	10 CHROM	Che, are gr	ven below,	merading
the Elizabethtown I	exington	& Big Sand	ly road afte	er 1891-92.
		D FISCAL RES	The base of the same of the sa	
OPE				
	1894-95.	1893-94.	1892-93.	1891-92.
Miles oper. June 30	1,360	1,363	1,278	1,078
Equipment-				
Locomotives	355	355	355	300
Passenger cars		212	210	164
Freight, &c., cars	13,808	13,808		
	10,000	10,000	13,538	11,458
Operations-	1 010 000	1 000 015	0 100 000	
Passengers carried	1,813,379	1,893,215	2,466,299	1.942,482
Pass, carried one mile.	93,268 067	105,639,391		87,702,539
Rate per pass. per m		1.905 cts.	1.989 cts.	2.181 cts.
Freight (tons) carried.		4,794,071	5,498,881	4,558,864
Freight (tous) one m	*1,720,788	*1,387,891	*1,479,487	*1,292,169
Rate per ton per mile.	0.425 ets.	0.478 cts.	0.511 ets.	0.518 ets
Earnings-	8	\$	\$	8
Passengers	1,847,148	2,011,977	2,356,975	1,913,187
Freight	7,304,816	6,630,201	7,565,511	
	93,598			6,694,953
Miscellaneous		64,997	89,306	169,687
Express	113,853	100,754	206,280	97,419
Mail	236,616	233,179	118,737	129,354
-				
Total	9,596,031	9,044,108	10,338,810	9,004,600
Expenses-				
Maintenance of way				
and structures	1,195,903	1,129,096	1.433,971	1,495,824
Maint. of equipment	1,327,173	1,181,890	1,456,513	1,404,265
Conducting transport.	2,785,756	2,577,058	3,034,820	2,726,250
	463,012			
General and taxes		482,066	443,324	346,971
Traffic expenses	230,203	217,755	226,173	203,046
Newp. News & N. Ter.	295,984	292,077	355,172	357,766
Cov. & Cin. Bridge	161,497	147,185	182,787	197,670
	-			
Total expenses	6,464,528	6,027,127	7,132,761	6,731,732
P. c. of exp's to earns.	(67)	(67)	(69)	(75)
The state of the s				
Net earnings	3,131,503	3,016,981	3,204,049	2,272,868
* Three ciphers (000)	omitted.			
The state of the s		ACCOUNT.		
	1894-95.	1893-94.	1892-93.	1891-92
	8	8	8	8
Net earnings	3,131,503	3.016,981	3,204,049	2,272,868
Other income	11,445	13,366	23,680	
O 11102 111001110111111111111	11,110	*01000	20,000	*******
Total	3,142,948	9 090 917	3,227,729	0.070.000
Total	O'TRE'DEO	3,030,347	0,221,120	2,272,868
Deduct-		*****	0.000.004	
Interest on bonds	3,098,118	2,948,112	2,738,304	1,798,095
Rentals	5,914	2,622	*******	10,916
Loss on elevator	13,077	9,789	14,412	8,165
Discount, exch., &c	7,132	50,964	48,001	64,372
The state of the s		-	-	
Total	3,124,241	3,011,487	2,800,717	1,881,548
	A PROPERTY OF THE			
Surplus	*18,707	18,860	427,013	391,320
The second second				

lance at credit of income account June 30, 1895, \$652,903.

ROAD, MAINTENANCE, ETC.

e following table gives various statistics relating to track, oment, train-loads, maintenance, etc., for fiscal years ag June 30:

Road- 1894-5, 1893	3-4-1	1	894-5.	1893-4
Main line and brohs.		Cars in freight ser-		
owned 1,251 1,2	255	vice (number)	13,808	13,808
Second track owned. 77	68	No. of above freight		
		cars leased	100	100
Total 1st and 2d		do hav'g air brakes.		4,270
	323	do hav'g auto.coupl.		3,886
Weight of ralls on	-	Special statistics for	M, LIVO	0,000
above:	- 1	tien years -		
1 10 lbs. (steel) miles 20	14	Av. rate per ton per		
	71	mile in mills	4.25	4.78
70 lbs.(steel) miles 87	87		4.20	4.10
		Av.earns. per fre'g't	51.000	m1.4mm
	39.1	train mue	br.990	\$1.491
	265	Av. rate per pass'g'r.	* 00	
50 lbs (steel) miles 59	77	per mile in cents	1.98	1.90
Iron rails, miles 18	19	Av. earns, per pass.		
lot leased lines, m., 32	32	train mile in cents	88.2	95.1
Trackage, miles 85	85	Aver'ge train load-		
	63	Per freight train		
Sitings owned and		mile (tons)	315	301
	50	Per pass'g'r train		
Tot. length of bridges,		mile (passengers).	37	43
ele,-		Majut, and renewals		
Stone bridges (feet) 7	20	of track & bridges-		
Iron bridg a (feet) 9,7	55	Am't per m of road T	901	853
		New rails, tons laid	100	
Combination bdges.	-	per mile¶	3.2	4.4
	19	New ties, No.laid per		
Trestles (feet) 43.8		mile¶	354	301
Tunuels (feet) 18,8		Am't spent for main.	OUR	001
Total equipment-		& renewals of fr'ht		
	55	cars, aver. per car.	212	\$32
Cars in passenger	00	do per pass. car.	\$501	\$764
	12	do per locomot		81,109
			430T	P1,100
* Exclusive of second track ar	ia sla	dings.		
¶ On 1,328 miles in 1894-95 a	nd 1,	,323 miles in 1893-9	ke	
-V- 60, n. 835				

#### Boston & Maine Railroad.

(Report for year ending June 30, 1895.)

e preliminary statement of earnings for the late fiscal is given below. The year's operating expenses include following special charges, all of which are in the nature ermanent betterments to the property.

<sup>†</sup>On freight equipment in compliance with U. S. statute.

155,271

124.458

By the receipt of \$750,000 from the city of Boston, in pay-By the receipt of \$750,000 from the city of Boston, in payment for the Haymarket Square property, the road's cost of construction, shown in the general balance sheet, is reduced by that amount, less the cost of real estate purchased and devoted to railroad uses during the year. The actual reduction of the cost of the road's construction is \$397,785. This amount, it is said, remains unexpended in the company's treasury, and may be used only for such permanent improvements to and may be used only for such permanent improvements to the property as are properly chargeable to the construction account. For the first time in many years the company is without floating indebtedness, the last of its obligations of this nature having been discharged in November, 1894.

The fis	scal resul	ts for	the ve	ar were	as fol	lows:

	1894-95.	1893-94.	Inc. or Dec.
Year ending June 30— Gross earnings	8 6,992,314 1,752,459	\$ 15,962,277 10,833,667	1,930,037 1,918,791
Net earnings	5,139,8 <sup>5</sup>	5,128,610	I.11,246
Other income	565,684	625,962	D.60,278
Total net	5,705,539	5,754,572	D.49,032
	4,326,509	4,346,779	D.20,271
Balance	1,379,031	1,407,792	D.28,761
Sinking fund payments	72,750	67,283	I.5,467
	1,306,281	1,340,510	D.34,229
	1,233,998	1,321,031	D.87,034
Surplus	72,284	19,478	1.52,805

#### † Includes \$200,000 spent for new equipment. BALANCE SHEET JUNE 30, 1895.

#### Assets.

Cost of road.	\$31,856,655
Cost of equipment	4,050,1.00
Stocks and bonds of other companies	3,998,378
Stock in Boston & Maine Railroad.	
Real estate	0000
Other permanent investments	0 010 110
Cash	2 002 100
Bills receivable	
Due from agents	669,887
Due from solvent companies and individuals	1,646,793
Elimination of grade crossings	
Other assets	
Materials and supplies	
Trustees of sinking or improvement funds	556, 449
Operating expenses	(11,752,459
Taxes	824,573
Interest	
Rentals of leased roads	2,396,246
	1 2000 000
Dividends	( 1,200,500
matal .	969 971 00G

#### .....\$68,874,006 Liabilities.

Capital stock, common	\$18,739,200
Capital stock, preferred	3,149,800
Funded debt	21,655,280
Charlestown land mortgage notes.	594,801
Audited vouchers and accounts	717,396
Wages and salaries	228,141
Net traffic balances due other companies	266,819
Dividends not called for	30,339
Accrued interest unpaid, not yet due	287,972
Matured interest, coupons, etc	159,205
Rentals unpaid, not yet due	267,211
Rentals unpaid, due July 1 and paid on that date	687,934
Accrued taxes not yet due	367.003
Due companies and individuals	69,601
Sunday loose accounts	999,769
Sundry lease accounts	
Transportation earnings	565,684
Other income	
Injury fund	
Appropriation for equipment under construction	200,0 10
Suspense account	
Sinking funds for redemption of bonds	
Profit and loss balance (surplus)	1,470,964

<sup>¶</sup> Items bracketed have been closed into profit and loss, making that account stand \$1,616,002 at close of the year.
-V. 61, p. 280.

Total ......\$68,874,006

#### Lehigh & Hudson River Ry.

(Report for the year ending June 30, 1895.)

Earnings and expenses for the late fiscal year compared with previous years have been reported as follows: PADNINGS

BARNINGS, EATENSES AND CHARGES.			
- 10	1894-95.	1893-94.	1892-93.
Gross earnings	392,911	480,857	507,169
Operating expenses	243,882	347,727	342,561
Net earnings	149,029	133,130	164,608
Other income	4,189	16,800	20,142
Total  Deduct—	153,218	149,930	184,750
Interest on bonds	131,326	111,711	110,286
Other interest	9,009	21,990 8,571	14,959 8.198
Total		142,272	133,443
Surplus		7,658	51,307

Surplus	. 12,883 7,658 51,307
GENERAL BALANCE S	HEET JUNE 30, 1895.
Assets.	Liabilities.
Cost of road and equip.\$3,290,723 Stock and bonds of other	Capital stock \$1,340,000
companies 350,000	Funded debt. 2,043,360 Interest on funded debt.
Other perman't invests, 313,522	due and accrued 48,742
Due by agents 473	Bills payable 409,800
Cash on hand 33,968 Open accounts 66,318	Wages and supplies 64,744
	Open accounts
The same of the sa	Profit and loss (surp.) 72,425
The second secon	

Total.....\$4,082,527

.....\$4,082,527

-V. 60, p. 929.

New York & Canada RR.

(Year ending June 30, 1895.)

years have been as follows:	year compri	TOU WIOT	previous
Years ending June 30— Gross earnings Operating expanses	1894-5. \$17,747 621,762	1893-4. \$ 805,327 650,723	1892-3. \$ 938,934 750,664
Net earnings Interest, rentals and taxes	225,985 303,911	154,604 309,875	188,270 312,728

..... 83,956 Deficit... - V. 60, p. 836.

#### Albany & Susquehanna RR.

(For the year ending June 30, 1895.)

Earnings for the late fiscal year (including the Lackawanna & Susque hanna), compared with the two previous years, have been as follows:

1894-95. Gross earnings\$3,872,786	1893-94. \$3,988,795	1892-93. \$4,293,894
Operating expenses 2,187,133	2,205,999	2,280,172
Net earnings \$1,685,653	\$1,782,796	\$2,018,722
Interest, rentals and taxes 1,179,267	1,171,652	1,182,774
Surplus \$506,386	\$611,144	\$835,918

#### Rensselaer & Saratoga RR.

( Year ending June 30, 1895 .)

Earnings for the late fiscal year compared with previous years have been as follows:

1894-5.	1893-94.	1892-93.
Years ending June 30— \$ Gross earnings	2,174,133	2,510,925
Operating expenses	1,415,738	1,508,903
Net earnings	758,395 1,193,173	1,002,017 1,188,215
Deficit	434,778	186,198

#### Syracuse Binghamton & New York RR.

(Report for the year ending June 30, 1895.)

From reports to the New York State Rulcord Commissioners, the following statement for the years ending June 30 has been compiled.

Years ending June 30— Gross earnings Operating expenses	1894-5. \$891,086	1893-4. \$888,120 485,461
Net earnings	\$394,708	402,659 178,129
Balance surplus		\$224,530
	NCE SHEET JUNE 30, 1995.	

GENERAL BALANCE SHEET SUNE OU, 1300.			
Open accounts 315,372	Liabilities. Capital stock. Frunded debt Interest on bonds Dividends unpaid. Open accounts Wages and supplies Profit and loss (surp).	1,966,0 10 37,590 28	
Total\$4,909,822	Total	\$1,909,822	

#### Metropolitan Street Railway, New York City.

(Report for the year ending June 30, 1895.)

This company operates all the lines of the Metropolitan Traction Co. Results for the late fiscal year compare with the previous year as follows:

Years ending June 30 — Gross earnings	1895 \$5,509,027	1894. \$5,351,812
Operating expenses		3,223,955
Net earnings	\$2,325,816	\$2,127,857
Other income	269,067	46,652
Total net income		\$2,174,509
Interest on bonds		\$79,247
Taxes	320,850	326,865
Rentals	1,582,442	1,453,858
Total	\$1,973,292	\$1,859,970
Balance, surplus for dividends	\$321,591	\$314,539
GENERAL BALANCE SE	HEET JUNE 30, 1895.	
d simula	T 1 . 7 17 17 18	

	41,000,010
Balance, surplus for dividends	\$321,591 \$314,539
GENERAL BALANCE SI	HEET JUNE 30, 1895.
Assets.	Liabilities.
Road and equipment\$20.881.761	Capital stock\$13,500,000
Stocks and bonds of	Funded debt 6.400,000
other corporations 26,223	Int. due and accrued . 7,525
Supplies on hand 82,942	Divs. and rentals ace'd 94,732
Open accounts 1,080,4 6	Open accounts 1,629,314
Cash on hand 488,350	Profit and loss, surplus 928,151
Total \$22,559,722	Total \$22,559,722
-V. 60, p. 1009.	423,000,122

#### Long Island Traction System-Brooklyn Heights RR.

(Report for the year ending June 30, 1895.)

For the late fiscal year the Brooklyn Heights Railroad Company, which is the operating company of the Long Island Traction Company, reports as below. Its fixed charges include the rental due the Brooklyn City RR. Co. The large deficit for the recent year is attributed to the strike in January last. The quarterly statement is given on another page. The large item (\$2,012,826) shown in the following balance sheet as due from the Brooklyn City RR. Co. is the sum expended on that property under terms of lease for con-

August 24, 1895.	TH	E CH	1
*truction account, and is to be	repaid whenever the	lease, for	1
any reason, terminates.  COMPARISON YEARLY STATEMS	INTS, JUNE 30, 1894 AND 1895.	1895. 1894.	
Gross earnings from operation Operating expenses (exclud'g taxe	**************************************	\$ 4,303,117 2,673,391	
Net earnings from operation Income from other sources	1,192,333	1,629,726 189,339	17
Gross income from all sources Interest, rents, ins. and taxes.\$2,02	0,486	1,819,065	-
Loss on h)rses		1,764,513 sur. 54,552	
	0, 1895.	D COMPANY	1
Assets. Cost of road and equip. \$456,676 Brooklyn City RR.   2,012,826	Liabilities. Capital stock Funded debt	950 000	
Other permanent investments 1,128 Supplies on hand 153,716	Loans and bills pay- able Interest on funded debt,	3,098,695	
Due by agents, account	due and accrued Due for supplies, due companies and indi-	66,979	
Due by companies and individuals (on open accounts other than traffic)	viduals on open ac-		-
Discount and Interest 430 889	Rents accrued, "not payable" Taxes		
Rents accrued	Brooklyn City RR. Co.	10,583	-
Disbursing Com 49,830 N. Y. Guar. & In. Co. 63,173 National City Bank. 20,895 Profit and loss (defi- ciency) 547,086			100
clency)		\$3,859,780	-
-V. 60, p. 1145.	levated Railway.	00,000,100	6
(Report for the year e	nding June 30, 1895.)		1
In the following statement a last two years and the balance	sheets of June 30:		-
Year ending June 30— Gross earnings	1895. 8 804,507	1894. \$ 742,228	-
Net earnings		233,253	1
Other Income	13,906	202	
Net income		233,458 170,847	
Taxes	49,911	47,917	- 54
Balance, deficit	41,677	335,679 102,221	
Lon la-	8 SHEET JUNE 30. 1895.	1894.	
Cost of road and equipment Supplies on hand Stocks and bonds of other compani	14,304,503 20,680	26,953	1
Due by companies and individuals.	176.916	90,188	-
Cash on hand Second mortgage bond subscription Def. interest on 2d mort, bonds and Deferred interest on 2d mortgage fo	serip. 63,200	63,200 182,799 448,950	The last
Bills receivable, etc Miscellaneous Profit and loss (def )	28,625 162 718,016	199,190 45,000	MM
Total	15,630,947	86,627	3
L'abilites— Capital stock, common  Funded debt. Equipment lease warrants Lanca and bills averable	4,750,000 9,745,950	3,250,000 7,202,950	0
Equipment lease warrants Loans and bills payable	100,010	46,800	- 0
Due for wages and supplies Open accounts. Mortgage on real estate Interest on second mortgage bonds	48 949	41,385 92,369	2 44 10
Interest on second mortgage bonds. Accrued taxes and miscellaneous Subscription for 2d mort, income. be	13,871 38,500 205,748 105,443	121,602 41,385 92,369 12,000 168,850 13,947	0 47
Total	Annual Contract	100,200	7
*In process of funding. -V. 60, p. 873.	-		MMI
Rochester (Str			T.C.
The following statement con	June 30, 1895.) npares the results for	the last	b
two years and shows the balance Years ending June 30.	te sheets of June 30, 1	1894.	tat
Gross earnings	821,725 491,937	749,092 419,362	01
Net earnings Other income	329,788	328,730 6,318	St et B
Net income		335,048 240,653	
Balance, surplus	40,148	94,395	
Assela	HEET JUNE 30, 1895.	05 000 500	tI
Cost of road and equipment \$9,803,866 Stocks and bonds of	Capital stock	4,107,000	H a
other companies         171,000           Open accounts         20,669           Cash on hand         4,050	Accrued taxes	0,010	1
Total	Total		1

V. 60, p. 969.

#### Dry Dock East Broadway & Battery RR.

(For the year ending June 30, 1895.)

Results for the late fiscal year compare with the previous year as follows: EARNINGS, EXPENSES, ETC.

La Carlo Car	1894-5.	1893-4.
Gross earnings	719,768	642,455 464,068
Net earnings		178,387 13,108
Total		191,490 175,894
Dividends	(419) 54,000	(212) 30,000
Balance		def. 14,404
GENERAL BALANCE S	HEET JUNE 30, 1895.	
Assets.	Liabilities	
Road and equipment\$3,147,853		
Supplies on hand 40,319	Certs. of indebtedness	
Open accounts 6,322	Funded debt	
Miscellaneous 7,351	Int due and accrued.	
Cash on hand	Open accts. & miscell	15,835
Profit & loss, deficiency 11,540		
Total \$3,227,341	Total	\$3,227,341
-1. 01, p. 102.		

#### American Grocery Company.

(Report for the year ending July 31, 1895.)

President T. L. Marsalis in his report to the stockholders

says:
It is gratifying to show the results of the business for the It is gratifying to show the results of the business for the thirteen months ending July 31, 1895, after deducting losses for bad accounts, to be a net profit of \$63,697 94. While the dividend on the first preferred stock has been earned, it is deemed advisable to use the money to meet the demands of increasing business. The report further says:

increasing business. The report further says:

You are familiar with the reorganization of Thurber, Whyland Company and the rehabilitating of its aff dirs, so ably handled by the Reorganization Committee, which resulted in the formation of the American Grocery Company. The reorganization was carried through successfully during a period of extreme financial depression. The company commenced business when the ousness conditions of the country were seemingly at their lowest ebo, and succeeded to a business which had lost credit, its trade almost entirely gone, and which was affected by the uncertainty usually attending a receivership. The company had received from new subscribers and from assessments paid in by stockholders of Thurber, Whyland Company, Payable respectively: April 1st, 1895; July 1st, 1895; and October 1st, 1895 The April and July notes have been paid, and the October notes will be paid at maturity. On June 30, 1894, we took (under the ourchase agreement) what assets the receivers had to turn over, and proceeded to conduct the business.

The following figures taken from the Treasurer's report show the condition of the company on Angust 1st, 1895:

BALANCE SHEET AUGUST 1, 1895.

BALANCE SHEET AUGUST 1, 1895.

Assels.		Liabilities.	
Acc. receivable (new)	\$437,740	Capital Stock:	
Losa-s	5,129	First pref rred	\$410,780
Thurber, Whyland Co.,		Second "	1,500,000
accounts and notes	732,959	Common "	1.000,000
Bills receivable	19,482	Accounts payable	105,582
Merchandise	353,820	Bills payable:	
Real estate	25,000	October 1, 1895	75,600
Horses and trucks	6,000	Accrued interest	4,900
Office & store fixtures	5,845	Bills payable	241,000
Machinery in store	3,948	Profits:	
Fact'y (Moorest'n, N.J.)	10,342	Feb. 1, 1995	31,497
Fact'y (Duane St., N.Y.)	7,203	Aug. 1, 1895	32,201
Trademarks, franchises	.,	and al accountage	ONIMOL
and good will from			
Thurber, Whyland Co.	1.740.094	The second second second	
Cash	63,855		
	00,000		
9	3,401,559		83,401,559
The state of the s	alzarione.	Andrew Control of the	POLYPYIOO

The available assets have increased \$70,292 since August 1st, 1894, if which \$31,497 was net profits, \$7,460 received from the sale of irst preferred stock, and \$31,333 07 [received from receivers on final

Referring to the statement of August 1st, 1895, the following is giv-

OW ME THO LIMITO OF THE OLD	GIGAL PUSA		
Acets. (new and good).	\$432,611	Fact'y (Moorest'n, N.J.)	10,342
Thurber, Whyland Co.		Fact'y (Duane St., N.Y.)	7,203
claims (estim. good) .	132,959	Trademarks	100,000
Bills receivable	19.862	Cash	63,855
Merchandise	353,820	THE RESERVE OF THE PARTY OF THE	
Real estate	25,000		\$1,161,465
Horses and trucks	6,000	Less liabilities	427,081
Office & store fixtures	5, 415		
Machinery in store	2049	Showing net good assets	8734.384

Machinery in store..... 3,248 | Showing net good assets \$734,384 |
The old accounts and notes of Thurber, Whyland Company have been running from two to eight years. We collected of these claims to August 1st, 1895, \$17,040 70. C bections will doubtless be slow on them, but we feel sure they can be considered as good assets for the amount above mentioned. Regarding the trademarks, we have about two hundred (200) trademarks in roasted coffees, ground spices, teas, canned goods, French goods, farinaceous goods, cigars, etc., and believe these trademarks could be sold for \$100,000, but are worth a great deal more than this amount to the business. It will be seen that there is a very large surplus of good assets over the first preferred stock.

#### GENERAL INVESTMENT NEWS.

Brooklyn Heights—Long Island Traction.—Earnings of the Brooklyn Heights RR., which operates the lines of the Long Island Traction Co., for the quarter enling June 30, have been reported as follows. Results for the fiscal year are given on a previous page.

ı	3 mos. end. Gross	Net	Other	Interest,	
١	June 30. earnings	earnings.	income,	taxes, etc.	Balance.
ı	1895\$1,086,083				def.\$131.130
	1894 1,183,742		56,063		sur. 17.236
ı	The state of the s		001000		

<sup>\*</sup> Includes \$23,222 loss on horses.-V. 60, p. 1145. MOS

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

CAMBRIDGE, Mass., (STREET) RR.—30 5 per cent bonds of 1903 will be paid off by the N. E. Trust Co., Boston, on Oct. 1. CHICAGO & WESTERN INDIANA RR.—78 bonds will be paid off by Messrs. J. P. Morgan & Co. on Nov. 1st.

HENDERSON BRIDGE.—21 bonds will be paid off by the Central Trust Co. on Sept. 3.

ILLINOIS CENTRAL RR.—50 sterling sinking fund 5 per cent bonds will be paid off by Messrs. Morton, Rose & Co., London, on Oct. 1st. on Oct. 1st.

MISSISSIPPI RIVER BRIDGE Co.—8 bonds will be paid off by

MISSISSIPI RIVER BRIDGE CO.—8 bonds will be paid off by Messrs. Cuyler, Morgan & Co. on Oct. 1st.

St. Paul Minn. & Man.—200 bonds for \$100 each, 36 for \$500 each and 687 for \$1,000 each, of the 1st mort. sink. fd. 7 p. c. ld. grant gold bonds, will be paid at the office of the Great Northern Ry. Co., N. Y., on Nov. 1st.—Vol. 60, p. 1103.

Central Railroad Company of New Jersey. For changing grade and elevating roadway through Elizabeth, and for general purposes of the company, general mortgage bonds for \$1,644,000 have been issued, and this week were listed on the New York Stock Exchange. These are the bonds previously reported sold.—V. 61, p. 280.

Central of Vermont RR .- Malone & St. Lawrence Railway.—Notice is given that a special meeting of the stock-holders of the Malone & St. Lawrence Railway Company will be held Sept. 12 for the purpose of taking action on a proposi-tion for the consolidation of said company with the St. Law-rence & Adirondack Railway Company. Both these compan-ies are operated by the Central of Vermont.—V. 59, p. 1004.

Chicago City Railway .- According to the Chicago papers the directors of this company have decided to submit to stockholders at the next annual meeting a proposition to increase the capital stock from \$10,000,000 to \$14,000,000 for the purpose of retiring the company's outstanding bonds, of which the total issue is now \$4,619,000. It is said the new stock will be offered to stockholders at par, the plan being to issue \$1,000,000 new stock at intervals of six months until the entire \$4,000,000 is put out. The bonds are subject to call on sixty days notice. Confidence is expressed that the company will be able to maintain its dividends of 12 per cent per annum on the increased capital.—V. 60, p. 1008.

Chicago Peoria & St. Louis Ry .- The following is a statement of the earnings for the year ending June 30, 1895, as certified, it is said, by General Manager C. H. Bosworth:

Earnings- 
 Earnings Expenses 

 Freight.
 \$694,241

 Passenger.
 189,849

 Mail
 21,285

 Express.
 12,398

 Conducting transport on.
 476,997

 Miscellaneous.
 15,871

 General expenses.
 30,439
 Total ..... \$693,765 Total ......\$933,646 

Chicago & Southeastern Ry.—The officers announce that the extension from Waveland Junction to Brazil, Ind., 31 miles, will be opened for traffic this week.—V. 59, p. 1057.

Cincinnati & Jackson .- A company of this name with an authorized capital stock of \$160,000 has been incorporated at Lansing, Mich. The new company is organized by parties interested in the Cincinnati Jackson & Mackinaw and proposes to construct a new line of road from Jackson to Addison, a distance of 20 miles, affording the Mackinaw road a direct line from Jackson to Cincinnati. The necessary surveys have already been made. The Cincinnati Jackson & Mackinaw is in receiver's hands, consequently no union of the roads can take place till after its reorganization.

the roads can take place till after its reorganization.

Colorado Fuel & Iron Co.—At the annual meeting of this company in Denver the following directors were elected: E. Thalmann, John G. Moore, Henry W. Cannon, Geo. H. Prentiss, C. D. Simpson, of New York; Henry R. Wolcott, Dennis Sullivan, W. H. James, C. H. Toll, J. L. Jerome, J. A. Kebler, J. C. Osgood, of Denver, and Paul Morton, of Chicago. Messrs. Moore, Cannon, Prentiss and Simpson are new directors. The executive committee is J. C. Osgood. C. H. Toll, W. H. James, Henry R. Wolcott and Dennis Sullivan.

The annual report is reported as showing: Net earnings, \$678,450, an increase of \$116,341; surplus over all charges, including preferred stock dividend, and after carrying \$92,000 to credit of sinking fund, \$4,874. President Osgood telegraphs: "All departments running full. We have doubled capacity of Merchant Mill; still unable to supply demand."—

Davenport & Rock Island Railroad.—At the stockholders' meeting on Aug. 15, 6,554 shares were represented and all but 116 voted in favor of the reorganization plans which plan provides for the sale of the property subject to the \$630,000 first mortgage bond, of 1891 to an entirely new company with a capital stock of \$600,000. Of this amount of stock \$500,000 is to be issued at once, the old stockholders being given the right to subscribe for it at par, and the remainder will be held in the

treasury to be issued when needed. This, it is estimated, will again put the company on a sound financial basis. It will permit of the payment of \$350,000 certificates of indebtedness of 1890, also a good portion, if not all, of the floating debt in the shape of special street-paving assessments. It is hoped that the earnings will be sufficient to pay in the neighborhood of 6 per cent on the stock of the new company.-V. 61, p. 280.

Denver City Cable Railway.—The foreclosure sale of this railway, advertised to take place August 22, was postponed until September 10, as parties interested in the property could not be present.—V. 60, p. 1104.

Detroit Lansing & Northern.—The following comes from Boston: "The directors of the Detroit Lansing & Northern are actively at work on a reorganization plan, announcement of which, it is expected, will be made in about two months. Under the old plan, which failed, about three-fourths of the outstanding bonds were deposited. Only a few of these bonds have been withdrawn. An operative plan requires nine-tenths of the outstanding bonds, as one-tenth of the bonds can institute foreclosure proceedings."-V. 60, p. 747.

Distilling & Cattle Feeding—American Spirits Manufacturing.—At Chicago on Thursday Judge Seaman, in the United States Circuit Court, confirmed the recent sale of Dis-United States Circuit Court, confirmed the recent sale of Distilling & Cattle Feeding property to the Reorganization Committee, with the proviso that the parties opposing the confirmation be allowed until Tuesday morning at ten o'clock to file their objections to the confirmation, and be heard on them. He said his course would be to overrule all the objections unless they were more substantial than those already made by counsel for Greenhut and Morris.

made by counsel for Greenhut and Morris.

The American Spirits Manufacturing Company was incorporated Thursday under the laws of New York State as successor of the Distilling & Cattle Feeding Company. The directors are S. M. Rice, Richard B. Hartshorne, Jules S. Bache, T. H. Wentworth, F. M. Lockwood, Henry S. Carney, Nathan Bijur, of New York City; William E. Hutton, of Cincinnati; Clarence Buckingham, of Chicago; Edward S. Easton and Walter Barker, of Peoria, Ill. Subsequently the following officers were elected: S. M. Rice, President; R. B. Hartshorne, Vice-President and Chairman of the Board; Jules S. Bache, Treasurer; T. H. Wentworth, Secretary: Nathan Bijur, General Counsel.—V. 61, p. 281.

Flint & Pere Marquette RR .- In answer to an inquiry as to the truth of the recent newspaper report respecting extension to Toledo, President Crapo writes the CHRON as follows:

as follows:

No definite arrangements have been made for construction between Monroe and Toledo, and whether the work will be undertaken this autumn is quite uncertain. The rumor which was recently published did not emanate from any one in the management of the F. & P. M.—V. 61, p. 196.

Kansas City Pittsburg & Gulf RR.—The Philadelphia Stock Exchange has listed \$250,000 additional bonds and the same amount of stock of this company, making the total amount of each listed to date \$6,275,000. The stockholders of the Kansas City Terminal Construction Co. have voted to

amount of each listed to date \$6,275,000. The stockholders of the Kansas City Terminal Construction Co. have voted to increase the capital stock of the company to \$3,000,000. The proceeds of the increase will be used to build that portion of the Kansas City Pittsburg & Gulf RR. from Shreveport to Sabine Pass. The Arkansas Construction Co. is building the road to Shreveport, La.—V. 60, p. 873.

Kings Queens & Suffell Days

Kings Queens & Suffolk Railroad .- This company was in-Kings Queens & Sulfolk Kallroau.—Inis company was incorporated at Albany Aug. 16 to construct a railroad about nine miles in length, with termini at the westerly line of the town of Jamaica and in the village of Far Rockaway. The capital is \$350,000. In this enterprise Frederick W. Dunton is the moving spirit and he proposes to construct and operate the line as a biayele or single rail electric read connecting. the line as a bicycle, or single rail, electric road, connecting Far Rockaway with the Kings County Elevated, and affording transportation at a very high rate of speed.

Lake Erie & Western RR.—This company's fiscal year ends Dec. 31, but earnings for the twelve months ending June 30 have been reported as follows:

| 12 mos. end. Gross | Net | Interest, | Div. on | Balance. | 1894-5...\$3,517,780 | \$1,584,452 | \$691,909 | \$592,000 | \$ur.\$300,543 | 1893-4... 3,081,323 | 1,293,994 | 830,822 | 592,000 | \$ur.\$300,543 | 1892-3... 3,579,167 | 1,655,423 | 603,613 | 592,000 | \$ur.\$459,810 | -V. 61, p. 282.

Louisville Evansville & St. Louis RR .- A large majority of the consolidated 5 per cent bonds of this company have been deposited with the New York Security & Trust Company under the bondholders' agreement of May 1 last. The extended time for depositing bonds under that agreement without penalty expired this week.—V. 61, p. 196.

Macon & Northern RR .- Central RR. of Georgia-Macon & Northern KR.—Uentral RR. of Georgia—It is now expected that the Macon & Northern Railroad will become part of the Central of Georgia system. An agreement to this effect has been signed by Alexander Brown & Sons, representing the bondholders of the Macon & Northern and the Thomas-Ryan reorganization committee. This agreement is to be ratified by the bondholders of the Macon & Northern before being finally accepted.—V. 61, p. 239.

Metropolitan Street Railway (New York City).—Earn-gs for the quarter ending June 30 have been reported as allows. Results for the fiscal year are given on a preceding follows. page.

Gross Net Other Interest, earnings. earnings, income. taxes, etc. Balance, ...\$1,482,398 \$683,758 \$94,548 \$506,843 \$271,483 ... 1,421,987 587,861 10,156 466,475 131,542 

National Linseed 011.—This company has declared a dividend of 1 per cent, payable September 16. L. A. Coquard, of St. Louis, served notice that application would be made on September 2 to Judge Showalter to restrain the payment.—V. 60, p. 349.

New York Lake Erie & Western.—Judge Lacombe, of the United States Circuit Court, on Wednesday signed the decree for the sale of the New York Lake Erie & Western Railroad under the foreclosure of the second consolidated mortgage, The reorganization committee, composed of C. H. Coster, L. J. Fitzgerald and A. J. Thomas, will probably issue its plan in this city and London on Monday. It is expected that the foreclosure sale of the road will occur in about sixty days. The plan has been equally here and abroad. The plan has been underwritten, it is understood, about

The new mortgage will cover in addition to the property of the Erie, the Chicago & Erie and the New York Pennsylvania & Ohio, which it is understood are to be owned absolutely by the new company.—V. 61, p. 282.

the new company.—V. 61, p. 282.

North Carolina RR.—Southern Ry.—A new lease of the North Carolina RR. has been made to the Southern Ry. Co. It will run for 99 years from Jan. 1, 1896, at the following rental: For the six years beginning Jan. 1, 1896, \$260,000 per annum, equal to 6½ per cent on the \$4,000,000 capital stock; for the remaining 93 years \$280,000 per annum, equal to 7 per cent on the stock. The Southern Ry. Co. will also pay taxes on the property, heretofore tax exempt. It is understood also that all betterments will become the property of the lessor. The present lease does not expire till 1901, but since the road is wanted as part of the through line to Norfolk, and as such will require considerable outlays for improvements, it was thought desirable to ensure the permanency of the lease during a long period.—V. 61, p. 153, 196.

Northern Pacific.—President James J. Hill, of the Great

the lease during a long period.—V. 61, p. 153, 196.

Northern Pacific..—President James J. Hill, of the Great Northern, has been in conference in New York this week with the Adams Committee. It is understood that Mr. Hill has declined to modify his original propositions, embodied in a contract that was executed by all the parties in interest, including the Deutsche Bank, the largest single holder of Northern Pacific securities. Mr. Hill stands ready to carry out his part of that agreement whenever the Northern Pacific Railroad shall have been reorganized. He claims that the charter of the Great Northern Company gives all the authority and power required to make the guarantee which be has pledged himself to give the Northern Pacific bondholders, and he is supported in this view unanimously by all of the counsel of the company.

e company. The New York Sun prints the following:

The New York Sum prints the following:

Chief among the suggestions of the bankers and the Reorganization
Committee is one for the formation of a third company to hold a majority of the stock of the reorganized Northern Pacific Company and
also a majority of the stock of the Great Northern Company. Mr. Hill
on Tuesday informed Messrs. Adams, Morgan and others interested
with them that the third company plan did not appeal to him, and that
he had decided to stand upon his original proposition. Mr. Hill
maintains, it is understood, that to seek to control or operate the
Northern Pacific road by a third company or by any indirect means
would be a reflection upon the chartered rights of the Great Northern
Company.

Company.

The argument is also advanced that the history of the Oregon & Trans-Contin. the Richmond Ter., and other companies formed solely to control railway properties, have turned out so disastrously that that method has fallen into disrepute. Another argument against the third company is that the Northern Pacific would not derive the full and direct benefit of the credit of the Great Northern Company, and that to place the third company above suspicion a large amount of money, say \$15,000,000, would havetto be placed in its treasury as a guarantee that it would live up to its obligations. The capital of such a company would easily run up to \$100,000,000, upon which a large sum would have to be paid annually in taxes, and besides the character of the company would make it a target for politicians and unscrupulous officials.—V. 61, p. 241.

Northwestern Flevated RR (Chicago)—The Columbia

Northwestern Elevated RR. (Chicago).—The Columbia Construction Company, which is building the Northwestern Elevated Railroad, recently decided to increase their capital from \$2,000,000 to \$5,000,000. Not all the stockholders availed themselves of the privilege to subscribe to the new stock, but the Chicago papers report that the large stockholders came forward and completed the subscription. A call for the first payment, which is 10 per cent, has been made for Aug. 22,-V. 61, p. 241.

Ohio Southern RR.—At Lima, Ohio, on the 16th instant, N. B. Matthews and J.R. McGrew were appointed receivers in place of George W. Saul. The change is understood to be the result of efforts of the security-holders represented by a reorganization committee consisting of John I. Waterbury, J. D. Smith and J. S. Bache. The committee will formulate a reorganization plan shortly.—V. 61, p. 152.

Oregon Railway & Navigation.—A plan of reorganization having been prepared which is satisfactory to all the large in terests, it is now submitted to the approval of the bondholders generally. Practically all the consols and collateral trust bonds have been deposited under their respective agreements, and the holders of the certificates of deposit for the former all the section of the certificates of deposit for the former all the section of the certificates of deposit for the collateral collateral control of the certificates of the certific will take action on the plan September 6 and for the collateral trust bonds September 16. See further particulars as to these meetings in the advertising columns of to-day's CHRONICLE.

The plan refers to the foreclosure proceedings now in progress under the consolidated and collateral trust mortgages and of the proposed foreclosure of the mortgages deposited to secure the collateral trust bonds. It then says that the property of the Oregon Railway & Navigation Company covered by its consolidated mortgage, and also all other property of that company so far as the same shall be acquired, will be vested in a new company to be formed; and such new company will also acquire the property covered by the mortgage of the Oregon Railway Extension Company and the property covered by the mortgage of the Washington & Idaho Railroad Company, or the bonds and capital stock of those companies.

New Securities.—The new company shall create the following securities:

many.

It will be provided in the articles of incorporation of the new company that the preferred stock of said new company shall be entitled in each calendar year to receive dividends, if declared, to the amount of 4 per cent per annum, non-cumulative, before any dividend shall be paid upon the common stock, and that the common stock shall be entitled after the payment of 4 per cent dividends to the preferred stock to all dividends declared during the same year up to 4 per cent per annum, and that after the payment of this dividend to the common stock all dividends declared during that year shall be distributed provate to the preferred and the common stock. In case of liquidation of such new company the holders of the preferred stock shall be entitled to receive the par amount of their stock out of the assets of such company in priority to the common stock. The preferred stock shall not be increased without the consent of all the stockholders of the company.

pany.

It will also be provided in such articles of incorporation that no other mortgage than that above described shall be put upon the property of the company and that no sale or lease of its railroad or telegraph line shall be made without the approval of the holders of a majority of the preferred and of a majority of the common stock, and that said company shall not consolidate itself with or into any other company without like approval.

Exchange of Securities - The old stock and bonds, including all overdue coupons, will be exchanged for new securities, as follows, the stock first, however, to pay an assessment, as below indicated:

The state of the s		NEWSEC	RITIES, ET	C., IN EX	CCH ANGE.
	A88E88-		Common	Pret.	Consol.
	MENT.	Cash.	stock.	stock.	48.
Consol. 5s, each \$1,000	none.	1825	none.	\$450	\$1,000
Collateral trust 5s, \$1,000		none.	none.	700	500
Common stock, \$100	. 88	none.	\$100	16	none.

Ter coupon of Dec. 1, 1893. | For assessment.

Distribution of New Securities.—The securities of the new company are to be distributed as follows:

Four per cent consolidated mortgage bonds—
To existing consolidated mortgage bonds.
To existing collateral trust bonds
Reserved to be issued only in amounts equal to the existing first mortgage bonds that may from time to time be acquired for the sinking fund, or to be issued at the rate of not more than \$110 of the principal of such bonds for each \$100 of the principal of such bonds for pall off otherwise than by the operation of the sinking fund
Reserved to be used for betterwards. Reserved to be used for betterments and acquisition of terminals, with the approval of two-thirds of the Board of Directors, and at the rate of not more than \$250,000 per annum.

For the construction if deemed advisable of additional road to the mouth of the Columbia River or elsewhere at the rate of not more than \$20,000 per mile of constructed road. 5,390,000 1,106,000 Total.....\$24,500,000

Preferred stock-To consolidated mortgage bonds.

To collateral trust bonds.

To common stock for assessment.

To R-organization Committee for general purposes of new company, and towards payment of expenses of reorganization. 5,662,350 3,627,400 1,440,000 270,250

Common stock—
To the holders of the present common stock who pay their \$24,000,000

New Stocks to be placed in Trust.—All of the stock of such new company, both common and preferred, except enough of the preferred stock to qualify directors, shall be deposited with some trust company selected by the General Reorganizawith some trust company selected by the General Reorganiza-tion Committee under a trust agreement, so as to ensure to the preferred stock the right to nominate ten members of the Board of Directors and to the common stock the right to nominate five members of such Board of Directors. Certifi-cates shall be issued by the trust company to the persons en-titled to the new common and preferred stock in lieu of the stock so deposited. Said trust agreement shall remain in force until June 1, 1945, unless the same be sooner terminated by the consent of the holders of two-thirds of each class of certificates.

The majority of the holders of certificates representing preferred stock shall have the right to nominate each year

ten directors, at least five of whom shall be residents of Oregon, and the holders of certificates representing common stock five directors, at least three of whom shall be residents of Oregon. It shall be made the duty of the trustee to elect as directors of such new company the persons nominated from time to time, as hereinbefore provided.

In case itshall happen at any time while the stock shall be held under the trust agreement, that the stockholders of the new company shall be called upon at any meeting to take action upon any question, it shall be the duty of the said trust company to submit such question at general meetings of the holders of certificates, representing respectively preferred and common stock, and it shall also be the duty of such trustee, unless an affirmative vote shall be directed by the holders of a majority of the certificates voting at meetings of each class of certificate holders, to vote in the negative upon all questions relating to the mortgaging, selling or leasing of the railroad or telegraph lines of the company or to the consolidation thereof; but upon all other questions the trustee shall vote as directed by the holders of a majority of the aggregate of all the certificates of both classes represented at the two meetings.

General Reorganization Committee .--The plan is to be carried out under the direction of a committee to be known as the General Reorganization Committee, consisting of Alfred S. Heidelbach, W. L. Bull, George Coppell, Charles S. Fair-child, A. Marcus, John Crosby Brown, A. A. H. Boissevain and Henry R. Reed.

Fixed Charges.—Under the foregoing plan the fixed charges of the new company during the first year of its operation would be approximately: Interest on \$1,900,000 outstanding first mortgage 6s, \$294,000; † net payment on account of sinking fund, \$29,520; interest on \$15,174,000 new consolidated mortgage bonds at 4 per cent, \$606,960; total fixed charges, \$930,480.

By the operation of the sinking fund.

By the operation of the sinking fund provided in the existing first mortgage, the above-mentioned amount, viz., \$930,480, of fixed charges will be annually reduced by about \$1,000, and this amount is considered to be well within the earning capacity of the property.

The present fixed charges of the Oregon Railway & Navigation Co., under existing conditions, are \$1,305,250.

Estimated Cash Requirements.—The estimated cash requirements under the plan are: Coupon due Dec. 1, 1893, on consolidated mortgage bonds, at 2½ per cent, \$314,575; betterments, acquisition of terminals and settlement of outstanding claims, \$1,250,000; for expenses of reorganization, including formation of new company, issue of new securities, stamps on bonds and stocks in foreign countries and contingencies, \$435,425; total cash requirements, \$2,000,000.

This amount will be provided as follows: The assessment of 6 per cent on \$24,000,000 existing common stock will yield \$1,440,000; there will be on hand from operation of the property about \$560,000; total \$2,000,000. Estimated Cash Requirements. - The estimated cash require-

†Annual payment into sinking fund under provisions of existing first mortgage, about \$123,000, which will be provided in part by the sale of \$123,000 of new consolidated 4 per cent bonds at, say, 80 per cent, \$98,400, leaving to be provided \$24,600; add interest on \$123.000 new 4 per cent bonds sold, \$4,920; total, \$29,520.

Pennsylvania Steel—Maryland Steel.—A consol, mort, for \$7,000,000 to the Girard Life Insurance, Annuity & Trust Company, of Philadelphia, was filed this week to secure the joint bonds of the Pennsylvania Steel Company and Maryland Steel Company. The mortgage is made in accordance with the reorganization plan, and of the amount authorized \$3,000,000 is reserved to retire at maturity first mortgage bonds for a like amount.—V. 61, p. 69.

Reorganization Plans, etc.—The following is an index to all defaults, foreclosure sales, reorganization plans, the names of all reorganization committees, and all statements respecting the payment of overdue coupons, that have been published in the Chronicle since the last edition of the Investors' and the Street Railway Supplements were issued, all earlier facts of this nature being set forth therein. It does not, however, include matter in to day's Chronicle.

The following abbreviations are used: Plan for reorganizations are used: Plan for reorganizations.

The following abbreviations are used: Plan for reorganization or readjustment plan; coup. for coupon payments; def., for default; Com. for committee.

Volume 60. Page Brigantine Beach. sale.114 Long Island Traction. plan.114 Milwaukee St. Ry. def. 92	Columbus Sand. & Hsale. 195 Dav. & R. I. (street) plan.112, 280
do do plan.100 Un. St. RR (Dover, N.H.) sale. 96 Volume 61. Atchison T. & S. Fe—	Kentucky & Ind. Bridge coup. 240 Knoxville Electric sale. 152
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Chicago Peoria & St. L sale. 28 Chicago & So. Side R. T. def. 28	Pueblo City Ry sale. 197 Rockaway Valley sale. 197
Col. & Hocking Coal & I. Com. 240	Union Pag goll to a Ca

St. Joseph Traction & Lighting Co.—The property of this company, including all the street railway lines in St. Joseph, Mo., and the electric-light plant, was sold at auction on Wednesday to satisfy a mortgage to the Central Trust Co. of New York, as trustee. The property was bid in for the bondholders by E. H. Harriman of New York and E. A. Noyes of Portland, Me., for \$300,000.—V. 60, p. 749.

### Reports and Documents.

#### CHESAPEAKE & OHIO RAILWAY.

ANNUAL REPORT FOR YEAR ENDING JUNE 30, 1895.

To the Stockholders:

Pursuant to the By-laws, the annual report is submitted as

EARNINGS AND EXPENSES

The gross earnings and expenses of the Company, and the mileage operated during the year ending June 30th, 1895, compare with the four previous years as follows:

Year ending June 30.	1891.	1892.	1893.	1894.	1895.
Miles Operated	*934	*993	*1192.5	*1278.1	*1275.9
Gross Earnings Oper. Expenses, Main.	8,127,111	9,004,599	10,336,810	9,014 108	9,596,030
and Taxes	6,083,518 (75 p. e.)	6,731,731 (75 p. c.)	7,132,760 (69 p. c.)	6,027,127 (67 p. c.)	6,464,527 (67 p. c.)
Net Interest on Funded Debt, Loss on Grain	2,043,598	2,272,837	3,204,049	3,016,980	3,131,502
Elevator, &c	1,823,781	1,881,548	2,780,289	E3,002.920	3,112,796
Sur. over all Charges	219,810	391,319	423,760	14,060	18,706

\*Also 84.5 miles between Orange and Washington, operated under trackage greement during a part of 1891, and during 1892, 1893, 1894 and 1895.

The depression in business noted in the report for the year ending June 30, 1894, has continued during the present year. There has not been, however, any coal strike to contend with, as in the previous year, but the rate of freight upon that commodity has been constantly declining, owing to competition and to the fact that as the company enlarged its coal market the business had to be done at low rates.

It will be seen, from the statements annexed, that passenger earnings show a large decrease, which is due to the depressed condition of industries along the line throughout most of the Freight earnings show an increase, also miscellaneous

condition of industries along the line throughout most of the year. Freight earnings show an increase, also miscellaneous earnings, and express earnings a fairly good increase. The total increase of earnings is \$551,922 20.

The decrease in the number of passengers was more than the decrease in passenger-train mileage, and consequently earnings per passenger-train mile have declined from 95 to 88 cents. The rate per passenger mile, however, has increased from 1.90 cents to 1.98 cents. The average haul of freight has increased from 2.49 miles to 303, which arises from the fact that the increase in tonnage has been from through business. The average number of tons of freight hauled per train mile has increased from 301 to 315 tons; the earnings per mile run by freight trains have, however, decreased from \$1.43 7-10 to \$1.33 6-10, due to the shrinkage in rate. The average amount received for coal to the seaboard decreased from 4.20 to 2.93 mills; coal elsewhere than to the seaboard, from 4.43 to 3.86 mills; freight other than coal, from 5.66 to 5.26 mills, and the total amount received per mile from each ton of freight, including coal, decreased from 4.78 to 4.25 mills. It may be remarked here that if the Company had obtained the same rate per ton per mile on freight as it obtained the same rate per ton per mile on freight as it obtained the fact that the rate of compensation received in the previous year was very low. Nothing but the extraordinary cheapness with which your railway can handle freight has enabled it to carry this immense tonnage with profit at this low price. The economy with which the road has been operated is also due to its high physical condition and to efficiency in its train service. During the year there has been no serious accident either to persons or property.

Attention is called to the detailed statements of the Auditor and the General Manager, which show how successful the Company has been in haudling this large increase of business with a relatively small increase in transportation ex

, \$208,000.

There is an increase of over \$66,000 in the maintenance of way; over \$145,000 in the maintenance of equipment; taxes decreased slightly; traffic expenses show a small increase; the Newport News Terminal a slight increase, and the Cincinnati Bridge an increase of a little over \$14,000.

The result of the year's business is an increase of \$114,522 30 in net earnings over those of the previous year. The policy of thoroughly maintaining and improving the property has been followed during the past year, as heretofore; and in a few distinct items above \$304,000 could have been saved or postponed if necessary; but, as the Company was earning its fixed charges, there seemed to be no necessity for economizing to the detriment of the property. This \$304,000 of expenses was composed of the following items: 180 new freight cars (to replace old cars destroyed or dismantled), costing \$80,570 97; 2 new ferry boats, costing \$8,705 69; filling trestles at Hungard's Creek, Powley's Creek and Kilgore's Creek, \$81,394 45; undergrade crossings at Bellevue and Huntington. \$15,898 78; completing the ballasting of the Peninsula and James River Divisions, \$28,865 08; cutting out Caldwell Tunnel for a double track, \$41,715; and 13 miles of sidings and double track, and stations at various points on the line, making a The result of the year's business is an increase of \$114,522 30 double track, \$41,715; and 13 miles of sidings and double track, and stations at various points on the line, making a total of \$303,934 27.

The items which make up expenses for maintenance of way have been about the same in amount as last year, with the exception of the amounts for tunnels and ties, which are large this year, while there was a reduction in the expenditure for rails. The Company, however, has laid 1,083 tons of 100pound and 3,200 tons of 75-pound new steel rails during the

pound and 3,200 tons of 75-pound new steel rails during the year, the cost of which, less the proceeds of old rail sold, is included in expense account. The details of the rail in the main track are given in the General Manager's statement.

The Company has been extremely liberal in its expenditures for maintenance of equipment during the past year, having expended for the maintenance of freight cars alone \$587,619 63, or over \$42 per car; on locomotives, \$341,245 94, or nearly \$1,000 per locomotive; and on passenger cars, \$170,461 94, or over \$800 per car. The number of cars has been kept good, while the capacity has been increased. All of the new cars purchased or built are standard 30-ton cars, while a large number of those destroyed were old and of light capacity.

No change has been made in the policy of charging to expense account all improvements which were not a distinct addition to the earning capacity of your railroad. The only items charged to construction account during the year have been for the purchase of a small amount of land at various places along the line, the completion of the double-track bridge over the Big Sandy River, the double-track from Kenova to Ashland, settlement of the contractor's claims for completing the Buckingham Branch, and sundry small matters brought over from previous years.

The details are as follows: ters brought over from previous years.
The details are as follows:

Committee of the Commit	
During the Year there has been added:	\$123,254,534 70
For Completion of the Big Sandy Bridge.\$198,123 25	
Completion of Improvs. at Ashland, Ky. 65,525 59	
For Settlement of Old Claims for Dam-	
ages, for Right of Way and for the Pur- chase of Real Estate on Cincinnati	
Division, and Ohio River Bridge 15,889 79	
For Real Estate at Lynchburg, Va., &c., 4,276 82	
For Completion of the Buckingham Br 9,000 00	
For Sundry Expenditures 22,293 73	222224
	315,109 18

Making Cost of Road and Equip. 30th June, 1895, as per Balance Sheet.....

.......... \$123,569,643 88

There is no new work in progress upon the line, and it is not the present intention of your management to undertake any. From present indications little, if anything, will be added to the construction account during the coming year.

The Chesapeake & Ohio Steamship Company, in which the Railway Company has a large interest, has been operated with freedom from accident during the year, but owing to the low rates prevailing for ocean freights no income has been received from the investment in its stock. The subsidy of the Steamship Company during the year, for which your Company was responsible under the contract, has been deducted from the Railway Company's earnings, the amount charged off for this purpose being \$65,914 90.

The output and distribution of coal for the last year, as compared with the previous year, has been as follows:

Cannel Gas Splint and Block New River, etc. Coke	1894. 2018 gross. 18,110 531,868 511,757 1,347,875 208,453	1895. Tens gross. 23,794 628,218 546,547 1,981,901 269,861
		3,450,321
I White the second seco		Section 1
DISTRIBUTION OF COAL.		
Fuel for use of Company	393,422	474,045
Delivered Cincinnati Division of K. & M	671,438	936,933
Delivered on line B. S. & Lex. Divisions	98,414	103,028
Delivered on line C. & O. Ry., except Richmond. Delivered at Clifton Force to James R. Div. for	284,694	335,597
all points except Richmond	121,136	108,460
Delivered at Charlottesv. to Va. Midland Ry	53,555	50,950
Delivered at R. F. & P. June. to R. F. & P. RR	23,676	26,975
Delivered at Richmond for consumption, in-		
eluding Tugs, Dredges, etc	123,947	139,811
Delivered at Newport News, Norfolk, etc., for		200
consumption	34,028	37,780
Shipped at Newport News wharves	813,753	1,236,742
Total	2,618,063	3,450,321
		-

This large increase is due to the fact that there were no strikes this year, and, further, that the superior quality of the coal for steaming purposes has become better known in the markets of the West.

During the year the Company sold \$2.835,000 bonds theretofore in its Treasury, which transaction enabled it to pay off
practically its entire floating debt. Since then there have also
been received bonds for betterments and equipment notes
paid, so that there are to day in the treasury \$499,009 of 4½
per cent bonds, including \$177,000 received since June 30th.

The interest charges for the coming fiscal year, 1895-6/inchuding interest on the 4½ p. c. bonds now in treasury), stand at:

Amount of		Ro	te	
Security.	Character of Security.	Per C	ent.	Interest.
\$23,503,000	1st Consolidated Mortgage Bonds	. 5		\$1.175,150
22,542,000	General Mortgage Bonds	. 4	La	1,014,390
2,287,000	Purchase Money Funding Bonds	- 6		137,220
2,000,000	1908 A Bonds	. 6	3	120,000
2,000,000	1911 Bonds	. 6		120,000
142,000	1922 Bonds	. (	1	8,520
6,000,000	R. & A. 1st Mortgage Bonds	- 4		240,000
1,000,000	H. & A. 2d Mortgage Bonds	. 4	L	40,000
650,000	Craig Valley Branch 1st Mort. Bonds.		5	32,500
170,000	New River Bridge Bonds		3	10,200.
96,200	Manchester Bonds	. 84	65	6,616
400,000	Warm Springs Valley RR. Bonds	. 1	5	20,000
3,007,000	E. L. & B. S. RR. Bonds		5	150,350
339,000	Greenbrier & New River RR. Bonds	. 1	5	16,950
269,000	Buckingham RR. Bonds		5	13,450
67,000	Equipment Bonds	4	6	4,020
864,364,200	Total			.83,109,366
-00810081200	AMMILIANTENANTANIANA			thotropingo.

This shows an increase of \$11,247 80 for the coming year over the interest charges for the year just closed.

The Company has no bills payable outstanding for its own purposes, but it is liable for \$175,000 incurred for the purchase of an equal amo unt of the 5 per cent bonds of the Steamship Company, which bonds, when sold, are expected to pay this liability; and it is also liable as guarantor of the Norfolk Wharf Warehouse & Terminal Co. to the extent of \$100,000.

There will be no occasion for the Company to dispose of any of its securities during the coming year, except possibly in reimbursement of payments of the principal of car trusts and equip, notes recently paid or falling due during the year. Your Directors have decided to carry in a Special Account the discount upon the bonds sold during the year, and to charge off the proportion applicable to each year during the life of the bond, deeming this course more conservative than to swell capital account with the same, as has been the general custom heretofore. The amount thus to be written off for the fiscal year just ended was \$7,132 40, which has been charged, as will be seen, to Profit and Loss Account.

During the year your Directors have completed arrangements for an extension of the line into Eduiville, which is the leading commercial city of Kentucky, and one that has furnished much business to the Company. In connection with the Cleve. Cin. Chicago & St. Louis Ry. Co., your Company, pursuant to authority from the stockholders, acquired, on your behalf, the Louisville & Jeffersonville Bridge Company, which owns large terminals in the city of Louisville, and a bridge over the Ohio River between that city and Jeffersonville, Indiana. To avoid building a new line from Lexington to Louisville an arrangement was made with the Louisville & Nashville Railroad for the use of its line between those two points, that Company for the use of this line and the terminals in Louisville is not likely to be over \$100,000 a year, and it is confidently expected that strengthened in its traffic relations by owning and controlling its own line into a city like Louisville and to a connection with the railways centering there.

with the railways centering there.

There are many things which afford encourgement at the time of writing this report. Such furnaces along the line as have been closed for the last two years are resuming work; the coke ovens, which have been shut down, are all at work, and there is a distinct and positive improvement in the local business of the line, both in passengers and freight. What is known as the "through" business of the Company is not large, the earnings from the same for the past year amounting to about \$100,000 per month. This has been done, however at a very low rate and it is hoped that the present moveing to about \$100,000 per month. This has been done, how-ever, at a very low rate, and it is hoped that the present move-ment among the Trunk Lines for advancing this rate will succeed, in which case this Company will derive its share of advantage therefrom. Still lower rates are made on what is known as "tide-water coal," and, so far, it has been impossible to make such an adjustment of this business as to get a fair rate. It is to be hoped that with the improvement in general rate. It is to be noped that with the improvement in general business there will come a better understanding among the operators and the transportation companies, so that at least a fair rate may be obtained. With the general improvement of business along the line, an increase in passenger earnings may be hoped for. Such increase will practically all be gain, as it will require no increased train mileage to secure it.

Your Directors have not changed the opinion which they have expressed on previous occasions, to the effect that the low grades of your line, its physical condition, together with its advantages of cheap fuel and labor, insure it a brilliant future. That it has stood the test of the last two years and future. That it has stood the test of the last two years and earned its fixed charges, would seem to be proof of the soundness of their opinion.

Your attention is invited to the balance sheet and other statements of the Auditor and also to the report of the General Manager, which, it is believed, give as full an account of the operations of the year and of the present condition of the Company as it is possible to submit in a report of this nature.

Thanks are due to the operating officers and employees for faithful and efficient work during the year. By order of the Board of Directors.

CINCINNATI, O., July 30th, 1895.

M. E. INGALLS, President.

	PROFIT AND LOSS ACCT. YEAR ENDING 30TH JUNE, 1895  By balance from 30th June, 1894
	" Net Earnings from Operating
000000000000000000000000000000000000000	### Dr. ### \$3,142,947.79  To Interest Charges
9	" Total Deductions from Income

Balance to Credit New Account 30th June, 1895 ..... \$652,903 93

328	111	L CH	1001	110	LIL.	Take La	OH, HIL	
CONDENSED BALANCE SH.  Dr.  To Cost of Road & Equip., incl. Franchises and Ownership in Mays, & Big S. RR., Cov. & Cin. Br. Co., Eliz. L. & B. S. RR. Co., O. & B. Sandy RR. Co. and K. & So. At. Ry. Co	\$123	5. ,569,643 88 369,000 00 131,973 41	1 2 4	1895,	\$1,847,148 04 7,304,815 71 113,852 96 236,616	\$1,195,908 22 1,327,173 04 2,785,756 14 4,88,011 85 230,202 77 295,984 27 161,496 52 86,464,527 81	\$3,131,502 80	SULLIVAN, Auditor.
Sundry Construction Accounts Cost of C.& O.S.S.Co.Stock,£120,000 Cost of Sundry Securities in Treasury C. & O. 4 <sup>1</sup> 2 p. c. Bonds in Treasury.  Discount on 4 <sup>1</sup> 2 p. c. Bonds sold pro rata, proportion of which is charge- able annually to Profit and Loss, until maturity of Bonds Special Cash deposit to pay Coupons Cosh in hands of Treasurer.	\$836,549 86 322,000 00 1, \$277,829 50 56,438 13	616,454 67 ,158,549 86 684,712 60		1894.	\$2,011,977 39 6,630,201 47 64,997 37 100,758 62 236,178 66 \$9,044,108 41	\$1,129,095 72 1,181,890 34 2,577,058 17 282,066 45 292,076 75 147,185 26 86,027,127 91	\$3,016,980 50	L. F.
Special Cash deposit to pay Coupons Cash in hands of Treasurer. Materials and Supplies on hand. Amts, due from Agents and Con's Current Accts, due from Ind. & Cos. Amounts due from Coal Agencies Kinniconnick & Freestone RR. Co C. & O. St. Debent. (see per contra) Total	223,109 42 417,846 37 486,757 32 381,181 26	,842,662 00 14,489 59 175,000 00 ,562,486 01	EXPENSES.	1893.	\$2,360,888 71 7,573,654 61 89,337 40 118,737 45 207,146 89 \$10,349,765 06	\$1.439,778 29 1,460,014 74 3,039,580 24 443,325 46 226,173 47 355,172 08 182,786 99 87,146,831 27	\$3,202,933 79	i i
By Capital Stock: First Preferred. Second Preferred. Common.  Funded Debt: 5% 1st Con. Mort. Gold Bonds. 412% Gen. Mort. Gold Bonds. 6% P. M. Gold Bonds, due 1898.	\$23.503.000.00	,562,400 00	OF EARNINGS AND	1892.	\$2,144,969,58 7,284,866 18 1,97,292 61 109,418 75 148,348 98 \$9,884,416 05	\$1,704,789.74 3,046,015.90 3,944,615.01 299,476.51 197,669.74 \$7,444,490.97	\$2,439,925 08	277
6% Gold Bonds, due 1991. 6% Gold Bonds, due 1911. 6% Gold Bonds, due 1922. 4% 1st. Mort. Gold Bonds, R. & A. Div., due 1989. 4% 2d Mort. Gold Bonds, R. & A. Div., due 1989. 5% 1st Mort. Gtd. Gold Bonds, E. L. & B. S., due 1902.	2,287,000 00 2,014,179 17 2,000,000 00 142,000 00 6,000,000 00 1,000,000 00 3,007,000 00		STATEMENT OF I	1891,	\$1,765,298 81 5,965,516 03 187,241 36 190,567 71 120,567 18 \$8,127,111 09	\$1,429.889.14 1,212,250.63 2,486,42.53 2,486,42.53 333,651.61 191,427.58 332,87.25 138,569.46 \$6,083,518.20	\$2,043,592 89	7
5% 1st Mort. Gold Bonds, Craig Valley Br., due 1940  5% 1st Mort. Gold Bonds, Warm Spr. Valley Br., due 1941  5% 1st Mort. Buckingham RR. Bonds, due 1942  5% 1st Mort. G. & N. RR. Bonds, due 1942  6% 1st M. New River Edge. Bonds, due 1898  8% Manchester City Bonds  5% Manchester Improv't Bonds  6% Equipment Bonds  5% Alleghany Car Trust Certs  Equipment Notes  Bills payable account C. & O. Steam- ship Debentures (see per contra; also page 11 of pamphlet report). Unpaid Coupons, including Coupons due 1st July, 1895  Accrued Interest on Funded Debt.		,736,279 21 175,000 00	COMPARATIVE S	or ending June 30.	Earnings.	Expenses.  ment. fation. Taxes. olk Terminal.		uly 27th, 1895.
And. Vouchers due Coal Oper's (see amt. due from Coal Agencies) Audited Vouchers, including June Pay-rolls payable in July Profit and Loss Total		2,435,902 87 652,903 93 6,562,486 01 LIVAN, Auditor.		Year	Passenger. Freight. Miscellaneous Express Mah Newport News & Norfolk Total Earnings.	Maintenance of Way	Net Earnings	RICHMOND, VA., Ju

Syracuse Consolidated Street Ry.—This street railway was sold in foreclosure on Saturday to Frederick Strauss of J. & W. Seligman, New York, representing the reorganization committee of the majority bondholders, for \$865,000. The only other bidder was H. Clark Ford of Cleveland, who bid for the Syracuse Street Ry. Co. \$864,000. The Central Trust Co. is the mortgage trustee.—V. 61, p. 70.

Texas Western Ry.—At Houston, Tex., August 6, this road was sold at public auction by Commissioner Dart, of the United States Court, and purchased for \$30,500 by Elijah Smith, of New York. The road extends from Houston to Sealey, Tex., 52 miles. Mr. Smith has been identified with the property for a number of years.

Toledo Ann Arbor & North Michigan Ry.—The Murray Reorganization Committee announces that the Atlantic Trust Company has been instructed to return the stock deposited with it under this committee's plan. One half of the one per cent cash assessment will also be repaid. This takes away the last opposition to the work of the present bondholders' committee.—V. 61, p. 113.

United States Cordage.—The Bondholders' Reorganization Committee announce that they have reluctantly reached the conclusion that the amount of securities deposited with them is not sufficient to warrant them in proceeding further with their plan; they accordingly declare said agreement abandoned. With a view of protecting the interests of all who deposited their securities under that agreement, it has been arranged with the committee, consisting of Messrs Sturgis, Barbour and Waterbury, that all receipts for said securities may, at the option of the holders, be delivered to the Manhattan Trust Company of New York, who will in exchange therefor issue their own receipts under the reorganization agreement deposited with it. No payment will be required on bonds either on withdrawal from the depositaries

of this committee or on deposit with the Manhattan Trust Company to and including Sept. 5. On stock, payment of the two assessments heretofore called in by the Sturgis-Barbour-Waterbury Committee will be required, but without penalty. The assessments heretofore paid on stocks deposited with the committee will be refunded.

Before assenting to the course above outlined, the committee say they received the most positive assurance from Messrs. Sturgis, Barbour and Waterbury that they will confide the management of the reorganized Cordage Company to a board of practical men, familiar with the manufacture, sale and distribution of cordage. They were also offered a representation in the Board of Directors of the new company, but declined it, believing it best to leave its selection as originally contemplated to the votes of the majority in interest.

Under the company's plan—the only plan now extant—the third instalment of \$5 per share on the guaranteed stock, \$2 50 per share on the preferred stock and \$1 25 per share on the common stock is payable on or before August 30, at the Manhattan Trust Company. Notice is given that the penalties imposed by the committee Aug. 5, 1895, for deposits of bonds and stocks are remitted to and including Sept. 5, 1895.—V. 61, p. 283.

Washington & Georgetown Railroad—Rock Creek Railway—Capital Traction.—The basis on which the Capital Traction Company is to absorb the two roads first named, it is understood, is as follows: The new company will issue \$12,000,000 capital stock, of which \$2,750,000 will be used to retire the Washington & Georgetown \$500,000 stock (quoted at 275@300 per \$50 share), \$8,000,000 to take up its \$4,000,000 of convertible bonds and \$1,250,000 in exchange for the Rock Creek Company's stock and bonds. The Washington & Georgetown Road has been an extremely profitable property, the dividends on its small capital of \$500,000 having of late been 20 per cent per annum.—V. 61, p. 283.

### The Commercial Times.

#### EPITOME. COMMERCIAL

FRIDAY NIGHT, August 23, 1895.

General trade has developed no unusual features during the current week. Jobbing operators report a satisfactory business, with increasing tendency for staple articles of seasonable character, but the demand for merchandise from first hands is slightly disappointing. The light movement of bulk parcels, however, is attributed to liberal investments consummated early in the present month and an indisposition on the part of buyers to incur new obligations until stocks in hand have been more closely worked off. Voluntary additions to wages have been granted in some industries, but several important manufacturing interests are still contending with striking workmen. Export demand for grain and flour has been fair but less active than last week. Prospects for cotton are construed as unfavorable and in consequence thereof increased speculative interest in the staple has developed. Grain crop conditions have undergone no important change, but corn is reported suffering somewhat from lack of moisture in central latitudes. Rice still promises abundant yield but harvest delayed by unpromitions weather.

in central latitudes. Rice still promises abundant yield but harvest delayed by unpropitious weather.

There has been a fair amount of business transacted in lard on the spot for export, but at declining prices, closing at 6.32½c. for prime Western, 6.15c. for prime City and 6.80c. for refined for the Continent. The speculation in lard for future delivery at this market has been at a standstill, but prices have declined with the West, where the receipts of hogs have been larger than expected, closing easy.

#### DAILY CLOSING PRICES OF LARD FUTURES

the same of the same of the same	and the second second second	Service A
Ann 14-700	Nov14.65c.	2 Think 2.4 A. S. C. o.
ERMS CONTRACTOR AND AME	ARMY SERVICE COME AND MODEL	THE RESERVE SHAPE & DUCK
Bent 14-70c	Dec	March 1495c
STATE OF THE PERSON NAMED IN COLUMN	THE COLUMN THE REAL PROPERTY OF THE PERSON OF	A NAMES AND ASSOCIATION OF ASSOCIATI
Oct	Jan14.60c.	[ADP1]1456
THE RESERVE AND DESCRIPTION OF THE PARTY OF		CONTRACTOR STATES

Raw sugars have not been very plenty, but found much neglect, and prices fractionally declined. Centrifugal quoted at 3%c, for 96-degrees test and muscovado at 2 15-16c, for 89-degrees test. Refined sugars slow and weak, finally resulting in decline without increase of demand; granulated quoted

in decline without increase of demand; granulated quoted 4½c. Teas easy in tone.

For Kentucky tobacco the demand has continued limited but prices have held steady; sales 200 hhds. Seed leaf tobacco has received slightly increased attention and prices have ruled fairly steady; sales for the week were 1,600 cases, as follows: 200 cases 1893 crop, Zimmer's, 12@15c.; 300 cases 1894 crop, Zimmer's, private terms; 150 cases 1892 crop, Wisconsin Havana, 13@14½c; 200 cases 1892 crop, New England Havana, 30@40c.; 200 cases 1893 crop, New England Havana, 8@9c.; 300 cases 1894 crop, New England Havana, 18@20c.; 100 cases 1892 crop, Little Dutch, 12c., and 150 cases sundries, 7@35c.; also 500 bales Havana, 75c.@\$1 15, and 300 bales Sumatra, 60c.@\$2 80 in bond.

There has been a trifle more activity to the speculative dealings in the market for Straits tin, and prices have advanced

There has been a triffe more activity to the speculative dealings in the market for Straits tin, and prices have advanced in response to stronger foreign advices, closing firm at 14'30@ 14 35c. Ingot copper has been without change, closing firm at 12'25c for Lake. Lead has been quiet but about steady, closing at 3'50c. for domestic. Spelter has weakened slightly, closing quiet at 4'15c. for domestic. Pig iron has been in good demand and firm, closing at \$1 50@514 for domestic.

good demand and firm, closing at \$11 50@\$14 for domestic.

Refined petroleum has been steady, closing at 7:10c in bbls, 4:60c, in bulk and 7:50c, in cases; crude in bbls, has been nominal; naphtha, 9:25c. Crude certificates have been steady, closing at 1:26c, bid. Spirits turpentine has been without change, closing at 27@27%c. Rosins have been about steady, closing at \$1.47%@\$1.55 for common to good strained. Wool has been moderately active and firm. Hops have been dull and lower.

#### COTTON.

FRIDAY NIGHT, August 23, 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 2,715 bales, against 1,749 bales last week and 2,137 bales the previous week, making the total receipts since the 1st of Sept., 1894. 7,872,291 bales, against 5,945,910 bales for the same period of 1893-4, showing an increase since Sep.1, 1894, of 1,926,331 bales.

Receipts at-	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston	60	313	67	23	104	149	716
Velasco, &c		*****	*****	*****		*****	
New Orleans	37	485	60	2	35	46	665
Mobile	7	3	5	3	1	11	30
Florida	*****	*****	******	*****	*****	*****	
8avannah	*****	127	96	17	273	66	579
Brunsw'k, &c.	*****			*****	*****		******
Charleston	29	*****	4	2	3	3	41
Pt. Royal, &c.	*****	*****		*****	*****	*****	*****
Wilmington	4	9	******	*****	2		15
Wash'ton, &c.	*****		*****		*****		
Norfolk	******	16	4	3	37	40	100
West Point	*****	*****	*****	*****	*****	*****	*****
N'port N., &c.	******	*****					*****
New York		*****	*****	*****	*****	*****	
Boston			109			50	159
Baltimore	*****	*****		-		278	278
Philadelph'a &c	*****		6	75	4.7	4	132
Tot'ls this week	137	953	351	125	502	647	2,715

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	94-95.	188	3-94.	Stoe	ck.
Aug. 23.	This Week.	Since Sep. 1, 1894.	This Week.	Since Sep. 1, 1893.	1895.	1994.
Galveston	716	1,657,927	6,234	1,011,768	9,625	12,507
Velasco, &c.		74,005	250	45,422	*****	*****
New Orleans	665	2,579,454	5,473	1,882,841	71,643	26,315
Mobile	30	238,662	93	198,152	3,538	2,200
Florida	*****	25,402	*****	36,501		
Savannah	579	942,456	637	966,238	4,247	7,175
Br'wick, do	*****	152,809		98,041		500
Charleston	41	427,626	4.0	338,894	18,739	11,567
P.Royal,&c.	******	161,561	-	81,292		
Wilmington	15	234,518	14	189,666	1,559	1,450
Wasn'n, &c		928		499		******
Norfolk	100	470,307	801	492,042	7,114	2,141
West Point	******	286,214	26	239,444	200	*****
N'p't N., &c		42,983	******	61,165	*****	
New York		137,107	*****	70,529	166,863	91,219
Boston	159	166,757	14	101,790	2,900	3,000
Saltimore	278	119,818	107	62,519	6,560	8,482
Philadel., &c.	132	153,757	433	69,107	5,633	3,278
Totals	2,715	7,872,291	14,122	5,945,910	298,621	169,834

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.	716	6,484	2,615	3,888	12,804	12,613
New Orleans	665	5,473	3,605	5,276	8,027	9,862
Mobile	30	93	162	91	1,034	1,866
Savannah	579	637	2,444	941	5,825	12,101
Char'ton,&c.	41	40	243	228	893	2,217
Wilm'ton,&c	15	14	26	4.3	44	1,131
Norfolk	100	801	1,802	207	725	1,024
W. Point, &c.	******	26	505	642	1,088	772
All others	569	554	1,032	562	989	1,224
Tot. this wk.	2,715	14,122	12,434	11,878	31,429	42,810
Since Sent 1	7879 991	5945 910	5005 202	7131.009	6968 010	5981 989

The exports for the week ending this evening reach a total of 8,019 bales, of which 3,587 were to Great Britain, to France and 4,013 to the rest of the Continent. Below Below are the exports for the week and since September 1, 1894.

Exports	TPe	ek Endi Export	ng Aug.	23.	From Sept. 1, 1894, to Aug. 23, 1895 Exports   to-			
from-	Great Brill'n.	France	Conti-	Total Week.	Great Britain.	France	Conti- nent.	Total.
Galveston	20 200	******	******	VEL. 22.	810,469	212,413	325,679	1,348,561
Velasco, &c			*****	******	*******	*****	57,908	57,908
New Orleans	3,211	FREEZE	3,600	6,811	911,359	468,774	673,031	2,048,164
Mobile & Pen.	*****	*****		*****	92,475	****	81,120	123,595
Savannah	******	*****	*****	******	63,132	27,160	455,335	545,627
Brunswick	*****	*****			74,745	******	28,649	103,394
Charleston*	******	*****	*****	******	258,920	18,791	222,288	499,997
Wilmington	*****		*****	*****	55,011	4,160	148,032	202,236
Norfolk	*****	*****	*****	*****	143,899	** ***	44,425	188,324
West Point	*****		******	******	70,871	****	36,287	107,158
N'p't News, &c	******	***	******	>+ ×++	33,473			33,473
New York	******	419	*****	419	464,376	41,451	290,321	
Boston	376	*****	*****	376	285,174	100	2,867	
Baltimore		*****	44 10	****	110,003	7,155	158,843	
Philadelp's,&c	*****	*****	418	413	66,834	CARREL	20,882	87,716
Total	3,597	419	4,013	8,019	3,440,774	774,904	2,496,685	6,712,843
Total, 1893-91.	9,778	1	17,921	27,699	2,895,443	589,195	1,741,408	5,225 044

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	HPBOARI	, NOT CI	EARED-	-FOR	Leavino
Аиз. 23 αι-	Great Britain.	France.	Other Foreign	Coast- wise.	Total.	Stock.
New Orleans Galveston Savannah. Charleston Mobile Norfolk New York. Other ports	5,412 None. None. None. None. None. 300 300	None. None. None. None. None. 100	85 None. None. None. None. 1,050 200	None. 209 None. None. 628 None. None.	5,497 209 None. None. None. 628 1,450 500	66,146 9,416 4,247 18,739 3,538 6,486 165,413 16,352
Total 1895	6,012	100	1,335	837	8,284	290,337
Total 1894 Total 1893	4,268 10,861	303 4,574	7,639 7,673	675 4,170	12,885 27,278	156,949 231,574

Speculation in cotton for future delivery at this market has continued active and upon buoyant lines during greater portion of week. Further reports of injury and delay to crop by insects and unpropitious weather served as an incentive for investment and an increased number of orders from the outside buying element have been received. Saturday's market was vigorous and made 12 points gross gain, 9 of which were retained at the close, unexpected poor weather conditions at the South and strong cable advices acting as a stimulus. During Monday the feeling was feverish and undetermined, the fluctuations running from 3 points loss to 6 points recovery, closing without variation from final figures of preceding session. On Tuesday there was a net gain of 3@4 points and on Wednesday an additional net advance of 12@13 points, well sustained to the close. The stimulus was found in a renewal of unpromising crop reports and very strong advices from Europe. Yesterday the market opened 6 points higher, but the further advance served as temptation to liquidate some important "long" accounts, and under effort to realize there was reaction and 1@2 points net loss at close. To-day excitewas reaction and 162 points act loss at close. To day excitement was renewed and 17 points advance took place on strong advices from Europe, accompanied by purchasing orders. Cotton on the spot has been fairly active and firm at the advance. Middling uplands quoted 734c.

The total sales for forward delivery for the week are 957,500 bales. For immediate delivery the total sales foot up this week 2 221 below including 200 for expect. 2 521 for accounter the

The total sales for forward delivery for the week are 957,500 bales. For immediate delivery the total sales foot up this week 3,381 bales, including 300 for export, 2,581 for consumption—for speculation and 500 on contract. The following ar the official quotations for each day of the past week—August 17 to August 23.

Poter on and off middling, as established Nov. 22, 1893,

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:

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

UPLANDS.	Sat.	Mon	Tues	Wed	Th.	Fii
Good Ordinary	6716	6716	6716	612	612	658
Low Middling	7918	718	718	7316	7316	7516
Middling	778	79 <sub>16</sub> 778	79 <sub>16</sub> 77 <sub>8</sub>	758 71516	758 71516	734
Middling Fair.	8718	8718	8718	812	819	81 <sub>16</sub> 85 <sub>8</sub>
GULF.	Sat.	Mon	Tues	Wed	Th.	Fri
Good Ordinary	61116	61116	61116	634	634	678
Low Middling	738	738	738	7710	7716	7918
Midding	71816		71316	779	778	8
Good Middling, Middling Fair	818 811 <sub>18</sub>	81 <sub>8</sub> 811 <sub>18</sub>	81 <sub>8</sub> 811 <sub>16</sub>	8316	8316	8518
	018	Na-14	0 - 18	0.2	0.07	878
STAINED.	Sat.	Mon	Tues	Wed	Th.	Fri
Low Middling	6316	6316	6316	64	64	638
Midding	718	748	748	7310	7310	7510
Strict Middling.	711:2	71122	71132	71332	71332	71799
Good Middling Tinged	7918	7916	7910	758	758	734

#### MARKET AND SALES.

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

	CLOSED.	Ex- port.	Con-	Spec-	Con-		Sales of
The second second second		Louis	sump.	ul't'n	tract.	Total.	Futures.
Monday Qu Tuesday Qu Wed'day Fi Thur'd'y Fi	niet	300	155 221 592 208 913 492		500	155 721 592 208 1,213 492	86,500 72,600 101,500 213,300 238,400 253,800

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

Married, Sales and   Married, Prices of   Bould fedals   August   September   October   November   December   January   February   August   Mary	compre	enensive	table.				7 7 7 7		
August   Reptember   October   November   December   January   Reducing   March   May   June   Avge.   77.8	Total sales this week Average price, week Sales since Sep.1,'94*	Friday, Aug. 23— Bales, total. Prices paid (range) Closing.	Thursday, Aug. 22— Bales, total. Prices paid (range) Closing.	Wednesd'y, Aug. 21— 8ales, total	Tuesday, Aug. 20— Bales, total	Monday, Aug. 19— Bales, total	Saturday, Aug. 17— Sales, total	FUTURES	Market, Sales and
Replember.   October.   November.   December.   January.   Rebruary.   March.   April.   May.   June.	957,500 36,173,500	Firm. 253,800 7.44@ 7.89 Higher,	Higher. 238,400 7.41@ 7.80 Easier.	Strong. 204,700 7.35% 7.78 Higher.	Lower. 101,500 7.23% 7.61 Higher.	Easier. 72,600 7.22@ 7.59 Steadier.	Firm. 86,500 7.26@ 7.60 Higher.	Total Sales.	Market,
November   December   January   February   March   April   May   June   Arge	2,800 7.40 7,597,300	Av'ge 7.51 1.300 7.47@ 7.52 7.52— 7.54	Av'ge 7.45 100 	Av'ge 7.42 1,200 7.40@ 7.44 7.42— 7.44	Av'ge 7.29 7.29@ 7.32 7.30— 7.32	Av'ge. 7.31 100 - 27 7.31 7.27 7.29	Av'ge	August.	OR OF THE PERSON
November   December   January   February   March   April   May   June   Arge	55,300 7:36 1,281,500	Av'ge 7.50 15,900 7.44@ 7.57 7.58— 7.54	Av'ge 7.44 19,000 7.41@ 7.47 7.40— 7.42	Av'ge 7.40 10,100 7.35@ 7.43 7.42— 7.43	Av'ge 7.28 5,600 7.23% 7.31 7.30— 7.32	Av'ge 7.26 1,400 7.222 7.30 7.27 7.29	Av'ge 7.28 3,300 7.26@ 7.31 7.27— 7.29	September.	S AND
March.   April.   May.   June.   Avge.   Avg	297,600 7.42 4,749,500	Av'ge 7.58 66,600 7.53@ 7.64	Av'ge. 7.51 73,000 7.47@ 7.54 7.47— 7.48	Av'ge 7.46 65,300 7.40@ 7.49 7.48— 7.49	Av'ge. 7.33 33,300 7.29@ 7.37 7.36— 7.37	Av'ge 7.32 26,200 7.29@ 7.36 7.33— 7.34	Av'ge 7.34 38,200 7.30@ 7.36 7.33— 7.34	October.	101
March.   April.   May.   June.   Avge.   Avg	69,900 7.47 718,500	Av'ge 7.63 14,800 7.58@ 7.70 7.67— 7.68	Av'ge 7.56 18,600 7.53@ 7.59 7.52— 7.54	Av'ge. 7.51 19,500 7.48@ 7.55 7.53— 7.54	Av'ge. 7.38 5,600 7.33@ 7.41 7.41— 7.42	Av'ge 7.37 5,700 7.34 2 7.41 7.37 7.38	Av'ge 7.39 5.700 7.37@ 7.41 7.38— 7.39	November.	DAILY P
March.   April.   May.   June.   Avge.   Avg	153,800 7.53 1,147,500	Avg'e 7.69 46,900 7.64@ 7.75 7.72— 7.73	Av'ge 7.62 35,800 7.58@ 7.66 7.58— 7.59	Av'ge 7.57 35,700 7.53@ 7.60 7.59— 7.60	Av'ge 7.43 14,300 7.39.2 7.47 7.46— 7.47	Av'ge 7.42 11,600 7.40@ 7.46 7.43— 7.44	Av'ge 7.44 9,500 7.41@ 7.46 7.48— 7.44	December.	RIOES AND
March.   April.   May.   June.   Avge.   Avg	360,800 7.58 1,668,200	Av'ge 7.75 104,400 7.68@ 7.81 7.79— —	Av'ge 7.67 87.200 7.63@ 7.71 7.63 7.63	Av'ge 7.62 69,700 7.60@ 7.65 7.64— 7.65	Av'ge 7.49 41,000 7.45@ 7.53 7.52— 7.53	Av'ge 7.48 24,100 7.46@ 7.51 7.49— 7.50	Av'ge 7.49 34,400 7.47@ 7.51 7.49— —		
March.   April.   May.   June.   Avge.   Avg	5,100 7.63 46,100	Av'ge 7.78 2,500 7.74.2 7.85 7.84 7.86	Av'ge 7.72 1,400 7.70% 7.76 7.68- 7.69	Av'ge 7.67 7.66@ 7.69 7.69— 7.70	Av'ge 7.55 300 7.55@ 7.56 7.57— 7.58	Av'ge	Av'ge	February.	FUTURES
April.     May.     June.       Avge     Avge     Avge       Avge	11,600 7.69 86,300	Av'ge 7.85 7.80@ 7.91 7.90— 7.91	>	>	>	Av'ge 7.59 3,500 7.57@ 7.59 7.59— 7.60	Av'ge 7.59 400 7.58@ 7.60 7.59— 7.60	March.	1
Av'ge	7.78 200	Av'ge	Av'ge	Av'ge 7.78 7.78 a	11!	A v'ge	Av'ge	April.	5.00
	7·89 500	Av'ge 7.89 7.89	Av'ge	Av'ge	Av'ge	Av'ge	11:	May.	Section 1
Av'ge		Av'ge	11	11	111	Av'ge	Av'ge	June.	
		Av'ge	Av'ge	Av'ge	Av'ge	Av'ge	Av'ge	July.	

\* 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; September-January, for January, 3,205,300; September-February, for February, 501,300; September-March, for March, 4,374,10; September-April, for April, 620,20; September-May, for May, 4.554,20; September-June, for June, 2,704,600; September-July, for July, 1,084,300.

For exchanges see page 246.

THE VISIBLE SUPPLY OF COTTON to-night, as made up by cable and telegraph is as follows. The Continental stocks, as well as those for Great Britain and the afloat are this week's returns and consequently all the European figures are brought down to Thursday evening. But to make the totals the complete figures for to-night (Aug. 23), we add the item of exports from the United States, including in it the exports of Friday only.

CONTRACTOR OF THE PARTY OF THE				
	1895	1894.	1893.	1892
Stock at Liverpool bales.				1 386 000
Stock at London	10,000	9,000	9,000	8,000
Total Great Britain stock.				
Stock at Hamburg	33,000	33,000	12,000	5,700
Stock at Bremen	212,000	114,000	102,000	93,000
Stock at Amsterdam	14,000	12,000		
Stock at Rotterdam			200	200
Stock at Antwerp		15,000	10,000	9,000
Stock at Havre		339,000	353,000	387,000
Stock at Marseilles	4,000		7,000	9,000
Stock at Barcelona	61,000	73,000	101,000	70,000
Stock at Genoa	40,000	14,000	19,000	13,000
Stock at Trieste	38,000	34,000	30,000	49,000
Total Continental stocks.	780,200	640,100	648,200	659,900
Total European stocks				
Indiacotton affoat for Europe.		45,000	41,000	42,000
Amer. cott'n afloat for Europe.		47,000	40,000	35,000
Egypt, Brazil, &c., aftfor E'r'pe		15,000	29,000	20,000
Stock in United States ports	298,621	169,834	258,852	407,426
Stock in U. S. interior towns	35,157	55,819	76,824	128,629
United States exports to-day.	301	2,465	6,053	1
Total visible supply		2.047.218		2 666.956
Of the above, totals of Americ				
American—	an and oth	or describ	mons area	s tollows:
Liverpool stockbales.	1.141.000	894,000	928,000	1,152,000
Continental stocks	683,000	469,000	519,000	460,000
American afloat for Europe	25,000	47,000	40,000	35,000
United States stock	298,621	169,834	258,852	407,496
United States interior stocks	35,157	55,819	76,824	128,629
United States exports to-day.	301	2,465	6,053	1
Total American	2,183,079	1,638,118	1,828,729	2.183.056
East Indian, Brazil, &c				-1
Liverpool stock	135,000	169,000	255,000	214,000
London stock	10,000	9,000	9,000	8,000
Continental stocks	97,200	171,100	129,200	199,900
India affoat for Europe	50,000	45,000	41,000	42,000
Egypt, Brazil, &c., adoat	17,000	15,000	29,000	20,000
Total East India, &c	309,200	409,100	463,200	483,900
Total American	2,183,079	1,638,118	1,828,729	2,183,056
Total visible supply	2,492,279	2,047,218	2,291,929	2,666,956
Middling Upland, Liverpool	411sd.	327ged.	434d.	318 <sub>16</sub> d.
Middling Upland, New York	7%c.	70.	7340.	71ec.
Egypt Good Brown, Liverpool	61gd.	413 <sub>16</sub> d.	58;ed.	491.d.
Peruv. Rough Good, Liverpool	5918d.	5111ad.	64d.	5%d
Broach Fine, Liverpool	33132d.	31516d.	45160.	31516d.
Tinnevelly Good, Liverpool	313 <sub>16</sub> d.	3916d.	431ed.	31316d.
The imports into Co.	ntinental	ports the	past we	ek have
been 11,000 bales.			Trans.	
ALL TO COLUMN				

above figures indicate an increase in the cotton in sight to-night of 445,061 bales as compared with the same date of 1894, an increase of 200,350 bales over the corresponding date of 1893 and a decrease of 174,677 bales from 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.

cor	responding period of 1893-94—is set out in detail b	elow.
Total, 31 towns	Eufauls,  Montgomery,  Solms,  Helens,  Little Rock,  Albany,  Athons,  Athons,  Albants,  Columbus,  Macon,  Louisville,  Kentuckx,  Shreveport,  Louisville,  Meridian,  Meridian,  Meridian,  Mississippi,  Fillouis,  Charlote,  Rateigh,  Charlote,  Rateigh,  Chumbnatt,  Columbas,  Charlote,  Rateigh,  Memphis,  Memphis,  Memphis,  Nashville,  Brenham,  Dallas,  """  TEXAS	Towns.
-		1 11
4,741	920 100 100 100 100 100 100 100 100 100 1	More Re This totek.
5,648,342	14,390 144,273 69,700 68,891 121,681 166,074 166,074 168,071 18,107 18,1	Movement to August 23, 1895. Receipts. Receipts. Shipm'ts Storek. Aug. This veek. Aug.
11,298	17 3,000 5,0	Shipm'ts This week.
35,157	490 839 207 3047 1,457 422 445 445 1,025 409 308 1,357 1,357 1,357 1,357 1,357 1,357 1,357 1,357 1,357 1,357 1,357 1,457	1895. 8tock Aug. 23
19,309	90 1288 1288 1288 90 90 90 90 90 90 90 90 90 90 90 90 90	More Res This week,
8,896,937	10,464 136,4860 64,4860 84,4860 84,4860 84,4860 84,4860 1183,4538 860,419 69,531 7,6419 29,290 69,541 1,004 69,1504 69,1504 11,105 48,419 24,279 44,279 44,022	Movement to August 24, 1894.  Receipts.  Shince This teek. Sept.1, 193 week.
20,429	172 211 176 176 100 100 100 100 100 100 100 100 100 10	Shipm'ts This week
55,819	561 868 1,107 1,292 1,262 1,262 1,108 2,156 1,108 4,110 1,108 1,10	1894. 8tock Aug. 24.
*	I protective florings to sett to best	

Louisville figures "net" in both years.

The above totals show that the interior stocks have decreased during the week 6,557 bales and are now 20,662 bales less than at same period last year. The receipts at all the towns have been 14,568 bales less han same week last year and since Sept. 1 are 1,751,405 bales more than for same time in 1893-9/.

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.

Aug. 23.	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Galveston New Orleans Mobile Savannah Charleston Wilmington. Norfolk Boston Baltimore Philadelphia Angusta	7 7118 718 718 7 7 7 7 7 7 7 7 7 7 7 7 7	7 7116 719 7 7 7 714 714 758 758	7 718 718 717 714 714 714 715 718	7118 718 718 7 7 7 714 714 716 755	73 <sub>16</sub> 71 <sub>4</sub> 71 <sub>16</sub> 71 <sub>16</sub> 7 71 <sub>4</sub> 71 <sub>16</sub> 7 71 <sub>4</sub> 75 <sub>8</sub> 75 <sub>8</sub> 75 <sub>8</sub>	7316 714 5 714 7116 7 74 738 758 758 7151 7151
Memphis 8t. Louis Houston Cincinnati Louisville	7 718 7 714 714	7 7 <sup>1</sup> 8 7 7 <sup>1</sup> 4 7 <sup>1</sup> 4	7 7 <sup>1</sup> 8 7 7 <sup>3</sup> 8 7 <sup>1</sup> 4	71 <sub>16</sub> 71 <sub>8</sub> 71 <sub>16</sub> 73 <sub>8</sub> 71 <sub>4</sub>	73 <sub>16</sub> 71 <sub>4</sub> 73 <sub>16</sub> 71 <sub>9</sub> 71 <sub>4</sub>	73 6 74 73 6 734 738

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

Atlanta 64 Little Rock Montgomery Montgomery Nashville 74 Nashville 74 Natchez	74 Raleigh 718 Selma 716 Shreveport	61g 71g 7 63t
--	-------------------------------------	------------------------

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

Week Ending—		Receipt	s at the	Ports.	St'k at l	nterior	Totons.	Rec'pts from Plant's.			
		1893.	1894.	1895.	1893.	1894.	1895.	1893.	1894.	1895,	
July	19	11,091	3,812	2,676	110,269	78,105	56,304	894	340	218	
80	28	10,205	3,921	2,784	97,788	65,945	53,396	******			
Aug.	2	10,713	3,944	1,760	91,651	62,859	47,202	4,576	858		
44	9	9,243	5,738	2,137	84,667	59,935	43,742	2,259	2,808	******	
+4	10	12,248	7,213	1,749	79,179	56,939	41,714	6,760	4,217		
14	23	12,434	14,122	2,715	76.824	55,819	35,157	10,079	13,002	*****	

The above statement shows: 1.—That the total receipts from the plantations since Sept. 1, 1894, are 7,850,113 bales; in 1893-94 were 5,925,563 bales; in 1892-93 were 5,043,582 bales.

2.—That although the receipts at the outports the past week were 2,715 bales, the actual movement from plantations was only — bales, the balance being taken from the stocks at the interior towns. Last year the receipts from the plantations for the week were 13,003 bales and for 1893 they were 10,079 bales. for the we 10,079 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 Aug. 23 and since Sept. 1 in the last two years are as follows:

The state of the s	189	4-95.	1893-94.		
August 23.	Week.	Since Sept. 1.	Week.	Since Sept. 1.	
Shipped— Via St. Louis Via Cairo	4,340	337,382	3,273 157	620.580 233,588	
Via Hannibal. Via Evansville. Via Louisville. Via Cineinnati.	111 298	3,817 190,408 178,609	946 61	13,756 7,406 134,645 108,613	
Via other routes, &c  Total gross overland  Deduct shipments—	4 600	142,147	-	130,285	
Overland to N. Y., Boston, &c., Between interior towns Inland, &c., from South	1,467	577,439 38,073 85,716	554 516	303,945 21,917 105,346	
Total to be deducted	2,036	696,228	1,074	431,208	
Leaving total net overland*  * Including movement by rail to		1.104.459	3.555	917.665	

The foregoing shows that the week's net overland movement this year has been 3,826 bales, against 3,555 bales for the week in 1894, and that for the season to date the aggregate net overland exhibits an excess over a year ago of 286,794 bales.

5- 0/-11 1 0-11	189	14-95.	1893-94.		
In Sight and Spinners' Takings,	Week.	Since Sept. 1.	Week.	Since Sept. 1.	
Receipts at ports to Aug. 23 Net overland to Aug. 23. Southern consumption to Aug. 23		7,872,291 1,104,459 760,000	14,122 3,555 5,000		
Total marketed	15,541 *6,557	9,736,750 †22,178	22,677 *1,120	7,450,575 †20,347	
Came into sight during week. Total in sight Aug. 23	8,984	9,714,572	21,557	7,430,228	
North'n spinners tak'gs to Aug. 23	10,501	2,063,037	557	1,581,473	
* Decrease during week.	Loga th	an Sentemb	ner 1.		

It will be seen by the above that there has come into sight during the week 8,984 bales, against 21,557 bales for the same week of 1894, and that the increase in amount in sight to-night as compared with last year is 2,284,344 bales.

WEATHER REPORTS BY TELEGRAPH. - Our advices by telegraph this evening indicate that rain has fallen over the greater portion of the South during the week. In most sections of Texas, however, the precipitation has been light and the southwestern portion of the State still needs moisture. Damage from various causes-boll worms, sharpshooters and shedding-is reported from districts of Texas, Mississippi, Alabama and Florida. Picking is progressing well in Central and

Galveston, Texas.-There has been rain on one day during the week, the precipitation reaching eighteen hundredths of an inch. Average temperature 80, highest 89 and lowest 72.

Palestine, Texas.—There has been rain on one day during the week and the rainfall reached two hundredths of an inch. The thermometer has averaged 81, the highest being 94 and the lowest 68.

Huntsville, Texas.—Rain has fallen on one day during the week to the extent of forty-eight hundredths of an inch. The thermometer has averaged 85, ranging from 74 to 96.

thermometer has averaged 85, ranging from 74 to 96.

Dallas, Texas.—The warm weather is causing cotton to open and picking is in progress over the central and southern portions of the State. In Southwest Texas there is suffering from drought and a general rain is needed by the entire crop. Boll worms and sharpshooters are still reported over the State and fears are entertained that they will damage the crop greatly. In some localities they are doing great damage already. Cotton is shedding badly over Southwest and Southern Texas. There has been rain on two days of the week, the precipitation reaching sixteen hundredths of an inch. The thermometer has ranged from 68 to 94, averaging 81.

San Antonio, Texas.—We have had rain on two days of the week to the extent of seventy-five hundredths of an inch. Average thermometer 82, highest 96 and lowest 68.

Average thermometer 82, highest 96 and lowest 68.

Luling, Texas.—We have had rain on three days of the past
week, the precipitation reaching ninety-nine hundredths of
an inch. The thermometer has averaged 84, the highest be-

an inch. The thermoneconing 96 and the lowest 72.

Columbia, Texas.—We have had rain on two days during the week, the rainfall reaching three inches and three hundredths. The thermometer has averaged 82, ranging from 70

Cuero, Texas.—There has been rain on one day the past week, the precipitation reaching seventy-six hundredths of an inch. The thermometer has ranged from 72 to 94, averaging 83

Brenham, Texas.—It has been showery on four days of the week, the rainfall reaching twenty-six hundredths of an inch. Average thermometer 85, highest 98 and lowest 72.

Belton, Texas.—It has rained on three days of the week, the precipitation being thirty-six hundredths of an inch. The thermometer has averaged 86, the highest being 100 and the

lowest 72.
Fort Worth, Texas—We have had rain on three days of the week, the rainfall reaching one inch and twenty-five hun-dredths. The thermometer has averaged 81, ranging from 66 to 96.

Weatherford, Texas.—We have had rain on five days of the week, with a precipitation of four inches and twenty-ven hundredths. The thermometer has ranged from 70 to the week, seven hundredths. 94, averaging 82

94, averaging 82.

New Orleans, Louisiana.—Rain has fallen on six days of the week, to the extent of three inches and sixty-four hundredths. Average thermometer 81.

Shreveport, Louisiana.—We have had rain on three days during the week, the precipitation reaching one inch and twelve hundredths. The thermometer has averaged 82, the highest being 96 and the lowest 70.

Columbus, Mississippi.—Considerable damage is being done by boll worms. During the week rain fell on four days. The thermometer has averaged 83, ranging from 70 to 102.

Leland, Mississippi.—The week's rainfall has been one inch and forty hundredths. The thermometer has ranged from 66 to 91, averaging 78.

to 91, averaging 78.

Meridian, Mississippi.—Telegram not received.

Little Rock, Arkansas.—We have had rain on one day of the week, the rainfall reaching one inch and nine hundredths. The thermometer has averaged 80, the highest being 90 and lowest 65

the lowest 65.

Helena, Arkansas.—Crops have not improved during the week. The stalk looks well, but there is a lack of fruit. It has been showery on two days of the week, the rainfall reaching fifty-eight hundredths of an inch. The thermometer has averaged 80, ranging from 66 to 94.

Memphis, Tennessee.—It is claimed that there will be a poor bottom crop, but reports generally are favorable. The week's precipitation has been forty-one hundredths of an inch on two days. The thermometer has ranged from 66'2 to 95, averaging 81'1.

aging 81·1.

Nashville, Tennessee.—The week's rainfall has been twentyone hundredths of an inch. Average thermometer 79, high-

est 95 and lowest 63.

Mobile, Alabama. - There are complaints of rust Motile, Alabama,—There are complaints of rust and shedding. The yield is generally estimated at one-third less than last year. Only four bales of new cotton have thus far been received, against 57 to the same date last year. Rain has fallen on three days of the week, to the extent of one inch and eighty-seven hundredths. The thermometer has averaged 80 the highest being 92 and the legent 72 aged 80, the highest being 92 and the lowest 72.

Montgomery, Alabama.—There has been rain on four days during the week, the precipitation being ninety-two hundreths of an inch. The thermometer has averaged 81, ranging from 73 to 88.

ranging from 73 to 88.

Selma, Alabama.—It is becoming more apparent every day that the crop is short. There has been rain on three days of the week, the rainfall reaching fifty hundredths of an inch. The thermometer has ranged from 69 to 93, averaging 80.

Madison, Florida.—There is general complaint that the plant is shedding. There has been rain on two days of the week, the precipitation reaching ninety hundredths of an inch. Average thermometer 83, highest 93, lowest 69.

Columbus, Georgia.—The week's rainfall has been one inch and fourteen hundredths on four days. The thermometer has averaged 80, the highest being 93 and the lowest 70.

Savannah, Georgia.—It has rained on four days of the week, the rainfall being two inches and eighty-four hundredths. The thermometer has averaged 83, ranging from 71 to 98.

Augusta, Georgia.—It has rained on five days during the week, to the extent of four inches and eighty hundredths. The thermometer has averaged 80, ranging from 68 to 95.

Albany, Georgia.—There has been rain during the past week to the extent of forty-one hundredths of an inch. Average thermometer 83, highest 93 and lowest 73.

Charleston, South Carolina.—Rain has fallen on four days of the week to the extent of seventy-eight hundredths of an inch. The thermometer has averaged 83, the highest being 98 and the lowest 73.

or the week to the extent of the line of the line of the line. The thermometer has averaged 83, the highest being 98 and the lowest 73.

Stateburg, South Carolina.—There has been rain on five days during the week, to the extent of two inches and seventy-nine hundredths. The thermometer has averaged 78.3,

enty-nine hundredths. The thermometer has averaged 18.3, ranging from 69 to 91.

Greenwood, South Carolina.—Crops are doing well since the rain came, but the stalk is too small for a good crop. We have had rain on five days during the week, with a precipitation of four inches and fifty-five hundredths. The thermometer has ranged from 68 to 89, averaging 78.

Wilson, North Carolina.—Rain has fallen on three days of the week, the precipitation being one inch and sixty-five hundredths. Average thermometer 78, highest 91 and lower 68.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 8 o'clock August 22, 1895, and August 23, 1894.

the same was a post specimental and	Aug. 22, '95.	Aug. 23, '94.
The second second second second second	Feet.	Feet.
New Orleans Above zero of gauge.	3.8	3.3
Memphis Above zero of gauge.		1.4
NashvilleAbove zero of gauge.	3.0	0.7
Shreveport Above zero of gauge.	12.5	1.5
Vicksburg Above zero of gauge.		2.2

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 August 22.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

1390	Shipm	ents this	s week.	Shipm	ents since	Receipts		
Year	Great Brit'n.	Oonti- nent.	Total.	Great Britain	Conti- nent.	Total.	This Week.	Since Sept. 1.
94-5	1,000	3,000	4,000	27,000	523,000	550,000	5,000	1,523,000
'93-4		3,000	3,000		834,000	881,000		1,787,000
'92-3		5,000			808,000	852,000		1,736,000
91-2		3.000			832.000	901,000	5.000	

According to the foregoing Bombay appears to show a decrease compared with last year in the week's receipts of 2,000 bales and an increase in shipments of 1,000 bales, and the shipments since Sept. 1 show a decrease of 331,000 bales. The movement at Calcutta, Madras, and other India ports for the last reported week and since the 1st of September, for two years, has been as follows, "Other ports" cover Ceylon, Tuticorin, Kurrachee and Coconada.

	Shipmen	ntsforth	e week.	Shipments since Sept.				
	Great Britain.	Oonti- nent.	Total.	Great Britain.	Continent.	Total		
Calcutta— 1894-95 1893-94				8,000 20,000	36,000 86,000	44,000 106,000		
Madras— 1894-95 1893-94 All others—		2,000	2,000	10,000 31,000	14,000 22,000	24,000 53,000		
1894-95 1893-94		1,000 2,000	1,000 2,000	29,000 41,000	95,000 127,000	124,000 168,000		
Total all— 1894-95 1893-94		3,000	3,000 2,000	47,000 92,000	145,000 235,000	192,000 327,000		

The above totals for the week show that the movement from the ports other than Bombay is 1,000 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		
to all Europe from—	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.	
Bombay All other ports.	4,000 3,000	550,000 192,000	3,000 2,000		5,000 7,000		
Total	7,000	742,000	5,000	1,208,000	12,000	1,033,000	

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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, August 21	188	94-95.	189	3-94.	1892-93,		
Receipts (cantars*) This week Since Sept. 1.		1,000	4,9	33,666	3,666   5,143,00		
	This week.	Since Sept. 1.	This	Since Sept. 1.	This week.	Since Sept. 1.	
Exports (bales)— To Liverpool To Continent)		276,000 352,000	2,000	311,000 351,000	3,000	313,000 352,000	
Total Europe	4,000	628,000	2,000	662,000	3,000	665,000	

† Of which to America in 1894-95, 44,360 bales; in 1893-94, 27,054 bales; in 1892-93, 35,365 bales.

This statement shows that the receipts for the week ending Aug. 21 were 1,000 cantars and the shipments to all Europe 4,000 bales.

MANCHESTER MARKET.—Our report received by cable to night from Manchester states that the market continues firm for both yards and shirtings. The demand for both India and China is good. We give the prices for to-day below and leave those for previous weeks of this and last year for comparison:

		1895.		1894.					
	32; Cop. Twist.	814 lbs. Shirt- ings, common to finest.			814 lbs. Shirt- ings, common to finest.	Hie Tol			
" 16	5 % 664 5% 66%	4 1 26 2 4 1 26 1 4 1 26 1 4 1 26 2	311 <sub>16</sub> 323 <sub>37</sub> 325 <sub>32</sub> 329 <sub>3</sub>	7. 2634 579 2634 578 2634 534 2639 534 2639 534 26314	4 61926 519	315 <sub>16</sub> 37 <sub>8</sub> 31 <sub>51</sub> 37 <sub>8</sub> 327 <sub>32</sub> 327 <sub>32</sub>			

Exports of Coffon Goods From Great Britain,—Below we give the exports of cotton yarn, goods, &c., from Great Britain for the month of July and since October 1 in 1894-95 and 1893-94, as compiled by us from the British Board of Trade returns. It will be noticed that we have reduced the movement all to pounds.

200	Tarna:	Thread.		Clot	۸.		Total of All.		
000s omitted.	1894-95	1898-94	1894-95	1893-94	1894-95	1893-91	1894-95	1893-94	
	Lba.	Lbs.	Yds.	Yds.	Lbs.	Lbs.	Lbs.	Lbs.	
October	24,073	20,979	485,569	423,298	91,444	80,418	115,517	101,397	
Movember	22,934	22,278	448,142	408,954	84,396	77,874	107,330	99,959	
December	21,284	18,014	433,542	437,569	81,665	83,108	102,949	101,122	
Tot.1st quar.	88,991	61,271	1,367,353	1,269,814	257,565	241,200	325,796	302,471	
January	25,059	19,931	465,164	481,951	87,491	86,999	112.543	105,980	
February	21,597	20,250	400,697	465,911	75,990	87,742	W7,487	107,992	
March	24,840	20,709	415,025	473,603	78,633	89,195	103,443	109,904	
Tot. 2d quar.	71,489	60,890	1,280,884	1,401,484	241,984	263,936	313,478	394,826	
Total 6 mos.	139,780	122,161	2,548,239	2,071,266	499,450	505,136	639,269	627,297	
April	24,042	20,916	403,038	419,178	76,143	78,941	100,185	99,757	
May	25,134	19,655	399,493	407,955	75,605	76,828	100,741	96,483	
June	19,740	20,048	356,068	403,783	67,437	78,042	87,177	96,090	
Tot. 3d quar.	68.918	60,519	1,157,599	1,280,916	219,180	431,811	288,103	291,330	
Total 9 mos	208,698	180,680	1,905,838	3,902,214	718,674	786,947	927,371	919,627	
July	21,959	22,891	478,447	459,287	90,340	86,495	112,098	109,384	
Stockings and	socks.	*******	********				1,011	1,049	
Sundry article							19,054	17,031	
Total exp	orts of e	otton n	nanufact	gres	*** .***		1,059,585	1,047,093	
mi		Section 1							

The foregoing shows that there has been exported from the United Kingdom during the ten months 1,059,535,000 lbs. of manufactured cotton, against 1,047,093,000 lbs. last year, or an increase of 12,442,000 lbs.

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

EXPORTS OF FIECE GOODS AND TARNS TO FRINCIPAL COUNTRIES IN JULY, AND FROM OCTOBER 1 TO JULY 31.

Piece Goods-Yards.		July.		Oct. 1 to July 31.			
(000s omitted.)	1895.	1894.	1898.	1894-95.	1893-94.	1892-93.	
East Indies Turkey, Egypt and Africa China and Japan Burope (except Turkey) South America North America All other countries	68,732 56,717 21,860 71,055 25,285	199,654 74,885 55,669 91,944 52,4*9 92,864 34,325	1×8,449 53,6×7 48,755 23,2×1 65,8×6 22,484 32,563	845,842 419,240 727,649 517,643 209,131	633,331 441,762	404,632 214,928 552,037	
Total yards	476,487 £4,431			4,294,305 139,042	4,362,041 444,182	3,768.699 £38,402	
Yerns-Lbs. (900s omstead.) Holland. Germany Germany Germany Turkey and Essept Turkey and Essept Turkey and Essept. All other countries.	4,0%7 4,237 3,072	3,814 3,653 3,865 3,055 3,000 1,196		39,699 45,037 40,572 21,979 21,742	33,743 24,427	24,264 31,923 99,781 22,467 22,450	
Total Paine	19,910 4743	21,468	19,525		190,327 £7,930		

COTTON CROP CIRCULAR.—Our Annual Cotton Crop Review will be ready in circular form about Thursday, the 5th of September. Parties desiring the circular in quantities, with their business card printed thereon, should send in their orders as soon as possible, to ensure early delivery.

EXCHANGES.—The following exchanges have been made during the week:

during the week:

05 pd. to exch. 900 Aug. for Oct.

10 pd. to exch. 500 Nov. for Jan.

06 pd. to exch. 500 Dec. for Jan.

05 pd. to exch. 500 Dec. for Jan.

15 pd. to exch. 200 Oct. for Jan.

16 pd. to exch. 200 Oct. for Jan.

21 pd. to exch. 500 Sept. for Jan.

10 pd. to exch. 500 Sept. for Mch.

22 pd. to exch. 100 Sept. for Jan.

32 pd. to exch. 1,400 Sep. for Mch.

11 pd. to exch. 600 Sept. for Nov. 11 pd. to exch. 1,600 Oct. for Dec. 10 pd. to exch. 100 Oct. for Dec. 17 pd. to exch. 600 Sept. for Dec. 06 pd. to exch. 1,200 Sept. for Oct. 05 pd. to exch. 1,500 Aug. for Oct. 07 pd. to exch. 1,000 Sept for Oct. 08 pd. to exch. 1,300 Oct. for Nov. 12 pd. to exch. 1,000 Oct. for Dec.

JUTE BUTTS, BAGGING, &c.—The demand for jute bagging has been light during the week under review at steady prices. Quotations this evening are 4½c. for 1¾ lbs., 4½c. for 2 lbs. and 5c. for standard grades in a jobbing way. Car-load lots of standard brands are quoted at 4½c. for 1¾ lbs., 4½c. for 2 lbs. and 5¼c. for 2¼ lbs. f. o. b. at New York. Jute butts have been dull on the spot at 1½c. for paper quality, 1½c. for mixing, and bagging quality nominal in the absence of stock.

MEMPHIS FIRST BALE.—Our correspondent at Memphis advises us that the first bale of new cotton—crop 1895-96—was received at that point on August 20 from Mr. J. E. Carothers, West Point, Miss. It classed strict middling, weighed 535 pounds and sold at auction to Messrs. B. W. Hale & Co. at 8 cents per pound. This is three days later than last year and one day behind the average date. Last year the first bale arrived on August 17; in 1893 on August 23, and in 1892 on September 1.

AVERAGES OF TEMPERATURE AND RAINFALL.—As of inter est in connection with our monthly weather record, we have prepared the subjoined tables, which show the State averages of thermometer and rainfall in April, May, June and July for six years, 1890 to 1895, inclusive.

		April.			Мау.			June		July.		
Thermometer Averages.	High.	Low.	A voc.	High.	Low.	Atope.	High.	Lone.	Avge.	High.	Low.	Atroc.
N.CAR'LINA 1895 1884 (full) 1886 (good) 1892 (good) 1891 (full) 1890 (good)	81°2 84°2 87°0 77°8 82°5 83°6	34°8 36°6 29°7 25°5		94°8 90°2 88°0 86°0 87°9	41°8 35°8 41°9 44°6 36°3 44°3	64°8 68°4 66°0 66°3 64°3 60°0	98-8 94-8 89-6 93-4 93-6 97-2	55.0 47.0 58.2 56.8 57.1 62.3	75·1 74·1 78·4 71·6 74·8 78·8	94·6 91·6 95·8 95·8 89·3 94·2	60°4 59°2 63°0 56°0 57°3 57°4	76.0 76.3 78.7 75.8 74.0 76.8
8, CAR'LINA 1890 1894 (full) 1893 (good) 1891 (good) 1891 (full) 1890 (good)	83°8 88°5 88°6 82°1 83°0 88°6	36'8 36'0 41'5 37'2 33'0 42'6	61°4 62°4 63°1 63°1	93'2 91'3 94'3 96'8 97'0	43°4 43°3 47°9 47°9 45°3 47°3	69:4 71:2 70:3 70:1 69:4 71:4	99°0 98°5 92°8 94°4 95°8 97°8	57:0 51:0 61:3 63:8 62:1 63:4	78:4 77:9 76:0 77:1 78:8 80:4	93'8 91'8 93'8 95'6 94'9 94'9	63:4 59:5 65:8 61:1 61:2 61:6	79.6 77.6 81.6 78.9 77.1 78.3
GEURGIA. 1895 1894 (full) 1893 (good) 1892 (good) 1891 (full) 1890 (good)	8573	3974 4078 4410 3817 8217 4378	63°6 64°4 67°7 63°3 61°4 64°7	91'6 91'9 91'0 89'8 89'7 85'7	49'4 48'6 51'8 49'0 47'8 49'8	70°0 71°4 89°9 71°8 89°8 71°5	981 961 9115 9510 9510 957	63°3 55°0 63°3 65°3 65°7 66°8	79°1 77°5 77°6 78°0 80°2 81°2	94·4 93·5 97·3 94·5 93·0 97·2	66.7 69.4 69.9 63.8 64.5 66.7	81.8 78.7 82.9 79.1 78.4 80.0
FLORIDA. 1895 1894 (full) 1893 (good) 1892 (good) 1891 (full) 1890 (good)	83°0 87°5 81°5 86°3 86°3 87°8	49°0 49°8 50°6 44°8 36°8 50°2	67°1 69°8 71°5 69°6 67°4 70°3	89-8 91-6 90-0 90-3 89-8 89-5	57-8 45'3 56'8 53'8 54'8 55'8	74'8 74'1 74'8 74'5 74'8 74'9	94.8 98.8 91.0 95.6 94.8	63°3 62°4 66°8 65°8 66°8	79°6 77°7 79°4 77°6 79°9 80°7	93.8 93.0 93.0 93.0	67·7 69·6 68·6 68·0 68·0 67·0	80°8 79°7 88°0 80°1 80°6 80°1
ALABAMA. 1895 1894 (full). 1892 (good) 1892 (good) 1891 (full). 1890 (good)	83°8 86°6 88°7 84°9 80°0 83°3	40°0 44°2 45° 36°2 30°0 46°0	63°6 66°2 66°2 66°2 66°1	91.5 92.8 89.3 90.5 86.9	46'8 46'8 50'5 46'5 45'8 45'8	7 r5 72° 72° 71°3 69°5 71°8	96'4 98'2 96'1 93'8 97'6 94'7	61.8 61.3 61.3 61.3	79°0 78°8 78°8 78°5 78°5 78°6	95.0 95.0 101.5 95.0 95.0	66.8 65.0 68.5 65.8 63.5 67.9	80°6 79°8 85°0 78°8 78°9 80°4
LOUISIANA. 1895 1894 (full). 1893 (good) 1892 (good) 1891 (full). 1890 (good)	83°4 %8°2 87°8 87°0 87°0 86°3	42°6 4+2 46°0 45°9 48°7 47°0	64°9 69°3 70°1 67°3 64°9 68°4	88-7 91-8 91-2 90-4 90-3	50°0 48°4 53°2 44°6 46°0 50°3	71·1 71·0 73·3 74·1 74·0 73·7	94°3 98°1 95°8 95°8 97°0 94°3	64·4 56·2 63·8 57·0 63·3 63·2	79°4 77°1 79°4 79°0 81°0 79°3	97:8 100:6 97:8 95:4 95:2 97:6	88°8 62°8 65°8 63°8 64°5	81.5 80.0 83.0 79.8 80.6 81.0
MISSISSIPPI 1895 1894 (full) 1893 (good) 1892 (good) 1891 (full) 1890 (good)	89-2 88-2 89-7 84-6 87-0 84-2	35'8 42'0 40'5 42'7 29'9 44'8	63°9 64°4 66°4 65°1 64°0 63°9	92-6 91-6 92-0 90-0 90-1 89-4	43 8 44': 47'7 45'3 41'9 46'2	69-7 69-7 71-4 70-0 69-6 69-7	97'2 99'5 98'3 96'1 97'1 97'1	60°3 49°7 60°1 56°0 62°4 64°7	78'8 76'5 77'1 77'4 80'0 79'4	97.7 100.5 99.1 95.6 91.5 97.7	65°0 59°3 66°1 63°1 58°7 63°1	80°7 79°1 81°8 79°1 77°7 81°1
ARKANSAS. 1895. 1894 (full). 1893 (good) 1892 (good) 1891 (full). 1890 (good)	89°4 88°4 89°0 87°0 88°7 84°7	85°6 38°2 35°6 37°0 39°8 39°8	62-6 63-0 64-8 61-7 63-2 62-0	91°8 90°2 88°6 88°0 88°4 87°7	49°8 41°8 46°8 42°5 44°7 46°7	67°9 69°9 68°5 68°1 67°4 69°4	95°0 100°0 93°8 95°5 95°7 96°7	56°2 48°0 57°6 52°0 63°0 60°7	77°0 77°1 78°1 78°1 78°1 78°1	97.2 102.0 96.8 97.8 94.8 94.8	62°2 57°6 64°6 62°0 58°4 61°7	78'8 78'3 80'5 79'6 76'8 80'8
PENNESSEE. 1895 1894 (full). 1894 (good) 1892 (good) 1891 (full). 1890 (good	83°5 88'8 86'5 83'0 85'5 81'8	34°5 36°0 34°3 33°7 31°8 37°8	57:6 60:4 62:5 60:4 61:7 56:8	93°5 89°0 89°5 87°8 88°5	46.9 41.3 45.8 44.8 40.3 41.8	65:8 66:2 68:5 67:9 66:0 64:4	97·1 97·8 83·9 96·3 98·8 96·5	58% 45°5 56°8 58°8 60°7 6d°8	78.0 76.0 75.9 77.1 78.6 80.8	91·3 95·8 96·6 95·0 92·5 97·8	63°3 61°0 65°2 63°1 56°0 60°8	77°1 76°0 80°6 77°4 75°2 79°5
TSXAS. 1895 (full). 1894 (full). 1893 (good) 1892 (good) 1891 (full). 1890 (good)	87:8 91:0 91:5 89:4 85:6 85:0	39.7 47.1 43.1 43.0 87.1 47.7	66'8 70'9 70'9 68'5 66'5 67'0	89'8 94'9 94'4 94'1 89'3 88'5	49°8 52°0 49°1 46°0 49°5 50°0	72.0 75.0 78.9 78.1 71.5 70.	94°2 97°0 97°1 98°5 98°5 98°5	60.7 59.4 61.6 53.8 62.9 60.5	79:2 79:3 79:7 78.4 81:9 80:2	97:8 103:6 97:0 97:0 99:0 97:5	67°1 64°0 70°8 66°9 65°1 66°1	83°2 81°8 85°0 82°3 83°4 83°6

The words "full" and "good" following the years given abo v mean simply that the aggregate crop for the year named was full a

The rainfall averages are as follows:

	Apri	7.	Maj		Jun	e.	July.		
Rainfall Averages.	Rain- fall.	Days rain.	Rain- fall.	Days rain.	Rain- fall.	Days rain.	Rain- fall.	Days rain.	
N'RTH CAROLINA. 1895	6:86 1:98 1:74 3:73 2:48 2:32	15 8 9 12 616 7	3.95 4.37 4.44 2.96 5.81 5.68	11 1116 1016 9 1116 13	2:98 2:65 5:57 5:92 3:48 2:54	10 9 12½ 16½ 14 8	5.48 5.49 3.96 6.54 5.09 6.85	11 12½ 10 14 17 12	
80UTH CAROLINA. 1895 1894 (full) 1893 (good) 1892 (good) 1891 (full)	5.98 1.44 1.03 1.08 1.49 2.50	11 7 6 7 5	5.02 2.35 3.88 2.60 2.87 4.66	10 111% 11 7 10 18	8.30 2.72 9.59 7.16 5.67 2.21	8 9 151/6 15/6 15 7	5.02 7.15 3.20 6.16 7.08 8.67	91/6 191/6 11 141/6 16 141/6	
GEORGIA. 1895 1894 (full). 1893 (good). 1892 (good). 1891 (full). 1890 (good).	5°12 1°91 2°40 2°52 1°69 2°00	9 61/6 5 6 61/6	3·42 3·19 3·69 2·11 2·51 5·57	12 61/2 9 7 8 101/2	4.81 4.03 6.35 4.73 4.19 2.39	10 8 12 1116 11	5.03 9.10 3.51 5.09 6.34 6.36	12 15 8 11 131/2	
PLORIDA. 1895 1894 (full). 1893 (good). 1892 (good). 1891 (Tull).		10 51/4 4 21/4 8 51/4	3.83 2.85 3.74 2.45 1.71 10.23	131/4 81/6 8 8 6 71/6 15	5.41 4.96 6.54 9.03 7.89 6.20	10 13 14 1914 14 16	8.73 9.36 4.03 3.94 4.93 9.53	19 22 14 14 16 20	
ALABAMA. 1895 1894 (full). 1898 (good). 1892 (good). 1891 (full). 1890 (good).		8 81/2 8 7 5 8	2·73 3·08 6·87 2·31 2·41 6·39	11 8 11 61/2 7	5.96 2.58 4.75 4.25 4.48 8.56	12 9 14 11 9 12	4*81 4*50 2*79 8*86 5*52 5*34	12½ 15 12½ 16 12½ 12½	
LOUISIANA. 1895 1894 (full). 1898 (good). 1892 (good). 1891 (Tull). 1890 (good).		31/4 8 4 91/6 51/4 91/6	5.93 2.92 5.19 2.67 1.19 8.86	11 51/2 10 6 4 9/2	8.63 3.03 6.65 5.91 4.31 5.68	16 91/6 10 12 10 10	5.70 5.27 2.50 7.91 5.49 4.01	12 11 11 14 11 10	
MISSISSIPPI. 1895 1894 (full). 1898 (good). 1892 (good). 1891 (full). 1890 (good).	2·13 3·86 4.97 7·95 3·79 6·92	616 6 11 7 8	3·09 3·16 8·27 2·52 2·81 5·14	8 6 5 5 9	6.69 2.50 5.30 3.63 5.19 4.31	12 5 716 11 816 9	8·71 5·77 3·38 8·73 8·27 3·93	11 81/6 7 141/6 81/9 91/6	
ARKANSAS. 1895 1894 (full). 1893 (good). 1892 (good). 1891 (full) 1890 (good).	1.96 5.82 8.24 7.50 3.80 8.16	81/4 101/4 91/4 9 71/4 13	3·19 3·67 10·34 8·15 2·69 5·77	11 10 11 15 10 11	6.46 0.91 6.08 4.39 3.91 4.78	14 4 10 8½ 13 9	8.98 5.02 3.87 4.02 7.22 2.97	15 9 7 11 11 8	
TENNESSEE. 1895 1894 (full). 1898 (good). 1892 (good). 1891 (full).	2:48 5:04 5:14 8:60 2:88 4:21	8 7 11 1216 716 12	0.93 3.18 9.34 5.84 1.55 4.42	7 9½ 13 11½ 4 13	1.73 2.98 3.61 5.47 5.85 3.24	7 7 74 10% 13 9	7.60 4.33 3.22 6.44 4.28 1.26	16 13 11 11½ 10 7	
TEXAS. 1895 1894 (full) 1893 (good) 1892 (good) 1891 (full) 1890 (good)	1.52 3.42 2.59 2.16 5.91 5.88	6 8 41/6 61/6 71/6	7.87 2.43 5.07 3.34 1.78 5.18	11 5 8 6 6 <sup>1</sup> 2 8	6:01 3:45 4:10 5:45 2:58 3:31	12 7 7 8 61/4	2·55 2·75 0·99 1·64 2·23 1·78	5 61/6 21/6 51/6 6	

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

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 (August 23) and since Sept. 1, 1894, the stocks to-night, and the same items for the corresponding periods of 1893-94, are as follows.

	189	4-95.	189	3-94.	Stock		
Receipts to Aug. 23.	This week.	Since Sept. 1.	This week.	Since Sept. 1.	1895.	1894	
5avannah Charleston Florida, &e	34	64,270 5,359 5,173	2	54,422 2,245 4,200	368 24	814 289 785	
Total	35	74,802	2	60,867	392	1.888	

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

Exports	Week E	nding A	lug.23.	Since	Sept. 1,	North'n Mills		
from-	Great Brit'n.	Fr'nce	Total.	Great Brit'n.	Fr'nce	Total.	Week.	Since Sept.1
Bavannah Charl't'n,&c Florida, &c. New York Boston Baltimore				18,085 2,913 765 4,425 8,471 431	2,441 53 3,156	20,526 2,966 765 7,581 8,471 431		29,253 1,497 4,172
Total				35,090	5,650	10,740	1	34,922
Total 1893-4				32.647	4.686	37 333	31	99 500

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 Aug. 23 at Savannah, for Floridas, all nominal. Charleston, Carolinas, all nominal.

WEATHER RECORD FOR JULY.—Below we give the there mometer and rainfall record for the month of July and previous months of this year and the two preceding years. The figures are from the records of the 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.											
Thermometer	_	April.			May.		_	June.		-	July.	1 702
VIRGINIA.	1895.	1894.	1893.	1895.	1894.	1893	1895.	1894.	1893.	1895.	1894.	1893.
Vorfolk.— Highest Lowest Average	84·0 39·0 58·0	86.0 37.0 56.0	87.0 40.0 60.0	96.0 44.0 61.0	93.0 49.0 69.0	84.0 48.0 80.0	90°0 58°0 76°0	97·0 49·0 75·0	93·0 59·0 74·0	95°0 63°0 76°0	94.0 62.0 78.0	95.0 62.0 79.0
N. CAR'LA. Wilmington- Highest	81.0	84.0	89.0	96.0	90.0	87.0	100.0	94·0 53·0	90.0	93.0	91.0	97.0
Average  Weldon.— Highest	83.0 83.0	41.0 62.0 85.0	83·0	47.0 68.0	49·0 70·0 95·0	89.0	77.5	97.0	76.0	78·0 98·0	78·0 96·0	81.0
Lowest Average Charlotte— Highest	57·1 83·0	57°0 57°0 86°0	89·0	97.0 40.0 61.6 97.0	69·1 92·0	41.0 66.7 90.0	51.0 75.0	45.0 75.1 96.0	54.0 74.5 91.0	5+0 75·9 97·0	57·0 78·4 93·0	59·0 79·1
Lowest Average Raleigh-	31.0 58.4	35·0 £9·6	93.0	41.0	41.0	41.0 67.0	55.0 76.5	76.0	24.0 24.0	80·0 77·0	59.0 77.0	80.8
Lowest Average	85.0 33.0 57.6	86.0 34.0 55.0	91.0 37.0 62.7	98.0 41.0 65.0	92.0 51.0	90·0 45·0 66·1		97·0 43·0 76·0	91.0 57.0 74.2	97.0 80.0 76.0	93.0 58.0 93.0	79.8 79.8
Morganton — Highest Lowest Average	74·0 36·0 55·4	80°0 32°0 49°0	77.0 29.0 60.4	85.0 40.0 60.0	83.0 83.0	82.0 45.0 61.2	88.0 60.0 70.6	90°0 45°0 68°3	83.0 58.0 68.4	90.0 60.0 73.1	85to 60:0 71:2	88.0 64.0 73.1
S. CAROL'A Charleston.— Highest	82.0	88.0	87.0	89.0	89.0	88.0	97.0	93.0	81.0	95.0	91.0	99.0
Average Stateburg.—	82.0 85.0	44.0 65.0 86.0	50·0 68·0 88·5	51°0 70°2	45.0 72.0 91.0	54.0 72.0 98.0	97.0 84.0 79.8 97.0	59·0 77·0 93·0	89.0 89.0	84.0 91.0	84.0 79.0	88.0 88.0 88.0
Lowest Average Columbia—	98.0 38.0	88.0	67.1	93.0 45.0 67.9	71.8	49·0 70·4	57.6 77.8	53.0 78.0	75.7	63.0 78.8	60·0 76·5	81.8
Highest Lowest Average Evergreen-	S5.0 37.0 61.9	83.0 38.0 93.0	91.0 40.0 69.2	98.0 43.0 69.2	95.0 40.0 72.3	95·0 47·8 71·2	102.0 56.0 78.9	100·0 51·0 78·3	95.9 63.0 77.5	95.8 68.0 79.8	59·0 79·0	83.0 83.0
Lowest Average	58.0 58.0 58.0	89.0 89.0	88.0 34.0 64.5	90.0 35.0 70.6	90·0 40·0 68·8	93.0 40.0 67.0	97.0 55.0 77.0	95.0 41.0 75.4	23.0 22.0 33.0	92.0 61.0 77.5	92.0 55.0 76.0	80.8 85.0 100.0
Greenwood— Highest. Lowest Average	86.0 86.0 86.0	••••	::::	96.0 42.0 69.0	:::	::::	102.0 56.0 79.0	::::	::::	80.0 87.0 88.0	:::	::::
GEORGIA. Augusta.— Highest Lowest Average.	84.0 84.0	90.0 40.0 90.0	91.0 42.0 68.9	94·0 44·0 69·0	92·0 41·0 71·4	91.0 49.0 70.7	100°5 58°0 79°0	97·0 53·0 77·4	93°0 59°0 77°1	80.0 65.0 82.0	92:0 60:0 77:8	98.0 87.0 82.4
Highest Lowest Average	79.0 35.0 60.4	88.0 88.0	84.0 84.0	90°0 43°0 67°0	83.0	90°0 47°0 60°2	98.0 59.0 76.8	98·0 46·0 76 0	88·0 57·0 74·2	92·0 63·0 77·6	93.0 58.0 76.2	98.0 86.0 79.6
Bavannak.— Highest Lowest Average	83.0 43.0 65.0	87.0 44.0 86.0	89.0 51.0 70.0	93·0 52·0 93·0	93.0 43.0 73.0	92.0 54.0 78.0	98·0 62·0 79·0	96.0 59.0 77.0	98.0 63.0 79.0	83.0 82.0 88.0	94.0 64.0 79.0	83.0 69.0 109.0
Highest Lowest	78'0	85.0 41.0 63.0	88.0 44.0 70.0	89.0	89.0	90°0 56°0 75°3		94.0 57.0 75.0	93·0 66·0 81·0	95.0 70.0 80.0	93·0 63·0 79·7	98.0 72.0 85.1
Average  Forsyth.— Highest Lowest Average	85.0 44.0 65.8	88.0 44.0 67.2	88.0 48.0 70.0	71·0 92·0 54·0 72·0	94.0 47.0 75.4	92·0 56·0 73·4	96·C 70·0 81·7	98.0	91.0 65.0 79.5	92·0 70·0 57·4	95.0	98.0
FLORIDA.								1				
Highest Lowest Average	76.0 58.0 67.0	85.0 48.0	90.0 53.0 72.6	83.0 65.0 24.0	95·0 46·0 75·0	93·0 57·0 75·0	80.0 85.0 88.0	92.0 78.0	80.0 88.0 82.0	96.0 70.0 82.0	90.0 68.0 83.0	100.0 68.0 83.5
Highest Lowest Average	86.0 50.0 69.0	21.()	90.0 53.0 73.0	92·0 58·0 77·0	53.0	58.0	94.0 84.0 80.0	93.0 93.0	94.0 68.0 81.0	81.0 88.0 83.0	93·0 70·0 81·0	72.0
Highest Lowest Average	86.0 47.0 68.0	50.0	89.0 50.0 71.9	90°0 58°0 74°8	90.0 49.0 73.6	91.0 56.0 75.3	95.0 64.0 79.4	89.0 61.0 76.5	94.0 68.0 79.4	80.8 88.0 83.0	89.0	68.0
Tallahassee— Highest Lowest Average	84.0 41.0 64.4	89.0 47.0 68.2	85.0 46.5 68.7	94°0 48°0 78°5		56.0	94.0 63.0 79.0	81.2	83.0	93·0 63·0 79·4	69.0	69.0
ALABAMA Montgam'y.— Highest Lowest Average	84·0 40·0 65·0	43.0	89.0 44.0 69.0	94·0 48·0 71·0	45.0		97.0 65.0 79.0		83.0	98·0 68·1	64.0	****
Highest Lowest	82.0	83.0	82.0	87.0	90.0	87°0 54°0	96.0	101.6	95·0 85·0	95·0 68·0	95.0	96:0
Newton— Highest Lowest	83.0	89.0	::::	94.0 46.0	98.0		98.0 65.0	98.0		96.0		::::
Average Birmingham Highest Lowest	85.0 40.0	82 0 49 U		71.0	97.0 55.0 75.0		99.0	93.0		98.0 70.0	95.0	
Average Florence— Highest Lowest	85.0 85.0	89.0		91.0	91.0		94· 88·0	99.0 42.0		92·0 61·0	96.0	
Average OUIS'NA V. Orleans Highest	87.0	62.0	84.0	87-0	68.0	90.0	93.0	78.0	94.0	94.0	77.0	
Average hreveport	5 r 0 67 · 8	71·0	55.0 72.0 87.0	58°0 73°9 88°0	55.0 75.8	76°0	80.0	63·2 78·2	80.0	71·0 82·0	67.0	83.0
Lowest Average Gr'd Coteau-	88.0	6 1°4	45.0	49·0	51°0	50°0	94.0 83.0 79.	24.0	62·0 79·0	81.0 83.0	80.0	83.6
Highest Lowest Average iberty Hill-	87·0 45·0 67·4	58.0	87.0 48.0 72.3	89.0 51.0 73.4	69.6	57·0 74·5	::::	97·0 58·0 77·4	79.5	****	97·0 85·6 78·0	81.6
Hignest Lowest Average Cheneyville—	93.0 84.0	86.0 40.0	82.0 88.0 88.0	87.0 45.0	83.0	93.0	96.0 62.0 79.0	20.0 20.0	100°0 57°0 79°0	83.0	85.0	85.0 82.0
Highest Lowest Average MISSISS'PI.	88.0 44.0 66.0		89.0 46.0 72.0	::::	93.0 44.0 93.0	9 ·0 53·0 72·0	::::	97.0 52.0 76.0	::::	80.0 88.0 88.0		33.0
Highest Lowest Ava age	88.0 88.0	90 0 40 0 81 0	93·0 83·0 93·0	93·0 46·0 68·0	92·0 43·0 68·0	98 ( 42 ( 72·0	54.0	45.0	103·0 59·0 74·0	64.0	85.0	108.0 63.0 84.
	-											-

Acous		,	1										ROTITE			_			_			_			_
	f	April			May			June.			July.	011			April.			May.		-	June.			July.	
Thermometer	-		1863.	1895	1:94.		1895.	1894.	1893	1595	1894.	1893	Rainfall.	1895	1894.	1893.	1895.	1894.	1893-	1995.	1894	1893.	1895.	1894.	1893-
MISSISS'PI.	1000			1000.					-		-		GEORGIA.												
Vicks w.g-	88*0	88:0	000	90.0	88.0	870	97-0	96-0	98-0	95.0		98.0	Augusta.— Rainfall,in	5.18	2.47	0.97	3*34	3.49	3-22	3-98	9-12	771	4.31	9:99	3.51
H ghest Lowe t	430	48-0	45"	490	50-0	52.0	63-0	54.0	63-0	69-0	***	86.0	Days rain	9	9	3	13	10	11	12	12	15	11	20	11
Leland-	66.9			70-3		72-0	78.0		784	81.0	****	81.2	Atlanta.— Rainfall,in			2.48	3.99	1.49	4.48	4.87	1.29	4:65	2:75	5,22	2.13
Highest Lowest	88*0			48.0	96.0 44.0	86° 50°	80.0	95°0	91.0	95°0	100.0	94·0 67·0	Days rain	80	9	11	13	8	12	9	8	15	15	14	9
Average Clarksdale-	62-8			68-7	70-9	69-7	75.8	74*2	76°5	78-7	77.0	81.6	Rainfall,in Davs rain	18	0*64	2-20 3	2.20	5.63	2-22	6.08	2.97	8°50 14	9:08	13.18	4.63 12
Highest	****	91.0		***	98-0	94'0			92.0	****	99°0	97.0	Columbus	1 6	1.81	2.84		3.00	1.31		4.53	6-89	8.07		3.84
Average	****	85.0		****	40·0 70·7	500	****		76-8	****	79.4	85.8 88.0	Rainfall,in Days rain	7	3	4	2.95	1	4	****	- 6	11	8	9	8
Brookhaven Highest	95.0	91.0	94.0	96-0	95.0	95.0	99-0	100-0	99-0	100-0	102-0	102.0	Rainfall,in	5.81	1.86	4.30	4.62	3.38	6.24	4:32	2-21	6*79	5.98	5.91	4.40
Lowest Average	89-0	420	43.0	43°0 70°4	40°0 73°1	461	62°0 79°9	53°0 77°8	61.0	84°0 82°5	54°0		Days rain	7	5	6	14	5	10	11	4	12	8	10	6
Kosciusko-	88.0		88-0	91'0		90%	97-0	95.0	93-0	96-0	95.0	97.0	FLORIDA.						13	1					
Lowest	3810	45.0	37'0	45'0	41.0	48.0	8410	46.0	58.0	65.0	80°0 77°5	66.0	Rainfall,in	4:40		2.67	2:28	1.49	4.18	4.98	4.93 13	4.66 13	11.31	7.10	4°54 13
Waynesboro-	63.0		87.8	69-0			81.0		76-0	80-0		130.5	Days rain	13	4		20			1				11/2	
Highest Lowest	****	9310	***	98.0		98.0	98.0	107°0 50°0	97°0	95°0 64°0	61.0		Rainfall,in Days rain	5.38	1.36	1:34	1.29	6.92	2.67	4.24	19	10.89	10.98	24	2.11
Average	****	64.0		72-2			77-0	79-0	78-6	79-0	80.0	82.4	Titusville— Rainfall,in	4.50	0.17	1.72	7.10	0.98	3.88	8.48	4.49	8-67	4.82	6.18	4.13
ARKANS'S				1				30		130			Days rain	11	7	4	15	11	10	10	13	16	19	22	11
Highest	88-0			88.0	900	904		102-0	94-0		103-0		Zallahassee- Rainfall,ir	3-35	3-55	5.70	4.85	2-08	4.27	3.95	1.28	3.95		12.60	5.85
Lowest Average	88.0			88.8	46°	68-3	62°C	51.0	59°0	66°0 79°3	78'6	81.0	Days rain	8	1	2	11		4	S	8		21	55	11
Helena- Higaest	87-0	8510		91.0	88.0	88"	9510	97.0	93.0	86.0	96-0	97.0	ALABAMA Montgom'y		12.11	-				133					
Lowest	44-0	43-0	38%	45"0	44.0	484	60°0 78°0	48.0	59°0 78°0	79.5	5810	84.0	Rainfall, in		3.49	4.18	1.80	2'56	6.83	3.99	2.45	3.68	3.47	17	****
Fort Smith-	63-3			65-0		65-8							Days rain	-14					233				4.53		
Highest	90-0		3510	91.0		87° 46°	92°0	99°0 49°0		96.0		98°0	Rainfall,in Days rain	3.04	1.98	3.72	5.20	1144	6.64	9.99	1°84 15	6.63	12	5.91	2.84
Average	62-0			65.0	69-0	67.0	75-0		78-0	77.0	80-0	79-9	Newton- Rainfall,in	2-99	5-21		1.10	5.88		8.17	4.88		4:05		
Highest Lowest	89'0	88-0 37-0		92.0		99°0 50°1	95.0	101.0	94.0	99-0	103-0	95.0	Days rain Birmingham	. 5	7	****	7	6	***	11	5	****	11		****
Average	648			70-3		10-8	78"1	77-5	77-0	80 4			Rainfall,in	8-27	4'48		****	3-27	****	2-99	2.80	****	8.10	4.20	****
Highest	93-0			97-0	92-0	91.0	99-0	101-0	93-0	99-0	101.0	97-0	Days rain	4	1		0.50	100	1000		Section 2		5-88	1	
Lowest Average	83.0		31.0	3A-0	89*0	40°0 67°5	49°0	44°0 77°2	55°0	56-0	7810	800	Rainfall,in Days rain	3-13	273	****	2 50	2.60	****	7 65 11	1.01	****	13	3.20	****
TENNES'E.		1		1				100	1	100			LOUIS'ANA				4.00								
Nashville Highest.	98-0	90.0	870	93-0	9010	8910	95-5	98'0	390	95.0	95.0	96-0	New Orleans- Rainfall, in	2.58	4-71	3-70	7-95	1-79	2.66	9-74	5-19	5.82	6.07	11.51	3.78
Lowest	34.0	36-0	340	400	40m	4/5"0	58'5		5810	92-0	59-0	62-0	Days rain.	8	7	2	12	5	18	20	14	12	15	21	12
Memphis.	5918			6610	66-0	66-0	77-3	200	75.0	110	77'0		Shreveport.— Rainfall,in	0-94		3-13	5-97	1'84	4.56	5-70	2-25	7-45	4.33	3.09	1.58
Highest	88*0	89'0		84.0	900	52-0	98.0		94°8 59°4	97'0	89-0		Ord. Coteque	3	18	0	15		-	11	8		40		
Average	63-8	63-2		6910	69"1	6978	78-7	75'5	76-6	78'0	7814	82-1	Rainfall,in Days rain	1.42	4.88	2-12	4.18	1.82	8.08	****	2*85	7.10	****	8'54	12
Highest Lowest	88.0	87-0		91.0	87°0 43°0	87-6	97°0	96°0 45°0	88°6 56°0	91'0	94.0	82-0	LibertyHill- Rainfall.in	2-27	4.21	4.85	5-63	5-17	5-44	10:48	3-38	R-44	5.61	4'41	1.26
Average	500			68-3		65'4	750		70-9	76 4	76-5		Days rain	3	8	8	11	7	10	16	8	11	9	8	8
Wier- Highest	74:0	8910		94.0		90%	98 0	99-0	91.0	****	94.0	9810	Cheneyville- Rainfall,in	1.22				8.74	****		2:02	***	8.78	0.85	1.56
Lowest	38°0 48°0		30°0 62°3	8010	38nu 65nb	64.8	49°0 70°0		74'9	****	730	85*0	Days rain	2	0	5	***	0	9	****	10	4444	1.5	8	10
TEXAS.													MISSIS'PI.												
Galveston Highest	8210	80-0	SOLO	00-x	8810	8810	8810	87'0	90%	92-0	97-6	920	Rainfall,in Days rain.	4-21	4.05	3-22	1.85	2-00	4.46	311	0-71	3-13	1-98	5.98	1.80
Lowest	49'0	5810	53-0	60-7	620	59*0	72'0	84.0	70-0	680	8910	71-0	Vicksburg.—			O-OX	8	8-7	9-57	7-11	0-91	4-54	2.48		4.71
Palestine.	68.0	71.8	61.3	73-2	Same?	75.6	80.8		80%	83-2		84.0	Rainfall,in	11	4.65	3-05	3-02	13	14	17	8	12	17	****	13
Highest	870	89°0 43°0	99°0 42°0	59°0	92°0	92°0 48°0	85.0	58'0	86.0	88*0	10310		Rainfall, in	2-26	4.62	9-68	2-59	0.5	9-11	740	0.38	8-18	4.91	4.98	2.17
Average	66-0			70-6	74-0	72'0	75'0	78-0	78-9	81.0	21.0	84.0	Days rain Clarksdale-	7	8	8	7	1:72	8	14	3	12	13	8	5
Highest	***	***	****		96-0	****	****	98°0	97:0 5e:0	97.0		100-0	Rainfall,in		3-77	8-97	****	4	9°01		1.72	4-94	200	3.74	1.00
Average	****	****	****	***	74'4	****	* **	81.7	180	84.2	****		Brookaven-	VXAP	4	5	****	4.91		****	4	-00	6.37	6.18	The same
Ablene Highest	80-0	95'0		9000	ggrc	108-0		מיניתו		99'0	10410	109-0	Rainfall,in Days rain	294	5-71	3'40	5'41	0	11-28	5.75	6.78	7.53	9	9.19	8
Lowest	350		40°0		51°0 74°0		77-0	55°0 78°0	80°6		820		Kosciusko- Rainfall,in	0.00	1-79	1.57	2:03	1.10	5-95	8-62	5-38	3-16	2 08	7.87	4.75
San Antonio. Highest	91-0			90-0	94-0	9410	96'0		97-0		106'0		Days rain	0	2	2	3	4.81	8	7	0	3	***	8	5
Lowest	470	48'0	46'0	49 0	5270	510	61.0	62'0	6500	70.0	67:0	730	Rainfall, in		2.39	++4-	4.35	8	5.46	8-15	1.07	5-72	4.45	5-97	6.12
Huntsvills.	70-0	24-0		730	773	76%	50-0			85.0			Days rain	***	*	****	5		*	0		4	-		-
Highest	86'0	90'0		88°0 50°0	92.9	94.0	26.2	96'0	620	7000	02.0	72-0	ARK'NSAS.												2
Average Longview-	68-4	713	72-6	782	75-7	7.5'4	79-6	7973	70-1	\$53.0	88.0	84'4	Rainfail,in Days rain.	1.47	4.19	2.80	2-85	3'81	13-25	9-25 14	0.59	4.76	6.18	6.59	2.82
Highest	90'5	99-0	85-0	94.0	96.0	95-0	W7-0	101-0	100-0	102-0	1050	103-3	Helensa-						18-88			50	5:25	8-89	
Average.	84'3	47'0 66'5		71.7	75%	741	797	34°0 80°0	2019		63°0 83°0	85-6	Rainfall,li Days rain.	10	792	10	10	12	10 88	4:73	1.18	6°P5	17	9	8
Staford- Highest	9910	020		96'0	96-0	96-0	97'0		98-0	1020	10810	101.0	Rainfall,in	1.41	6:58	78-	3-71	2-53	7-81	8-64	1.20	4.62	14.99	1.28	2-63
Lowest	350			49°6	43°0 72°0	450	60°0 75°0	72°0			800		Days rain .	15	18	11	18	h	12	17	7	18	18	9	8
INDIAN T.	17	1							1		10	1	Hainfall,to Days rain	201	777	7:57	5-43	1.58	7-91	5.08	0.55	10-24	4.09	6.38	3-73
URREGISTED -	para	200	200	para	-	-	000	00.5	10110	100	1010	0210	Corning- Hainfall,in			10-01		0 00	8478	8-61	1.40	9:04	4.32	3.68	2.80
Highest Lowest	361	2910	95.0	41.0	4000	38 0	5810	440	59-0	100°0 50°0	5810	61.0	Days rain		2-66	10-21	1.61	8 67	6.33	14	5	3.84	14	A	8
Average.	61.0	69.8	62-4	20073	00.3	00.1	76%	75'4	76-2	1 49.0	79%	21.3	TENNES'E.											10-1	
- Training		April	4		May.			June.			July.		Nashville,— Rainfall,in		4.05	471	2:05	2.5	7:31	2-90		4.74	7:14		2-12-
Rainfall.	2000000	1894	-	1895	1894	1866	1895.	1894.	Leans	1895	1894.	1898	Days rain		9	11	12	12	14	A	8	10	15	15	10
VIRGINIA.		-	-	-	-		-	-	-	-	-	-	Rainfall,in Days rain	2-32	8'45		0-44			2-31 10	2.60	2.39	8.99	8-27	0.73
Morfolk,-	0.00	90.11	-	pus	911	-	9.7	- Service	9-90		9-01	8-11	Ashtood-	-		11		13	12				8:87	3.42	4.59
Bainfall,in Days rain	16	15	2°07 14	86	3'47 11	11	15	3-36	8.39	4º36 14	12	11	Rainfall,in Days rain	2-53	4.28	752	1.50	1.28	8-25 12	0-70	3.81	5.80	10	5	11
N. CAR'NA			1	1			17	1					Wier- Rainfall,in	2:00	3.08	3.47	0.01	2.89	8:59	1.01	1.98	2.01	****	2.50	5:45
Wilmingt'n- Rainfall,in	0.50	0.78	1.03	4197	4:56	5'01	2-97	3.08	5-59	4.82	9108	4.23	Days rain	5	4	9	2	8	9	5	8	5	****	15	15
Days rain Waldon,-	16	8	11	10	15	10	10	11	18	12	15	14	TEXAS.						1150	1 1				1	
Rainfall,in				4-13	4.13		3-72	276	5-50	7:01	3-97		Rainfall.in			5 70			2-98	1.91	9.89	7'54	3.07	6.32	2.96
Days rain Charlotte—	15	9	8	7	11	11	11	8	13	14	14	11	Days rain Palestine-	5	8	7	10	2	8	9	10	8		12	EHRUN
Bainfall,in Days rain	5.00 16	2-43	1.84	4'05	2-27	10	2-70 19	3.68	5-48	2-94	4,99	_4-23 V	Rainfall,in Days rain	2-95	6.47	3-37	11.38	1.83	4.98 12	5*29	10	5.32	3.85	8-78 7	0.08
Rainfall,in			-	3'46	7:51	5.80		1.75	4'15	7.68		3-79	Austin- Rainfall,in			100		3.85			1.00	1.83	0.00	****	0.25
Days rain.	17	8	7 30	Id	15	13	****	7	11	15	13	9	Days rain.	****	****	****	****	5	****		5	3	0		1
Morganton.— Rainfall,in			3-70	3.85	3-10		2.54	2-70	7-14	7		2.00	Abilene.— Hainfall,in			0.58	1'96	6.49	5-78	8:40	3.30	0.88	4.63	0.78	0.28
Days rain.	11	7	8	7	7	8	8	7	10	7	8	1	Days rain San Antonio.	8	7	2	7	8	6	12	8	3	1	4	
8. CAROL'A													Hainfail,io Days rain	0-29	2-65	2-14	6-66 11	1-14	3*3A 5	2.09	3.08	1.90	1.07	0.63	0.98
Hainfall,in Days rain	4.21	0.58	1.16		3:47		4-25	3.38	16.20		11-25	4.65 12	Huntsville.— Rainfall,in		Sec. 1			1.60	4-74	7.64	3.85	9-93	1.25	1:21	1.00
Stateburg-				13	31	13		13		13	97		Days rain	8 3	2.45	4	13.08	3	11	13	7	8.92	3	4	3
Bainfall,in Days rain	18	1-42	0 85	4.03	1.48	3-91	4.9	1.33	7-27	5-62	8 72 15	3 43	Longview- Halnfall,in			2.70	8.09	1.24	6.67	10-78	2.93	2.84	5.70	5.50	0.90
Columbia.— Rainfall,in	5.91	1.37	0'47	3-80	1:00	3-79	3-59		8-53	4.20	5:01	2-95	Days rain Stafford-	7	11	4	13	7	8	14	5	7	.9	9	3
Days rain	12	6	4	11	10	10	11	10	14	10	18	11	Rainfall,in Days rain	1-46	5.48	1.68	6.11	2-31	7.01	5.17	1.45	2.80	0.82	5.03	1.27
Rainfall,in Days rain	5-37	2-42	1.88	3.22	2-89 10	4.46	1.88		6°07 16	4*74	5160	1.78	INDIAN T.	1	1		0	-		3					1
Greenwood-				-			5			8	18		Oklahama-	land.		1	4.5		-		10.00	****	Marrie V	7.00	gipe
Hainfall,in	9 48	2552	****	8.42		4485	1.88	****	****	3-78	****	****	Hainfall,in Days rain .	0.41	2-92	3.15	134	1.87	1.28	3.11	8.71	5	10	1.66	9
	-				_	_	-			-		_	-			_									-

THE EXPORTS OF COTTON from New York this week show a decrease compared with last week, the total reaching 419 bales, against 660 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, 1894

		Week E	nding-		Total	Same period
Exported to-	Aug.	Aug. 9.	Aug. 16.	Aug. 23.	since Sept. 1.	previous year.
Liverpool Other British ports	1,091	140	200 248		336,809 127,567	355,639 136,725
TOT. TO GT, BRIT'N.	1,091	140	448		464,376	492,364
Havre Other French ports	338		6	20 399	40,076 1,375	19,273 225
TOTAL FRENCH	339		7	419	41,451	19,498
Bremen	892 	35 158	55 100		58,600 60,432 75,297	57,492 28,980 94,124
TOT.TO NO. EUROPE	1,728	193	155		194,329	180,596
Spain, Italy, &c	200 906	660	50		100,156 1,836	90,070 5,780
TOTAL SPAIN, &C	1,106	660	50		101,992	95,850
GRAND TOTAL	4,263	993	660	419	802,148	788,308

SHIPPING NEWS .- The exports of cotton from the United States the past week, as per latest mail returns, have reached 6,157 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph and published in the CHRONICLE last Friday. With regard to New York we include the manifests of all vessels cleared up to Thursday.

Tota	lbales.
NEW YORK-To Havre, per steamer La Touraine, 20	20
To Marseilles, per steamer Britannia (additional), 399	399
NEW ORLEANS-To Liverpool, per steamer Nicaraguan, 5,159	5,159
BOSTON-To Liverpool, per steamers Bostonian, 4 Cambro-	
man, 65	69
To Yarmouth, per steamer Yarmouth, 300	300
To Halifax, per steamer Halifax, 10	10
BALTIMORE-10 Bremen, per steamers Dresden, 100 Mun-	. 20
chen (additional), 100	200
Charles (additional), 100	200
Total	6.157
10001	0,101

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

New York N. Orleans Boston Baltimore	5,159	Havre. 20	Mar- seilles. 399		Halifax & Yarm'th.	Total 419 5,159 379 200
Total	5,228	20	399	200	310	8,157

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

New Orleans—To Liverpool—Aug. 20—Steamer Legislator, 3,211.
To Bremen—Aug. 21—Steamer European, 629.
To Hamburg—Aug. 22—Steamer Polonia, 87.
To Barcelona—Aug. 16—Bark Tafalla, 498....Aug. 17—Steamer Berenguer el Grande, 2,386.
Boston—To Liverpool—Aug. 19—Steamer Kansas, 326....Aug. 20—Steamer Georgian, 50.

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam.o	564	564	116*	116	116*	116*
Manchester d						
Havre, asked d	20†	20†	201248	201018	201724	201018
Dunkirk c						
Bremen, asked c	20†	20t	20t	201	201	20†
Do later d.						
Hamburg, asked.c	20†	20†	201	20†	20†	20†
Do steam a						
Ams'dam, asked c.	201	201	20†	201	201	201
Reval, v. Hamb.d.	532	532	532	532	532	532
Do v. Hulld.			904-19100	901-19100	919	919
Barcelona, July.d.	04 128	09 128				
Genoad.	24@25†	24@251	24725†	24@251	24 0 25†	24@251
<b>Tr</b> iested.	29†	29t	29†	29†		
Antwerp, steam. d.	116				29†	291
Ghent, v. Antw'p.d		116	116	116	116	116
† Cents net per 10		332	3 <sub>32</sub> Septembe	332	332	33

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

AND DESCRIPTION OF THE PARTY OF	Aug. 2	Aug. 9	Aug. 16.	Aug. 23.
Sales of the weekbales. Of which exporters took				
Of which speculators took		100	1,900	1,100
Actual export		4,000	4,000	12,000
Forwarded Total stock—Estimated	52,000 1,406,000	1.366,000	1.334,000	1.276,000
Of which American—Estim'd Total import of the week	1,270,000	3,000		
Of which American	10,000		11,000	2,000
Of which American	15,000			

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

Spot.	Saturday	Monday.	Tuesday.	Wed'day.	Thursd'y.	Friday.
Market, 1:45 P. M.	Quiet but steady.	Harden'g	Easier.	Fair business doing.	Good	Quiet.
Mid.Upl'ds	32932	32932	32932	31516	4	4116
Sales Spec. & exp.	6,000 300	8,000 500	8,000 1,000	10,000	12.000	10,000 500
Futures. Market,   1:45 P. M.	steady at partially 1-64 dec.	Steady at partially 1-64 adv.	Quiet at partially 1-64 adv.	Steady at 1-64 @ 2-64 advance.	Firm at 1-64@2-61 advance.	Steady at partially 1-64 dec.
Market, }	Firm.	Barely steady.	Steady.	Slightly easier.	Quiet.	Very steady.

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

The prices are given in pence and 64ths. Thus: 3 63 means 3 63-64d., and 4 01 means 4 1-64d.

	Sa	t., A	ug. 1	7.	Mo	n., A	ug.	19.	Tues., Aug. 20.			
	Open	High	Low.	Clos.	Open	High	Low.	Clos.	Open	High	Low.	Clos.
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
August	3 56	3 56	3 56	3 56	357	3 57	3 55	3.55	3 54	3 56	3 54	3 56
AugSept	3 56	3 58	3 56	3 56	3 57	3 57	3 55	3 55	3 54	3 58	354	3 58
SeptOct	3 57	3 57	3 57	3 57	3 58	3 58	3 56	3 56	3 55	3 57	3 55	3 57
OctNov	3 58	3 58	3 58	3 58	3 59	3 59	3 58	3 58	3 56	3 58	3 56	3 58
NovDec	3 60	3 60	36)	3 60	3 60	3 60	3 59	3 59	3 58	3 60	3 58	3 60
DecJan	3 61	8 81	3 61	3 61	3 61	3 61	3 60	3 60	3 59	3 61	3 59	3 61
JanFeb	3 62	3 62	3 62	3 62	3 63	3 63	361	3 61	3 60	3 62	3 60	3 62
FebMch.	3 63	3 63	3 63	3 63	4 00	4 CO	3 63	3 63	3 62	4 00	3 62	4 00
MchApril.	4 01	4 01	4 01	4 01	4 02	1 02	4 00	± 00	3 63	4 02	3 63	4 02
April-May	4 02	4 02	4 02	4 02	4 03	4 03	4 01	4 01	4 01	4 03	4 01	4 03
May-June	4 04	4 04	4 04	4 04	4 04	± 05	4 03	4 03	4 02	101	4 02	4 04
June July				-,								

	We	Wed., Aug. 21.				Thurs., Aug. 22				Fri., Aug. 23.			
	Open	High	Low.	Clos.	Open	High	Low.	Clos.	pen	High	Low.	Clos.	
	d.	d.	d.	d.	d.	d.	d.	d.	d,	d.	d.	d.	
August	3 59	3 61	3 59	3 61	3 62	3 63	3 62	3 63	4 02	4 62	4 02	4 02	
AugSept	3 59	3 61	3 59	361	3 62	3 63	3 62	3 63	4 02	4 02	4 02	4 02	
SeptOct.	3 60	3 62	3 60	3 62	3 63	3 63	3 63	3 63	4 02	4 03	4 02	4 02	
OctNov	3 61	3 63	3 61	3 63	4 00	4 00	4 00	4 00	4 04	4 04	4 04	4 04	
NovDec	3 63	4 00	3 63	4 00	4 02	4 02	4 02	1 02	4 05	4 05	4 05	4 05	
DecJan	4 00	4 02	4 00	4 02	4 03	4 03	4 03	4 03	4 08	4 06	4 08	4 08	
JanFeb	4 01	4 03	4 01	4 03	4 04	4 05	4 04	4 05	4 08	4 08	4 08	4 08	
FebMch.	4 02	4 04	4 02	4 04	4 00	4 00	4 06	4 06	4 09	4 09	± 09	4 09	
MchApril.	4 01	4 06	4 04	4 (6	4 07	4 07	4 07	4 07	4 10	4 10	410	4 10	
April-May	4 05	4 07	4 05	1 07	4 09	4 09	4 09	4 09	4 12	4 12	4 12	4 12	
May-June	± 07	4 09	± 07	1 09	4 10	4 10	4 10	410	4 13	4 14	± 13	4 13	
June-July												oil.	

#### BREADSTUFFS.

FRIDAY, August 23, 1895.

It has been a very tame and uninteresting week in the market for wheat flour. Buyers have been very few and decidedly indifferent operators, and quoted prices have been lowered 5 to 10 cents, owing to a decidedly weaker drift to the grain values. City mills have sold slowly and prices have declined. Rye flour has been in slow request and prices have weakened. Corn meal has had very little call, and while no changes have been made in quoted prices the tone of the market has been easy. To-day the market for wheat flour was dull and unchanged.

There has not been much animation to the speculative dealings in the market for wheat futures, and prices have steadily declined under dull and weaker foreign advices, the slowness of the export demand, and a liberal movement of the new crop wheat in the Northwest. In the spot market business has been quiet, as shippers have not been buyers and prices have declined. At the close, however, they were showing slightly more interest, and the sales yesterday included No. 2 red winter at ½c. over September delivered and 1¾c. over September f. o. b. afloat, No. 1 hard at about 3¾c. over September f. o. b. afloat, To-day the market was weaker during early change, but subsequently good buying for foreign account, mainly to cover contracts, caused an advance. The spot market was fairly active and steady; shippers were buying. The sales included No. 2 red winter at ½c. over September f. o. b. afloat and No. 1 hard at about 3¾c. over September f. o. b. afloat and No. 1 hard at about 3¾c. over September f. o. b. afloat. There has not been much animation to the speculative deal-September f. o. b. afloat.

DAILY CLOSING PRICES OF NO. 2 RED WINTER WHEAT.

		our.	non.	Lues.	wea.	Thurs.	FIL.
ı	August delivery	7034	6978	6819	6708	6718	6738
	September delivery c.	7118	70	6834	6778	6738	6758
	October delivery	7138	7018	69	634	6734	68
	December delivery c.	7278	71%	7049	6978	694	6958
	May delivery	764	7518	74	7338	7318	7312

Speculation in the market for Indian corn futures has been moderately active, but at declining prices, due to general selling prompted by the decidedly favorable outlook for the growing crop. In the spot market shippers have continued fairly good buyers, but at lower prices. The sales yesterday included No. 2 mixed at 45½c, down to 44½c, delivered, and 3½c, over September for prompt loading f. o. b. afloat. Today the market was fairly active and the close was higher on buying by foreign "shorts" to cover contracts. The spot market was active, as shippers were large buyers. The sales included No. 2 mixed at 2c, over September in elevator, and 3½c, over September for prompt loading f. o. b. afloat; also white at 2½c, over September f. o. b. afloat, and yellow at 44c.

DAILY CLOSING PRICES OF NO. 2 MIXED CORN.

	Sat.	Mon.	Tues.	Wed.	Thurs.	Ps.
September delivery c.	4479	444	4358	4249	4134	424
October delivery			4258	4178	4138	4134
December delivery c.					3819	384
May delivery		3818	3778	3734	3758	377s

Oats for future delivery have been quiet and prices have gradually weakened under free offerings, prompted by the decline in corn and the favorable crop prospects. On the spot business has been fairly active but at easier prices. The sales yesterday included No. 2 mixed at 25½c, in elevator and No. 2 white at 28c, in elevator. To day the market was quiet and steady. The spot market was fairly active. The sales included No. 2 mixed at 25¼ @25½c, in elevator and No. 2 white at 28c, in elevator.

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

	Bat.	Mon.	Tues.	Wed.	Thurs.	Fr: "
August delivery		254	25	25	25	25
September delivery c.	254	21%	2438	244	244	2438
October deliveryc.	2478	2419	24	24	24	24
May delivery	28	27%	2738	2714	27	2718

Rye has had very little call and prices have weakened. The following are closing quotations:

	FLO	UE.	
Fine 9 bbl. \$2 15@	2 30	Patent, winter 8	83 65 284 00
Superfine 2 250	2 60	City mills extras	@ 4 00
Extra, No. 2 2 500	2 80	Rye flour, superfine	2750 340
Extra, No. 1 2 700		Buckwheat flour	0
		Corn meal-	
8traights 3 25@	3 60	Western, &c	2 65 9 2 75
Patent, spring 3 600	4 00	Brandywine	285
[Wheat flour in sacks sells a	at price	s below those for barre	da.l

		GR.	AIN.			
Wheat— Spring, per bush Red winter No. 2 Red winter White Oats—Mixed, per bu White No. 2 mixed	66 0 6730 62 0 67 0 25 0 2740	6. 72 69 70 71 27 <sup>1</sup> 9 34 28 <sup>1</sup> 4	Corn, per bush— West'n mixed No. 2 mixed Western yellow Western White Rye— Western, per bush. State and Jersey	6. 43 44 43 43		6. 46 45 45 45
No. 2 white	28 0	29	Barley-No.2 West'n State 2-rowed		10	

For other tables usually given here see page 309.

#### THE DRY GOODS TRADE.

NEW YORK, FRIDAY, P. M., August 28, 1895.

One of the best features of the situation this week has been the large attendance of buyers and the active business done by the local jobbing houses. There has only been a small proportion of large operators; among the visitors, and the primary market has not benefitted to any great extent; but the smaller traders, both jobbers from out of town and retailers, have crowded the large jobbing stores here. Business has thus been best where just now it is most needed, at second hands, and good progress has been made with the distribution of general supplies. The out-of-town jobbing centres also send in reports again of good results, and the prospects of liberal supplementary demands at first hands are decidedly encouraging. Meanwhile the demand for staple cottons in the primary market is of fair extent, though not resulting in as much business as could readily be done if manufacturers were not so conservative in accepting bids for future deliveries, particularly in brown and bleached cottons. The strength of the market is unimpaired and prices still tend upwards in most directions. Printed fabrics also are against buyers in some instances and are selling well generally, whilst staple ginghams have advanced \(\frac{1}{4}\)(c. per yard. There has been no alteration in the general condition of woolen and worsted goods. Collections still reported upon favorably.

DOMESTIC COTTON GOODS.—The exports of cotton goods from this port for the week ending August 19 were 3,593 packages, valued at \$143,636, their destination being to the points specified in the table below:

NEW YORK TO AUG. 19.		1895.	1894		
MEW TORK TO AUG. 13.	Week.	Since Jan. 1.	Week.	Since Jan. 1	
Great Britain. Other Europeas. China India. Arabia. Africa. West Indies. Mexico. Central America. South America. Other Countries.	23 9 1,165 20 128 325 58 340 775 750	3,310 1,894 37,241 3,693 15,952 5,515 11,138 1,912 7,325 37,978 5,148	244 22 402 250 3 235 48 184 966 151	4,007 2,127 64,505 5,399 15,126 5,121 11,647 1,297 5,147 30,620 2,457	
Total China, via Vancouver'	3,593	131,406 15,350	2,505	147,453 16,788	
Total	3,593	146,756	2,505	164,241	

\* From New England mill points direct

The value of the New York exports for the year has been \$5,875,610 in 1805 against \$7,611,731 in 1804.

The influence of the market for raw material is still evi-

dent in brown goods, sellers proving no less difficult to deal with than a week ago, and prices are again tending upwards. Business in sheetings and drills is moderate, but still sufficient to prevent any accumulation of stocks in either heavy or light-weight goods. Bleached cottons are strong with a gradual moving into line on the part of tickets not previously advanced, and expectations of a further rise in leading makes. Low grades are practically ½c, higher than a week ago. Kid-finished cambrics also have rurther advanced ½c., the strengthening influence in both cases being the strong market for print cloths. Silesias, satteens and other linings are selling more readily at firm prices. Denims have made no further progress in an upward direction and have been quiet this week. Ticks are firmly held, and plaids and cheviots are occasionally somewhat dearer. Cottonades dull. There has been a good demand for dark fancy calicoes at firm prices and further advances of ¼c, are reported in 56x60 makes, Fine wide-printed goods and printed napped fabrics ready sellers at firm prices; also napped woven patterns. Dress ginghams in generally dull demand, although an occasional line sells fairly. Staple ginghams have advanced ¼c, in Amoskeag, York and Bates tickets. Print cloths have sold at 3c, for contracts and at 3c, less ½ of 1 per cent for spots, closing firm in tone.

Stock of Print Cloths-	1895. Aug. 17.	1894. Aug. 18.	1893. Aug. 19.
At Providence, 64 squares	141,000	322,000	185,000
At Fall River, odd sizes	77,000	221,000 \$	444,000

FOREIGN DRY GOODS.—A good distribution has again been reported from second hands in all lines of foreign merchandise, but the primary market has ruled generally quiet outside of deliveries on existing contracts.

#### Importations and Warehouse Withdrawals of Dry Goods

The importations and warehouse withdrawals of dry goods at this port for the week ending August 23, and since January 1, 1895, and for the corresponding periods of last year are as follows:

Total imports	Total	Manufactures of— Wool. Cotton Cotton Bilk Flax Miscellaneous		fotalmarketed	Total withdr'w'ls Ent'dforconsumpt	Manufactures of— Wool. Cotton Bilk Flax Miscellaneous		Total	fannfactures of— Wool	IMPORTS STREET
5,786	2,828	2480 480 480	HOAMI	6,241	2,968	1,925 425 170 636 117	WAR	2,968	730 495 526 593	FOR
1,460,613	76°,588 691,730	200,147 179,486 219,953 87,056 82,291	IMPORTS ENTERED	1,400,832	709,102 691,730	379,548 90,865 81,328 125,806 31,555	WARRIOUSE WI	691,780	Week Ruding Aug. 23, 1894	COMBUMPTION FOR
588,432	71,066 517,366	16,101 18,913 9,422 16,966 9,664	ROR	581,865	63,999 517,386	15,249 15,656 7,892 16,129 9,074	WITEDBAWA	517,366		
54,948,857	38,373,391	1,264,058 3,860,085 4,418,874 2,748,919 1,208,035	WAREHOUSE DURING SAME	53 436,666	15,0#3,275 38,373,391	4,203,463 3,338,410 4,006,833 2,698,059 816,498	MACHILL STY.	88,378,391	I, 1894 Faine 5.144.6 7,110.6 5.060.0 5.075.5 5,976.4	THE WEEK AND
12,984	2,435	1.059 593 169 450 164	BLING SA	12544	1,995	873 477 197 350 98	THE NOAR	1 ,519 2		ID SINCE
3,226,814	2,600,135	300,991 138,287 68,077 73,493 36,831	ME PERIOD	3,121,526	521,391	215,818 108,161 86,503 19,090	E MARKET	2,600,135	Falue. 1,058,459 329,169 588,336 281,936 319,215	SINCE JANUARY
765,249	74,952 690,397	30,855 16,138 7,620 11,212 9,027	0.	764,621	74,224 690,397	32,840 15,127 7,297 9,441 9,519		690,397	Pkgs.  99,161 64,976 46,278 418,556	1. 1895
\$8,136,530	15,775,284	8,140,822 3,853,784 3,922,295 2,017,539 840,844		98,228,576	18,867,330 79,861,24(	9,300 667 3,650,158 3,524,157 1,715,328 677,020		79,861,240	Value \$ 25,271,96 14,110,544 20,335,548 10,424,314	AND 1894

### STATE AND CITY DEPARTMENT.

#### TERMS OF SUBSCRIPTION.

THE INVESTORS' SUPPLEMENT will be furnished without extra charge to every annual subscriber of the COMMERCIAL AND FINANCIAL CHRONICLE.

THE STATE AND CITY SUPPLEMENT will also be furnished without extra charge to every subscriber of the CHRONICLE.

THE STREET RAILWAY SUPPLEMENT will likewise be furnished without extra charge to every subscriber of the CHRONICLE.

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TERMS for the CHRONICLE with the four Supplements above named are Ten Dollars within the United States and Twelve Dollars in Europe, which in both cases includes postage.

#### Terms of Advertising-(Per inch space.)

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 every Subscriber will at all times possess a complete and fresh cyclopædia of information respecting Municipal Debts.

#### BOSTON'S ASSESSED VALUATION AND TAX RATE.

According to the Assessors' official report, recently made public, the total assessed valuation of the city of Boston for the year 1895 is \$951,362,519, which shows an increase of \$23,253,-476 on the figures reported in 1894. The new valuation of real estate is \$744,743,550 and that of personal property \$206,-618,969. Although the valuation of personal property this year shows a gain of \$2,253,776, it is still nearly ten million dollars behind the returns for 1893.

The gain in the number of polls during the past year has been 2,716, the total number reported being 142,505 against 139,789 in 1894. This indicates a more normal growth than was recorded last year, when the total gain over 1893 was but 40. The usual yearly increase has for some time previous to 1893 been between 1,000 and 4,000. A Boston paper says that the return to an average gain in the number of polls indicates that the revival in business and the consequent resumption of many business enterprises, affecting favorably as it has the demand for labor of all kinds, has led many of those who left the city in hard times, because they could live more cheaply elsewhere, to return to it. With more prosperous times these people have again found employment in the city. Their return has not only increased the number of polls, but also has given an impetus to real estate values and building operations in the less thickly settled parts of the city.

In the following table the valuation figures for 1895 are given in connection with those for previous years, which are taken from our STATE AND CITY SUPPLEMENT.

		ssessed Valuation.	Ra	te of Tax
Years-	Real.	Personal.		\$1,000.
1895	744,743,550	206,618,969	051 000 510	\$
1894	723,728,750	204,363,706	951,362,519 928,092,456	12.80
1893	707,762,275	216,331,476	924,093,751	12.80
1892	680,279,900	213,695,800	893,975,700	12.90
1891	650,238,375 619,990,275	204,827,700	855,066,075	12.60
1889	593,799,975	202,051,525 201,633,769	822,041,800 795,433,744	13.30
1888	563,013,275	201,439,273	764,452,548	13.40
1887	547,171,175	200,471,342	747,642,517	13.40
1886	517,503,275 437,370,100	193,118,060	710,621,335	12.70
1870	365,593,100	202,092,395 218,496,300	639,462,495 584,089,400	15·20 15·30
	,,		002,000,100	10.00

The total tax this year of \$12.80 per \$1,000 is the same as that of 1894, but the items vary somewhat. The State tax this year is \$0.55, against \$0.75 in 1894, the county tax is

\$0.85, against \$0.81 in 1894 and the city tax proper is \$11.40, against \$11.20 in 1894. Since 1893 the State tax rate has been cut down by \$0.37, and the city and county rate has been correspondingly increased, so that the total remains the same.

Boston's population, according to the State census figures reported this week, is 494,205, in 1890 it was 448,477, in 1885 it was 390,393, in 1880 it was 362,839, and in 1870 it was 250,526.

Birmingham, Ala.-The following is a copy of the recommendation which has been submitted to the consideration of the holders of bonds of the city of Birmingham, Ala. The proposition was made in the mutual interest of the city and its creditors.

its creditors.

"The people of Birmingham are keenly apprehensive of the disastrous effects which a loss of the municipal credit would entail; they are not insensible to the serious damage which would be sustained by every material interest of their city in such event, and they propose to adopt the only possible method of relieving themselves of the stigma of actual default. It is proposed to secure the assent of all of the holders of the outstanding bonds to a proposition to deposit each alternate coupon maturing between August 13, 1895, and August 13, 1900 (the city paying the other as it matures), with the Baltimore Trust & Guarantee Company, agents for the city of Birmingham, and to accept therefor the receipt of said Baltimore Trust & Guarantee Company certifying to the fact that said coupons are to be held "in trust" for the owners thereof until August 13, 1900, provided that the city shall have the right to take up said coupons at any time before 1900. The city will practice rigid economy in the management and administration of its affairs during said period; and if at any time during said period. affairs during said period; and if at any time during said period after paying necessary current expenses and interest on bonds and coupons it has any surplus money at its disposal it will use the same for the purpose of paying off and retiring said coupons so carried. And the municipal authorities of said city will use all honorable means and do all in their power to obtain legislative authority which will ensure an increase of revenues and the enlargement of the city's taxing power within said period. And the city will pay semi-annually interest upon the amount of such coupons after their respective maturity at the rate of 5 per cent per annum, and in default of such payment of interest, or in default of payment of the principal of such coupons on or before August 13, 1900, or in default of the payments by the city of Birmingham of one-half of its annual interest charges, then and in that event said coupons shall be returned to the respective owners thereof, upon return of the receipt affairs during said period; and if at any time during said perto the respective owners thereof, upon return of the receipt given for said coupons to the Baltimore Trust & Guarantee Company."

Massachusetts Savings Bank Laws.—The scope of the in vestments allowed by law to the Massachusetts Savings Banks was somewhat increased by an act of the State Legislature approved March 23. The date of approval was just too late to allow the provisions of the act to be included in our summary of the law given on page 19 of the last STATE AND CITY SUPPLEMENT. This new legislation authorizes savings banks of the State to invest in and loan money upon the bonds of Missouri and Minnesota or of any city in either State having a population of over 30,000 and a net debt which does not exceed 5 per cent of the city's assessed valuation. The full text of the act is as follows:

N ACT to authorize savings banks to invest in and loan upon bonds of the States of Missouri and Minnesota and the cities thereof.

Be it enacted, etc., as follows:

Be it enacted, etc., as follows:

Deposits in savings banks and institutions for savings, and the income derived therefrom, may be invested in the legally-authorized bonds of the States of Missouri and Minnesota, and in the legally-authorized bonds for municipal purposes, and refunding bonds issued to take up at maturity bonds which have been issued for other than municipal purposes, but on which the interest has been fully paid, of any city of the aforesaid States which has at the date of such investment more than thirty thousand inhabitants, as established by the last national or State census, or city census certified to by the City Clerk or Treasurer of said city, and taken in the same manner as a national or State census preceding such investment, and whose net indebtedness does not exceed five per cent of the valuation of the taxable property therein, to be ascertained by the last preceding valuation of property therein for the assessment of taxes; and in the note or notes of any citizen of this Commonwealth, with a pledge as collateral of any of the aforesaid securities, the amount invested in such note or notes not to exceed in any case eighty per cent of the market value of the securities pledged.

The term "net indebtedness" in this statute shall be construed to denote the indebtedness of any city, town or district, omitting debt created for supplying the inhabitants with water, and deducting the amount of sinking funds available for the payment of such indebtedness.

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

Aitkin County, Minn.—Bridge bonds of Aitkin County to the amount of \$16,000 have been sold to Mason, Lewis & Co.,

Akron, Ohio.—Proposals will be received until September 7, 1895, for the purchase of \$12,600 of improvement bonds. The securities will be dated September 7, 1895, interest at the rate of 5 per cent will be payable semi-annually, and the bonds will mature at the rate of \$2,000 each year in from one to five years and \$2,600 in six years, both principal and interest to be payable at the Nerional Park Bank, New York est to be payable at the National Park Bank, New York.

Belmont, Wis .- Samuel I. Stein, village treasurer, reports to the CHRONICLE that proposals for the purchase of \$3,000 of water works bonds of Belmont will be received until Oct. 1, instead of Oct. 30, as previously reported. The securities will instead of Oct. 30, as previously reported. The securities will bear interest at the rate of 5 per cent, and will mature at the rate of \$300 yearly from Nov. 1, 1896, to Nov. 1, 1905. Interest will be appropriate to the reserve will be appropriate to the reserv rate of \$300 yearly from Nov. terest will be payable annually.

Boston, Mass.—Only \$500,000 of the \$1,000,000 tempor-y loan offered for sale August 21 has been Boston, Mass.—Only \$500,000 of the \$1,000,000 temporary loan offered for sale August 21 has been disposed of. The securities were awarded to the State National Bank at 2½ per cent. Other bids received were: New England Trust Company \$100,000 at 2:36 per cent, \$100,000 at 2:45 per cent, \$100,000 at 2:45 per cent, \$100,000 at 2:53 per cent, \$100,000 at 2:59 per cent and \$100,000 at 2:65 per cent; F. S. Mosely & Company \$1,000,000 at 2:50 per cent and a premium of \$62 50; Puritan Trust Company \$25,000 at 3:50 per cent and Blake Bros. & Co. \$1,000,000 at 2:35 per cent. The loan is payable November 4, 1895.

Brownton, Minn.—F. E. Nichols, Recorder, reports to the CHRONICLE that proposals will be received until Sept. 2, 1895, for the purchase of \$6,000 6 per cent water-works bonds. In-

terest will be payable semi-annually on January 1 and July 1 and the principal will mature in ten years.

The village has at present no debt of any kind and its assessed valuation for 1894 was \$62,726; estimated actual value, \$250,000; total tax rate (per \$1,000), \$24.00. The population in 1890 was 384; estimated present population, 600.

Canton, Ohio.—On August 17, 1895, the city of Canton sold \$11,000 of 4 to 6 year refunding bonds. A list of the bids received is given below:

	E 1	Lenger	1776 .
W. J. Hayes & Sons, Cleveland, Ohio	. 8	8587	00
C. H. White & Co., New York City, N.Y		566	50
Storrs & Smith, New York City, N.Y		526	00
Seasongood & Mayer, Cincinnati, Ohlo		510	00
N. W. Harris & Co., Chicago, Ill	-	503	00
Farson, Leach & Co., Chicago, Ill		503	00
J. W. Longstreet & Co , Boston, Mass	-	469	
Blodget, Merritt & Co., Boston, Mass		470	
Mason, Lewis & Co., Chicago, Ill		4.67	00
S. A. Kean, Chicago, Ill	4.10	247	50

Canyon County, Idaho.-Bids will be received until Sept 7, 1895, for the purchase of \$40,000 of funding bonds. The loan will bear interest at the rate of 6 per cent, and will mature at the rate of \$4,000 yearly in from 11 to 20 years from date.

Carroliton, Ohio.—Proposals will be received until September 2, 1895, for the purchase of \$25,000 of 5 per cent water works bonds. The securities will be dated September 1, 1895, and will mature, part semi-annually, beginning September 1,

Chicago, III.—On August 19, 1895, the city of Chicago offered for sale \$500,000 of 5 per cent one-year city warrants. Only one bid was received, that from W. J. Hayes & Sons offering a premium of \$470 for \$100,000, which amount was awarded to them. We are informed to-day that Messrs. Kuhn, Loeb & Co. of New York have purchased \$1,500,000 of similar securities at par and that the remainder of the first \$500,000 offered by the city has also been disposed of. This accounts for the entire \$3,000,000 of tax warrants authorized. accounts for the entire \$2,000,000 of tax warrants authorized.

Clinton, Ill.—Water-works bonds of this municipality to the amount of \$6,000, voted August 16, will bear interest at the rate of 6 per cent, and will run 20 years, with an option of call after five years. W. Z. Dewey, Clerk, writes the Chronicle that the date of sale has not as yet been fixed, but that it will occur within the next six weeks.

Cohoes, N. Y .- Proposals will be received until September 3, 1895, for the purchase of \$70,000 of 4 per cent bonds.

Crafton, Pa.-Messrs. W. R. Thompson & Co., bankers, of Crafton, Pa.—Messrs. W. R. Thompson & Co., bankers, of Pittsburg, Pa., were the successful bidders for the borough of Crafton, Pa., 4½ per cent tax free bonds to the amount of \$20,000. The following bids were made: Robinson Bros., \$20,116; William Bell, \$20,027; Lamprecht Bros. Co. of Cleveland, \$20,200 10; W. R. Thompson & Co., \$20,488. The money realized from the sale of the bonds is to be used for street and sewer improvement. The first \$2,000 bonds will be due September 1, 1898, and \$2,000 every year upon the same date. Average maturity, 16½ years.

Fostoria, Ohio—Mayor J. M. Beaver reports to the Chron-ICLE that on Aug. 20 \$30,000 of city sewer bonds were author-ized by popular vote. The time of sale has not yet been de-

Gibbon, Minn.—Bids will be received until August 26 for the purchase of \$4,000 of village bonds, the loan to bear interest at the rate of 6 per cent.

Hamilton, Ohio—Bids will be received until Sept. 10 for the purchase of \$4,629 11 of improvement bonds. The loan will bear interest at the rate of 6 per cent and will mature part yearly from 1896 to 1905.

Hennepin, Ill.—Bridge and railroad aid bonds of this village to the amount of \$2,000 have been authorized.

Jackson, Mich.—The question of issuing \$35,000 of bonds for water-works was voted down at an election held August 19. The votes cast were 395 for and 666 against the proposition.

Jefferson County, Tex.—Six per cent jail and bridge bonds of this county to the amount of \$25,000 will soon be issued.

Lenox, Mich.—Bonds to the amount of \$4,000 have been voted for water-works.

Lexington, Mass .- This town has voted to purchase the vater-works for \$200,000, for which amount bonds will probably be issued.

Manchester, N. H.—It is reported that 4 per cent school-house bonds of this city to the amount of \$70,000 have been sold to Messrs. E. H. Rollins & Sons at 101\*43.

Mansfield, Ohio.—Bids will be received until September 2 for the purchase of \$24,000 of assessment bonds. The securities will bear interest at the rate of 6 per cent and will mature in from one to five years.

Marlette, Mich.—Bonds of this municipality to the amount of \$14,000 have been voted for water works.

Middlesex County, Mass.—On August 17, 1895, this county sold \$100,000 of 4 per cent coupon public building bonds to E. H. Rollins & Sons, of Boston, at 102.59 and accrued interest. The securities are dated June 1, 1895, interest will be payable semi-annually on June 1 and December 1, and the principal will mature at the rate of \$10,000 yearly from December 1, 1896, to December 1, 1905.

Milaca, Minn,-Bonds of this town have been voted for water-works and electric-lights.

Montesano, Wash.—Proposals will be received until August 27, 1895, by C. N. Wilson, City Treasurer, for the purchase of \$6,300 of coupon funding bonds. Interest at a rate not exceeding 5 per cent will be payable semi-annually, and the principal will mature in 20 years.

Newton, Mass. - Proposals will be received until August 26. Newton, Mass.—Proposals will be received until August 26, 1895, by John A. Kenrick, City Treasurer, for the purchase of \$300,000 of four per cent coupon highway bonds. The securities are to be dated August 1, 1895, interest will be payable semi-annually on February 1 and August 1 at the National Revere Bank, Boston, or at the office of the City Treasurer, and the principal will mature August 1, 1935.

New York City.—A list of the bids received on August 22 for the purchase of \$200,000 of 3 per cent registered gold assessment bonds of the City of New York is as follows:

	Amount.	Bid.
Manhattan Savings Institution		100 124
A. Galot	5,000	100.121
Richard M. Cornell	200,000	100.03
Blake Bros. & Co., (	200,000	100.40
Harvey Fisk & Sons,		100 40
Jno. R. Waters	25,000	100
Commissioners of Sinking Fund	200,000	100

The securities were awarded to Blake Bros. & Co. and Harvey Fisk & Sons, jointly. The loan is issued for the improve-ment of Park Avenue above One Hundred and Sixth Street. Interest will be payable semi-annually on May 1 and Novem-ber 1 at the Comptroller's office, and the principal will mature November 1, 1901, both principal and interest to be payable in gold coin.

Norwalk, Ohio.—An election held August 13 on issuing \$100,000 of water-works bonds resulted in favor of the propo-

Oneida, N. Y.—It is reported that bids received on August 15 for the purchase of \$150,000 of 8½ per cent gold water bonds were unsatisfactory and that no awards were made. The securities are to be dated September 2, 1895, and will mature at the rate of \$50,000 each year in 1905, 1915 and The loan will probably be offered again at 4 per cent.

Perry, N. Y.—Proposals will be received until September 2, 1895, by T. H. Bussey, President of the Board of Water Commissioners, for the purchase of \$40,000 of waterworks bonds. Interest will be payable semi-annually at the Chase National Bank, New York, and the principal will mature in 20 years. Perry has at present no debt of any kind. Its assessed valuation for 1895 is \$800,030; actual value, \$1,600,000; total tay rate (per \$1,000) \$15,95. The present population according

tax rate (per \$1,000) \$15.95. The present population, according to local figures, is 2,000.

Reno County, Kan.—A call has been made for the payment of refunding bonds, Series A, of Reno County, dated October 1, 1880, and numbered from 20 to 142, both inclusive. The securities will be paid October 1, 1895, at the State Fiscal Agency, New York, on which date interest will cease.

Rockville, Conn.—On August 15, 1895, the city of Rockville sold \$50,000 of 4 per cent sewer bonds to E. H. Rollins & Sons, of Boston, at 106 132. Twelve bids were received for

	the loans as follows:		
		Bid.	
	E. H. Rollins & Sons, Boston	.106.131	
	E. H. Gay & Co , Boston		
ı	C. H. White & Co., New York		
ı	Deitz, Dennison & Prior, Boston	.105.27	
ı	R. L. Day & Co., Boston		
ı	N. W. Harris & Co., New York		Ä
ı	Gladwin & Morse, Hartford		
ı	Blodget, Merritt & Co., Boston		
١	Ætna Life Insurance Co., Hartford		
ı	J. W. Longstreet & Co., New York		
ı	H. C. Warren & Co., New Haven		
ı	Storrs & Smith, New York	.102.20	

These bonds are part of an authorized issue of \$150,000. Another block will be sold next spring.

Sandersville, Ga. - A vote will be taken September 4 on issuing bonds for electric-light purposes.

Sparta School District No. 1, Wis.—On August 15, 1895, this district sold \$25,000 of 5 per cent school bonds to N. W. Harris & Co. for a premium of \$611. The securities are to be dated September 1, 1895, interest will be payable annually on April 1, and \$500 of the principal will mature on April 1 in each of the years 1896 and 1897; \$1,500 on April 1, 1898; \$2,000 on April 1, 1899; \$2,500 on April 1, 1900; \$3,000 on April 1, 1901; \$3,500 each year on April 1, 1902, 1903 and 1904, and \$4,500 on April 1, 1905. Both principal and interest are payable at the National Bank of North America, New York.

The indebtedness of the district is at present \$3,000. Its assessed valuation for 1894 was \$631,000; estimated actual valuation, \$1,750,000. The population of the district in 1890 was 2,895; in 1895, 3,725.

Spring City, Pa.—This borough has voted to issue bonds for \$6,000.

Walpole, Mass.—It is reported that this town has sold \$80.000 of water bonds to E. H. Gay & Co. of Boston at 103.95. The loan bears interest at the rate of 4 per cent and runs from 6 to 20 years.

Wellington, Ohio.—An election held August 19 on issuing \$10,000 of fire protection bonds resulted in the defeat of the proposition by a vote of 156 to 90.

Wilmington, Del.—Proposals will be received until August 31 for the purchase of \$50,000 of sinking fund bonds. The securities bear interest at the rate of 4 per cent and run 20 years.

Youngstown, Ohio.—It is reported that on August 19, 1895, the city of Youngstown sold \$160,000 of 5 per cent waterworks extension bonds to H. M. Garlich for a premium of \$12,608. The securities are to be dated August 31, 1895, interest will be payable semi-annually on May 1 and November 1, and the principal will mature at the rate of \$10,000 yearly from May 1, 1896, to May 1, 1911. Both principal and interest will be payable at the office of the City Treasurer.

#### 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.

Detroit, Mich .- H. S. Pingree, Mayor. Balow is a statement concerning the finances of the city of Detroit, which has been corrected to July 1, 1895, by means of the annual report of C. W. Moore, Comptroller.

Detroit is situated in Wayne County.

Detroit is situated in Wayne County.

LOANS— When Due.
BOULEVARD IMP. BONDS—
4s, J&J, \$200,000...July 1, 1921
4s, M&S. 200,000...Sept. 1, 1922
4s, M&S. 200,000...Sept. 1, 1922
4s, M&S. 200,000...Sept. 1, 1923
4s, M&S. 200,000...Sept. 1, 1923
4s, J&J, 105,000...Sept. 1, 1921
4s, J&J, 105,000...July 15, 1922
4s, J&J, 105,000...July 15, 1922
4s, ..., 25,000....1924
4s, A&O, 510,000...Oct. 1, 1906
SCHOOL BONDS—
4s, M&S, \$100,000...Mar. 1, 1920
4s, A&O, \$150,000...Apr. 2, 1924
4s, F&A, 100,000...Apr. 1, 1921
4s, F&A, 100,000...Apr. 1, 1921
4s, F&A, 100,000...Apr. 1, 1921
4s, F&A, 100,000...Apr. 1, 1924
4g, F&A, \$100,000...Feb. 1, 1900
7s, F&A, \$100,000...Feb. 1, 1900
7s, F&A, \$100,000...Feb. 1, 1900
3'es, J&J, 100,000 Jan. 1, 1918
3'es, J&J, 100,000 Jan. 1, 1918
3'es, J&J, 100,000 Dec. 1, 1916
3'es, J&J, 100,000 Dec. 1, 1916
3'es, J&D, 270,000 Dec. 31, 1916
PUBLIC LIGHTING BONDS—
4s, J&J, \$600,000...Jan. 2, 1924
4s, J&J, \$600,000...Jan. 2, 1924
4s, J&J, \$600,000...Jan. 2, 1924
4s, J&J, \$600,000...Jan. 1, 1897
4s, J&D, \$200,000...June 1, 1918

s One of the investments of the sinking fund.

INTEREST is payable in New York City by the First National Bank except on market bonds, interest on which is payable in Detroit.

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

### NEW LOANS.

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R. L. DAY & CO., 40 Water Street, Boston.

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\$200,000 San Antoni , Tex., gold...6s 100,000 City of Paterson, N. J. . . . 41/28 200,000 City of Des Moines, 1a....4s 30,000 Aroostook Co., Maine ..... 4s

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BANKERS.

MUNICIPAL BONDS.

34 NASSAU STREET.

July 1, '93. \$3,156,500 979,067 . \$3,601,797 \$3,441,189 \$3,359,294 \$2,177,433

Net debt.....

Waterdbt. (addition'l)\$1,183,000 \$1,133,000 \$1,229,000
The outstanding bonds of the Water Commission, amounting to \$1,183,000, issued on the faith and credit of the city, are not included by the city in its statement of bonded debt, as the receipts from water assessments and the annual appropriation of \$75,000 for sinking and interest funds, as required by law, will be sufficient to redeem all out-standing bonds at maturity.

The sinking fund consists of eash, city bonds and Wayne County bonds. The following shows the city's total funded debt, and sinking funds at different periods.

 
 Month and Year.
 Gross Debt.

 1895, July 1.
 \$4,825,000.00

 1894, July 1.
 4,461,000.00

 1893, July 1.
 3,156,500.00

 1890, July 1.
 1,634,500.00

 1880, July 1.
 1,360,400.00

 1875, Feb. 1.
 1,081,900.00

 1870, April 1.
 704,283.73
 Sinking Fund, \$1,223,203:00 1,101,706:00 979,067:00 745,274:24 528,627:80 121,285:64 37,252:89 Net Debt. \$3,601,797.00 3,359,294.00 2,177,433.00 889,225.76 831,772.20 960,614.36 667,030.84

CITY PROPERTY .- The city owns property free from all encumbrance which was valued on January 1, 1895, at \$18,756,319.

ASSESSED VALUATION.-The city's assessed valuation (about 34 actual value) and tax rate have been as follows in the years named:

		Assessed Valuation		Tax Rate
Years.	Real.	Personal.	Total.	per \$1,000
1894	8	\$	\$209,151,220	\$
1893	**********		199,679,210	15.16
1892	149,372,700	35,554,430	184,927,130	16.63
1891	136,026,640	39,423,670	175,450,310	16.78
1890	123,391,610	38,436,960	161,828,570	15.73
1889	117,453,140	39,052,650	156,505,790	14.29
1888	112,740,300	39,558,840	152,299,140	13.10
1885	87,536,645	28,713,300	116,249,945	10.77
1880	64,556,085	19,807,705	84,363,790	11.83
-				

tax rate here includes the city tax, the school tax and the police

DEBT LIMIT-The charter limit of bonded debt is two per cent of assessed valuation.

POPULATION.-In 1890 population was 205,876; in 1880 it was 116,340; in 1870 it was 79,577. Population in 1894 was 237,835.

Fayette County, Texas .- Below is a statement of the financial condition of this county on August 1, 1895.

County seat is La Grange.

New Hampsh ire .- Below is a statement regarding the in debtedness of the State of New Hampshire, which has been corrected to June 1, 1895, by means of a special report from Solon A. Carter, State Treasurer.

LOANS	-Interest.	Princip	pal,
NAME AND PURPOSE.	P.Ct. Payable.	When Due.	Outstand'g.
Agricultural College 1893.	4	1913	\$135,000
Library bonds of 1891	4 J & J	July 1, 1911 1913	
Do do 1893	4		
Municipal War loan	6 9 4 9 1	Jan.1, '96 to 1905 \$150,000 yearly.	\$1,500,000
do do (overdue) Trust funds	160		9,300 632,092
		n cont interest	
Of the trust funds \$80,			
399 46 bear 4 per cent inte	rest, no interest	being paid on the	e remaining
\$1,692 68.		The second second	

PAR VALUE-OF BONDS,-The bonds of this State are in \$500 and \$1,000 pieces.

INTEREST is payable at the Commonwealth Bank of Boston and at State Treasurer's office.

TOTAL DEBT.—The subjoined statement shows New Hampshire's total debt on the first of June of each of the last four years.

1895. 1894. 1895. 1892. Total funded debt. \$1,894,300 \$2,036,042 \$2,007,200 \$2,284,600 Trust funds. 632,092 614,065 593,311 572,903

ASSESSED VALUATION,-The State's total assessed valuation has been as follows:

Years.	Valuation.		Valuation.
894	8269,683,779	1889	.\$241,766,633
893	274,816,342	1888	235,998,455
892	266,427,500	1887	. 228,234,851
891	259,191,770	1886	. 222,106,281
1890	250,530,530	1885	. 218,122,554

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You are hereby notified that on the twenty-four, the Board of Directors of the Hoboken kyry Company daly appointed the United States Mortgage Company, now the United States Mortgage Company, Trustee in the place and stead of William A. Macy and Palmer Campbell, resigned, the Trustees in the mortgage of the Hoboken Ferry Company to William A. Mary and Palmer Campbell, dated January first, eightseen undred and eighty nine; pursuant to the terms of and mortgage.
And that on the twenty third day of May, eighteen hundred and historical and and approved by the Chancellor.

BESSON, STEVENS & LEWIS,
Solictors of the Hoboken Ferry Company.
P. O. Address, No. 1 Newark St., Hoboken, N. J.
Dated June 1st, 1896.

THE JOHNSON COMPANY.

In accordance with the terms of the mortnage providing for a Sinking Fund, one hundred
(190) of the Johnson Company's First Mortgage Six
Per Cent (62) gold bonds will be retired on the let of
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will be received by the United States Trust Company,
New York City, to whom all offers should be directed.

WM. A. DONALDSON,
Treasurer The Johnson Company.

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The Year's Crops.
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Great Britain-Mercantile and Financial Affairs.

Commercial and Financial Review for 1894.

Trade and Commerce-

The Exceptional Character of our Foreign Trade in 1894.
Values of Exports and Imports of the United States and the Trade Balance for 30 years, 1865-1894.
Exports of Leading Articles of Domestic Produce for Three Years.
Imports of Leading Articles of Merchandise for Three Years.
Comparative Prices of Merchandise, 1860, 1879 and 1891-95.

Foreign Exchange Prices in New York in 1893 and 1894.

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Review of Gold and Silver Production. Product of Gold in Australasian Colonies. World's Gold Production since 1870. World's Silver Production since 1870.

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State Securities.—
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Railroad Statistics for the United States.
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York, 1890-1894—Highest and Lowest
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Railroad Stocks in Boston, 1894—Highest
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Highest and Lowest Prices Monthly.
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and Lowest Prices Monthly.
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