

The Commercial & Financial Chronicle

313

INCLUDING

Bank & Quotation Section Railway & Industrial Section Electric Railway Section
 Railway Earnings Section Bankers' Convention Section State and City Section

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CLEARING HOUSE RETURNS.

The following table, made up by telegraph, &c., indicates that the total bank clearings of all the clearing houses of the United States for the week ending to-day have been \$5,447,777,615, against \$6,282,519,628 last week and \$4,056,042,718 the corresponding week last year.

| Clearings—Returns by Telegraph. Week ending July 28. | 1917. | 1916. | Per Cent. |
|---------------------------------------------------------|-----------------|-----------------|-----------|
| New York | \$2,573,350,065 | \$1,991,311,082 | +29.2 |
| Chicago | 386,781,505 | 297,098,997 | +30.2 |
| Philadelphia | 238,347,359 | 183,525,854 | +29.9 |
| Boston | 178,839,640 | 141,723,749 | +26.2 |
| Kansas City | 113,488,923 | 77,324,451 | +46.8 |
| St. Louis | 96,687,480 | 80,311,095 | +19.6 |
| San Francisco | 69,413,553 | 48,646,627 | +42.7 |
| Pittsburgh | 76,428,721 | 53,535,577 | +42.8 |
| Detroit | 42,735,690 | 32,758,841 | +30.5 |
| Baltimore | 32,339,294 | 30,940,224 | +4.5 |
| New Orleans | 31,148,236 | 19,875,084 | +57.7 |
| Eleven cities, 5 days | \$3,839,560,466 | \$2,957,551,581 | +29.8 |
| Other cities, 5 days | 652,799,941 | 445,279,418 | +46.6 |
| Total all cities, 5 days | \$4,492,360,407 | \$3,402,830,999 | +32.0 |
| All cities, 1 day | 955,417,208 | 653,211,719 | +46.3 |
| Total all cities for week | \$5,447,777,615 | \$4,056,042,718 | +34.3 |

The full details for the week covered by the above will be given next Saturday. We cannot furnish them to-day, clearings being made up by the clearing houses at noon on Saturday, and hence in the above the last day of the week has to be in all cases estimated, as we go to press Friday night.
 Detailed figures for the week ending July 21 follow:

| Clearings at— | Week ending July 21. | | | | |
|---------------|----------------------|-----------------|--------------|-----------------|-----------------|
| | 1917. | 1916. | Inc. or Dec. | 1915. | 1914. |
| New York | \$3,823,365,596 | \$2,546,851,844 | +49.7 | \$1,797,219,220 | \$1,588,913,898 |
| Philadelphia | 315,820,898 | 238,495,514 | +32.4 | 152,015,615 | 138,919,837 |
| Pittsburgh | 77,514,915 | 64,319,970 | +20.5 | 52,475,086 | 51,275,705 |
| Baltimore | 42,896,340 | 40,888,098 | +4.9 | 30,362,739 | 32,517,539 |
| Buffalo | 20,788,282 | 15,644,369 | +32.9 | 10,683,963 | 12,543,571 |
| Washington | 10,294,405 | 8,384,509 | +22.8 | 7,026,844 | 6,739,425 |
| Albany | 5,913,966 | 4,754,331 | +24.4 | 5,281,881 | 5,857,154 |
| Rochester | 6,489,042 | 5,412,567 | +19.9 | 4,039,666 | 4,094,166 |
| Scranton | 3,453,726 | 3,049,249 | +13.3 | 3,233,523 | 3,135,245 |
| Syracuse | 4,366,338 | 2,960,341 | +47.5 | 3,133,957 | 2,765,380 |
| Reading | 2,729,301 | 2,279,726 | +19.7 | 1,672,466 | 1,737,900 |
| Wilmington | 3,439,278 | 2,623,175 | +31.1 | 2,152,286 | 2,093,999 |
| Wheeling | 4,097,342 | 2,621,433 | +56.3 | 2,110,011 | 2,136,856 |
| Wilkes-Barre | 2,165,037 | 1,860,690 | +16.4 | 1,772,797 | 1,675,267 |
| Trenton | 2,509,047 | 2,168,096 | +15.7 | 2,110,784 | 1,729,497 |
| York | 1,230,940 | 1,086,644 | +13.2 | 803,052 | 836,549 |
| Erle | 1,906,153 | 1,347,862 | +41.5 | 1,035,535 | 989,603 |
| Lancaster | 1,957,398 | 1,436,953 | +36.3 | 1,155,313 | 1,338,024 |
| Chester | 1,386,170 | 1,093,436 | +26.8 | 635,884 | 623,326 |
| Greensburg | 900,000 | 800,000 | +12.5 | 613,603 | 702,781 |
| Binghamton | 957,700 | 798,300 | +20.0 | 662,309 | 642,824 |
| Altoona | 675,000 | 694,021 | -2.7 | 510,215 | 599,601 |
| Montclair | 537,945 | 392,217 | +37.0 | 437,185 | 353,813 |
| Total Middle | 4,335,394,120 | 2,949,963,370 | +47.0 | 2,081,043,925 | 1,862,174,774 |
| Boston | 268,002,273 | 192,320,787 | +39.3 | 140,027,488 | 136,111,976 |
| Providence | 10,166,800 | 10,123,100 | +0.4 | 7,156,000 | 6,954,600 |
| Hartford | 8,200,000 | 7,228,910 | +13.4 | 6,946,475 | 4,904,673 |
| New Haven | 5,554,916 | 4,705,176 | +18.0 | 3,767,717 | 3,349,023 |
| Springfield | 4,369,726 | 3,845,788 | +13.6 | 2,770,159 | 2,852,749 |
| Portland | 2,800,000 | 2,644,624 | +5.9 | 2,042,713 | 2,037,856 |
| Worcester | 3,818,294 | 3,932,117 | -2.9 | 2,729,028 | 2,530,615 |
| Fall River | -1,977,562 | 1,341,130 | +47.4 | 1,094,619 | 1,171,142 |
| New Bedford | 1,743,749 | 1,316,405 | +32.4 | 1,060,503 | 1,025,906 |
| Lowell | 1,398,155 | 1,010,315 | +38.4 | 8,520,096 | 647,953 |
| Holyoke | 1,047,112 | 1,090,747 | +4.6 | 776,268 | 830,603 |
| Bangor | 671,769 | 662,425 | +1.4 | 426,377 | 383,616 |
| Tot. New Eng. | 309,750,356 | 230,133,524 | +34.6 | 169,649,443 | 189,799,512 |

Note.—For Canadian clearings see "Commercial and Miscellaneous News."

| Clearings at— | Week ending July 21. | | | | |
|--------------------|----------------------|---------------|--------------|---------------|---------------|
| | 1917. | 1916. | Inc. or Dec. | 1915. | 1914. |
| Chicago | \$504,529,413 | \$407,392,656 | +23.8 | \$287,933,755 | \$291,461,996 |
| Cincinnati | 48,214,990 | 32,236,350 | +49.6 | 25,690,950 | 25,640,250 |
| Cleveland | 87,284,361 | 51,011,131 | +71.1 | 29,311,260 | 26,412,179 |
| Detroit | 58,488,524 | 48,027,142 | +21.8 | 30,575,714 | 23,041,972 |
| Milwaukee | 24,331,153 | 18,938,481 | +31.1 | 13,426,177 | 16,184,351 |
| Indianapolis | 13,963,000 | 10,541,107 | +32.5 | 8,360,265 | 7,920,856 |
| Columbus | 10,718,900 | 9,993,700 | +7.3 | 6,894,800 | 6,628,800 |
| Toledo | 10,498,893 | 9,729,075 | +7.9 | 7,390,616 | 6,468,743 |
| Peoria | 7,086,849 | 3,444,175 | +105.7 | 2,267,243 | 2,936,114 |
| Grand Rapids | 4,878,929 | 4,567,338 | +68.1 | 2,937,351 | 2,957,400 |
| Evansville | 2,199,458 | 1,577,197 | +39.4 | 1,013,212 | 1,412,901 |
| Dayton | 4,055,337 | 3,675,047 | +10.3 | 2,440,626 | 2,148,073 |
| Akron | 6,541,000 | 4,341,000 | +50.7 | 2,482,000 | 1,972,000 |
| Youngstown | 3,704,589 | 2,015,053 | +83.8 | 1,385,405 | 1,831,326 |
| Canton | 4,654,372 | 2,806,826 | +65.9 | 1,615,816 | 1,431,983 |
| Springfield, Ill. | 1,557,338 | 1,608,247 | -3.2 | 1,037,608 | 1,412,901 |
| Fort Wayne | 1,340,420 | 1,488,154 | -9.9 | 1,150,913 | 1,269,762 |
| Rockford | 1,754,778 | 1,162,847 | +50.9 | 958,296 | 890,914 |
| Lexington | 700,000 | 580,212 | +20.7 | 560,688 | 619,975 |
| South Bend | 1,099,968 | 1,005,997 | +9.3 | 737,470 | 556,298 |
| Springfield, O. | 1,418,572 | 1,081,199 | +31.2 | 841,321 | 790,300 |
| Bloomington | 992,941 | 912,027 | +8.9 | 519,857 | 613,827 |
| Quincy | 883,951 | 906,829 | -2.5 | 618,121 | 664,014 |
| Mansfield | 1,072,914 | 704,395 | +52.3 | 592,995 | 554,521 |
| Danville | 650,000 | 557,816 | +16.5 | 443,455 | 509,538 |
| Jackson | 1,200,000 | 1,117,966 | +7.3 | 664,403 | 530,000 |
| Owensboro | 617,555 | 316,228 | +95.3 | 251,211 | 306,901 |
| Lima | 800,000 | 843,881 | -5.2 | 517,676 | 508,995 |
| Lansing | 1,500,000 | 1,206,569 | +24.7 | 562,507 | 484,483 |
| Decatur | 854,455 | 641,451 | +33.2 | 381,605 | 428,963 |
| Jacksonville, Ill. | 351,460 | 519,287 | -32.4 | 226,516 | 342,472 |
| Ann Arbor | 283,573 | 366,493 | -22.6 | 217,539 | 125,045 |
| Adrian | 135,905 | 108,663 | +25.2 | 71,138 | 05,000 |
| Tot. Mid. West | 808,513,598 | 625,424,569 | +29.3 | 434,098,509 | 428,925,768 |
| San Francisco | 100,596,428 | 64,445,614 | +56.1 | 48,272,420 | 45,547,054 |
| Los Angeles | 28,707,000 | 24,128,959 | +19.0 | 20,111,079 | 20,122,050 |
| Seattle | 21,795,623 | 14,232,647 | +53.1 | 11,528,003 | 11,586,469 |
| Portland | 14,500,000 | 10,507,453 | +38.0 | 8,731,657 | 9,662,899 |
| Salt Lake City | 13,848,964 | 8,187,712 | +69.1 | 5,325,486 | 4,997,744 |
| Spokane | 5,900,000 | 4,289,000 | +37.6 | 3,259,021 | 3,382,159 |
| Tacoma | 2,752,004 | 2,269,988 | +21.3 | 1,800,000 | 2,012,911 |
| Oakland | 5,200,000 | 4,088,973 | +27.2 | 3,047,191 | 2,783,558 |
| Sacramento | 3,001,460 | 2,302,294 | +30.4 | 1,697,638 | 1,921,578 |
| San Diego | 2,030,682 | 2,059,506 | -1.4 | 1,814,131 | 1,822,670 |
| Pasadena | 901,697 | 842,582 | +7.0 | 904,482 | 850,449 |
| Stockton | 1,683,154 | 1,290,837 | +29.7 | 959,250 | 909,448 |
| Fresno | 1,676,153 | 1,025,547 | +63.5 | 787,949 | 813,856 |
| Sau Jose | 801,171 | 802,121 | -0.1 | 594,391 | 640,748 |
| North Yakima | 526,102 | 375,642 | +40.2 | 293,588 | 280,000 |
| Reno | 556,988 | 398,641 | +39.6 | 315,000 | 262,357 |
| Long Beach | 665,200 | 505,065 | +31.7 | 439,890 | 481,193 |
| Total Pacific | 205,142,626 | 141,752,581 | +44.7 | 110,081,176 | 108,076,543 |
| Kansas City | 142,908,998 | 84,393,007 | +69.3 | 61,153,004 | 58,175,720 |
| Minneapolis | 26,334,415 | 23,832,276 | +10.5 | 16,010,427 | 18,759,583 |
| Omaha | 31,938,932 | 20,385,029 | +56.7 | 16,627,559 | 15,305,930 |
| St. Paul | 13,342,073 | 13,710,936 | -2.7 | 10,425,983 | 10,793,687 |
| Denver | 14,085,014 | 10,831,556 | +30.0 | 9,774,052 | 8,004,081 |
| St. Joseph | 13,279,924 | 8,810,811 | +50.7 | 5,763,243 | 5,640,875 |
| Des Moines | 7,270,972 | 5,598,041 | +30.0 | 4,350,694 | 4,564,647 |
| Wichita | 6,483,772 | 5,147,975 | +26.0 | 3,654,603 | 3,971,267 |
| Duluth | 5,182,564 | 4,612,336 | +12.4 | 2,797,888 | 3,915,607 |
| Sioux City | 6,181,451 | 3,872,932 | +59.6 | 2,899,660 | 2,680,353 |
| Lincoln | 3,429,163 | 2,558,639 | +34.0 | 1,957,962 | 2,124,113 |
| Topoka | 3,015,831 | 1,798,736 | +67.7 | 1,510,383 | 1,704,009 |
| Cedar Rapids | 2,371,087 | 1,722,564 | +37.7 | 1,469,299 | 1,510,998 |
| Davenport | 2,130,590 | 1,743,681 | +22.2 | 1,104,028 | 1,377,444 |
| Waterloo | 2,779,000 | 1,757,205 | +58.2 | 1,435,680 | 1,277,213 |
| Helena | 1,929,012 | 1,492,789 | +29.2 | 937,892 | 1,304,321 |
| Fargo | 1,624,061 | 1,476,894 | +10.0 | 1,263,906 | 1,178,320 |
| Colorado Springs | 1,343,143 | 736,266 | +82.5 | 718,330 | 683,815 |
| Pueblo | 651,462 | 538,267 | +21.0 | 356,916 | 568,833 |
| Fremont | 489,868 | 427,120 | +14.5 | 290,438 | 377,073 |
| Aberdeen | 1,000,000 | 897,318 | +11.5 | 608,564 | 360,000 |
| Hastings | 323,450 | 296,412 | +9.1 | 161,710 | 284,381 |
| Billings | 1,058,909 | 722,851 | +46.5 | 521,407 | 3 |

THE FINANCIAL SITUATION.

The War Revenue Bill of the Senate Finance Committee makes an important alteration in the method of collecting the income tax upon interest and coupons of corporate bonds that is not attracting the attention which the importance of the change merits. The Investment Bankers' Association, in a set of resolutions protesting against the change, now brings the matter to public attention, and is to be commended for so doing.

The bill of the Senate Finance Committee undertakes to alter the present method so that instead of collecting the tax at the source of the income there will be substituted the requirement of supplying (to the Government) information at the source. The effect would be, in the great majority of cases, to shift the payment of income from the corporations issuing the bonds to the individual owning them, and thus to deprive investors, who have bought bonds containing the so-called tax-free covenant for the express purpose of securing immunity from the income tax, of the benefits which the tax-free covenant was intended to confer.

The Federal income tax, as we now know it in this country, is of very recent origin—dating only from 1913—but for a score of years before that attempts had been made to levy such a tax, and before the adoption of the income tax amendment to the United States Constitution endowing Congress with specific authority to levy an income tax, Congress had been balked at least once in the attempt to impose the tax. Investors, therefore, in buying corporate bonds, sought to secure protection against the possibility of Congress sooner or later being legally entitled to impose the tax. Corporations on their part sought to make their new bond issues attractive in the eyes of investors by inserting the tax-free covenant—that is, by covenanting to assume any tax of that kind, State or national, which they might be called upon to deduct in the payment of the interest on the bonds.

The language of the tax-free covenant in the case of the bond issues of all the more prominent corporations is closely identical. We may take for illustration the covenant as expressed in the general mortgage 4s of the Atchison Topeka & Santa Fe Railway. These bonds were issued in 1895, at the very time when the need of a tax-exemption feature had been pressed upon public notice through the attempt to carry into effect an income tax provision under the Tariff Act of 1894. The language of the Atchison bonds is as follows: "Both the principal and interest of this bond are payable without deduction for any tax or taxes which the Railway Company may be required to pay, or to retain therefrom, by any present or future law of the United States or of any State or Territory thereof, the Railway Company hereby agreeing to pay such tax or taxes." In substance, a similar covenant is to be found in all the large railroad mortgages, with few exceptions, put out between 1894 or 1895 and the time in 1913 when Congress enacted an income tax law under the new Income Tax Amendment to the Federal Constitution.

Study of the language here quoted will make it evident why it makes a big difference whether in levying an income tax the law makes it incumbent upon the corporation to pay the tax by collecting at the source of the income, or merely requires informa-

tion from the company as to who is getting the income and then collects the tax from the owner of the bonds. In the one case the company is obligated to assume the tax under its agreement to pay the interest "without deduction for any tax or taxes which" it "may be required to pay or to retain therefrom," while in the other case the tax falls directly upon the owner. Obviously, if there is no requirement that the company shall withhold the amount of the tax then there is no obligation on its part to assume it.

As the law now stands it is expressly provided under sub-division (c) of Section 9 of the Act of last September that the amount of the normal tax "shall be deducted and withheld * * * * from income derived from interest upon bonds and mortgages or deeds of trust or other similar obligations of corporations," no matter what the amount of the interest, be it large or small. The bill of the Senate Finance Committee would change this, and collect, not from the company, but from the owner. On the other hand, the company would still be required to withhold the amount of the tax in cases where the interest is paid to non-resident aliens, the reason for the distinction obviously being that these non-residents, being outside of the country, cannot be reached by our Government after the money has once been paid over to them.

It does not seem right that there should be discrimination between the foreign owner and the American owner by giving to one the benefit of the tax-free covenant and denying it to the other. Nor does it appear altogether square for Congress to make itself a party to legislation which would in effect nullify the tax-free covenant as far as any class of owners is concerned. Of course, the tax is becoming increasingly burdensome to the corporations. At first only 1%, it was last September doubled, and made 2%, and now it is again to be doubled and made 4%. Should the war last much longer it is conceivable that it may again be doubled, and then doubled once more. But while this makes the burden heavier and still heavier, and in the case of the railroads, at least, almost insufferable, the converse is also true—that is to say, the importance and value of the tax-free covenant to the bond owner for the same reason correspondingly increases, rendering all the stronger the argument that Congress having once provided for a certain method of collecting on the income derived from corporate bonds, should not now alter the method and disturb the equities as between the two parties to the agreement.

There is much force in the contention of the Investment Bankers' Association (we print the resolutions on the subject adopted by the Board of Governors of the Association on page 336 of the current issue of this publication) that the action contemplated, if persisted in, "will discredit corporate securities in the eyes of investors who have purchased them, relying on the covenants they contained and on the recognition of such covenants by the existing United States laws, and will have a seriously detrimental effect on the credit position of all corporations without regard to whether or not they intend to maintain good faith toward the holders of their securities." With railroad expenses mounting up so seriously in other directions, it would obviously be a welcome benefit for carriers to secure relief from this added and growing income tax burden (which is in addition to the tax on net profits which the carriers are obliged to pay, the same as all other corporations), but rail-

road credit is already so seriously impaired as a result of the long period of adversity with which the railroads have had to contend, that any attempt to nullify, even by indirection, the tax-free covenant in their bond issues must tend still further to impair their credit, leaving them the losers anyway in the end. It will be best for all parties, in our estimation, if nothing be done that can even impliedly be considered a violation of good faith on the part of Congress and the corporations in the observance of the letter and spirit of the tax-free covenants of corporate bonds.

After a formal conference in Paris attended by distinguished representatives of the Entente Powers a declaration was adopted unanimously on Thursday agreeing to continue the struggle until the war aims had been attained. The declaration follows:

"The Allied Powers, more closely united than ever for the defense of the peoples' rights, particularly in the Balkan peninsula, are resolved not to lay down arms until they have attained the end which, in their eyes, dominates all others—to render impossible a return of the criminal aggression such as that wherefor the Central Powers bear the responsibility."

Our own Government was represented by Major-General John J. Pershing. General Sir William Robertson, Chief of the Imperial Staff, represented Britain, General Foch represented France, General Cadorna, Italy, while other countries had either military or civilian representatives. The British Premier, Lloyd George, was present in an advisory capacity. It is officially announced that agreement was unanimous on all decisions reached during the meeting. The Ministers of departments affected will meet in London in a day or two to draw up the executive measures. Later it was announced from Paris that the Entente Powers had decided to withdraw their troops as soon as possible from ancient Greece, Thessaly and Epirus. This decision was reached at the conference in Paris.

As to the military operations, the week's news does not make very satisfying reading. A large part of the Russian army—that part responsible for the recent brilliant forward dash—seems to have completely collapsed and is fleeing before the unrestrained advance of the Austro-Germans. In Galicia, Stanislau, Halicz, Trembowla and even Tarnopol have been lost, though the Russian generals have been instructed to recapture the last-named stronghold on the ground that its evacuation was unnecessary and premature. It is also reported that the pressure in Galicia has forced a Russian retirement in the Carpathians. The collapse of the Russians is due to disaffection and may be traced in large measure, some think, to German intrigue. The retreat, which has become a rout, still continues, notwithstanding that Premier Kerensky, who has been declared Dictator, has announced a policy of "blood and iron" to be applied against the seditious Russian troops in East Galicia. General Korniloff, in accordance with this policy, ordered a whole division of mutinous troops shot by its own artillery. Despite this drastic action, the retreat continues, though on the Vilna front Russian troops in connection with Rumanians have administered a severe defeat to the Germans. This latter appears to have had only a local effect. The Rumanians alone took over a thousand prisoners and 33 guns, 17 machine guns and

10 mine throwers. No attempt is made by the British papers to minimize the disastrous effect of the Russian situation. The Petrograd correspondent of the London "Morning Post" describes the defeat as "an appalling blow" and tells how the Russian army that ran away was easily the finest equipped the nation had yet put into the field. There seems slight encouragement to hope that any sufficient recuperation will be possible to render Russian support of real value for a considerable period. All that can be hoped is that the Dictator will display sufficient control to be able to offer enough resistance to make it possible to keep the Eastern armies of the Central Powers from being released completely to the Western front. On the latter there have been many savage attacks with some moderate degree of success to the Germans this week. It is obvious that a new offensive campaign has been started with a view of forcing a decision if possible before our own troops become available in important numbers. The French have been able in a broad sense to hold the German attacks in check and they have retaliated in a number of instances by capturing enemy trenches. A dispatch from a correspondent with the French armies declares that 250 German guns were massed over the three-mile front on which the German Crown Prince on Thursday night tried for the seventh successive night to wrest ground from the French on the Chemin des Dames. In Flanders over a 40-mile front from the coast to the River Lys a terrific artillery duel between British and Germans is in progress, but as yet no attempt has been made by either side to throw the infantry into the fighting. The Germans are raining shells on every point along the British front where movements outside the usual regime are observed. The Lens sector, Armentieres and other locations recently have received visitations from large numbers of German shells.

On the seas the Kaiser's forces have also met with some degree of increased success, the weekly report of the British Admiralty (for the seven-day period ending July 22) showing 21 vessels over 1,600 tons and 3 vessels under that size, a total of 24 as having been sent to the bottom by mines and torpedoes. This total is six more than the week preceding and seven more than that ending July 8. It, however, is still much below the total of the week of April 22, when 55 vessels were destroyed. There were no French marine disasters last week, though six French vessels were attacked unsuccessfully. Two Italian steamships were sunk and one small sailing vessel was damaged during the week. At a conference between Emperor William and Parliamentary leaders on Friday of last week the Emperor aimed to impress his hearers with the great success of the submarine warfare, which, according to the "Vossische Zeitung," he described as working beyond all expectations and bringing England's sure destruction nearer. Meanwhile the German successes in the field furnished a quietus for the reform movement that but recently appeared to be making such progress throughout Germany.

The east coast of England was again visited by a squadron of about 15 to 20 enemy airplanes in the vicinity of Felixtown and Harwich in a daylight raid last Sunday morning. Before being repulsed they dropped bombs causing the death of 11 persons and injuring 26. The damage to property was slight.

What with the disappointment over the Russian situation and the large new war credit demanded by the Government, the markets for securities in London have shown slight animation. There seems, however, to have been no extensive selling pressure. The growth of war expenditures was regarded as inevitable. Russian bonds and industrials were lower and shipping and oil shares were well supported. Consols eased off slightly, closing at $55\frac{3}{8}$, against 56 on Friday of last week. The suggestion of former Chancellor of the Exchequer, Sir Reginald McKenna, that the income tax might rise to 8 shillings in the pound to meet the national debt service has been responsible for an improved demand for the 4% tax compounded war loan, bids for which were advanced to 102. There seems widespread agreement, according to London correspondents, that the current sales of Treasury and Exchequer bills are inadequate and that something further is necessary. This must either take the form of popularizing the existing available issues, or by creating more attractive ones from the popular standpoint, such as premium bonds. Last week's British expenditure amounted to £32,655,000. Repayment of £34,904,000 in Treasury Bills and £10,000,000 of Bank of England advances and other minor items brought the total outgo to £77,567,000. Receipts from all sources amounted to £75,097,000, including £43,852,000 in Treasury Bills, £3,359,000 in Exchequer bills, £4,197,000 in American credits and £11,000,000 in advances from the Bank of England. The revenue fell £2,999,000 to £10,289,000. The Treasury balance at the close of the week was £22,368,000, a decrease of £2,470,000. Bank officials predict that the next British war loan will be brought out early in the autumn.

The largest war credit yet asked by the British Government, namely £650,000,000 (\$3,250,000,000) was moved by Andrew Bonar Law, Chancellor of the Exchequer, in the House of Commons on Monday and was immediately agreed to. This new credit brings Great Britain's war expenditure to the enormous sum of £5,292,000,000, or approximately \$26,460,000,000 after *three* years of war. Incidentally, it is of interest to remark that our own war financial program as suggested by Secretary McAdoo's announcement of the need of an additional \$5,000,000,000 (later reports even mention \$10,000,000,000) for the army contemplates an expenditure for the *first* year of our participation in the conflict of \$17,000,000,000. This does not include loans to our allies additional to the \$3,000,000,000 that has been authorized, although intimations from Washington suggest that our European friends will require further aid as early as October. Thus, it seems quite within the range of probabilities that in our first year of war the requirements will reach \$20,000,000,000, which certainly is very close to the \$26,000,000,000 representing the three-year expenditure of Britain. It is not surprising, therefore, that the Chancellor in his speech should have emphasized the great importance from the financial viewpoint of the participation of the United States in the war, since it assures that the Allies, so strengthened, will not be deprived of victory through lack of funds. The Chancellor showed that Great Britain's advances to her Allies and dominions already had reached the huge total of over £1,000,000,000 (\$5,000,000,000). He declared that the war expenditure, although show-

ing a substantial improvement over the figures as of May 9, when he had asked for the last war credit, still approaches £7,000,000 daily, and exceeds the Budget estimate by £1,000,000 daily. Comparing the last seventy-seven days with the first thirty-five days of the financial year, the expenditure showed a reduction of £1,000,000 daily. Further reference to Bonar Law's statements will be found on page 329.

That there are to be for the present, at least, no further important changes in the British Ministry, is indicated by a vote of confidence of 301 to 102 which the Government obtained in the House of Commons on Tuesday. The vote was in the form of the defeat of an amendment to the Corn Production Bill, which the Ministers had announced their intention of treating as a test vote. The result was all the more significant since the bill as a whole is heartily disliked by a large section of Parliament, as well as of the public. Walter Runciman and others strongly denounced the 25 shillings (\$6 25) minimum wage for farm wages as miserably inadequate. The Government's position, as explained by the Attorney-General, was that the Government was fixing a minimum which would prevent the farm laborers from being exploited and that there was nothing in the bill to prevent the Wages Board from giving a higher wage where it was justified. The Wardle amendment, which was the one in question, sought to increase this minimum to 25@30s. weekly. Rowland E. Prothero, President of the Board of Agriculture, announced that if the amendment were pressed to a division, the Government would stand or fall by the result, with all the necessary consequences. Mr. Prothero said the average wage in 1909 and 1910 was 17 shillings and 10 pence, and the increase to 25 would mean that, during the operation of the bill, the farmers would have to pay in increased wages £59,455,000. The possible liability of the State to the farmers during the same period was £68,000,000. To increase the wage to 30 shillings would impose an additional payment on the farmers of £40,000,000.

In Paris financial affairs are attracting slight attention, though the recent increase in the war profits tax has not appreciably affected prices of war industrials, all of which are fairly active considering the approach of the dull season. The Government proposes in the near future to coin 15,000,000 francs in perforated nickel money of the denominations of 25, 10 and 5 centimes. Recent drastic import restrictions are causing general satisfaction in commercial circles throughout France. The British Government may be asked to modify its import restrictions in order to provide greater reciprocity between the two countries.

There has been no change in official rates at leading European centres from 5% in London, Paris, Berlin, Vienna and Copenhagen; $5\frac{1}{2}\%$ in Italy, Portugal and Norway; 6% in Petrograd, and $4\frac{1}{2}\%$ in Switzerland, Holland and Spain. In London the private bank rate continues to be quoted at $4\frac{3}{4}\%$ for sixty and 4 13-16% for ninety-day bills. No reports have been received by cable of open market rates at other European centres, as far as we have been able to ascertain. Call money in London closed at 4% against $3\frac{1}{2}\%$ @4% a week ago.

This week's statement of the Bank of England recorded another loss—though only a minor one—in gold of £63,905. Total reserves, however, were reduced £283,000, there having been an increase in note circulation of £219,000. The proportion of reserve to liabilities declined to 18.36%, comparing with 18.62% last week, and 28.05% a year ago. Public deposits this week showed a reduction of £1,140,000, although other deposits increased £2,128,000. Government securities were expanded £2,640,000. Loans (other securities) declined £1,299,000. Thread-needle Street's gold holdings aggregate £53,128,645, as against £56,376,011 a year ago and £60,906,500 in 1915. Reserves total £31,842,000. This compares with £38,780,981 in 1916 and £45,825,165 the previous year. Loans now stand at £111,365,000. At the corresponding period last year they were £75,219,090 and in 1915 £192,195,214. The Bank reports as of July 21 the amount of currency notes outstanding as £149,494,703, against £148,558,380 last week. The amount of gold held for the redemption of such notes remains at £28,500,000. Our special correspondent is no longer able to give details by cable of the gold movement into and out of the Bank for the Bank week, inasmuch as the Bank has discontinued such reports. We append a tabular statement of comparisons:

BANK OF ENGLAND'S COMPARATIVE STATEMENT.

| | 1917. July 25. | 1916. July 26. | 1915. July 28. | 1914. July 29. | 1913. July 30. |
|----------------------------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| | £ | £ | £ | £ | £ |
| Circulation | 39,736,000 | 36,045,030 | 33,531,335 | 29,706,350 | 29,858,140 |
| Public deposits.... | 46,614,000 | 52,989,880 | 177,636,201 | 12,713,217 | 10,937,012 |
| Other deposits..... | 126,839,000 | 85,241,272 | 95,540,497 | 54,418,908 | 40,821,556 |
| Govt. securities.... | 48,127,000 | 42,188,131 | 53,157,910 | 11,005,126 | 12,756,539 |
| Other securities.... | 111,365,000 | 75,219,090 | 192,195,214 | 47,307,530 | 29,190,985 |
| Reserve notes & coin | 31,842,000 | 33,780,981 | 45,825,165 | 26,875,194 | 27,876,520 |
| Coin and bullion.... | 53,128,645 | 56,376,011 | 60,906,500 | 38,131,544 | 39,284,660 |
| Proportion of reserve to liabilities..... | 18.36% | 28.05% | 16.77% | 40.03% | 53.84% |
| Bank rate..... | 5% | 6% | 5% | 4% | 4½% |

The Bank of France this week reports a further gain in its gold holdings of 3,521,900 francs, of which 2,222,325 francs represent an increase in the amount held in vault and 1,299,575 francs another contribution to the amount held abroad for the benefit of the Allies' gold pool. Total gold holdings (including 2,036,074,250 francs held abroad) now aggregate 5,299,639,900 francs, as against 4,786,513,216 francs (of which 271,055,668 francs were held abroad) in the corresponding week in 1916 and 4,129,343,520 francs (all in vault) in 1915. Silver holdings declined 267,000 francs. Note circulation decreased 2,962,000 francs. General deposits expanded 51,427,000 francs. Bills discounted were reduced 13,305,000 francs, Treasury deposits declined 82,503,000 francs and the Bank's advances decreased 1,817,000 francs. Notes in circulation aggregate 20,201,742,000 francs. This compares with 16,090,892,710 francs in 1916, 12,592,529,055 francs the year preceding and 6,683,184,785 francs in 1914 (before the outbreak of the war). Comparisons of the various items with the statement of last week and the corresponding dates in 1916 and 1915 are as follows:

BANK OF FRANCE'S COMPARATIVE STATEMENT.

| | Changes | | Status as of | |
|----------------------|-----------------|----------------|----------------|----------------|
| | for Week. | July 26 1917. | July 27 1916. | July 29 1915. |
| Gold Holdings— | Francs. | Francs. | Francs. | Francs. |
| In France..... | Inc. 2,222,325 | 3,263,565,650 | 4,515,457,547 | 4,129,343,520 |
| Abroad..... | Inc. 1,299,575 | 2,036,074,250 | 271,055,665 | ----- |
| Total | Inc. 3,521,900 | 5,299,639,900 | 4,786,513,216 | 4,129,343,520 |
| Silver | Dec. 267,000 | 261,218,000 | 339,545,348 | 368,018,809 |
| Bills discounted.... | Dec. 13,305,000 | 550,179,000 | 440,283,539 | 279,990,538 |
| Advances..... | Dec. 1,817,000 | 1,142,313,000 | 1,191,710,339 | 597,325,872 |
| Note circulation.... | Dec. 2,962,000 | 20,201,742,000 | 16,090,892,710 | 12,592,529,055 |
| Treasury deposits.. | Dec. 82,503,000 | 44,664,000 | 75,430,067 | 221,097,086 |
| General deposits.... | Inc. 51,427,000 | 2,588,238,000 | 2,272,767,428 | 2,379,898,058 |

The weekly statement of the Imperial Bank of Germany, issued as of July 14, showed the following changes: Total coin and bullion decreased 2,764,000 marks; gold increased 258,000 marks; Treasury notes expanded 1,405,000 marks; bills discounted were reduced 63,707,000 marks; advances decreased 806,000 marks; investments declined 133,000 marks; other securities increased 38,594,000 marks; notes in circulation showed a reduction of 76,436,000 marks, while other deposits increased 2,096,000 marks and other liabilities 54,330,000 marks. The German Bank's holdings of gold now aggregate 2,457,721,000 marks, comparing with 2,466,360,000 marks a year ago and 2,390,920,000 marks in 1915. Loans and discounts total 10,433,720,000 marks, against 6,429,700,000 marks in 1916 and 4,885,020,000 marks the year before. Circulation is 8,147,594,000 marks. A year ago it was 6,939,640,000 marks, in 1915 5,702,620,000 marks, and in 1914 (before the war) 1,994,564,000 marks.

The weekly statement of New York associated banks and trust companies, issued last Saturday, shows the following changes in the various items: Loans were reduced \$124,997,000. Net demand deposits declined \$67,717,000, although net time deposits expanded \$6,360,000. Cash in own vaults (members of Federal Reserve Bank) decreased \$14,276,000, to \$96,353,000. Reserves in Federal Reserve Bank of member banks, were increased \$91,636,000, to \$430,654,000, against \$165,073,000 a year ago. Reserves in own vaults (State banks and trust companies) showed an expansion of \$5,169,000, to \$143,646,000. The reserves in other depositories (State banks and trust companies) increased \$1,801,000, to \$62,321,000. Circulation was increased \$206,000. Aggregate reserves (including vault cash which is not now an official reserve, although a highly practical one) registered an expansion of \$85,236,000, thus bringing the total to \$725,191,000, as compared with \$645,922,000, held the previous year. The reserve requirements were reduced \$9,729,900; hence surplus reserves showed an expansion of \$94,965,900, and the total of excess reserves now on hand is \$114,070,240. This is on the basis of 18% reserve for the member banks of the Federal Reserve system, not the 13% taken in the Clearing House return. At this date a year ago, on the same basis, the surplus reserve was \$108,085,360. The bank statement in fuller detail is given in a subsequent section of this issue.

The strain has been effectively removed from the local money situation. Call loans have been renewed as a rule, on the Stock Exchange at about 2½%, and there have been freer offerings of time funds. No additional strain is expected to follow the end of July installment on the Liberty Loan, as so large a portion of the subscriptions have already been paid in full, depriving the installment periods of their active importance. Of course the huge estimates of war expenditures that have come from Washington during the week are producing a spirit of caution in money circles. But this caution is on both sides. There is beginning to develop a more conservative spirit in mercantile and industrial circles. This is a feature that we hardly may regard as unnatural in view of the price-fixing policy that has been announced by the Administration and the uncertainties that must necessarily attend such a policy. The Presi-

dent has urged that manufacturers make the same prices available to the public that they make to the Government. Meanwhile, the Government is arranging for an investigation by the Federal Trade Commission in order to name its own prices. If consumers take this situation seriously, it necessarily will mean a curtailment of orders for industrial products at the current prices asked and the development of a waiting attitude until the extent of the possible decline may be more definitely appraised. There have been one or two important applications on the capital market this week. A syndicate of New York bankers has offered \$15,000,000 of Chicago & Western Indiana RR. 6% one-year notes at 99 $\frac{3}{4}$. Arrangements also have been made for the sale of \$100,000,000 in two-year notes of the Canadian Government on a shade above a 6% basis. The loan has been assented to by our Treasury Department, Secretary McAdoo having made formal announcement that as the balance of trade between the United States and Canada was running strongly in favor of our own country, he realized that it was desirable for Canada to establish credit in our market to meet these adverse balances. The Secretary added, however, that it will be necessary for us to keep control over our own situation by determining each foreign loan on its own merit and with reference to the financial conditions prevailing at the time. On Tuesday last Secretary McAdoo told the Senate Finance Committee that the \$3,000,000,000 authorized in loans for the Allies probably would last only until October, and that about \$2,000,000,000 for further assistance would be needed. We certainly are living in the days of "billions." It is evident, too, that financial as well as industrial and mercantile mobilization under arbitrary Government control is gradually approaching, and that ere long our national activities will be under the domination of the State just as completely as those of our European friends are controlled by their Governments.

Dealing specifically with rates for money, call loans this week ranged between 2@3%, in marked contrast with a range of 2@10% a week ago. On Monday 3% was the high and ruling rate, and the low 2%. Tuesday the maximum receded to 2 $\frac{1}{2}$ %, which was also the basis for renewals, while 1 $\frac{3}{4}$ % was the minimum. On Wednesday the range was 2@3% and 2 $\frac{1}{2}$ % still the renewal basis. Thursday 3% was again the high, the low was 2 $\frac{1}{4}$ % and renewals at 2 $\frac{1}{2}$ %. Friday's range remained unchanged, with 2 $\frac{1}{2}$ % the ruling figure. For time money, following the better showing made by Saturday's bank statement, further declines were recorded and a general easing up in the money situation is expected. Sixty days receded to 4%, but closed at 4@4 $\frac{1}{4}$ %, against 4 $\frac{1}{4}$ @4 $\frac{1}{2}$ %; ninety days closed at 4@4 $\frac{1}{4}$ %, against 4 $\frac{1}{4}$ @4 $\frac{1}{2}$ %; four months at 4 $\frac{1}{4}$ @4 $\frac{1}{2}$ %, against 4 $\frac{1}{2}$ @4 $\frac{3}{4}$ %; five months at 4 $\frac{1}{2}$, against 4 $\frac{1}{2}$ @4 $\frac{3}{4}$ %; and six months at 4 $\frac{1}{2}$ @4 $\frac{3}{4}$ %, against 4 $\frac{3}{4}$ @5% last week. An important factor in bringing about this easier position was the fact that out-of-town institutions appeared in the market as lenders. Business, however, was not active, the uncertainty surrounding the general situation encouraging large lenders to conservatism in putting out funds for extended periods. A year ago sixty days was quoted at 3 $\frac{1}{4}$ @3 $\frac{1}{2}$ %, ninety days at 3 $\frac{1}{2}$ @3 $\frac{3}{4}$ %, and four, five and six months at 3 $\frac{3}{4}$ @4%.

Commercial paper rates continue to be quoted at 4 $\frac{1}{2}$ @4 $\frac{3}{4}$ % for sixty and ninety days' endorsed

bills receivable and six months' names of choice character. Names less well known still require 5@5 $\frac{1}{4}$ %. Trading was quiet and featureless. The supply of notes is still restricted while several of the largest institutions have withdrawn from the market for the time being.

Banks' and bankers' acceptances were moderately active and a fair volume of business is being transacted. Quotations were practically unchanged though the tendency is towards increased ease. Detailed rates follow:

| | Spot Delivery | | | Delivery within 30 Days. |
|-----------------------------------------|----------------------------------|----------------------------------|----------------------------------|--------------------------|
| | Ninety Days. | Sixty Days. | Thirty Days. | |
| Eligible bills of member banks..... | 3 $\frac{1}{8}$ @3 | 3 $\frac{1}{8}$ @3 | 3 $\frac{1}{8}$ @3 | 3 $\frac{1}{8}$ bid |
| Eligible bills of non-member banks..... | 3 $\frac{1}{2}$ @3 $\frac{3}{4}$ | 3 $\frac{1}{2}$ @3 $\frac{1}{4}$ | 3 $\frac{3}{8}$ @3 $\frac{1}{4}$ | 4 bid |
| Ineligible bills..... | 4 $\frac{1}{4}$ @3 $\frac{3}{4}$ | 4 $\frac{1}{4}$ @3 $\frac{3}{4}$ | 4 $\frac{1}{4}$ @3 $\frac{3}{4}$ | 5 $\frac{1}{2}$ bid |

No changes in rates were announced this week by any of the Federal Reserve banks, as far as our knowledge goes. Prevailing rates for various classes of paper at the different Reserve banks are shown in the following:

DISCOUNT RATES OF FEDERAL RESERVE BANKS.

| CLASSES OF DISCOUNTS AND LOANS | Boston. | New York. | Philadelphia. | Cleveland. | Richmond. | Atlanta. | Chicago. | St. Louis. | Minneapolis. | Kansas City. | Dallas. | San Francisco. |
|-------------------------------------------|-----------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| | <i>Member Banks, Coll. Loans:</i> | | | | | | | | | | | |
| 1 to 15 days' maturity..... | 3 $\frac{1}{2}$ | *3 | 3 $\frac{1}{2}$ | 3 | 3 $\frac{1}{2}$ | 3 $\frac{1}{2}$ | 3 | 3 $\frac{1}{2}$ | 3 | 3 | 3 $\frac{1}{2}$ | 3 $\frac{1}{2}$ |
| <i>Discounts:</i> | | | | | | | | | | | | |
| 1 to 15 days' maturity..... | 3 $\frac{1}{2}$ | 3 | 3 | 3 $\frac{1}{2}$ | 4 | 4 | 3 $\frac{1}{2}$ | 3 $\frac{1}{2}$ |
| 16 to 30 " "..... | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| 31 to 60 " "..... | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| 61 to 90 " "..... | 4 | 4 | 4 | 4 $\frac{1}{2}$ | 4 | 4 $\frac{1}{2}$ | 4 $\frac{1}{2}$ | 4 | 4 $\frac{1}{2}$ | 4 $\frac{1}{2}$ | 4 $\frac{1}{2}$ | 4 $\frac{1}{2}$ |
| <i>Agricultural and Live-Stock Paper—</i> | | | | | | | | | | | | |
| 91 days to 6 months maturity | 5 | 5 | 4 $\frac{1}{2}$ | 5 | 4 $\frac{1}{2}$ | 5 | 5 | 5 | 5 | 5 | 5 | 5 $\frac{1}{2}$ |
| <i>Trade Acceptances—</i> | | | | | | | | | | | | |
| 1 to 30 days' maturity..... | 4 | 3 $\frac{1}{2}$ | 4 | 3 $\frac{1}{2}$ | 3 $\frac{1}{2}$ |
| 31 to 60 " "..... | 4 | 3 $\frac{1}{2}$ | 4 | 3 $\frac{1}{2}$ | 3 $\frac{1}{2}$ |
| 61 to 90 " "..... | 4 | 3 $\frac{1}{2}$ | 3 $\frac{1}{2}$ | 4 | 3 $\frac{1}{2}$ | 3 $\frac{1}{2}$ | 3 $\frac{1}{2}$ | 3 $\frac{1}{2}$ | 4 | 4 | 3 $\frac{1}{2}$ | 3 $\frac{1}{2}$ |
| <i>Commodity Paper—</i> | | | | | | | | | | | | |
| 1 to 90 days' maturity..... | 4 | --- | 3 $\frac{1}{2}$ | 4 | 3 $\frac{1}{2}$ | 3 $\frac{1}{2}$ | --- | 3 $\frac{1}{2}$ | 4 | 4 | 3 $\frac{1}{2}$ | 3 $\frac{1}{2}$ |

Note.—Rate for bankers' acceptances, 2 $\frac{1}{2}$ % to 4%. For notes, drafts and bills of exchange issued or drawn for the purpose of buying or carrying bonds, notes or certificates of indebtedness of the U. S., and secured thereby, having a maturity at time of discount of not more than 90 days, 3 $\frac{1}{2}$ %.

* Rate of 2% to 4% on member banks' 1-day collateral notes in connection with the loan operations of the Government.

Sterling exchange requires no extended comment. Rates are simply pegged. Exports of gold are continuing on quite an extensive scale, the total for the week having reached \$10,647,000, including \$3,271,000 to Spain, \$200,000 to Canada, \$4,696,000 to Japan, \$730,000 to South America and \$17,500,000 to destinations not disclosed. So far as Japan is concerned, the precious metal is going forward, more particularly for Russia for the payment of munitions, though it also is a fact that we have been importing goods from Japan since the war which were formerly purchased in Germany, such, for instance, as toys and other low-priced articles. As to Spain and South America, the movement of gold is in connection with purchases made for the Allies. In other words, New York is performing its duties on an increasing scale as the world's clearing house.

Dealing specifically with day-to-day rates, sterling exchange on Saturday, as compared with Friday of the preceding week, was quiet, inactive and somewhat easier in tone, although demand bills did not again go below 4 75 $\frac{1}{2}$, and cable transfers remained at 4 76 7-16 and sixty days at 4 72 $\frac{1}{4}$. On Monday operations presented no new feature and trading was of restricted proportions; demand was a shade firmer and ranged at 4 75 $\frac{1}{2}$ @4 75 $\frac{5}{8}$; cable transfers, however, and sixty days continued at 4 76 7-16 and 4 72 $\frac{1}{4}$, respectively. Sterling rates were firm on Tuesday and demand bills ruled all day at 4 75 $\frac{5}{8}$ —Monday's high figure; 4 76 7-16 was still the quotation for cable transfers and 4 72 $\frac{1}{4}$ for sixty days.

Wednesday's market was a dull affair, and quotations, which were more or less nominal in character, remained unchanged from the levels of the previous day. On Thursday trading was at a low ebb and rates were not changed from 4 7555 for demand, 4 76 7-16 for cable transfers and 4 72¼ for sixty days. Friday the market ruled steady but as dull as ever, and still unchanged. Closing quotations were 4 72¼ for sixty days, 4 7555 for demand and 4 76 7-16 for cable transfers. Commercial sight finished at 4 75½, sixty days at 4 71⅜, ninety days at 4 69⅜, documents for payment (sixty days) at 4 71⅜ and seven-day grain bills at 4 74¾. Cotton and grain for payment closed at 4 75½.

In the Continental exchanges the feature of the week's operations has been the disturbing character of latest developments in the Russian situation. Initial transactions in rubles were marked by the establishment of another new low record—20.80 for sight bills—mainly as a result of the unfavorable news of serious reverses sustained by the Russian troops. Later, however, supporting orders were put forth and a partial rally took place. Opinion in banking circles seems to be that the worst of this new crisis has been passed and from now on the situation should commence to improve. Before the close of the week a further easing up in the money situation here induced a firmer feeling at nearly all the Continental centres. Francs were well sustained throughout, and lire ruled relatively firm. All dealings necessarily remain suspended in both German and Austrian exchange. An interesting sidelight of the war's effect on the world's financial markets as shown by the steady decline of exchange abroad, is revealed in an article recently published in the Lausanne "Gazette," at Geneva, and received by cable, which says: "Not since the War of Secession has the American dollar fallen so low. It was quoted here to-day at 4 francs 46 centimes, while before the war it stood at 5.12. One hundred rubles, which were worth 266 francs before the war, are now quoted at 99 francs. One hundred marks are worth less than half their value, while 100 Austrian crowns were quoted at 39.80 francs. For the first time in history the Italian lire is worth more than the mark. The steady decline in the value of money began a month ago and is continuing." A despatch from Copenhagen under date of July 24 also states that American exchange dropped to-day to 341, a new low record, about 10% below parity. Exchange in the case of all the belligerent countries shows a considerable depreciation in Denmark, the Russian and Austrian being the lowest. The German mark is 47% below par, although it is reported that Germany is again attempting to improve the low rate of exchange on the mark in Scandinavia. Cabled dispatches record a shipment of 20,000,000 marks in gold for deposit in Copenhagen, and say that a large amount of securities for Sweden was received from Germany this week. The sterling check rate on Paris finished at 27.18 (unchanged). In New York sight bills on the French centre closed at 5 76⅜, against 5 76½; cables at 5 75⅜, against 5 75½; commercial sight at 5 77¼ against 5 77½, and commercial sixty days at 5 81¾, against 5 82½ last week. Reichsmarks, no quotations. Kronen, no quotations. Lire finished at 7 23 for bankers' sight and 7 22 for cables, comparing with 7 22½ and 7 21½ on Friday of a week ago. Rubles closed at 21.30, against 21.80 the week preceding.

Dulness marked dealings in the neutral exchanges, although the trend has been towards increased firmness. Swiss exchange was again forced up—at one time touching the unprecedentedly high point of 4 57 for checks. Scandinavian rates were strong and higher, with guilders steady. Spanish pesetas, however, were a shade easier. In the Swiss and Scandinavian markets the depreciation of the American dollar may hardly be called a new development, as for over a year rates have shown a substantial discount. The discount of the dollar in Denmark and Switzerland means the same as saying that both Swiss and Danish exchange is at a premium here. The explanation may be found in the statement that the exigencies of the war have interfered with the normal movement of gold in settlement of America's balances in Europe, and that as Switzerland and Denmark are exporting more than they import it is necessary to liquidate the American balance of trade through remittances in exchange, in place of goods or gold. With the resultant scarcity of exchange rates have risen sharply on this side, with a sympathetic drop of the dollar in the foreign markets. Bankers' sight on Amsterdam closed at 41⅜, against 41¼; cables at 40 1-16, against 41⅜; commercial sight at 40 15-16, against 40⅞, and commercial sixty days at 40⅝, against 40½ last week. Swiss exchange finished at 4 58 for bankers' sight and 4 56 for cables. This compares with 4 66 and 4 64 a week ago. Greek exchange (which, though not yet actually at war, can hardly be considered as neutral) continues to be quoted at 5 03¾. Copenhagen checks closed at 29.40, against 28.90. Checks on Sweden finished at 32.05, as contrasted with 31.00, and checks on Norway closed at 29.40, against 29.35 on Friday of last week. Spanish pesetas finished at 22.85, as compared with 22.45, the final quotation of the preceding week.

The New York Clearing House banks, in their operations with interior banking institutions, have gained \$3,860,000 net in cash as a result of the currency movements for the week ending July 27. Their receipts from the interior have aggregated \$9,708,000, while the shipments have reached \$5,848,000. Adding the Sub-Treasury and Federal Reserve operations and the gold exports, which together occasioned a loss of \$45,745,000, the combined result of the flow of money into and out of the New York banks for the week appears to have been a loss of \$41,885,000, as follows:

| Week ending July 27. | Into Banks. | Out of Banks. | Net Change in Bank Holdings. |
|----------------------------------------------------------------|--------------|---------------|------------------------------|
| Banks' interior movement..... | \$9,708,000 | \$5,848,000 | Gain \$3,860,000 |
| Sub-Treasury and Fed. Reserve operations and gold exports..... | 43,375,000 | 89,120,000 | Loss 45,745,000 |
| Total | \$53,083,000 | \$94,968,000 | Loss \$41,885,000 |

The following table indicates the amount of bullion in the principal European banks:

| Banks of | July 26 1917. | | | July 27 1916. | | |
|-------------|---------------|------------|--------------|---------------|------------|--------------|
| | Gold. | Silver. | Total. | Gold. | Silver. | Total. |
| England.. | £ 53,128,645 | £ ----- | £ 53,128,645 | £ 56,376,011 | £ ----- | £ 56,376,011 |
| France.. | 130,542,626 | 10,440,000 | 140,982,626 | 181,618,520 | 13,581,800 | 195,200,320 |
| Germany.. | 122,886,050 | 3,332,450 | 126,218,500 | 123,380,000 | 1,511,150 | 124,891,150 |
| Russia *.. | 147,891,000 | 12,804,000 | 160,695,000 | 154,102,000 | 7,526,000 | 161,628,000 |
| Aus-Hun.c | 51,578,000 | 12,140,000 | 63,718,000 | 51,578,000 | 12,140,000 | 63,718,000 |
| Spain | 63,250,000 | 29,929,000 | 93,179,000 | 42,655,000 | 30,431,000 | 73,086,000 |
| Italy | 33,374,000 | 2,605,000 | 35,979,000 | 39,664,000 | 3,885,000 | 43,549,000 |
| Netherl'ds | 52,013,000 | 607,100 | 52,620,100 | 48,249,000 | 822,700 | 49,071,700 |
| Nat. Bel. h | 15,380,000 | 600,000 | 15,980,000 | 15,380,000 | 600,000 | 15,980,000 |
| Switz'land | 13,596,000 | ----- | 13,596,000 | 10,994,000 | ----- | 10,994,000 |
| Sweden .. | 11,259,000 | ----- | 11,259,000 | 9,227,000 | ----- | 9,227,000 |
| Denmark.. | 10,964,000 | 138,000 | 11,102,000 | 8,421,000 | 224,000 | 8,645,000 |
| Norway .. | 7,155,000 | ----- | 7,155,000 | 6,614,000 | ----- | 6,614,000 |
| Tot. week. | 713,017,321 | 72,595,550 | 785,612,871 | 748,258,531 | 70,721,650 | 818,980,181 |
| Prev. week. | 710,553,433 | 73,145,790 | 783,699,223 | 746,164,483 | 70,766,680 | 816,931,163 |

* Gold holdings of the Bank of France this year are exclusive of £81,424,970 held abroad.
 * The gold holdings of the Bank of Russia for both years in the above statement have been revised by eliminating the so-called gold balance held abroad. On the latest reported date, the amount so held, £211,899,000.
 c July 30 1914 in both years. h Aug. 6 1914 in both years.

*THE MILITARY SITUATION AND THE
CHANCE OF PEACE.*

Perhaps at no time since the war began has the situation been so full of bewildering contradictions and perplexities, or the course of events, immediate or remote, so difficult to forecast. One reason for this confusion, even of expert judgment, lies in the fact that nothing in the summer campaign of 1917 has occurred according to the expected program. The Anglo-French drive in the west, begun under the most promising auspices, has for many weeks come virtually to a halt. The German submarine campaign, which, so the leaders told the Reichstag, was to bring England to the verge of economic collapse within three months, has failed of its purpose. The Italian offensive on the Austrian front has ceased; it is weeks since any news of important operations has been cabled from that quarter. The German move on Saloniki—a favorite prediction, earlier in the year, of even the Allied military critics—has not materialized at all.

As against these expected events which have not happened, a series of quite unexpected developments has bulked largest in the news. The entry of America into the war and its prompt co-operation, naval and financial, with its European allies; the Russian revolution with its sequel of military disorganization; the abdication of the pro-German King of Greece; the political crisis in Germany, with such overthrow of responsible statesmen as at least to indicate important movements below the surface—each of these events was apart from the general calculation of political and military leaders, made when the year began. What is more striking, each has left the whole world conjecturing as to just how much it would or could mean to the problem of the war itself. Not one of these momentous occurrences—probably not even the anarchy in Russia—can be said to have as yet distinctly influenced the progress of the campaign and the immediate prospects of terminating the conflict.

Such periods of uncertainty and confusion are not by any means uncommon in protracted wars. The accompanying incidents have not always been similar in character, but the perplexity over the outlook created by them has none the less been as great as that which now exists. Occasions of this sort were notably frequent in the Napoleonic wars, though the form they then assumed was dictated by the intrigues of autocratic rulers or by the absolute military defeat of one belligerent Power by its antagonist. The Russian Emperor actually changed sides twice in the course of the twelve years' fighting after the rupture of the Peace of Amiens; the Austrian Emperor changed sides three or four times. The smaller German States fought in one campaign under Napoleon, in another against him.

Nothing has happened in this way in the present war, and for that the explanation seems to be that, taking the nations as a whole, the war is now much more a war of peoples than of sovereigns. But that fact, instead of clarifying the outlook, actually obscures it. In line with Napoleonic precedent, Belgium would long ago have made peace with Germany and Serbia with Austria. Italy might have withdrawn from the coalition of Entente Allies. Napoleon's invasion of Russia during 1812 was conducted with an army largely made up of recruits from States which, not long before, had been fight-

ing him. Except for a time in the case of Prussia, his military resources were rarely drawn upon to occupy and garrison conquered provinces and hold their people in subjection.

It was the ruling sovereigns of Europe who in that period were eventually forced to join hands for the final overthrow of their ambitious rival. In framing judgment, therefore, as to what should be the outcome, under the circumstances of war conducted by the European peoples, we have no modern precedent to guide us. Yet the events of the past few weeks indicate strongly that the people of Germany, of Russia, perhaps of Austria, Bulgaria and Turkey, will have the chief hand in the eventual solution. The difficulty which attends conjecture as to the probable course of events lies in our ignorance of the real public sentiment in those States.

This is notably true of Russia. We had learned, even before this week's extraordinary news of the army's retreat in defiance of orders, and the Kerensky dictatorship at Petrograd, that a powerful popular faction existed whose principle of action was that war on capital is their mission and that, therefore, war on a neighboring people is a senseless waste of energy. But there is also, very clearly, a popular faction resolved to fight out this war to a finish, holding this purpose with a resolution so fanatical that even regiments of women are credibly reported to have taken positions in the trenches. A little while ago it seemed as though the army in the field was at heart imbued with similar determination to prosecute the war. This week's news throws a shadow of perplexing doubt on even that assumption.

No such information as to the real condition of things in the Austrian army, for example, has come through to us. Yet the course of several recent Austrian campaigns has strongly suggested a spirit of dissatisfaction with the war and of unwillingness to continue it. Austria's battalions being so largely recruited from subject populations of Slavic race, such a tendency would be far more logical with them even than with the Russian troops. The enormous capture of prisoners by Brussiloff in his 1916 campaign—supplemented by General Scott's description of the instantaneous surrender of Austrian regiments in mass on the first of the recent forward moves of the same commander—certainly reflected no grim resolution to pursue the war. Of the actual mental attitude of the Turkish and Bulgarian soldier we know nothing whatever, except what might be inferred from the fact that both nations were dragged into war by a court cabal and probably against the people's wish.

This is not the least remarkable of the conditions arising from the present juncture of the war. The attitude of Germany towards the Russian revolution, and the resultant action of the Russian army, shows pretty clearly that neither the statesmen at Berlin nor the General Staff are quite sure what will be the effect of events in Russia on the people and soldiers of the Central Allied Powers. The recent demonstration in the Reichstag, empty as it turned out to be of immediate results, was very clearly recognized by the Imperial power as a sign of the times which could not be ignored. The assertions of two important leaders in the Austrian House of Deputies, that "there is no war policy to-day, but only a peace policy," and that "one of the pre-requisite conditions of peace is the democratization of

every country," point necessarily in the same direction.

If these signs mean anything for the longer future, it is that the situation is slipping out of the grasp of autoocracy, and that in the end the people will make peace. It might be argued that, since the tendency towards increased popular control pervades every European country, the people of the Entente States are as likely to force a peace based upon Germany's official terms as are the people of the Central States to force acceptance of their enemy's conditions. In a measure, this may be the case; it may result in a radical readjustment of the Allied Powers' program regarding, for instance, the dismemberment of Austria.

But the probability that peace negotiations amounting to surrender could be forced by their people on the Western allied Governments is vastly reduced by two essential facts of the situation. Democracy already rules in France and England; the Ministries represent the people, and Russia is near the goal of a similar representative Government. Perhaps even more important, the crime of Imperial Germany against Belgium, and of Imperial Austria against Serbia, not only remains unrepented, but a powerful faction in both countries is known to demand that the fruits of this subjugation of small free States be retained through compulsory vassalage or annexation.

These are considerations which the simplest minded citizen can understand. Even Napoleon held a great part of the popular sympathy of Europe, so long as he was dethroning decrepit dynasties and conferring independence on the smaller States. The greatest of his victories, which enabled him to stamp the oppressor's heel on the Prussian people, was the beginning of the end of his career. The policy, to which Napoleon resorted only after a series of crushing military achievements had seemed to make him invincible, was selected by Germany at the outset as the corner-stone of its whole conduct of the war. If the people of Europe are to settle the terms and penalties preliminary to peace, it is impossible to suppose that this will not be a determining influence.

THE CRISIS OF DEMOCRACY.

The outbreak of disloyalty in the Russian army, whether it be eventually controlled or not, is portentous. It concerns not simply the future of Russia; it may affect the course of history and the destiny of many nations.

The idea of Democracy has taken possession of the minds of men everywhere. Everywhere it is having the same effect. It is upheaving and awakening. It sets men to thinking, to the casting aside of accepted views, the disregard of conventionalities, the awakening of a sudden spirit of rebellion, and all under the conviction that a new day has dawned and there is to be a new social order.

It is a movement that has come to be accepted as full of promise. It is hailed as meaning the emancipation of the human spirit, whatever it may involve for human society and government. It is as old as the Greek republics. But its revival, if it is not to be regarded as its new birth, was in the Declaration which resulted in the United States. Since July 4 1776 a stream of influence has flowed from American shores which has gradually entered the arteries of the

world. Its effect has been various. It has wrought many a disastrous disturbance; but it never has been altogether eradicated, and to-day it is to be seen coming to the surface of the nations' life. Compared to a virus in man's physical system, none is more potent, none so diffused. Whatever men may think, it must be faced. Indeed, it may be said that in the opinion of the world, unlike a virus, it is the world's hope.

To-day it is in danger of being arrested in its progress and perverted by those who esteem themselves its friends. In all lands it has drawn to it many who are little fitted to be its leaders or its advocates. Many have sought to use it for selfish or sinister purposes. Many idealists and enthusiasts have found in it a panacea for all ills or have sought to rush forward with it as the oriflamme of revolutionary betterment, impatient of difficulties and reckless of consequences. It has proved its vitality in that it has survived unimpaired. Wise men have known that this world was not made yesterday and cannot be hustled. We are learning anew the truth of George Meredith's saying that men must be debarbarized before they can be civilized. We have laboriously created a modern civilization which the Western world has gloried in, and has offered to the Orient, wondering that it was not at once embraced, though the immediate effect where it has been, at least in part, accepted, as by the Turks, has not been promising.

At last a great nation, impatient of slower methods and claiming to have a call of God, has branded it *Kultur* and undertaken to impose it on the nations by armed force. Their duty and their purpose have been frequently and authoritatively declared. One quotation will suffice. An authorized spokesman, Prof. Von Stengel of Munich, said a year ago, "The nations and especially the neutral nations have only one means of leading a profitable existence. It is to submit to our guidance, which is superior from every point of view. For we not only have the power and force for this mission, but we also possess all the spiritual gifts to the highest degree, and in all creation it is we who constitute the crown of civilization."

This has been so often proclaimed by so many speakers and in so many forms of words during the past three years that this particular quotation is not important. The fact is known of all men. It is so generally taught and accepted among the people of its origin that there is much bewilderment among them that "all the world," for whom they have such a benevolent mission, should be arrayed against them.

In face of the tremendous price which to-day it is seen will have to be paid if democracy is to have its opportunity, and government of the people, by the people, and for the people, is to be accorded to all, both small and great, many friends of democracy as they regard themselves are plotting revolution, when the very existence of their country as a free nation is at stake. Its most critical form just now is in Russia, but it is noted as existent in France, and it is organized and becoming defiant with us. It is the outcome of that "retrogression of democracy" to which we have previously called attention, appearing in many lands in the little respect paid to the representatives chosen by the people themselves, in the frequent repudiation of their leaders by labor unions, in the ease with which the crowd is carried off its feet by demagogues and led to wild excess, and of

late with us by the clamor for recall and the denunciation of courts and the law.

To-day in Russia when the alternative is to bear with their own Government, such as it is now striving to prove its efficiency in resisting an aggressive enemy, and to do all in their power to uphold its hands until its right to independent existence is secured, or, on the other hand, to destroy its power of resistance and precipitate their falling under the domination of another nation whose purpose is widely proclaimed, we find these friends of democracy showing their disloyalty by treacherously surrendering to the enemy.

With ourselves, when the nation, after enduring with hard-trying patience for nearly three years the injuries and half concealed threats of an attack which is world-wide in its aim, has at last proclaimed its solemn acceptance of the state of war forced upon us, though it is manifest that nothing can be more serious than the cost and the sacrifice to which we are to be put, certain gentlemen of influence and standing are to be seen associating themselves with men and women who have long been both hostile to our government and desirous of overthrowing much that the nation values, and with them to strive to obstruct the efforts of the Government in engaging in the conduct of the war and to organize a propaganda to paralyze patriotic effort and to plot to create influences that will enforce peace on terms which they are prepared to announce. And this in the name of democracy and the interest of the people!

At the beginning of the war a distinguished English general appealed to the English people to recognize that victory does not lie with the biggest battalions, nor even in the spirit of the army, but in the spirit of the people and the nation at large. No more insidious or dangerous attack threatens any nation than that within its own borders which spreads discontent or advocates dissension. The danger to-day is not local to Russia nor transient. We face in the war an issue so serious and so great that no man is wise enough to forecast the future. It has wrapped up in it a long history and many ills no less than all the blessings of civilization. A few years ago when France was struggling with her new and quite untried republicanism M. Clemenceau, at one time her Premier and one of her most radical as well as one of her ablest thinkers, wrote a book which he entitled "The Social Melee. He closed it with these words, which are worth repeating: "The evils of society will not be easily overcome. Heroic leadership is necessary. It will be found in men who take infinite pains to know the facts, to study causes, and to win the right of leadership. Humanity resists alike the blind folly that undertakes to bar its path, and the generous readiness that would rush it upon the untried hazards of the future. It has its own laws and moves in its own great orbit. It is concerned with the centuries. It awaits everywhere leaders who believe in God and in man and in the coming Kingdom. Much has been won. Jesus Christ opened the new era, and to-day leads it on."

The first of what will soon be a million of our young men are gathering in France to what will be a vain sacrifice unless we people at home believe in a democracy which means a liberty and a brotherhood to secure which no sacrifice is too great, and for which our own country stands.

THE LAW OF REPRISALS—AN APPEAL TO MOTHERS.

The recent letter of Hall Caine, calling upon the mothers of Germany to intervene against further air raids upon England, lest the mother-love in that country compel reprisals in kind, exhibits in its composition all the remarkable genius of this great author. Appearing at a time when the United States is inaugurating an air fleet of unexampled proportions, it bids us look forward to the possibility of using these new agencies in an exemplary manner and according to the usages of a humanely conducted war. Alas, the fierce indictment of *all* war contained in this unusual document is not the least of its effects, though that is not the primal cause of its being written. Could anything in the category of horrors more revolt the mind than these pictures of the slaughter of little children at their lessons?

It is idle, we think, to speculate upon the direct intent. The heart-breaking fact remains. And were we to allow ourselves to consider the intricate questions of the degree of responsibility for the results of an act, which might come within the scope of a permissible attack upon a fortified city, we should arrive at no satisfying conclusion. One truth seems to impress itself upon the mind—the dropping of a bomb from a swift passing aeroplane traveling at a great height can never be done with strict accuracy. The attempted destruction of fortifications, public buildings, and even encampments of troops, must ever be attended with great danger to the innocent. War is progressive, and grows by what it feeds on; and the world may yet find that it is easier to abolish it altogether, than to confine it within the boundaries dictated by humanity and expressed by international laws.

The employment of reprisals may be said to date from the ancient creed of "an eye for an eye, and a tooth for a tooth," and it will not be controverted that there arose upon this doctrine the later one which is known as "turning the other cheek," or non-resistance. And in these two there lies the profoundest philosophy which ever engaged the human mind. The supremacy of the will in man over the understanding, unfolded in the "Critique of Pure Reason," sets itself over against the law of eternal progression, and the existence of free-will in the presence of fore-ordination and predestination. And as we look into the abysmal depths of this awful conflict we behold this divinely endowed man denying his abundant knowledge of right and wrong, turning his endowment of love into the exercise of hate, destroying the accomplishment of toilsome centuries, and in the fearful turmoil forgetting his likeness to the God who made him. The theological tenets of transcendence and immanence afford little guidance. All thought and deed seem caught in the whirl of a blinding chaos. On the horizon of the future, the ideal, the vision, hangs glowing with invitation, yet we are unable to determine that the abstract "good" shall prevail, until "force" has spent itself in physical contest. Reprisals must, in their very nature, go on forever; on the contrary, life, integrity, self-defense, how shall these persist in complete passivity?

How, in a world at war, can good be returned for evil? The United States has chosen the path of resistance, the meeting of unfeeling force with force. It has entered upon a mighty conflict avowing

magnanimous motives, yet "charcoal, however lightly handled, will blacken." Will we be able always to maintain our part in the warfare upon a plane of self-abnegation and succeed; will we be able to countenance the creed of suffering unjust physical injuries in the course of conflict, and reach quickly the goal of universal peace? In the mysticism of religion mankind yet wavers between two beliefs—a divinity, or deity, if you prefer, capable of a reprisal of eternal condemnation; and one in whom an infinite love ordains not only universal salvation or progress, scorns the pettiness of punishment outside the pale of natural law, but being possessed only of an essentially good will cannot and does not, rightly adjudged, employ the agencies of hate, and the instrumentalities of destruction and death. In this belief, man in war is in open rebellion against the divine. And since motherhood is divine, it is precluded from invoking the law of reprisal. And just as womanhood, if the test shall ever be allowed, will be against war itself, so the divinity of motherhood must save the tender children of the races wherever they may be, and goes beyond even the savage instinct of the animal to protect its own, when reprisal is demanded in kind. By every law of the eternal spiritual the mothers of England, though this bloody cross be laid upon them, must suffer, but call for no like deeds. The death of the first-born is upon the lintels of every land. No good can come from killing *more* babes in arms. And the mothers of Germany, by the same law of love, should cry out with the agony of those who have lost the last love left them.

And so, sometime, we know not when, the heart of the race, the divinity in mankind, must cry, enough! War itself is reprisal. By its very nature it cannot be humane. But the dual man must some time come to know that when the savage is sated, the spiritual attains ascendance. In the democracy of the soul there is only love. Material interests disappear. There is fulness of life for everyone. He who takes all, deprives none. Time perishes in eternity; and on immortal ways peace alone prevails. In the presence of this gigantic war, in the presence of this transcendent and immanent divinity in man, how little grow the petty political problems over which States hesitate, such as the recognition of women's right to take part in affairs through suffrage!

Why did not this eminent author appeal to the mothers of the *world*, so near to the divine in their creative love, to protest against *all* wars? His letter opens a field of thought that leads to fundamentals, and uncovers the whole state of mind in which mankind finds itself. Every nation that fights to-day hopes and longs for speedy peace. The way to it cannot be by invoking alone the savage instinct of reprisal, which this author beholds as a transformation of the divine, a spiritual love turned to physical hate. Rather must it come by a recognition of forbearance and renunciation, which, when practiced by *all*, through reconciliation produces peace. Our own warfare will lose none of its vigor, if "behind the lines" the people yet hold their hearts open to the outflowing of love—of a *good will*!

THE EXCESS PROFITS TAX AGAIN.

Objections have now been filed against two more specific provisions of the Senate committee's war tax bill, submitted several weeks ago and just at present lying dormant. On behalf of the Merchants'

Association, Vice-President White has filed with the heads of the finance committees of the two branches of Congress a protest against the method proposed for computing the tax on excess profits. Many lines of business, says this letter, had not recovered in the pre-war period of 1911-13 from the depression which began in 1908, while others were exceptionally prosperous. Concerns whose profits were subnormal in the period chosen will come under a relatively much heavier tax than will those who made higher profits. On the other hand, "a uniform basis of exemption will allow to all the minimum and moderate rate of profit usual and necessary to the safe conduct of industrial and business investments and will correct the serious inequalities in the distribution of the proposed tax arising from the differences between subnormal and abnormal profits during the pre-war period." This better method, he thinks, would be a uniform exemption on the basis of \$5,000, plus 8% net on the capital investment, and he cites one case in which a large firm averaged over 25% annually in the pre-war term (over 1½ millions) which would escape under the Senate bill but would be taxed on two-thirds of it on the 8% basis, seemingly forgetting that the object of the excess profits tax is, or should be, to tax profits in excess of the normal (on the theory that this excess has arisen out of the war) and not to penalize normally large profits. It ought not to be necessary to say such elementary things to the ordinary business man.

If an excess profits tax is to be undertaken at all, some standard of comparison is necessary, and in conformity to the just idea of taxing war profits a pre-war period is as fair a standard as any. That such a basis, irrespective of the precise rates of tax, will not work with full uniformity and equity as between the many concerns subjected to it, is obvious and unavoidable. If, for example, the San Francisco conflagration had come five years later, the insurance companies would raise the most just objection to including in the pre-war term a year in which they suffered so grievously. If any business line did have a bad term in 1911-13, something could be said for a proviso for relief of such line; but on the other hand, the sponsors of the tax might reply that an attempt to do this is made in the provision that concerns which "had no net income" in the period or did not exist then shall be judged by comparison with some other in the same line. If anybody did not make 6% on the average capital employed, then he may choose between the "comparing" method and an exemption at 6%.

The proposed uniform basis of 8% plus \$5,000 encounters the objection that it could not be "uniform" in effect; were there no other source of difficulty, there is a wide range of ratio between the capital employed and the business done and profits earned, both in different lines and in different concerns in the same line. To devise a scheme which shall be just and equitable upon everybody in levying an excess profits tax (at least, without cramming it with exceptions and exemptions) is not our task, nor are we sure that anybody is equal to it. The framer of this scheme seems to have been thinking less about securing the most equitable and least burdensome tax than of making sure that nobody should be able to escape. Assuming that a tax of this character is to be laid, the basis proposed by Mr. White does not seem to make any distinct

improvement, and it is open to precisely the same objection as the existing law, in that by allowing an exemption of only 8% on the actual capital investment it does not provide for the case of concerns having little or no actual cash invested and whose capital is represented mainly by good will but which have, nevertheless, been making large profits. These, under the arrangement proposed, would have to pay the high excess profits tax on practically the whole of their profits.

The National Industrial Conference Board, composed of a number of manufacturers' associations, objects that the tax on undistributed profits, as now phrased, would in part be a tax upon a tax, and also suggests that the pre-war period be 1911-15, allowing the taxpayer to choose three of those five years. As he would choose his best three, this would conform better to the idea of taxing recent "excess." The Board would add to the average normal income enough to cover a like rate of income on any new capital invested before the taxable year, and would levy upon the war excess thus shown a rate sufficient to yield what the Senate committee judge "must be provided from this source."

The Investment Bankers Association raises objections to another portion of the draft, relating to the income tax. The protest is against the clause repealing the deduction at the source, and we discuss this at length in our article on "The Financial Situation."

Of Section 31, which declares void any contracts hereafter by which any person or corporation agrees to pay any portion of the tax imposed upon any other person or corporation or to reimburse for any portion of such tax and attaches a fine up to \$1,000 for entering into such a contract, the Association thinks it impossible to understand the reason "unless it has been instigated by corporations desiring an excuse for evasion of their obligations under their present contracts." The section presumably was meant to lay a prohibitory penalty upon each contract or bond (although the framer did not make this clear) but the more probable intent was to put an end to the issue of tax-free obligations by corporations and thus lessen their desirability as compared with Government issues.

This criticism suggests that close examination of this very complex draft would discover further objections of a serious character.

REDEMPTION OF FEDERAL RESERVE NOTES.

The following from a prominent Western bank official asks some pertinent questions regarding the provision existing for the retirement of Federal Reserve notes and incidentally gives expression to much solid sense and scientific knowledge on the subject:

THE PEOPLES STATE BANK

Detroit, Michigan, July 6 1917.

To the Editor of The Commercial & Financial Chronicle:

Dear Sir:—I have read with great interest all the editorials appearing in "The Chronicle" from time to time on the Federal Reserve system and more especially those two appearing in the issues of June 23rd and 30th, pages 2480 and 2578 respectively.

In all my reading, however, I have failed to find a distinct, definite statement of the plan for the "redemption" of the notes—without which, the Act fails in its primal purpose, because the original idea for which it was urged and passed was to create an "elastic currency"—under the Act as now being worked it seems to me it is intended the notes should remain out permanently.

After an experience, well over 50 years, not only here, but in the English, Scotch and Canadian systems, I have failed to find a currency absolutely elastic, unless the provision existed by which all notes could be sent in through the Clearing House with the checks and other items to be redeemed each day—the science of banking is not the lending of money, but the getting of it back after it has been lent, and so a scientific elastic currency does not consist of "pushing out" the notes; that is easy, but the machinery that exists for their redemption, immediately they have fulfilled the mission and completed the work for which they were issued—otherwise "inflation" in proportion to the amount of practically irredeemable currency pushed out, must ensue.

Should a bank have accumulated say \$500,000 Federal Reserve notes in its vaults, for which it has not any use, can it send those notes in for redemption to the Federal Reserve bank of the District and obtain gold? Or must the presenting bank simply hold the notes in its vault?

The system as the Federal Reserve banks are working it now, seems to concentrate everything in them and "clean out" the member banks except a small amount of what is called "till money."

In discussing this whole matter with some State bankers, I asked for the prominent benefits to accrue from joining the Federal Reserve system—amongst others, and apparently this was emphasized, they all referred to the "facility with which money could be borrowed" in time of trouble—my own idea is that if any bank officer keeps before himself as the main object in joining the system, the "facility with which money can be borrowed," he will always be "sailing too close to the wind" and his bank will never be conservatively managed.

Awaiting the favor of, and thanking you in advance for, your reply, I am,

Yours very truly,

ROBERT SMYLIE,

Vice-President.

Obviously the writer of the above is correct when he asserts that any plan of note issues "fails in its primal purpose" if it does not provide for the certain and definite retirement of the notes when they have served the purpose of their emission, and that "the science of banking is not the lending of money, but the getting of it back," and furthermore, that "if any bank officer keeps before himself as the main object in joining the [Reserve] system the 'facility with which money can be borrowed' he will always be 'sailing too close to the wind.'"

Our correspondent wants to know whether if a bank accumulates, say \$500,000, of Federal Reserve notes in its vaults it can send these notes in for redemption to the Federal Reserve bank of the district and obtain gold. The answer is that the notes are only redeemable in gold on demand at the Treasury Department at Washington. As far as the Federal Reserve banks themselves are concerned, they have the option of redeeming them either in gold "or lawful money." The provision for retirement of the notes is faulty and unsatisfactory. If the law had been administered in accord with its original purpose, and in the spirit in which it was framed, this might not be so, but from the first it has been the design of all the twelve Reserve banks to get as many of the notes in circulation as possible, and to keep them out indefinitely. All their energy has been directed to that end. The result is, that an ever increasing volume of the notes is being got in circulation, and that that is hailed as the greatest achievement of the Federal Reserve Act.

The law provides that "whenever Federal Reserve notes issued through one Federal Reserve bank shall be received by another Federal Reserve bank, they shall be promptly returned for credit or redemption to the Federal Reserve bank through which they were originally issued, or" (as now changed) "upon direction of such Federal Reserve bank they shall be

forwarded direct to the Treasurer of the United States to be retired." It is also provided that "no Federal Reserve bank shall pay out notes issued through another under penalty of a tax of 10% upon the face value of notes so paid out." But no attempt is made to force a retirement of the notes. The districts are large, covering a wide area of territory, so the 10% penalty has no effect beyond confining the notes of the different Reserve banks to their own district. As fast as the notes come in, in the ordinary course, in the different districts, they are paid out again.

In the New York district the capacity for the absorption of new issues of notes appears endless. The high level of commodity values swells the volume of currency that can be put out. Besides, all the larger banks are evidently in ready accord with the policy of expansion that is being carried out by the Reserve authorities, or at least none of the prominent banks is prepared to take a definite stand against it by gathering up the notes and sending them home for retirement.

In current transactions nothing is met with now except these Reserve notes. They are not, however, allowed to accumulate in the hands of the banks. They are paid out over the counter with the greatest freedom, and every means taken to get rid of them except to present them for redemption. The latter would be an embarrassing step to take and would mean the direct antagonizing of the course of the Reserve authorities, while the prevailing belief evidently is that these should be assisted in the carrying out of their plans which there is no inclination to question and which in some vague way it is hoped must prove beneficial.

The Federal Reserve Board has the power to levy a tax on the notes. This would be more effective in getting the notes back home than anything else, but the Board has never deemed it advisable to impose such a tax. When addressed in the matter about fifteen months ago, the Board said that it had not been deemed necessary to force the retirement of the notes "since the amount in circulation is no larger than is needed for the volume of business now being done by the banks." At present with the volume of outstanding notes more than double what it was when this inquiry was addressed to the Board, the same views evidently still prevail, and this illustrates unmistakably the policy of expansion that is being pursued with respect to these note issues.

WAR-TIME PROHIBITION, A COMPLICATED QUESTION.

It is one of the unfortunate conditions of law-making at this time that complications inevitably arise. Practice invades theory, and theory hampers practice. Not only is the economic life of the people affected, but the social life as well. Congress sets out to raise an enormous tax. The entire gamut of production is canvassed in search of articles that will yield a revenue. In not a single instance can a large levy be laid without affecting that particular industry and its interdependent allies. Scarcity and high prices stimulate production. But a direct tax has the opposite effect, and if it goes beyond the profit line it becomes prohibitive.

With an estimated need for larger quantities of foodstuffs, occasioning a probable continuance of high prices, taxes on consumption are resorted to last of all. No one has advocated laying a tax upon

bread or wheat, either on production or consumption. But shading away from this prime necessity, it has been proposed to lay a consumption tax on coffee and sugar, respectively classed as a luxury and a necessity. Lying out beyond coffee in the class of beverages are whiskey, beer and wine. As foods these articles would rank in the order of wine, beer and whiskey, if the last be admitted into the family of foods which would be strenuously denied by many.

Whiskey and beer consume grains in the making and thus diminish the food supply. How many bushels are thus employed is a matter of widely varying estimate. Advocates of proper conservation of the food supply, declaring alcoholic liquors to be beverages, that are at best luxuries, upon the ground of non-necessity in war-time, would prohibit their manufacture. And it is not unjust to say that to these may be added a large class of the population who go beyond this and would do away with liquors upon moral grounds and are willing that they shall be taxed out of existence.

Difficulties immediately arise. Both State and National Governments have always been willing to derive revenue from both manufacture and sale of intoxicating liquors, whatever the percentage of alcohol they may contain. Classed as luxuries the States and the nation have taken no positive grounds on the moral question involved as far as taxation is concerned. And municipalities have been content, by means of the licensing system, to derive a very large revenue from the sale. Where prohibition of manufacture and sale has been enacted it has been done by the voters on moral grounds.

Thus, under normal prices whiskey which admittedly can be manufactured at a cost of from twenty-five to thirty cents a gallon, for a long time bore an internal revenue tax of one dollar and fifteen cents a gallon, collected with great severity under the bonded warehouse system. In a State containing large brewery interests four cents a gallon was placed upon beer. While for many years prior to the war it was an open charge that many small municipal governments were actually sustained by the annual license tax upon saloons. And in so far as whiskey tends to produce crime the indictment has often been made that these various governments were thus in league with the devil. And there can be little doubt that in many instances when all the taxes are added together on the making and selling of whiskey, especially, the governments have been taking about all the "traffie" would and could bear.

Estimates made upon the proposed increase indicate a prohibitive tax and a "bone-dry" country when present stocks are exhausted, whether laid upon whiskey alone, or upon wine and beer as well. The complication assumes two unrelated phases.

The social question of the evils arising from the consumption of alcoholic drinks is distinctive. It is a disputed question. Whether alcohol is food or poison, whether it is wholly inimical to health or sometimes efficacious in certain diseases, finds adherents even in the medical profession. Many persons believe that temperate use of liquors is an individual right. Many believe that the protection of the home and family demands stringent prohibition. That overindulgence works increasing harm in a state of war is a valid argument against general sale. But the law against the sale to soldiers in uniform and in proscribed areas around army posts would seem to mainly cover this. None of

these things, however, settle the question of the advisability of making the war do duty as a reform measure to bring about country-wide prohibition. And it is much to be doubted that this is a fit time to peremptorily introduce a condition of social life upon which the nation, States and communities are divided. A question of morals, of social betterment, should be settled upon this basis. And to *take advantage* (if such be the case) of a dire condition, it would seem, can bode no good to the cause when the war is over.

The actual laying of the tax presents another question, which is not easily determined. In so far as the tax becomes prohibitive, under conditions existent, it automatically shifts to something else. Here a new ethical and economic question arises, if indeed, it be not also a moral one. Our governmental policy has held to the principle of taxing luxuries rather than necessities. Ordinary personal voluntary economies fasten themselves upon luxuries first. It is altogether possible that by the loss of this liquor revenue articles of prime necessity may become higher in price. And this at a time when practically nothing escapes.

Here the proposition would seem to lie between no revenue on the one hand, and a diminished revenue through voluntary abstinence and lessened consumption through high prices on the other. Unless the people and the Government are convinced of the need of prohibition in ordinary times, a station not yet universally reached, or unless drinking outside the army can be shown to materially affect our war strength as a people, there does not seem to be a valid argument for the Government taking the position of prohibition at this time. And if taxing beer out of existence really serves to make bread higher to those who do not drink, a prohibitive tax is hardly justifiable. The complications are many and not to be settled offhand.

A PLACE TO BEGIN CUTTING OFF WASTE.

Before us is a machine-stitched document of 24 large quarto pages, without a date, bearing the head "Congressional Record, Sixty-Fifth Congress, First Session," and the imprint "Washington, Government Printing Office, 1917." The matter on 21 of these 24 pages is "telegraphic demands for war-time prohibition," and is introduced by a few brief paragraphs from Congressman Randall of California, "in the House of Representatives, June 20 1917." Mr. Randall merely said that he submitted "some hundreds of telegrams from men of prominence in commercial and professional life who have expressed themselves in favor of" forcing prohibition upon the country as a war measure. He wished to deny that these men are professional reformers, and, as a reply to those who he said have a habit of calling prohibition a hysteria of insignificant persons, he wished to say that these are all representative names. So, by the old abuse of a consent which cannot be consistently refused in any case because it has always been granted, he had the 22 pages of opinions printed in the alleged "Record" of Congressional proceedings, and then the document, printed at the public cost, goes out under frank.

The justice, financial expediency, and the public policy of prohibition to be forced upon the country as a war measure are one question; the propriety of attaching it as a rider upon any bill is another; for the moment we can waive both. This document is

not sent out as a "sample copy" of the "Record", but it is a sample and it illustrates the abuse of an abuse by stuffing the misnamed journal with remarks which are not made and things which do not occur in Congress. The present and prospective demands upon this nation, as upon the others, in alliance with us in the war, are almost appalling, if we view them in the mood and by the manner of ordinary times. We are dealing with billions and thinking in billions, whereas we formerly dealt in millions.

This is not a matter for either alarm or complaint. Because we must deal in massed and large operations, and the best of us share the human inability to foresee the future, we shall experience some wastages of men, of time, of materials, and of expenditure; this is to be expected. But what of the wastages which are already common and already known, and are preventable, if we only had the will and the courage to prevent them?

It is arithmetically sure that a dollar of waste cut off is equivalent to a dollar of revenue obtained. It is better in the saving than in the collecting, because it retains instead of lessening strength. Why do we go on thus, proposing taxes drastic without precedent and certainly doubtful as to their working and effects, and casting about for "other sources of revenue yet untouched," yet make no effort to reduce the stream of waste?

We are adjured to economize, even to saving postage stamps by a little care. The note of patriotism is hourly sounded; we are summoned to sacrifice; we are bidden to gird ourselves for the stern exigencies of the time. All this is well; but is Congress showing seriousness, sacrifice, restraint, a girding fit for the heroic task? Let Congressmen exhibit the spirit they commend to the people; let them hold up the mirror before themselves. Is there not among them some man of force who will dare the reputation of being disagreeable by sounding the call for a reform in expenditures which are profitless and are now really wicked? Where does this ancient "privilege" of printing and franking stand, as against the sacrifices required at the front and in the home?

Present Congressmen are not responsible for the existence of this hoary abuse, but they are responsible for continuing it. Taking home by the Government of the economy so commended to the people should not stop with this single instance of waste, but this would be a good place to begin. Who will be the leader?

OPENING NEW YORK'S "BACK DOOR."

Notwithstanding the clamorous pressure of other topics, it ought to be possible to bring Congress to recognition of the national importance of opening Hell Gate channel to 35 or 40 feet and then to taking the long-delayed but necessary action. As a contribution to this, Dock Commissioner Smith has issued a quarto booklet of three pages of text, three pictures, and a single diagram. His pictures give a view southward and eastward from the new railway bridge over the Gate, a view of that fine structure itself, and a view of the city and harbor, showing the incomplete "connecting" railroad and how trains pass New York between New England and the South by going under Manhattan and the rivers and then "looping" over the bridge. The diagram shows the projecting point at Astoria and the Hog's back reef and larger projection on the opposite side, three interferences which narrow the channel and need removing.

The bridge is shown to point the moral that private capital does not hesitate to spend millions here, including a bridge which cost more than double the sum needed to improve the channel underneath it.

Mr. Smith's text is terse and emphatic. Germany, he says, made the port of Hamburg great by digging a channel 85 miles long, starting with a river having four feet of water, and we see now that the Kiel canal, acclaimed at the time as a wise step in commerce, was a far-sighted part of military preparations. Hell Gate, says Mr. Smith, picturesquely, "is the back door to the national port of New York; to blow the Hell out of the Gate will cost only a little more than a single dreadnought." "Can a nation," he asks, "that votes seven billions for war, without a dissenting voice, hesitate to spend the few millions required to double the effectiveness of its greatest port?"

Considering the problem of defense, some have estimated that eight first-class hostile ships could stand outside the Hook and successfully blockade or certainly attack this city. We need not take the estimate, or quarrel with it, for it is manifest that the hunting-ground for the U-boat is the narrow approach to a great seaport. It is not yet a year since such a boat came over and gave an object-lesson on that subject. Say what we choose about dangers and possibilities, it is certain that no enemy could seek to enter our waters or to obstruct entrance or egress, if we had the "back door," as well as the front door, without doubling his force. We have been pertinently asked to note the likeness of rail terminals and trunk lines to the neck and the bottle; our bottles are fairly large, but their necks are unfairly small and very seriously congested; here is another case of a small neck, for, comparatively speaking, the East River is like a bay which would lead to valuable water if it were not obstructed.

From this improvement would come, at an absurdly small comparative cost, says Mr. Smith, "a safe outlet to the Sound over 100 miles in length and of incalculable value to the nation's army and navy transports, and, in the present world-war, of inestimable value to the nation's commerce." This city is the country's chief clearing house for war, as it has long been for commerce; hither rush men, munitions and supplies from all parts of the country. The navy yard itself is measurably menaced by having only one approach, and in that yard are now thousands of young men, brought hither and in course of training for service in France.

The type of canal which most surely and largely returns value is the one which connects large bodies of navigable water; the Suez, the Panama, the Soo, the Welland, the Cape Cod, are good examples. The East River is in effect a canal joining two such bodies of navigable water; the proposed improvement would give free movement between both. The only obstacle is the old one, the persistent disposition to regard work done here as a matter of local concern and to apportion disbursement of public funds upon some scheme of assumed "fairness." This city and port have grown in importance because of being a gate, yet both belong in a real and large sense to the whole country. The whole country uses this port and greatly depends upon it. Were it blockaded, or were the commerce of both peace and war which flows through it arrested, the consequences would be felt everywhere. Cannot Congress rise above local feeling to a recognition of broad national policy upon this matter?

BUILDING OPERATIONS IN JUNE AND THE HALF-YEAR.

The same factor—the war in Europe and its attendant influences—that has been so potent in stimulating our outward foreign commerce for many months past, has recently had a contrary effect on at least one leading industry of the country—the building trades. In the first instance, however, the need of supplies of various kinds for the carrying on of the European struggle has been so urgent that not only have price considerations been brushed aside, but in many lines of trade industrial establishments in the United States have been taxed to the utmost in meeting the extraordinary demand upon them, with the result that labor at inflated wages from other lines had to be drawn upon to supplement the forces at work. This is particularly true of munitions and allied plants where the hazards involved make the pay correspondingly high. Contrariwise, because of the diversion of labor to these other fields construction work suffered, causing a considerable curtailment of operations in important localities and the greatly enhanced cost of building materials operated in the same direction. In fact, a feature of recent months has been the deferring until more propitious times, as regards cost, of many contracts that otherwise would now be in process of fulfillment.

It is not possible for us to go into any very extended review of the material market situation, but as a general statement it is to be said that the re is hardly an article entering into building construction work that is not now on a much higher plane of value than a year ago. According to the Dow Service Building Reports of the Allen E. Deals Corporation, common brick stood on June 30 1917 at \$10 per thousand, against \$7 25 June 1916; structural steel .04669c. per lb., against .02669c.; lime \$1 60 to \$1 65, against \$1 15 to \$1 37½; linseed oil \$1 27 per gallon, against 65c.; Portland cement \$2 12 per bbl., against \$1 72; plaster \$15 per ton, against \$9 50; gravel \$1 25 per 500 cubic yards, against 80c.; sand 55c. per cubic yard, against 45c.; North Carolina pine flooring \$40 per thousand feet, against \$26 50, &c. Since the close of June brick has dropped to \$8 50, but plaster has advanced to \$16 per ton. Contrast with 1915 would, of course, show a very much more decided advance but, as the Dow Service remarks, such a comparison would be unfair as in that year prices were as much demoralized downward as they are demoralized upward to-day. The same authority summarizes the situation in June by stating that the difference in construction cost between 1916 and 1917 was approximately 45%, excluding steel and 60% including it. Referring to the fact that there is a larger quantity of material now quoted on a nominal basis than in many months, this being because of the general expectancy in the trade that the peak in building prices has either been reached or is not far off, the opinion is hazarded that reactions, temporarily at least, will soon begin to show.

For June 1917 much the greater number of cities included in our compilation—118, in fact, out of 172—report plans calling for smaller outlays for building construction work this year than last, and in many cases noticeably so. Conspicuous in this regard are Greater New York (mainly due to the decided contraction of operations in Manhattan Borough), Chicago, Philadelphia, Detroit, Minneapolis, St.

Paul, St. Louis, Baltimore, Buffalo, Milwaukee, Richmond, Cincinnati, Kansas City, Mo., New Orleans, &c., &c. Increases of important amount, on the other hand, are not numerous. In all, the estimated cost of the operations for which permits were issued during the month at the 172 cities aggregated only \$68,014,743, against \$99,623,250 in 1916, a decline of 30.7%; in 1915 the total was a little in excess of 71 millions and in 1914 approximately 87 millions. Of the five boroughs of Greater New York, Brooklyn alone shows a gain, and with the falling off in Manhattan especially heavy, the aggregate for the whole city reaches but 13½ million dollars, against 27¼ millions in 1916. For the municipalities outside of New York the month's total is nearly 18 million dollars less than last year—\$54,493,922, comparing with \$72,412,519.

The exhibit for the half-year depicts as clearly as does that for the month the adverse effect upon the building industry of high cost of material and labor, as well as the scarcity of the latter. We have referred above to the enhanced cost of material as compared with 1916; now we note, according to the "Record and Guide," that important advances in the wage scale of building construction operatives have either gone into effect, or will do so shortly. The advances, which range from 20c. to 50c. per day, will, in conjunction with the high cost of material and the hindrances and uncertainty contributed by the participation of the United States in European hostilities (loss of labor not the least important element) tend further to contract activity in building. Our six-months' compilation covers the same 172 cities as for June and losses predominate with the total contemplated disbursements \$437,298,221, against \$522,039,523 last year, 415 millions two years ago, 452¾ millions in 1914 and 525 millions in 1909. In Greater New York the contemplated outlay at \$66,508,061 is the smallest of the period in over a decade and contrasts with \$113,748,443 in 1916 and \$94,651,616 and \$80,395,954 in 1915 and 1914. Outside of New York the total at \$370,790,160 compares with \$408,291,080, which is the high record mark for the period.

For New England 18 of the 25 cities show smaller aggregates than for 1916, with the aggregate for the group nearly 6 millions below. This exhibit is due mainly to the decline in building operations at Bridgeport, New Haven, Springfield, New Bedford, Worcester and Cambridge, where great expansion was witnessed last year as a result of the urgent demand from abroad for war munitions, &c. The total for 42 municipalities in the Middle States (Greater New York not included) is 8¾ million dollars under last year. In the Middle West the 30 cities from which reports are available give an aggregate 16½ millions less than a year ago. At the South the result is slightly better than for 1916, the phenomenal advance in the price of cotton incident to the shortness of the supply following two short crops and an almost unprecedented demand for the staple having in great measure served to counteract any adverse developments. The gain at 34 cities reaches ¼ of a million dollars. On the Pacific Slope a decrease in building operations is to be noted at 9 of the 15 cities reporting, but the aggregate records a gain over a year ago, or little in excess of 4 millions, due largely to important activity at Los Angeles. The "Other Western" group, comprising 25 cities, has done much less well this year

than last, the prospective expenditure having diminished over 10½ million dollars, with Minneapolis, Duluth, St. Paul and Lincoln the principal losers.

In Canada activity in building operations has been conspicuous by its absence since 1914, when the industry, already beginning to feel the effect of the business depression then prevailing in the Dominion, began to experience the ill effects of the war in Europe. For June of the current year 29 cities in the Eastern Provinces report in the aggregate a rather large decrease, as compared with 1916 in the approximate expenditure arranged for, but the West (14 municipalities) exhibits a gain of \$478,476. For the whole of the Dominion, therefore, the total is only about a quarter of a million dollars less than a year ago (\$4,132,987, contrasting with \$4,377,844). The half-year exhibit, although better than for last year, compares very unsatisfactorily with the years prior to 1915. Briefly, the outlay contemplated at the 29 cities in the East aggregates \$13,994,907, against \$12,777,331 last year, \$13,492,719 in 1915 and \$38,358,133 in 1914, and in the West (14 cities) \$3,137,568, against \$2,881,056; and \$2,985,076 and \$25,623,311. Consequently, we have for the 43 Canadian cities this half-year a total of \$17,132,475, against \$15,658,387 a year ago, 16½ millions in 1915, no less than 63 millions in 1914 and still heavier amounts in 1913 and 1912.

FRENCH MUNICIPAL LOANS ADMITTED TO STOCK EXCHANGE.

The New York Stock Exchange admitted to its list on July 16 the \$12,000,000 City of Bordeaux, \$12,000,000 City of Lyons and \$12,000,000 City of Marseilles 6% bonds, due Nov. 1 1919 (referred to in our issue of Feb. 10, page 513), and which were placed in this country during November last by a syndicate of which Kuhn, Loeb & Co. were managers. Dealings in these securities on the Exchange have been going on for a long time, but prior to the listing of the definitive bonds were in temporary certificates.

NEW CANADIAN LOAN OF \$100,000,000.

The Treasury Department at Washington on July 25 granted the Canadian Government permission to float a short-time loan of \$100,000,000 within the United States. The permission was granted in order that Canada may meet adverse trade balances with this country, and upon granting the permission, Secretary McAdoo declared:

Sir Thomas White, Minister of Finance of the Dominion of Canada, called on me recently to ascertain if there would be any objection on the part of our Government to Canada's seeking a short-time credit of \$100,000,000 in the American market.

I stated to Sir Thomas that, in view of the fact that the balance of trade between the United States and Canada was running strongly in favor of the United States, I realized that it was desirable for Canada to establish credits in our markets to meet these adverse balances. Therefore, there would be no objection on the part of this Government to the proposed offering, but that we should, of course, have to keep control over our own situation by determining each foreign offering on its own merits and with reference to the financial condition prevailing at the time.

It is important that our commercial and financial relations with Canada shall be conserved in every reasonable way. The proposed transaction is intended for that purpose.

The new loan is dated Aug. 1 1917, and is in the form of 5% gold notes, maturing Aug. 1 1919. Both principal and semi-annual interest (Feb. 1 and Aug. 1) will be payable in New York City in gold dollars. A syndicate of bankers, headed by J. P. Morgan & Co., is being formed to purchase the loan which will shortly be offered to the public at 98 and interest, making the yield to the investor about 6.10%.

The new loan is the third to be raised here by the Dominion of Canada since the outbreak of the war. The first loan was for \$45,000,000, consisting of \$25,000,000 of 1-year 5% notes which matured in August 1916, and \$20,000,000 of 2-year 5% notes which become due Aug. 1 1917. The Dominion Government had made preparations for meeting the maturity irrespective of the new transaction. The second Canadian loan was for \$75,000,000, and it was placed in April 1916. It was in the form of 5% bonds, \$25,000,000 maturing in 5 years, \$25,000,000 in 10 years,

and \$25,000,000 in 15 years. Both the above loans were over-subscribed and have since sold at substantial premiums.

The basis at which the new loan will be offered to the public is somewhat more attractive than that of the earlier issues, none of which were sold on a basis higher than 5½%.

The loan to Canada will be the first foreign Government transaction that has been undertaken since America's entrance into the European war. It was first thought, it is said, that the United States might make advances to Canada just as it has given credits to Great Britain, France and other enemies of Germany, but when it was found that the Government at Washington was not disposed to lend money to Canada, New York bankers were asked to do the financing. They readily consented, but pointed out that in the circumstances it would be necessary to obtain Secretary McAdoo's consent. Sir Thomas White, the Canadian Minister of Finance, called on the Secretary to discuss the matter and upon the announcement by Mr. McAdoo that he had given permission, the Morgan firm issued the following statement:

We are authorized to state that the Dominion of Canada will shortly offer to American investors, upon approximately a 6% basis, \$100,000,000 of its 2-year notes; adopting this method of offsetting in part the trade balance in excess of \$300,000,000 now existing against Canada and in favor of the United States. The comprehensive statement issued by Secretary McAdoo at Washington indicates clearly the attitude of the Federal Treasury in this matter.

PROPOSED MEXICAN LOAN.

It is reported that the House of Deputies at Mexico City on July 20 approved the request of Gen. Carranza to contract for a loan of 100,000,000 pesos to finance the proposed new Government bank. On July 25 it was announced that the bill had been passed by the Senate. The creation of the institution is authorized under the new Mexican constitution. It will be known as the Banco Unico Emission and will be the only bank in the country authorized to issue bank notes. Advices from Washington on July 20 stated that Gen. Carranza had asked the Mexican Congress for authority to negotiate loans amounting to \$300,000,000 Mexican gold, or the equivalent of nearly \$150,000,000 American gold, for the following purposes: \$150,000,000 to meet the deficits of interest, &c., now owing by the Government; \$100,000,000 to be used as a metallic reserve for the paper currency proposed to be issued by the bank to be established with the sole power to emit such currency, and \$50,000,000 for the purpose of rehabilitating the National Railways, replacing tracks, bridges and buildings, and supplying rolling stock, sufficient to place the lines in the same condition as before the revolution. It was stated on the 25th inst. that the Senate had passed the bill authorizing the Government to secure a loan of 100,000,000 pesos for the Government budget.

While it has been reported that General Carranza's agent, Alfredo Carturegli, has conferred with New York bankers relative to the floating of a loan of \$150,000,000, it is understood that the Treasury Department does not look with favor upon such a proposal at this time, in view of the expected billion dollar issue of United States Treasury certificates and a new Liberty Loan of \$3,000,000,000.

U. S. EXTENDS FURTHER CREDIT TO GREAT BRITAIN, RUSSIA AND FRANCE.

The United States Government within the last ten days has advanced additional credits of \$85,000,000 to Great Britain, \$75,000,000 to Russia and \$60,000,000 to France, thus bringing the amount of loans made to all the Allied nations up to \$1,523,000,000, or more than half of the \$3,000,000,000 authorized by Congress. The \$85,000,000 loan to Great Britain was consummated on July 20. The \$75,000,000 loan to Russia was made on July 23, and the \$60,000,000 loan to France was also effected on that day. Of the \$1,523,000,000 which has been advanced to all the Allies, Great Britain has received \$770,000,000; France, \$370,000,000; Russia, \$175,000,000; Italy, \$160,000,000; Belgium, \$45,000,000, and Serbia, \$3,000,000.

GREAT BRITAIN'S NEW WAR CREDIT—FINANCIAL SUPPORT OF U. S.

In asking that the House of Commons vote a new war credit of £650,000,000 (\$3,250,000,000) the largest yet asked for by the British Government, Andrew Bonar Law, Chancellor of the Exchequer, on July 24 at the same time made known the great volume of the country's financial burdens. Great Britain's advances to the Allies and the Dominions, he stated, have already reached the huge total of over £1,020,000,000. The daily average expenditure,

although showing improvement over the figures of May 9, when the last war credit (£300,000,000) was asked for, still approaches said the Chancellor, £7,000,000 and exceeds the budget by £1,000,000 daily. Comparing the last 77 days of the financial year with the first 35 days of the financial year, the expenditure, it is stated, shows a reduction of £1,000,000 daily. Expressing his disappointment at the necessity of such large advances to the Allies, the Chancellor referred to the British standpoint of regarding the whole allied cause as one and explained that "the cost of all the supplies for the Allies produced in Great Britain during the war has been defrayed by England and that previous to the entry of America into the war much of the supplies to the Allies produced abroad had also been paid for by England.

With reference to the United States, Mr. Bonar Law said:

When America entered the struggle we realized that a great change had come over the Allies' financial strength. President Wilson was slow, and, in my judgment, rightly slow in bringing his country to the vortex of this terrible war. But, having come in, he has shown by his speeches in the clearest way that he is determined to throw the whole weight of the nation he heads into the scale. I am sure that, although naturally it takes time to make the financial arrangements needful in a war like this, the President and the great nation he represents will deal in this matter with the same spirit of generosity, or rather of realization of what the whole issue means, as has been shown by England, and that we can rely on receiving in the United States resources which are necessary to pay for supplies of all kinds required by the Allies in America.

Indeed, it is an open secret that we had spent so freely of our resources that those available in America had become nearly exhausted when our great ally entered the struggle. Obviously, the extent to which supplies of all kinds can be obtained in the United States will depend largely on the ability—for I am sure of the goodwill—of the American Government to meet the demands that will be made upon it by the Allies.

The Chancellor estimated the net increased expenditure at £33,500,000, not including advances to Great Britain's allies, which represented an increase of £300,000 daily. It was obvious, he said, that the budget estimate must be exceeded, and he would not be surprised if by the end of the financial year the excess were approximately the same as that of the last financial year. The total amount of the votes of credit for the war, including the new credit, the Chancellor said, was now £5,292,000,000. The total advances to the Dominions of Great Britain, he stated, were £146,000,000. Part of the increased army expenditure, he explained as due to the fact that Great Britain had made greater payments to India for services rendered in connection with the war.

Reginald McKenna, former Chancellor of the Exchequer, who followed Bonar Law, said the figures which the Chancellor had given of the daily expenditure did not constitute all the outgo. There had to be added the very large amount which must be expended on the interest on the debt and the amount expended on other services not dealt with under the vote of credit. A total daily expenditure of £8,000,000 before the close of the present financial year, Mr. McKenna thought, could be expected. Mr. McKenna said there was a limit to the total of expenditure beyond which the nation could not go without forcing prices up to a point where grave unrest would be caused. The country's revenue, he pointed out, was something like £2,000,000 daily, and its expenditure about £8,000,000, which meant that £6,000,000 had to be raised by war loans. The last-named sum daily over the whole year represented for interest and for a very moderate sinking fund a further income tax of 3 shillings 4 pence in the pound, which, added to the present rate of 5 shillings, was more than 8 shillings. Trade after the war, he feared, would be crippled by an income tax of 8 shillings.

The general debate had no great interest, the main feature being strong criticisms by John Dillon and others of the Saloniki expedition. Mr. Dillon, referring to rumors that Serbia was intending to make a separate peace with Austria and demanding that the Government say whether Serbia was to be deserted, declared that the British Army in Saloniki had been demoralized by eighteen months of inaction in pestilent surroundings. Lord Robert Cecil, Minister of Blockade, replying, characterized Mr. Dillon's charge as absolutely untrue. He said there was no intention of receding from the pledges for the full restoration of and reparation for Serbia. While declining to reveal the Government's plans, he said he would restate its war aims, saying:

Austria is not our chief enemy. Germany is, and must be, our chief enemy. The broad principles we are fighting for are these: First, that we should stand by our Allies; second, we are fighting for a stable settlement, for a sound and satisfactory peace, not a conquest or mere domination, but on some national principle as far as might be which would secure that settlement. When arrived at it should be free from change in the future.

Personally, I wish to see how far President Wilson's proposals can be made practicable for barriers against future wars. The Government's desire for the destruction of German militarism is only part of its general purpose to secure a lasting peace. It desires this only because German militarism is the greatest danger to the future peace of Europe.

The war credit was agreed to.

JAPAN'S GOLD RESERVE.

Information to the effect that Japan's gold reserve totaled 860,000,000 yen (\$428,280,000) on June 2, as compared with 353,000,000 yen (\$175,794,000) at the end of July 1914, or just before the outbreak of the war is contained in advices to the Department of Commerce at Washington received from Consul General George H. Seidmore at Yokohama. Mr. Seidmore's advices as published in "Commerce Reports" of July 9 were as follows:

Japan's reserve of gold specie on June 2 1917 totaled 860,000,000 yen (\$428,280,000), according to the returns of the Department of Finance published in the Japan "Chronicle," 303,000,000 yen (\$150,894,000) being held at home and 557,000,000 yen (\$277,386,000) abroad. Compared with the figures for May 23 last this shows an increase of 56,000,000 yen (\$27,888,000) in the portion held at home, but a decrease of 34,000,000 yen (\$16,932,000) in that abroad, or an aggregate increase of 22,000,000 yen (\$10,956,000). The considerable increase at home with a marked decrease abroad is a new feature, bespeaking a great influx of gold, both on account of exports and the sudden increase in transferring of gold held abroad. At the end of July 1914, or just before the outbreak of the war, Japan's gold specie amounted to 353,000,000 yen (\$175,794,000), \$133,000,000 yen (\$66,204,000) being held at home and 220,000,000 yen (\$109,560,000) abroad. Over these figures the latest returns show an increase of 170,000,000 yen (\$84,660,000) in the portion held at home and of 337,000,000 yen (\$167,826,000) in that held abroad, or 507,000,000 yen (\$252,486,000) in the total. In other words, Japan's gold specie has increased by 150% since the war started.

COMPARATIVE FIGURES OF CONDITION OF CANADIAN BANKS.

In the following we compare the condition of the Canadian banks, under the last two monthly statements, with the return for June 30 1914:

| | ASSETS. | | |
|----------------------------------------------------------------------|----------------|----------------|----------------|
| | June 30 1917. | May 31 1917. | June 30 1914. |
| Gold and subsidiary coin— | | | |
| In Canada..... | \$ 53,474,064 | \$ 49,053,217 | \$ 28,948,841 |
| Elsewhere..... | 23,578,458 | 22,877,827 | 17,160,111 |
| Total..... | 77,052,522 | 71,931,044 | 46,108,952 |
| Dominion notes..... | 122,617,160 | 126,238,905 | 92,114,482 |
| Deposit with Min'er of Finance for security of note circulation..... | 6,982,421 | 6,871,012 | 6,667,568 |
| Deposit in central gold reserves..... | 43,430,000 | 39,500,000 | 3,050,000 |
| Due from banks..... | 163,574,209 | 178,498,924 | 123,608,936 |
| Loans and discounts..... | 980,687,246 | 988,068,143 | 925,681,966 |
| Bonds, securities, &c..... | 322,608,856 | 330,831,771 | 102,344,120 |
| Call and short loans in Canada..... | 76,085,220 | 78,514,798 | 67,401,484 |
| Call and short loans elsewhere than in Canada..... | 159,309,133 | 168,692,675 | 137,120,167 |
| Other assets..... | 81,256,032 | 77,555,054 | 71,209,738 |
| Total..... | 2,033,622,799 | 2,066,702,326 | 1,575,307,413 |
| | LIABILITIES. | | |
| | June 30 1917. | May 31 1917. | June 30 1914. |
| Capital authorized..... | \$ 189,866,666 | \$ 189,866,666 | \$ 192,866,666 |
| Capital subscribed..... | 112,081,966 | 112,081,866 | 115,434,666 |
| Capital paid up..... | 111,643,114 | 111,641,034 | 114,811,775 |
| Reserve fund..... | 113,494,533 | 113,493,033 | 113,368,898 |
| Circulation..... | 156,625,701 | 142,653,596 | 99,138,029 |
| Government deposits..... | 48,323,862 | 78,151,377 | 44,453,738 |
| Demand deposits..... | 627,663,857 | 650,522,223 | 458,067,332 |
| Time deposits..... | 900,510,552 | 892,562,657 | 663,650,230 |
| Due to banks..... | 31,707,183 | 35,732,524 | 32,426,404 |
| Bills payable..... | 3,120,615 | 4,626,478 | 20,096,365 |
| Other liabilities..... | 22,482,516 | 18,710,686 | 12,656,085 |
| Total, not including capital or reserve fund..... | 1,790,434,286 | 1,822,959,541 | 1,330,488,683 |

Note.—Owing to the omission of the cents in the official reports, the footings in the above do not exactly agree with the totals given.

TREASURY STATEMENT'S SHOWING OF LIBERTY LOAN PAYMENTS.

The daily Treasury statement for June 30, which was not made public until July 23 (the issuance of the statement having been suspended on June 29), shows payments to June 30 on account of the Liberty Loan of \$1,385,018,756, or more than 60% of the total \$2,000,000,000 offering. Only 20% of the loan, or \$400,000,000, was due June 30, the two payments of 2 and 18%, respectively, being due June 15 and June 28. The amount thus voluntarily paid into the Treasury by subscribers ahead of time totaled but \$15,000,000 under a round billion dollars. Out of the proceeds and other revenues the Government had redeemed Treasury certificates of indebtedness issued in anticipation of the loan, amounting to \$626,196,845 June 30. The balance was deposited in Federal Reserve and national and State banks and trust companies throughout the country. A total of \$560,662,218 was deposited in banks other than Federal Reserve banks June 30. The heavy payments ran up the Government's balance of cash on hand on June 30 to the record figure of \$1,064,086,250. This was after the Treasury Department had redeemed the certificates of indebtedness. Hundreds of thousands who bought so-called baby bonds, those of \$50 and \$100 denomination, availed themselves of the privilege of paying in full at once. Purchasers of large allotments were required to give two weeks' notice of their intention to pay in excess of the Department's installment program. In hundreds of instances, apparently, purchasers of large allotments also paid in full for their bonds. The delayed figures for June 30 are, the statement says, subject to revision upon the receipt

of final official reports. In other respects than those affecting the loan, the statement of the Government's financial activities for the fiscal year is a record-breaker. Total receipts from all sources touched the new high level of \$3,475,159,935, of which approximately \$2,303,223,756 was from the loan and the sale of certificates of indebtedness. Ordinary revenue receipts increased nearly \$350,000,000 over the preceding fiscal year, reaching a total of \$1,122,576,230. These were apportioned as follows: Customs receipts, \$225,981,933, an increase of more than \$14,000,000 over the preceding fiscal year; ordinary internal revenue receipts, covering taxes on distilled spirits, beer, tobacco, oleomargarine and other articles, \$449,209,856, an increase of \$61,300,000; income tax receipts, \$260,006,142, an increase of \$236,000,000, or 180%, and miscellaneous receipts, \$87,378,298, an increase of \$34,500,000, or 68%. Panama Canal tolls for the year showed a total of \$5,872,244, as compared with \$2,554,577 the preceding year, an increase of approximately 130%.

NEW YORK FEDERAL RESERVE BANK RE-DEPOSITS LIBERTY LOAN FUNDS.

The New York Federal Reserve Bank made known on July 20 that it had withdrawn approximately \$36,000,000 of Liberty Loan Government deposits from qualified depository banks and trust companies and had deposited approximately \$35,000,000 with 104 other institutions. Its announcement says:

July 20 1917.

In accordance with instructions received from the Treasury Department, this bank, for the purpose of equalizing the Liberty Loan Government deposits placed with qualified depository banks and trust companies, has withdrawn approximately \$36,000,000 from 138 qualified institutions and deposited approximately \$35,000,000 with 104 other institutions. Of the latter 37 have received no such deposits prior to this time, either because they were not qualified as depositories on the date of making the original deposit or because they had not availed themselves of the opportunity to open book credits in favor of the Government at that time.

The total number of qualified depositories to date is 244, who have qualified for an aggregate amount of deposits of \$423,000,000.

The instructions to the Federal Reserve Bank from the Treasury Department concerning the readjustment of Government funds with depository banks stated:

Each Federal Reserve Bank is hereby authorized to redistribute among Liberty Loan depositories now qualified in its district the amount paid in in cash and by credit on Liberty Loan bonds, as nearly as practicable, in the ratio of three for certificate payments to one for cash and credit payments; that is to say, that every dollar face value of certificates turned in shall be entitled to a share in deposits equal to three times the share in deposits allotted to a dollar paid in cash or by credit; provided, however, that no qualified depository is to have on deposit more than the aggregate of its subscription payments in cash, by credit and in certificates, nor more than the sum for which it shall have qualified as depository.

LIBERTY LOAN RESULTS IN THE NEW YORK FEDERAL RESERVE DISTRICT.

A booklet embodying the report of the work of the Publicity Committee of the New York Federal Reserve District in connection with the flotation of the Liberty Loan has been issued by Guy Emerson, Secretary of the committee. The following estimated Liberty Loan results are furnished by Mr. Emerson:

| | |
|-------------------------------------------------------------------------------------------------------------------------------|------------------|
| Total bank resources United States..... | \$32,166,000,000 |
| Total bank resources Second Federal Reserve District..... | 9,686,000,000 |
| Percentage of bank resources in Second Federal Reserve District to total in United States..... | 30 1-10% |
| Total amount subscribed in United States..... | 3,035,000,000 |
| Total amount subscribed in Second Federal Reserve District..... | 1,200,000,000 |
| Percentage of amount subscribed in Second Federal Reserve District to total amount subscribed in United States..... | 39 ½% |
| Percentage of population in Second Federal Reserve District to total population of United States..... | 11 4-5% |
| Total population of United States..... | 110,000,000 |
| Total individual subscribers in United States..... | 4,500,000 |
| Percentage of individual subscribers in United States to population of United States..... | 4% |
| Total population of Second Federal Reserve District..... | 13,000,000 |
| Number of individual subscribers in Second Federal Reserve District..... | 1,500,000 |
| Percentage of individual subscribers in Second Federal Reserve District to population of Second Federal Reserve District..... | 11 ½% |
| Percentage of individual subscribers in Second Federal Reserve District to total individual subscribers in U. S..... | 33 1-3% |

From this it will be seen that, with 30.1% of the bank resources of the United States and 11 4-5% of the population, the Second Federal Reserve District offered 39 ½% of the money subscribed to the first \$2,000,000,000 of the Liberty Loan and 33 1-3% of the individual subscribers.

Four per cent of the total population of the United States subscribed, as compared with 11 ½% of the population of the Second Federal Reserve District.

The booklet also has the following to say regarding the distribution of matter by the local committee:

Through this office were distributed circulars and application blanks, application cards, partial payment booklets, reprints of speeches and editorials, posters, &c., sometimes in large quantities, sometimes in small, amounting to approximately 8,000,000 pieces. In addition to this we distributed 1,412,000 Liberty Loan buttons. The mail that went out of the publicity office to banks, newspapers, &c., amounting to several

thousand pieces a day, consumed 75,000 two-cent stamps. Nearly 200,000 postal cards were used.

The reproduction of advertisements by Jay Cooke of the 6% loan of 1863 (called the 5.20s) is a feature of the report.

EQUITABLE TRUST COMPANY'S DEPOSIT WITH FEDERAL RESERVE BANK.

The officers of the Federal Reserve Bank of New York announced yesterday that a substantial deposit had been received from the Equitable Trust Co. of New York for the purpose of enabling the Federal Reserve Bank to settle the Clearing House balance of the trust company in accordance with the provisions of section 15 of the Federal Reserve Act as amended. This amendment authorizes Federal Reserve banks to receive from non-member banks or trust companies deposits solely for the purpose of exchange or of collection. The statement of the Reserve Bank says:

Although this deposit is the second one of this character received by the Reserve Bank, it is the first one received from a trust company taking advantage of the provisions of the new law.

W. A. DAY ASSISTANT DEPUTY GOVERNOR SAN FRANCISCO FEDERAL RESERVE BANK.

At a meeting of the directors of the Federal Reserve Bank of San Francisco on July 17 W. A. Day, Assistant Cashier of the Savings Union Bank & Trust Co. of San Francisco, was elected Assistant Deputy Governor. The next regular meeting of the directors of the Reserve Bank will be held Aug. 7, when it is possible that action will be taken toward filling the vacancy caused by the resignation of the former Governor, Archibald Kains.

SPOKANE BRANCH OF SAN FRANCISCO FEDERAL RESERVE BANK.

The Federal Reserve Bank of San Francisco makes the following announcement concerning its branch at Spokane, Wash., the establishment of which, as we reported last week, was made known by the Federal Reserve Board on July 10:

To Member Banks of Federal Reserve Bank of San Francisco:

Dear Sirs.—A branch of this bank, to be known as Spokane Branch of Federal Reserve Bank of San Francisco, has been organized for the territory in which those member banks are located which are listed on the fourth page of this circular.

Directors of the Spokane Branch are:

*Charles A. McLean (hitherto clearing house examiner of Spokane Clearing House).

*D. W. Twohy (President Old National Bank, Spokane).

*E. T. Coman (President Exchange National Bank, Spokane).

†G. I. Toevs (President Centennial Flour Mill Co.).

‡Peter McGregor (McGregor Land & Live Stock Co.).

Officers are:

Charles A. McLean, Manager.

C. J. Shepherd, Acting Cashier (Assistant Cashier of head office).

Ledger accounts of all members and clearing member banks in Washington east of the Cascades and in Idaho north of and including Idaho County will be carried at the Spokane Branch. Complete list of accounts to be transferred to Spokane Branch accompanies this circular.

*Appointed by Federal Reserve Bank of San Francisco.

†Appointed by Federal Reserve Board.

‡See Federal Reserve Board, Regulation J, Series of 1917, regarding deposits received from non-member banks or trust companies for exchange or clearing purposes.

After transfer has been completed, all credit advices, reconciliations of account and weekly reports of reserve condition must be forwarded by these banks to the Spokane office.

Drafts of these banks should be issued against their accounts at Spokane; these drafts will be received by the San Francisco office for immediate credit and availability at par subject to final payment; reference to our Circular 69 is suggested in this connection. American Bankers' Association number assigned to Spokane Branch Federal Reserve Bank of San Francisco is "28-1."

Checks deposited under terms of our Circular 45 may be forwarded by any member or clearing member bank in this district to either the Spokane or the San Francisco office, as it may find convenient, provided that Forms T2, T3, T4 and T6 must be used for all cash letters other than those forwarded direct to the bank with which the depositing bank is affiliated. A schedule of deferred availability is herewith given, from which depositing banks may determine to which office items can be forwarded to best advantage. It is suggested that depositing banks use direct routing facilities only for their large items and that small items be forwarded only to the office with which they are directly affiliated.

Banks other than those which are members of the Spokane Branch are requested not to forward items to Spokane Branch until after Aug. 15th.

Subject to change without notice, Spokane Branch of Federal Reserve Bank of San Francisco will purchase telegraphic transfers from and sell mail transfers to its depositing banks at par, plus cost of telegrams. Telegraphic confirmation of such transfers must be furnished, and an interest charge of 5 cents per \$1,000 per day will be made for funds upon which completion of transfer is delayed. Subject to an interest charge, drafts on New York City, Chicago, Minneapolis, St. Paul and San Francisco will be purchased by the Spokane Branch for immediate availability subject to final payment; subject also to an interest charge, telegraphic transfers on these points will be sold by the Spokane Branch. These interest charges, subject to change by the Spokane Branch without notice, will be as follows

Purchases of mail transfers:

| | |
|----------------|--------------------|
| New York City | } 20c. per \$1,000 |
| Chicago | |
| Minneapolis | |
| St. Paul | |
| San Francisco: | 15c. per \$1,000 |

Sale of telegraphic transfers:

| | |
|---------------|--------------------|
| New York City | } 15c. per \$1,000 |
| Chicago | |
| Minneapolis | |
| St. Paul | |
| San Francisco | |

Yours truly,

JNO. N. COUSINS,

Deputy Governor.

DEFERRED AVAILABILITY SCHEDULE FOR DEPOSITS OF OUT-OF-TOWN CHEQUES WITH FEDERAL RESERVE BANK OF SAN FRANCISCO.

Effective August 15 1917 and until further notice.

| Items Deposited at San Francisco Office. | Drawn on Banks in | Items Deposited at Spokane Office. |
|------------------------------------------|----------------------------------------------------|------------------------------------|
| Immediate | San Francisco | 3 days |
| | U. S. Treasury warrants | } Immediate |
| | Drafts on F. R. B. of S. F. (either office) | |
| 3 days | Spokane | } 5 days |
| | California (other points than San Francisco) | |
| Immediate | San Francisco | } 3 days |
| | Washington (other points than Spokane) | |
| | Idaho (north of and including Idaho County) | |
| | Idaho (south of but not including Idaho Co.) | |
| 5 days | Oregon | } 5 days |
| | Other districts, the following cities— | |
| | Atlanta Kansas City Philadelphia | |
| | Boston Minneapolis Richmond | |
| | Chicago New Orleans St. Louis | |
| | Cleveland New York St. Paul | |
| | Dallas | |
| | Arizona | |
| | Nevada | |
| | Utah | |
| 7 days | Other districts all points other than listed above | 7 days |

To obtain quickest availability of funds, sort and list cheques as per above time schedule, with separate cash letters for separate time groups. State on each cash letter the number of items and the number of days for which availability is to be deferred, as "11 items 5 days."

Items may be deposited unsorted, if preferred, but the longest collection time for any of the items in one cash letter is applied to all of the items enclosed, and failure to sort items into time groups therefore results in time loss to the depositing banks.

Member and clearing member banks may deposit with either office. Forms T2, T3, T4 and T6 must be used for all items forwarded to points outside the portion of the district with which such banks are affiliated.

Send small items to office with which directly affiliated.

MEMBER BANKS OF SPOKANE BRANCH.

Washington.

| Location— | Bank. | Location— | Bank. |
|--------------|-------------------------|-------------|------------------------|
| Brewster | First National Bank | Oroville | First National Bank |
| Cheney | National Bank of Cheney | Pasco | First National Bank |
| Cheney | Security National Bank | Palouse | Nat'l Bank of Palouse |
| Chewelah | First National Bank | Pullman | First National Bank |
| Clarkston | First National Bank | Reardan | Reardan National Bank |
| Cle Elum | First National Bank | Ritzville | First National Bank |
| Colfax | Colfax National Bank | Ritzville | Pioneer National Bank |
| Colfax | Farmers National Bank | Rosalia | Whitman Co. Nat'l Bank |
| Colville | First National Bank | Spokane | Exchange National Bank |
| Davenport | Davenport Nat'l Bank | Spokane | Fidelity National Bank |
| Dayton | Broughton Nat'l Bank | Spokane | Old National Bank |
| Dayton | Columbia National Bank | Sunnyside | First National Bank |
| Ellensburg | Washington Nat'l Bank | Tonasket | First National Bank |
| Garfield | Garfield National Bank | Toppenish | First National Bank |
| Harrington | First National Bank | Walla Walla | Baker-Boyer Nat'l Bank |
| Hillyard | First National Bank | Walla Walla | First National Bank |
| Kennewick | First National Bank | Walla Walla | Third National Bank |
| Lind | First National Bank | Waitsburg | First National Bank |
| Medical Lake | First National Bank | Wapato | First National Bank |
| North Yakima | First National Bank | Wenatchee | First National Bank |
| North Yakima | Yakima National Bank | Washtucna | First National Bank |
| Oakesdale | Nat'l Bank of Oakesdale | Zillah | First National Bank |
| Okanogan | First National Bank | | |

The above banks are located in the following counties: Adams, Asotin, Benton, Chelan, Columbia, Douglas, Ferry, Franklin, Garfield, Grant, Kittitas, Klickitat, Lincoln, Okanogan, Pend Oreille, Spokane, Stevens, Walla Walla, Whitman, Yakima.

Idaho.

| Location— | Bank. | Location— | Bank. |
|---------------|--------------------------|------------|-----------------------|
| Bonnors Ferry | First National Bank | Lewiston | First National Bank |
| Coeur d'Alene | First Exch'ge Nat'l Bank | Moscow | First National Bank |
| Cottonwood | First National Bank | Mullan | First National Bank |
| Grangeville | First National Bank | Sandpoint | First National Bank |
| Kellogg | First National Bank | Sandpoint | Bonner Co. Nat'l Bank |
| Lewiston | Lewiston National Bank | St. Maries | First National Bank |
| Lewiston | Empire National Bank | Wallace | First National Bank |

The above banks are located in the following counties: Benewa, Bonner, Boundary, Clearwater, Kootenai, Latah, Lewis, Nez Perce, Shoshone, Idaho.

GROWTH IN CAPITAL AND NUMBER OF NATIONAL BANKS IN LATE FISCAL YEAR.

In indicating the development of the national banking system during the fiscal year ended June 30 1917 so far as increases in the number and capital are concerned, Comptroller of the Currency John Skelton Williams announced in a statement available for publication on July 23 that for the twelve months 163 new national banks were chartered with \$9,470,000 capital against 117 new charters the previous year with \$7,505,000 capital. In the same twelve months 150 national banks increased their capital in the sum of \$25,507,490, whereas the previous year the increases were 92 and the capital increase of existing banks was \$9,607,700. The Comptroller's statement follows:

The fiscal year just closed has witnessed extraordinary progress in the growth and development of the national banking system.

Notwithstanding the large number of consolidations of national banks with other national banks, and making allowance for all liquidations for conversion into State banks, and failures (the latter being comparatively few) there were in operation in the United States on June 30 1917, 7,635 national banks, a greater number than ever before, while in resources and deposits our national banks during the past year surpassed all previous records.

For the twelve months ending June 30 1917, 163 new national banks were chartered with \$9,470,000 of capital, against 117 new charters the previous year with \$7,505,000 capital.

During the twelve months ending June 30 1917, 150 national banks increased their capital in the sum of \$25,507,490. The previous year the increases were 92 and the capital increase of existing banks was \$9,607,700.

In twelve months ending June 30 1917, the total number of new national banks chartered plus the number increasing their capital was 313, against 209 the previous year, an increase of 104. The total increase in capital arising from banks newly chartered and old banks increasing their capital was \$34,977,490; the previous year \$17,112,700—Increase more than 100%.

In the year ending June 30 1917, 19 banks reduced their capital in the sum of \$1,255,500. The previous year 21 reduced their capital \$1,047,500.

For the year ending June 30 1917, 23 national banks with \$6,225,000 capital, liquidated and consolidated with other national banks. Similar liquidations previous year 45, capital \$9,660,000.

Liquidations for purposes other than consolidation with other national banks 1917, 87, capital \$8,902,500. Previous year 87, capital \$7,893,000. Receiverships year ending June 30 1917, 6, capital \$1,180,000. Previous year 15, with capital \$935,000.

Of the new national banks chartered during the past fiscal year the largest number, 34, were in the State of Montana, where much development is going on. California and Texas come next with 15 each, followed by Oklahoma with 10 new national banks organized during the year. Nine new national banks were organized in Kansas, 7 in New York State, 6 in Minnesota, 6 in Virginia, 5 in Idaho, 4 each in New Mexico and Pennsylvania, 3 each in Alabama, Massachusetts, New Jersey, North Dakota, South Carolina, South Dakota and Wisconsin. Two each were organized in Arizona, Georgia, Illinois, Louisiana, Iowa, Michigan, Missouri, North Carolina and Oregon, while one new national bank was organized in each of the following States: Arkansas, Colorado, Florida, Indiana, Mississippi, Nebraska, Tennessee, Utah and Ohio.

New national banks were organized during the year in 36 States.

GROWTH OF NEW YORK STATE TRUST COMPANIES.

An increase in the resources of the trust companies of New York State of \$59,654,089 occurred between Feb. 28 and June 20, making the total resources on the last named date \$2,941,290,854, according to the reports filed with the State Superintendent of Banks George I. Skinner in answer to the quarterly call of the State Banking Department. This increase was witnessed notwithstanding the financing of the Liberty Loan. The statement of the Banking Department made public on July 23 further says:

During the same period the deposits of these institutions show a gain of \$48,284,623, the total being \$2,494,615,124. In February 93 companies reported, while in June there were 96 trust companies under the supervision of the New York State Banking Department.

Incidentally we may note that the rapid growth of the trust companies of New York State was set forth in detail by Mr. Skinner's predecessor as Superintendent of Banks, Eugene Lamb Richards, in his annual report to the Legislature for the calendar year 1916. Superintendent Richards' report said:

During 1916 nine new trust companies were authorized, making a total of 90 such institutions which reported on Nov. 29 last, the date of the last call for reports. Six national banks were converted into trust companies, while one national bank was taken over for liquidation by a trust company. One State bank was converted into a trust company.

Total resources of the trust companies Nov. 29 1916 were \$2,744,317,081, as compared with \$2,532,892,786 on Dec. 31 1915, a gain for the year of \$211,424,295, or 8.3%.

The rapid growth of trust companies is being emphasized annually. On Nov. 14 1906 87 trust companies reported resources of \$1,375,554,017. It should be noted that in ten years, with but three more trust companies, resources have doubled. Since Jan. 1 1897, when 39 trust companies reported resources of \$396,742,947, this item has grown in twenty years nearly sevenfold; in fact, the resources of one of the New York City trust companies at the present time exceeds by nearly \$200,000,000 all the resources of the 39 trust companies which reported to the Department in 1897.

Total deposits Nov. 29 1916 amounted to \$2,325,375,624, an increase for the year of \$124,798,513, or 5.6%. This increase in deposit liabilities, together with a loss of nearly \$100,000,000 in cash (including amounts due from banking institutions) is offset by increases in stock and bonds investments of \$20,313,149, loans and discounts of \$180,417,278, and other assets of \$78,630,592.

The capital of the trust companies on Nov. 29 last totaled \$94,600,000, a gain of about \$15,000,000 for the year. This item will show further gain as a number of the larger New York City trust companies have already expressed their intention of increasing their capital stock so as to maintain a fair ratio to their deposit liabilities, a policy which I think worthy of endorsement. Surplus, including all undivided profits on market value, totaled \$198,865,173, an increase for the year of \$22,120,312, as compared with a gain of \$14,192,318 in 1915.

With total capital on Nov. 29 1916 amounting to \$94,600,000, and surplus, based on market value of securities, aggregating \$198,865,173, or a total of \$293,465,173, and with deposit liabilities of \$2,325,375,624, the ratio of capital, surplus and undivided profits to aggregate deposits was 12.6%, as compared with 11.6% for 1915 and 11.3% for 1914. During the year many trust companies took advantage of their large earnings and strengthened their position by marking down book values of real estate, furniture and fixtures, and doubtful loans, thus materially improving their condition.

The policy of the Department in discouraging the practice of the hypothecation of assets has resulted in almost the entire elimination of the item of "bills payable." On Nov. 29 last the total amount of bills payable reported by trust companies of this State was only \$75,000.

The privilege granted trust companies of accepting for demand at future dates drafts drawn on them by the customers continues to prove popular, this item totaling \$78,767,347, an increase for the year of \$28,749,753. These bills are in most cases drawn against actually existing values, and as such are considered by the Federal Reserve Bank as prime paper, eligible or red count.

At the close of the year there were 25 personal loan companies and personal loan brokers under the supervision of the Superintendent of Banks with a combined capital of \$735,275 as compared with 21 companies and brokers with a combined capital of \$635,275, reporting at the close of 1915. During the past year six authorization certificates were issued and two authorizations previously granted were revoked.

Three new Morris Plan companies, located in the cities of Buffalo, Syracuse and Schenectady, were authorized during 1916. Three other invest-

ment companies were organized in New York City to pursue other activities. During the year the Morris Plan Co. of New York was authorized to maintain two additional branches.

The resources of all investment companies under the supervision of this Department on Jan. 1 1917 totaled \$31,500,000.

COMPTROLLER WILLIAMS DENIES REPORT THAT STATEMENTS OF FINANCIAL STANDING OF BANK DIRECTORS ARE TO BE REQUIRED.

The report in the Baltimore "Sun," to which we referred last week, to the effect that the bank officials of that city were "stirred up over the latest action of the Comptroller of the Currency, John Skelton Williams, in requiring the bank directors to submit a statement of their assets and liabilities to the Department," has brought from the Comptroller's office a letter in which he characterizes the report as "misleading." The Comptroller in his letter says no such general order has been issued by his office. He states that upon inquiry he learns that "the national bank examiner in Baltimore, in his zeal to furnish the most accurate and authentic information as to the resources of directors, as called for in the blank form on the examiner's report, * *

* and which has been in the report since 1911, has recently called upon the directors of the banks to furnish to him confidentially some estimate as to their resources." The Comptroller adds that he does not understand that the examiner has called on the directors for a detailed statement of their resources and liabilities, "unless it be in cases where directors are large borrowers and such information is needed on that account." Comptroller Williams's letter was addressed to the President of a Baltimore banking institution in response to a letter from the latter calling the Comptroller's attention to criticisms of his alleged requirement that the directors of national banks must personally furnish the bank examiners with detailed statements of their financial condition. The Comptroller does not hesitate to express the opinion that "the best and most efficient bank directors as a rule are not the richest members of the board." In full the reply was as follows:

TREASURY DEPARTMENT.

Office of the Comptroller of the Currency.

Washington, July 21 1917.

My dear Mr. _____:

I have your letter of the 20th inst. enclosing newspaper clippings, for which I sincerely thank you.

The articles in your local paper, to which you direct my attention, indicate that this office has recently made some ruling requiring bank directors to submit a statement of their assets and liabilities to the Department. Their statement is misleading. This office has issued no such general order. I knew nothing of the criticisms which are being made until the receipt of your letter, and a letter from one other bank director in Baltimore, for whom I also have a high regard, bringing the matter to my attention.

Upon inquiry, I find the situation to be as follows:

The regular blank forms for reports of national banks made by the examiners have a column opposite the list of directors calling for the estimated worth of each director, and the examiners in making their reports have been expected to fill in this column with the estimated worth of each director as ascertained by them upon inquiry from the best available and most reliable sources. But please note that this provision is not an innovation, but has been printed in the examining forms since 1911, three years before I became Comptroller of the Currency.

So far from my increasing the possible embarrassment of directors in having their wealth estimated or reported, I desire to call your attention to the fact that under my administration and by my direction this column giving the estimated worth of the directors was transferred from the main body of the examiner's report to the strictly confidential section of the report covered on the yellow sheets, which are not even permitted to be sent to the Federal Reserve banks, and of which no copy is furnished to the bank examined, but which are kept in the confidential records of this office for the sole information of the Comptroller and the examining force.

It has not been the custom of this office, under my administration, to require the directors of national banks to make statements as to their worth, except in cases where directors may be largely indebted to the banks and where it has seemed desirable to require such a statement of the director as a borrower—not because he is a director.

Upon inquiry, however, I learn that the National Bank Examiner in Baltimore, in his zeal to furnish the most accurate and authentic information as to the resources of directors, as called for in the blank form on the Examiner's report, and which, as I have stated to you, has been in the report since 1911, has recently called upon the directors of the banks to furnish to him confidentially some estimate as to their resources. I do not understand that he has called on them, as you have been informed, for a detailed statement of their resources and liabilities, unless it be in cases where directors are large borrowers and such information is needed on that account; but I understand that each director was requested to hand to the Examiner a memorandum as to his net worth and that this information was asked for with the understanding that it was to be strictly confidential, and that not even the other directors of the bank were to be advised of the statements made to the Examiner by their colleagues.

I cordially appreciate your interest in the matter, and your courtesy in bringing this fresh agitation so promptly to my notice.

I heartily concur in your suggestion that "the bank director serving unselfishly is many times a better business and credit man, although relatively poor, than may be another man who in being better off is really holding his job with the idea of furthering selfish purposes."

I will go even further and say that in my judgment the best and most efficient bank directors, as a rule, are not the richest members of the board. In fact, it would perhaps not be difficult to point to some cases where the wealthiest directors are, as far as the bank's interests are concerned, the least efficient, and to other cases where their position on the board is used

by them to promote their own particular interests, and not for the welfare of the bank. This observation does not apply generally, as there are, of course, a great many men of large and independent means who do work unselfishly for the interests of the banks whose trustees they are, and whose interests they have sworn to safeguard and advance.

In my opinion, if a national bank director owns unpledged the shares he is required to hold to qualify him as a director, and is not directly or indirectly a borrower from his bank, and is in good standing in his community, he would have the right to resent a demand from a National Bank Examiner for a statement of his financial condition, and under such circumstances a National Bank Examiner would have no earthly right to make such a demand of a director, either in the presence of his colleagues on the board or confidentially. But if a national bank director is a large or excessive borrower from his own bank, the Bank Examiner can, with perfect propriety, call upon the bank to demand a statement of that director's financial condition, or else call for the payment or charging off of his loans.

I shall give instructions that, unless a national bank director is a borrower of money from his bank to an extent that seems to make it desirable that a statement of his financial condition shall be furnished, he shall not be required to give a statement of his financial means, but that the Examiner must get his information as to the wealth or resources of each director from others in a position to be informed on this subject—from the President of the bank or the Cashier, for example.

With kind regards, believe me as ever,

Faithfully yours,
(Signed) JNO. SKELTON WILLIAMS,
Comptroller of the Currency.

P. S.—I have no objection to your showing this letter to any of your friends who may be interested in this subject or who may have become concerned because of the reports published in your local papers, and which you have so courteously brought to my attention.

JAMES S. ALEXANDER URGES USE OF COMMERCIAL PAPER NOT MORE THAN THREE MONTHS.

That commercial borrowers have it in their power to bring about a more liquid banking position during the war was the statement made on July 22 by James S. Alexander, President of the National Bank of Commerce in New York. Mr. Alexander says:

If commercial borrowers would arrange to have their notes mature not more than three months from the date of issue, not only would the banking condition become more liquid, but a broader and more stable open market for the commercial paper itself would be assured.

Current rates for money have advanced materially from the levels prevailing earlier in this month and considerable attention is being given to the new rates from day to day. The question has been raised as to whether there will be enough money available during the next few months to conduct both the gigantic war enterprises being made necessary by the requirements of our Government and those of our Allies, and also our current commercial needs. This question is particularly pertinent because it is believed that the Government will find it necessary within a short time to make another offering of bonds.

The movement of crops in the season now approaching will impose additional burdens on the money market. Then, too, an unusually large use of credit facilities is required while commodities continue to maintain their present high price level.

This nation now looks to its Federal Reserve banks to provide additional credits and circulating notes when the occasion requires. In this way interest rates are kept within bounds and the money market is kept in funds. Under the Federal Reserve Act these resources of the Federal Reserve banks may be made available on a large scale only in the following ways:

1. Purchase of acceptances by the Federal Reserve banks.
2. Loans to member banks for not more than 90 days secured by obligations of the United States Government.
3. Rediscounts of commercial paper having not more than 90 days to run.
4. Loans for not more than 15 days secured by United States Government bonds or certificates of indebtedness or by commercial paper maturing within 90 days.

We may safely assume that the resources of the Federal Reserve banks are ample to meet any conditions that may arise. The paramount question is whether the amount of available, eligible commercial paper and Government bonds held by the member banks is sufficient to establish such additional credits as may be required with the Federal Reserve banks through the process of loans and rediscounts. It is a well established practice for the makers of commercial paper to issue notes, payable six months after date. These six month notes are negotiated either in the open market through commercial paper brokers, or directly with the maker's bank of deposit. These six months notes are not available for rediscount until three months after the date of issue.

If these notes were payable 90 days from date, they would at once be available for rediscount with any Federal Reserve Bank. If the suggestion were made by banks and brokers and adopted by their customers that commercial borrowers make their notes for 90 days instead of six months, a more liquid banking position would soon result.

CHANGES IN THE BOSTON AND PHILADELPHIA WEEKLY CLEARING HOUSE BANK STATEMENTS.

Because of the new regulations governing the reserve held against deposits by banks that are members of a Federal Reserve Bank, the form of the weekly bank statement of the Boston Clearing House (whose members are all members of the Boston Federal Reserve Bank) has been somewhat altered. Beginning with July 7, the items formerly shown as "cash reserve" and "reserve in Federal Reserve Bank" are combined under the heading "Cash in bank and in Federal Reserve Bank." As the entire legal reserve—at least in the case of the national banks—is now required to be kept with the Federal Reserve Bank, the column entitled "Reserve with other banks" has been eliminated (the amount of the items formerly so reported now being included in "Due from banks"), while "Excess with reserve agents" has also disappeared. The "Reserve excess in bank and in Federal

Reserve Bank" July 7 showed an increase of \$5,255,000, due largely to the lowered reserve requirements which have been changed from 15% on demand deposits and 5% on time deposits to 10% and 3%, respectively.

The method of ascertaining the amount of legal reserve required is as follows, using the figures for July 7 for illustration:

| | | |
|-----------------------------------------------------|---------------|---------------|
| Individual deposits..... | \$375,007,000 | |
| Due to banks..... | 140,644,000 | |
| | | \$515,651,000 |
| Less— | | |
| Due from banks..... | \$80,861,000 | |
| Exchanges for Clearing House..... | 22,667,000 | |
| | | 103,528,000 |
| | | \$412,123,000 |
| Ten per cent of which is..... | | \$41,212,300 |
| Three per cent of time deposits (\$35,225,000)..... | | 1,056,750 |
| | | \$42,269,050 |
| Total required reserve..... | | |
| Reserve held: | | |
| Cash in vault and in Federal Reserve Bank..... | | 58,539,000 |
| | | \$16,269,950 |
| Excess reserve..... | | |

The Philadelphia Clearing House has also changed its weekly statement, the new form in this case, however, not having been adopted until last week—that is, for the statement for the week ending July 21. The Philadelphia Clearing House includes in its membership two classes of institutions, namely national banks and trust companies, and the results for these two groups are reported separately. The reserve required on deposits, in the case of the national banks, has been reduced by amendments to the Federal Reserve Law from 15% on demand deposits and 5% on time deposits to 10% and 3%, respectively. The reserve required for trust companies remains unchanged at 15% on demand deposits and none on time deposits.

The method of ascertaining the required reserve for national banks and trust companies is shown separately in the following table, using the figures for the week ending July 21:

| | | |
|----------------------------------------------------|---------------|----------------|
| NATIONAL BANKS. | | |
| Bank deposits..... | \$161,859,000 | |
| Individual deposits..... | 329,056,000 | |
| | | \$490,915,000. |
| Less— | | |
| Due from banks..... | \$117,262,000 | |
| Exchanges for Clearing House..... | 16,828,000 | |
| | | \$134,090,000 |
| | | \$356,825,000 |
| Ten per cent of which is..... | | \$35,682,500 |
| Three per cent of time deposits (\$3,428,000)..... | | 102,840 |
| | | \$35,785,340 |
| Total required reserve..... | | |
| Reserve held: | | |
| With Federal Reserve Bank..... | \$41,916,000 | |
| Cash in vaults..... | 19,650,000 | |
| | | 61,566,000 |
| | | \$25,780,660 |
| Excess reserve for national banks..... | | |
| TRUST COMPANIES. | | |
| Bank deposits..... | \$3,669,000 | |
| Individual deposits..... | 130,415,000 | |
| | | \$134,084,000 |
| Less— | | |
| Due from banks..... | \$2,494,000 | |
| Exchanges for Clearing House..... | 2,447,000 | |
| | | \$4,941,000 |
| | | \$129,143,000 |
| Fifteen per cent of which is..... | | 19,371,450 |
| Reserve held: | | |
| With Federal Reserve Bank..... | \$15,851,000 | |
| Cash in vaults..... | 7,374,000 | |
| | | \$23,225,000 |
| | | \$3,853,550 |
| Excess reserve for trust companies..... | | |
| Excess reserve for banks and trust companies..... | | |
| | | \$29,634,210 |

MASSACHUSETTS COMMISSION TO COUNT MONEY IN BANK VAULTS.

According to the Boston papers, a special commission to count the money in the vaults of the banks of Massachusetts was appointed by Gov. McCall on July 13. The Commission, which is the first of the kind in the State, is composed of State Treasurer Charles L. Burrill, Attorney General Henry C. Atwill and Bank Commissioner Augustus L. Thorndike. The appointment is made under Section 3 of Chapter 115 of the revised law, which provides that no bank shall go into operation until one-half of its capital stock has been paid in gold and silver money, and is in its vaults, and until the money has been examined by three commissioners appointed by the Governor. Such commissioners shall, at the expense of the bank, examine and count the money actually in the vaults., and ascertain by the oaths of a

majority of the directors that such money has been paid in by the stockholders toward payment of their respective shares, and not for any other purpose, and that it is intended that the same shall remain as part of said capital, and shall return a certificate thereof to the Governor.

**MANAGEMENT OF FEDERAL LAND BANK
OF COLUMBIA, S. C., COMMENDED.**

According to advices from Washington on July 28, the Federal Land Bank of Columbia, S. C., recently requested the President of the Banker's Association of each of the four States in its district, to appoint a committee of three bankers and one attorney to examine the methods used by the bank in arriving at values and ascertaining the validity of titles to the lands mortgaged to the bank as security for loans. This request was complied with, and as a result 17 representative bankers and lawyers of the district have joined in a statement to the effect that the greatest care and conservatism have been exercised by the bank, both as to titles and values, and that they heartily commend the management of the bank, and express their confidence in the security behind the Farm Loan bonds which the bank issues. Among the signers are the President and attorney of the South Carolina Bankers' Association, the general counsel of the Georgia Bankers' Association and representative bank officers of each of the four States.

**MORATORIUM ON FARM MORTGAGE AND REAL
ESTATE LOANS—THE DANGER.**

The question of the adoption of a moratorium in the case of farm mortgage loans has lately been receiving attention. The fact that in Oregon there has already been enacted a moratorium statute whereby it is provided that real estate mortgages in which men in the national army are interested shall not be foreclosed because of default in interest during the term of the war was referred to as follows in the New York "Evening Post" of July 21, in special correspondence from Abilene, Kansas:

One of the questions that are coming from Eastern investors is regarding the probability of Western States adopting moratoria on obligations of men who are drafted for service in the new national army. They have heard of the action of Oregon, the first State to take such action. There a new statute provides that real estate mortgages in which men in service are interested, "wholly or in part," shall not be foreclosed because of default of interest during the term of the war.

It is similar to the "stay laws" adopted during the Civil War for the protection of the soldiers and sailors, but is more sweeping. Naturally, investors in realty securities are interested in the possibilities of a general adoption of such measures and realize that it would affect a large investment field. Thus far, there has been no talk of such movement in the Middle West. Nor is it expected that such a thing will be done, at least not for the present. The fact is that the Western farm, under the conditions of high prices for products, is making such profitable returns that there is little need for any alarm as to default of interest.

Under the draft exemptions, it is expected that farmers with families, and who are not financially equipped to leave those dependent on them in favorable conditions, will remain at home. Foreclosures are so rare, being chiefly to settle an estate or perfect a title, that the investor in loans has little to fear.

The matter of a moratorium on account of mortgage loans was given further attention in the "Post" of July 23, when it published a letter received by Gilbert Ray Hawes, a lawyer of this city, from W. W. Flannagan, Secretary of the Federal Farm Loan Board at Washington, in reply to a communication addressed by Mr. Hawes to President Wilson on the effect of war conditions on mortgage loans on real estate. Mr. Flannagan writes that "a moratorium in the States where the Federal Farm Loan Act is in operation might not be so necessary in the case of farm mortgage loans, as it might be in the case of loans on city or town properties. In such cases I am inclined to the opinion that a moratorium enactment would be a splendid instrumentality in protecting the debtor class whose difficulties must be recognized even under the most favorable circumstances." In full, Mr. Flannagan's letter, written under date of July 17, is printed in the "Post" as follows:

Your letter of the 13th inst., addressed to the President, was referred to this bureau for reply.

Anyone who intelligently considers the present situation with reference to mortgage loans on real estate, whether the properties lie in cities, towns, or in rural districts, must be impressed with the difficulties some persons will have in meeting their obligations, especially if mortgages are already due or are made in such a manner that they can be called at any time. How these conditions are to be met is a difficult matter to understand, unless in the manner you suggest which has been adopted in Europe, namely, that of establishing a moratorium during the period of the war.

Since mortgage laws differ in various States, which in themselves are independent governments, it seems to be that a moratorium would be a matter for State rather than national legislation. One State, to my knowledge, has already passed such an enactment, and the attention of the Federal Farm Loan Board has been called to this law as to its bearings upon the taking of farm mortgage loans under the Federal Farm Loan system. The matter has been referred by this Board to the Federal Land bank of that district.

I think there will be very little difficulty with reference to the collection of installments on mortgages taken under this system, because of the low interest rate charged on mortgage loans, and the amortization plan of repayment, which applies to every loan taken. Moreover, the Act itself provides for carrying a defaulting borrower for a period of two years, his association being authorized to pay his installments on his loan in case the borrower himself defaults in his payments. This provision was incorporated, however, not because a war was foreseen, but rather because of the difficulties connected with the great industry of agriculture, in lines of work connected with that industry, such as the raising of crops or the production of livestock. The planter or cattleman is more or less dependent upon the forces of nature for success, and over which forces he has little or no control.

It was recognized, therefore, that many an honest man might be temporarily embarrassed because of the loss of his crops by means of drought, flood, wind storms, or other natural agencies; also that the cattleman might lose a large part of his herd because of pestilence or disease which might bring loss upon him. To meet such cases as these, the law provides for carrying a defaulting member for a period of two years in the manner I have indicated above.

A moratorium, therefore, in the States where the Federal Farm Loan Act is in operation might not be so necessary in the case of farm mortgage loans, as it might be in the case of loans on city or town properties. In such cases I am inclined to the opinion that a moratorium enactment would be a splendid instrumentality in protecting the debtor class whose difficulties must be recognized even under the most favorable circumstances.

I still believe, however, it is a matter for State rather than for national legislation, and should such efforts be made to bring about enactments, I would like to see the scope of the law broadened to take in all forms of mortgaged property, notwithstanding the protection afforded borrowers under our present system. An increased protection by means of State legislation would certainly do the farmer as borrower no harm, and might possibly be of advantage to him under certain circumstances.

According to the "Post," it is said among real estate brokers in New York that there has been no movement for declaring a moratorium, and that investments in mortgages were being made as usual.

In connection with the foregoing we reprint herewith a letter bearing upon the subject received by us from the Pacific Coast. It is from a trust company in Oregon, the one State which has thus far enacted a moratorium law for real estate mortgages in cases where the land covered by the mortgage may be owned by a man in the service of the army or navy of the United States. The letter reached us several weeks ago, but we have hesitated about publishing it, fearing that the mere suggestion of such a proposition might prove detrimental to real estate borrowers. Now, however, that publicity has come through other sources, we deem it a duty to publish the letter in order that the advocates of the scheme may become aware of the peril involved in it.

LUMBERMENS TRUST COMPANY.

Portland, Oregon, June 19 1917.

Commercial & Financial Chronicle, New York, N. Y.

Gentlemen.—Our attention to-day was called by a local attorney to a situation that will be of importance to your readers. He purchased a block of bonds from us, the first he ever bought, and in course of the conversation made the following remarks:

"Mortgages are no good now. It is customary in war times for States to pass 'stay laws' preventing foreclosure of mortgages on property of soldiers and sailors. The intent of the law is all right but it is always so badly abused that buying a mortgage is simply buying trouble. My father lost a lot of money during the Civil War, back in Michigan, because when he started to sue on a mortgage his lawyer advised him to drop it because he could not get an execution. The owner of the property, as a matter of fact, was a slacker, but he transferred title to one of the members of his family who was in the army. After the war was over he was too late, because the statutes of limitation had run against him. He lost out. What he should have done was to secure a judgment and after the war was over levied execution."

Oregon has passed such a law. We enclose copy of it. This, of course, will benefit the bond business by driving out of the mortgage investment field the big institutions that have been looking to mortgages largely for an investment. Some of the big insurance companies buy mortgages almost altogether. There is another angle, however. The innocent person who may get into entanglements and lose his money in the same way as our client's father, should have an opportunity to be informed of the risk he is taking so he can go in with his eyes open rather than learn it at bitter expense to himself when too late.

You will probably wish to check up the laws of the various States and cover the matter in one of your issues before long. In the meantime we will appreciate your advising us what States have such laws and what States during the Civil War had similar laws. Has Congress at any time passed general laws governing this situation?

Yours very truly,

F. A. FREEMAN, Vice-President.

The text of the Oregon law referred to is as follows:

GENERAL LAWS OF OREGON 1917, CHAPTER 275.

(S. B. 279)

AN ACT Relating to and limiting suits to foreclose mortgages, and levy of execution upon judgments, upon and against lands of soldiers and sailors in the actual service of the United States during war.

Be it Enacted by the People of the State of Oregon:

Section 1. No suit or action shall be commenced or maintained, during the period hereinafter provided for, to foreclose any mortgage upon real property, or to collect the debt secured thereby, if the land covered by the mortgage be owned, wholly or in part, by an enlisted man in the army or navy of the United States, who shall have enlisted therein in the volunteer forces or who shall have been enlisted in the National Guard of the United States and of the State of Oregon and his organization called into the service of the United States; and the lands of any such soldier or sailor shall be exempt from judicial sale for the satisfaction of any judgment during the period hereinafter provided for; provided, that this moratorium shall extend only during the period of actual service in the army or navy forces of the United States, and in no case shall begin prior to the day on which the Congress of the United States shall declare war, nor continue

after sixty days subsequent to the conclusion of such war; provided, that all statutes of limitation in effect in the State of Oregon shall be suspended during the period above described, as to the mortgages, debts and judgments in this Act described.

Approved by the Governor Feb. 19 1917.

Filled in the office of the Secretary of State Feb. 19 1917.

Up to this time no other State has passed a similar moratorium law for the benefit of farm loan and real estate borrowers, so far as our examination of the statutes has gone.

BRANCH OF LOUISVILLE FARM LOAN BANK AT CLEVELAND.

A branch of the Louisville, Ky., Federal Farm Loan Bank has been established in Cleveland, Ohio. It was opened on July 24. Although under the direct supervision of the Louisville bank the branch, according to the Cleveland "Plain Dealer," will operate under the direction of the Cleveland Chamber of Commerce and will have offices in the Chamber's building. George P. Samman is Secretary and Treasurer of the branch; it is capitalized at \$10,000, and its territory will cover Cuyahoga, Lorain, Medina, Summit, Portage, Lake and Ashtabula Counties.

CREATION OF FEDERAL BOARD OF FARM ORGANIZATIONS.

The creation of the Federal Board of Farm Organizations was effected in Washington on July 26 following a meeting of agricultural leaders from twenty-four States extending over several days. Active in organizing the Board are the Farmers' Educational and Co-operative Union of America, Farmers' National Congress, Pennsylvania Rural Progress Association, National Dairy Union, National Agricultural Organization Society, National Conference on Marketing and Farm Credits and the National Council of Farmers' Co-operative Associations. Representatives of several other large farm organizations, it is stated, were also present. The purpose of the Board, it is said, is to co-ordinate the work of the farmer with that of the nation and to give the farmer greater influence and recognition in national affairs. It will keep in touch with national legislative matters, informing farmers what they wish to know concerning Congress and keeping the legislators advised as to the wishes of the people on the farms. Permanent headquarters will be maintained in Washington, with a general Secretary in charge. Following the organization of the board the executive committee elected Charles W. Holman of Madison, Wis., to this position. Members of the executive committee are Charles S. Barrett of Union City, Ga., President of the Farmers' Educational and Co-operative Union of America; Gifford Pinchot of Milford, Pa., President of the Pennsylvania Rural Progress Association; W. T. Creasy of Catawissa, Pa., Secretary of the National Dairy Union; Charles McCarthy of Madison, Wis., director of the National Agricultural Organization Society, and J. W. Shorthill of York, Neb., Secretary of the National Council of Farmers' Co-operative Associations.

MAX MAY ON CHANGED OUTLOOK FOR INTERNATIONAL EXCHANGE.

In a recent article on "The New Basis for Foreign Exchange and International Finance," printed in "Successful Banking," Max May, Vice-President of the Guaranty Trust Company of New York, stated that his expectation is that "financing and merchandising will be conducted or at least controlled for the most part by the Governments and not by bankers for a considerable period after peace has been ushered in." With regard to the changed outlook for international exchange Mr. May said:

Our agreement to lend \$3,000,000,000 to the Allies has completely changed the whole outlook for international exchange. There are simply no precedents whatever to guide one in analyzing the future. However, one cannot stop doing business but must try to foresee trends as best possible.

What are the conditions that have now been produced?

This \$3,000,000,000 and any other billions that may be furnished later on to our Allies in Europe will not only call for heavy interest payments to us but the principal will have to be paid sooner or later after peace is established. These colossal loans will probably run for a specified number of years with the understanding that repayment will not have to be made in one lump sum, but in installments, part of the loans being renewed.

Therefore, England and France and Russia and Italy will have to lose no opportunity to accumulate dollar exchange for this purpose. No human being can foretell to what extent this will raise the price of dollars and lower the price of sterling and other European exchange; but it is my judgment that not for many, many years—perhaps not in my lifetime—will dollar exchange and sterling exchange sell at the levels which ruled before the war. I cannot see how dollars can get back to the par of 4.8665 within the next decade at least.

You must remember that this \$3,000,000,000 transaction is not the only development tending to keep dollar exchange at a premium. Previous to this U. S. Government loan to the Allies there had been borrowed here by foreign countries something like \$2,750,000,000, while authori-

tative records compiled by President Lorce of the Delaware & Hudson R. R. show that European holders have liquidated American securities on such a scale that comparatively little is now held by individuals abroad.

We are already a creditor nation on a large scale, and if the war should be prolonged, the pendulum must swing still further and further in our favor. This, too, will call for a heavy demand for dollar exchange abroad to meet interest and dividend payments due us.

Then we used to pay a very large sum annually to European steamship companies. America's shipping plans are being laid on a scale that will ultimately enable us to carry in our own bottoms the bulk of our overseas freight. Here again the pre-war conditions will all be upset. These are matters of incalculable importance, matters which all bankers must ponder very carefully in order to enable them to endeavor intelligently to adjust themselves to the coming new order of things.

How can Britain and our other European creditors meet these burdens and at the same time pay for the enormous amounts of raw materials which they will be obliged to purchase in the United States. Remember, too, that taxation abroad will have to be very heavy in order to meet the interest on war debts and to reduce gradually the public debts.

We are destined to see fiercer competition than anything dreamed of in pre-war days. Governments will either co-operate very closely with or control the activities of the more important industries within their borders and thus reduce wasteful domestic competition and domestic costs to the irreducible minimum.

We know that the belligerents have introduced labor saving devices in every line of industry, while we know also that the efficiency of labor has been increased enormously. The introduction of women will go far to offset the loss of man power inflicted by the war and it is questionable if women will be paid as high wages as men, the breadwinners and the heads of families.

Of course, we also will have to bear more or less heavy taxation, of which industry and capital apparently are going to pay a large part, but I have not the slightest doubt that wages will have to be reduced in this country—this will be labor's share of the burden of taxation.

My opinion is that future commerce between the different nations, the major operations will be discussed when the peace conference is held and that the Allies will draw up some broad, general plan calculated to keep German competition in other countries within bounds and that, instead of an indiscriminate rush to import all sort of goods, at wild prices brought about by the pell-mell competition, the governments will retain supervision of imports and exports for quite some time and conduct their buying on some such lines as the Allies have established during the war.

It will be recalled that the Allies held a momentous conference at Paris a long time ago consider post-bellum economic policies. This indicates the importance they attach to after-the-war conditions in the industrial field. By evolving some such method as here outlined, and embodying it as part of the peace terms, the Allies would feel that they would be in a position to deal effectively with any of the much-discussed "German dumping" or other tactics.

The regulation of international financial operations would, under any such arrangements, continue in the hands of the governmental authorities rather than be left wholly to independent action by bankers on both sides of the ocean.

In short, my expectation is that financing and merchandising will be conducted or at least controlled for the most part by the governments and not by bankers for a considerable period after peace has been ushered in. The world's supplies of foodstuffs, metals, building materials, &c., could thus be equitably distributed and rehabilitation carried out along rational lines.

CONFERENCE IN NEW YORK ON WAR SAVINGS ASSOCIATIONS—BRITISH SYSTEM.

A conference on war savings held for the purpose of furthering plans for the creation of a central organization to promote a savings propaganda whereby war funds not otherwise available might be placed at the Government's disposal, was held at the Liberty Loan headquarters, 50 Wall Street this city, on July 19. The meeting was attended by representatives of the several Federal Reserve banks, bankers and business men, C. P. Keene, Director of the United State Postal Savings Bank, and Basil P. Blackett, C. B., of the British Treasury, who was a member of the Anglo-French Loan Mission which visited this country two years ago; Mr. Blackett returned here several weeks ago. He has been identified with the organization of the War Savings Associations in England ever since their inception, and at last week's conference he entered into an account of what had been accomplished through these associations. A statement concerning the operation of the British system issued by the conference, said:

The heavy drain of war expenditure in England has resulted in the development of a system of borrowing the funds of small investors cheaply and effectively. This system has met with astonishing success, having raised over \$400,000,000 in the last year and a quarter for the prosecution of the war, in addition to inaugurating a national thrift campaign of great importance.

Based upon the recommendations of a special committee sanctioned by the Government, over 35,000 War Savings Associations have been formed in Great Britain. (Scotland has a separate system). The general work of organizing these associations and spreading propaganda is being carried on by about 1,500 local committees under the general supervision of the National War Savings Committee in London.

The War Savings Associations are voluntary organizations emphasizing the importance of thrift in general and investing the funds contributed by their members in special war savings certificates issued by the Government. These certificates, distributed by the post office, are purchasable at a flat price of 15s. 6d., and can be cashed at any time on short notice. At the end of twelve months a certificate can be cashed for 15s. 9d., and thereafter its cash value increases at the rate of 1d. a month until at the end of five years it can be cashed for £1. This allows a rate of over 5% at compound interest. The certificates are non-negotiable and tax free, but the number issued to any one person is limited to 500. The certificates place within the reach of all an attractive form of investing small savings with the Government while avoiding the administrative difficulties resulting from the periodic interest payment on bonds in very small denominations.

In creating War Savings Associations advantage has been taken of existing groups, such as schools, churches, factories, &c., but associations

may be formed by any group of people willing to work together for this purpose. In this way opportunity is afforded for the creation of associations in every community. Affiliation with the National Committee is conditioned upon the acceptance of an approved financial plan. As these associations are entirely voluntary, the Government cannot be responsible for the safety of their funds prior to investment in war savings certificates. To do so would require the development of elaborate Government machinery which would destroy the flexibility and independence which have contributed so much to the success of these societies. Effective safeguards, however, have been found in provisions requiring periodic audit, and the immediate investment of funds as received.

The success of the whole movement can be measured by the first annual report of the National War Savings Committee. It points out that during the first five months of the war, small investors were withdrawing from the Government more than they were depositing. During the year 1915 the amount contributed by the small investor averaged £600,000 weekly. On the first of January 1916 the restrictions as to the amount any one depositor could deposit in the post offices or savings banks were removed. In the year 1916 the rate of deposit still further increased to £1,600,000 a week. The rate of accumulation showed a marked rise from July onward. In January and February 1917, including post office subscriptions to the 5% war loan, and allowing for withdrawals from the savings banks, the total subscriptions for the small investor were at least £40,000,000 net.

Since the outbreak of the war to the close of 1916 the sums invested with the Government by small investors, excluding war saving certificates for £500, amounted to no less than £118,179,000. At the beginning, the new War Savings Associations formed no part of the machinery by which this result was obtained. The propaganda of the National War Savings Committee has been aimed in the first place at reinforcing the work of existing organizations, and as evidence of this it may be noted that during the last year deposits in the savings banks have increased by nearly £12,000,000. While the amount subscribed to war savings certificates, through War Savings Associations to the close of 1916, were scarcely one-twentieth of the total sales, the figures since that date show the amount so subscribed to be one-fifth.

It is expected that the conference will later adopt resolutions to be forwarded to Secretary of the Treasury McAdoo, recommending the establishment of war savings associations in this country. Those representing the several Federal Reserve banks who were present at the conference were:

From Federal Reserve District No. 1 (Boston): Everett Morss, Simplex Wire & Cable Co., Cambridge, Mass.; H. P. Kendall, Plimpton Press, Norwood, Mass.

Federal Reserve District No. 2 (New York): A. M. Anderson, J. P. Morgan & Co.; C. L. Close, United States Steel Corporation; James F. Curtis, Secretary Federal Reserve Bank of New York; J. DuPrat White, White & Case; Guy Emerson, Vice-President National Bank of Commerce in New York; Herbert N. Fell, Fell & Co., New York; Chas. C. Hennessy, New York State League of Building and Loan Associations; E. F. Howell, Metropolitan League of Building and Loan Associations; Pierre Jay, Chairman Federal Reserve Bank of New York; T. W. Lamont, J. P. Morgan & Co.; R. R. McElvare, National Bank of Commerce; Frank W. Noxon, Secretary Railway Business Association; J. J. Pulleyn, President Emigrant Industrial Savings Bank; Eliot Spalding, Endicott, Johnson & Co.; Frederick Strauss, J. & W. Seligman & Co., and Allen Walker, personal representative of the President of the Chamber of Commerce of the United States.

Federal Reserve District No. 3 (Philadelphia): Walter C. Janney, Montgomery, Clothier & Tyler, Philadelphia.

Federal Reserve District No. 4 (Cleveland): E. R. Fancher, Governor Federal Reserve Bank of Cleveland; C. E. Adams, President Cleveland Hardware Co., Cleveland.

Federal Reserve District No. 5 (Richmond): Richard I. Manning, Governor of South Carolina; Geo. J. Seay, Governor Federal Reserve Bank of Richmond; Channing Rudd, Alexander Brown & Co., Baltimore, Md.

Federal Reserve District No. 7 (Chicago): J. B. McDougal, Governor Federal Reserve Bank of Chicago; Edward Clifford, Liberty Loan Committee, Chicago.

ROGER W. BABSON ON WHAT WILL MAKE WORLD SAFE FOR DEMOCRACY.

In treating of the particular things which will serve to "make the world safe for democracy," Roger W. Babson, of Wellesley Hills, Mass., speaking at a flag-raising at Gloucester, Mass., on July 22 indicated that it can only be accomplished through "some kind of international organization which will provide equal opportunity and security to the people of all nations and will eliminate the real economic causes of war." An appeal that we consider seriously just what the American flag stands for, was made by Mr. Babson, who urged that we keep constantly in mind that it does not mean "America, Right or Wrong," neither does it mean "America First" from a selfish point of view, but rather it means "Democracy," both national and international, and Freedom, both action and speech." The flag-raising which occasioned Mr. Babson's speech occurred at the home of John Murray, the founder of the First Universalist Church in America. Mr. Babson's remarks, made under the caption, "Lest We Forget for What We Fight," were as follows:

Up to one week before the United States declared war on Germany, I was opposed to our entrance into the European conflict for reasons often given. The first week in April, however, upon my return from the Mexican border, I spent in Washington, talking with members of President Wilson's Cabinet and with other influential men. From evidence, confidentially shown me at that time, I was then convinced that it would be pure cowardice for us to remain longer on the fence. Although I believe it is wrong to fight for *privilege*, I do not believe it is wrong to fight for *principles*. Owing to the information which I received in Washington that first week in April, I am a hearty supporter of the Administration and the present war.

I have confidence enough in President Wilson to believe that he will aid neither nor Italy in any imperialistic designs; but will confine his efforts to bring about real democracy, both in Germany and also in the world as a whole. I even believe that if there comes a sufficient change in the German Government within the next few months, he will put forth one more peace

message to the world, urging that there be a league of democracies which will assure equal opportunities and protection to the peoples of all nations. It therefore gives me great pleasure to witness this raising of our American Flag to-day, and I look forward to the time, at the close of this war, when we may have another gathering here to raise an international flag which shall fly from this same pole with our own.

This word "internationalism" is the one hopeful word to-day for all people, whether militarists or pacifists. I wish that the people who are enthusiastic over this war could unite with those who are lukewarm regarding it. Both should combine to work on more constructive lines to educate our brave soldiers, who are going to the front, regarding this internationalism in which the President of the United States is so much interested. To me, one of the saddest things about the draft is that, when I ask a young man who is liable to draft, what will make the world "safe for democracy," he is unable to answer. This flag, which we are unfurling to-day, stands for democracy and freedom. These boys who are soon going to France are training to make the world safe for democracy. Isn't it our duty to show them how the world can truly be made safe for democracy? Pretty sayings will never make the world safe for democracy. Hate and intolerance will never make the world safe for democracy. In order that the world may be safe for democracy, there must be some kind of international organization which will provide equal opportunity and security to the people of all nations and will eliminate the real economic causes of war.

Just one word about this freedom for which our flag stands. There is no such thing as freedom without freedom of speech. Every one who flies an American flag should treat with courtesy and respect the opinions of pacifists, militarists, capitalists or socialists. We are fighting for an idea. The greatest thing in the world is an idea. People cannot be conquered; they can only be converted. Free speech is the one great safety-valve of every country. I do not mean by this that any man is justified in telling an untruth. Free speech doesn't mean that any man shall have the privilege of lying or deceiving. No man is justified in using the cloak of free speech to enable him to advise others to avoid the draft or disobey laws. But under free speech every one should be free to discuss our entrance into the war as freely as any other Government policy can be discussed. Men should be free to speak for preparedness, for internationalism, for pacifism or for any other honest deal, without being called a traitor or without being sneered at. Moreover, the authorities, instead of suppressing peace meetings, should send men to these meetings, to convince the people that there are some things more important than peace.

Therefore my appeal is that we consider seriously just what this American flag, which we are flying from our houses, stores and automobiles, stands for. Let us constantly keep in mind that the flag doesn't mean "America, Right or Wrong," neither does it mean "America First," from a selfish point of view; but rather it means "Democracy," both national and international, and "Freedom" both action and speech. These are the real things our fathers fought for. I appeal to you that they be not lost sight of in the excitement of the hour. Perhaps our first immediate job is to lick Germany but our ultimate job is to prove to Germany that democracy is safer, freer and more efficient than autocracy. We can never prove that democracy is a success by reverting to autocratic and mediaeval methods, because the end never justifies the means.

INVESTMENT BANKERS PROTESTS AGAINST WAR REVENUE BILL PROVISIONS.

Resolutions protesting against the changes in the War Revenue bill, made by the Senate Finance Committee, have been adopted by the Investment Bankers' Association of America. In a statement issued this week concerning its action the Association says:

The Association feels that it would be negligent under the duty it owes to the investing public if it did not call attention to the situation. To that end, the Association is giving publicity to the action of its Board of Governors at their meeting in Chicago July 19 1917, in addressing resolutions of protests to the Finance Committee of the Senate and to the Secretary of the Treasury. It is apparent from these resolutions that the main points for the consideration of the investing public are:

The proposed changes in the present law will, it is estimated, subject about five million persons throughout the United States to the income tax as against about three hundred and seventy-five thousand who were taxable in 1916 (Association assumes this increase in number of taxable persons is necessary).

The proposed changes in the present system of withholding taxes at the place and time of payment will necessitate a large number of people making income tax reports to the Government, who under the present plan, would not be required to do so.

Experience has shown that persons of high intelligence have great difficulty in properly filling out the official blanks without the employment of an expert lawyer.

Every person with a net income exceeding \$1,000 a year would hereafter be required to make such report.

If the law is allowed to remain as it is a large majority of people receiving over \$1,000 of yearly net income will avoid this trouble and expense.

Congress passed the original law, with its provisions for withholding taxes at the place of payment of income, after careful study of the operation of income tax laws in other countries. The House of Representatives has indicated at this time that it does not consider the Senate Committee's change either necessary or desirable.

The proposed changes in the law will compel everyone who makes specified payments to another to report such payments to the Government so that the authorities may be able to tell whether or not the person receiving the payment has reported it for taxes.

Under the law as it stands such reports are confined largely to corporations and persons who, by reason of business experience, are able to make them properly without undue expense.

Doing away with collection at the place of payment will automatically result in a large number of investors having to pay the normal tax on interest received from bonds, where such tax burden has been assumed by the corporations as an inducement to investors to buy their bonds.

The Senate amendments to the present law prohibit the borrower of money from agreeing to pay the normal tax in future issues of securities.

It is impossible to understand the reason for this attempted prohibition, unless it has been instigated by corporations desiring an excuse for evasion of their obligations under present contracts.

The resolutions adopted by the Board of Governors of the Association follow:

Resolved, It is the opinion of this Board, representing practically all the distributors of corporate securities throughout the United States, and the thousands of investors in such securities who look to the members of the

Investment Bankers Association for the protection of their interests, that the action of the Committee on Finance of the United States Senate in recommending amendments to the pending revenue bill eliminating deduction at the source and thereby nullifying the "tax free covenants" in corporate securities as to United States citizens and discriminating in the interests of non-resident aliens will discredit corporate securities in the eyes of investors who have purchased them relying on the covenants they contain, and the recognition of such covenants by the existing United States laws, and will have a seriously detrimental effect on the credit position of all corporations without regard to whether or not they intend to maintain good faith toward the holders of their securities.

Resolved further, That this Board protests against these amendments recommended by the Committee on Finance, particularly at this time, as having nothing to do with war revenue, and involving the transfer from corporations to bondholders of liabilities involving millions of dollars annually, and that the attention of the Committee on Finance be directed to the fact that the withholding system has collected all the tax and given all the information required by it under the present law, that the need of information does not affect withholding in any manner whatever, and that such amendments will be resented by investors as soon as the effect of these amendments is realized.

Resolved further, That this Board in the absence of any evidence to the contrary is unable to reconcile the change in the position of the Treasury Department upon which the action of the Committee on Finance was based, which at the time of the original passage of the Income Tax Law was (in the face of strong opposition from many persons unfamiliar with the failure of systems in other countries to collect a normal tax equitably and successfully by any other method than withholding at the source), unqualifiedly in favor of deduction at the source as the only method by which a substantial part of the normal tax could be equitably collected.

Resolved further, That this Board protests the amendments recommended by the Committee on Finance prohibiting tax free covenants in future security issues, being of the opinion that such a prohibition is an unwarranted interference with the freedom of private contract, is unjustified by any consideration of public policy and will serve as the basis of an excuse by such corporations as desire to evade their obligations to ask for further legislation resulting in the nullification of their existing tax free contracts.

Resolved further, That a copy of this resolution be sent to each member of the Committee on Finance of the United States Senate.

PREPARATION OF NEW GOVERNMENT ESTIMATES FOR WAR EXPENDITURES DELAYS REVENUE BILL.

On the very day (July 24) that the war revenue bill was to have been formally presented to the Senate by its Finance Committee, Secretary of the Treasury McAdoo made known to the Committee that additional estimates for war expenditures aggregating more than \$5,000,000,000 were being prepared. In consequence it was asked that the presentation of the bill be delayed until the detailed estimates were submitted. The revenue bill passed by the House on May 23 proposed to raise \$1,800,000,000, while the bill drafted by the Senate Finance Committee, it is estimated, would yield \$1,670,000,000. Besides the additional sums needed for the American war program, Secretary McAdoo told the Senate committee that the \$3,000,000,000 authorized loans to the Allies probably would last only until October, and that about \$2,000,000,000 for their further assistance would be needed. Provision for this, however, it was stated, was not planned in connection with the pending revenue legislation. It probably will be considered at the next session. The Secretary made no recommendation as to what part of the total should be raised by taxes and what part by bond issues or other credits. It was reported, however, that the Treasury Department would favor raising \$1,000,000,000 more than had been planned in taxes, making the tax bill total \$2,670,000,000.

At the special meeting of the Finance Committee on July 24 a resolution was adopted calling for submission of new estimates by all departments, so that the whole war expenditure program might be considered in connection with the pending war tax legislation. The \$5,000,000,000 army increases, Secretary McAdoo informed the committee, were intended largely to provide for the second draft army of 500,000 men to be called while the first 500,000 are under training.

It was stated yesterday that the new war budget to carry the Government through to next July would amount to \$12,000,000,000. Adding to this a further \$3,000,000,000 credit to the Allies, the total funds involved in the 1918 expenditures will reach \$15,000,000,000. The gross estimates submitted by the War Department on July 26 totaled \$5,917,878,347, but that covered all existing and expected deficiencies in the department funds, including upward of \$640,000,000 already appropriated for the aviation program. This latter item will not be included in the budget, but Congress will have to provide revenues to meet it since it was not on the ledger when the war tax bill was framed. How much of the new war expenses should be raised by taxation and how much by bonds or Treasury indebtedness certificates has still to be decided. Committee sentiment on the 26th is said to have favored increasing the \$1,670,000,000 war tax bill only to about \$2,000,000,000, with authorization both for a new bond issue, possibly at a higher interest rate

and in serial form, and for issuance of Treasury certificates of indebtedness. Secretary McAdoo is said to favor a much larger levy of taxes and a few committeemen favor increasing the bill's total by \$1,000,000,000, or at least to \$2,225,000,000. Whether the interest rate on the new bonds shall be increased also is causing considerable discussion. Some committee leaders, it is said, fear it may be necessary to issue 4% securities. Such action also would increase the 3½% rate on the recent issue of Liberty bonds, as the law provides that if bonds subsequently issued shall bear a higher rate the first issue also shall bear the increased rate. It is reported that there is a strong sentiment that the new bonds shall be in serial form instead of running for 20 years.

During the debate on the Rivers and Harbors bill on July 24, Senator Smoot presented statistics to show that appropriations of the war session already aggregated \$9,226,000,000, so that the new estimates would raise the total for the first year of the war well above \$14,000,000,000. On July 25 Senator Smoot revised his figures; he was quoted as saying:

There will be deficiencies asked for from the other departments of Government amounting to approximately \$150,000,000, and a request has already been made for \$500,000,000 additional appropriation for the Shipping Board. We have also been told by the Secretary of the Treasury that no doubt \$2,000,000,000 more will be required to be loaned to foreign countries engaged in war with Germany.

With these amounts added to the appropriation for the fiscal year ending June 30 1918, referred to by me yesterday, the total appropriations required will approximate \$17,000,000,000.

In cautioning that Congress had better go slow, and cut down appropriations not directly concerned with the war, Senator Kenyon of Iowa on July 25, during the consideration of the Rivers and Harbors bill, suggested that the \$27,000,000 appropriation in the bill ought to be considered with a view to cutting out every superfluous item. Senator Sherman also attacked the \$27,000,000 appropriation in the Rivers and Harbors bill, saying, according to the Philadelphia "Ledger":

Twenty-seven million dollars!

When it comes to speaking of millions, as Senators have suggested, the figures trip over the tongue as lightly as if one were tossing coppers out in a hayfield. Millions mean nothing now. Why, even billions mean nothing. We are counting up fifteen, seventeen, twenty billions. The last known estimate of the national wealth, all private ownership of wealth that constitutes the source of taxable property in this country in 1910 was estimated to be \$187,000,000,000, and counting the increase that has come with such prosperity as the war brought prior to 1917, the increase in values of all tangible property, the franchises, good-will, patents and the like, we have at this time, fairly estimated, no more than \$250,000,000,000. When we reach \$20,000,000,000 of taxes or of indebtedness we will have 8% of the aggregate. That means, if we keep it up, that in twelve and one-half years we would, by the taxing power, reach every dollar that is in private ownership in the United States. Twelve and a half years!

The Napoleonic wars lasted that long. The press reports from across the ocean are not especially reassuring for early peace, however ardently we desire it. We ought to begin right here in Congress to save all we can in taxation. Food economy and economy in other ways will help, but will not do it all.

We must save everywhere, and we can save on these war appropriations if we are careful.

FIRE INSURANCE INTERESTS VOICE OBJECTION TO TAX ON UNDISTRIBUTED EARNINGS.

The untoward effect on fire insurance companies of the 15% tax on undistributed earnings imposed under the war revenue bill is pointed out in a letter addressed to President Wilson by Henry Evans, President of the Continental Fire Insurance Co., the American Eagle Fire Insurance Co., and the Fidelity-Phenix Insurance Co.; Mr. Evans's letter follows:

Dear Sir.—By the terms of the pending Revenue Bill (House of Representatives Bill No. 4280, as amended in the Senate May 25 1917,) a tax of 15% of annual net earnings remaining undistributed is imposed upon corporations, including insurance companies (Section 1,206, pages 107-108.)

The tax is made inapplicable to (1) profits required by law for the maintenance of reserves; (2) profits of railroads necessary for extensions, renewals or betterments to the extent approved by the Inter-State Commerce Commission; (3) 20% of the net income of companies engaged in the production or distribution of commodities, or in banking (page 108.)

The purpose of the tax is evidently to impose such a prohibitive burden upon undistributed profits of all corporations, except those which are freed from the operation of the Act, as will require a distribution to stockholders of all profits in order that they may become taxable as income of the stockholders and not remain free from income taxation until after the war.

As applied to fire insurance companies this legislation will create so unsound a business condition as to affect the stability of fire insurance companies throughout the country. No fire insurance company can conduct its business with proper regard either for the interest of its stockholders or its policyholders, except upon the principal of accumulating net income during the periods when it is able to secure a profit in order that the funds so accumulated may be distributable to policyholders during periods when it is called upon to respond to losses in excess of its income. Any fire insurance company conducting its business upon a basis of distributing its entire net earnings to stockholders is doomed to failure and its policyholders are certain to find that the policies do not provide the safe indemnity which property owners are entitled to. A bill which recognizes the propriety of allowing banks to accumulate 20% of their net income should, in the interest of the people of this country, if not in the interest of the corporations themselves, allow equal or greater consideration to insurance companies.

The importance of this subject is so great and so widespread, in that all property owners throughout the country are affected, that I take the

liberty of bringing the subject to your personal attention with the hope that you will recognize the importance of the matter and use your influence with the Congress to correct the serious economic mistake which will apparently otherwise be made.

ELIMINATION OF MULTIPLE TAXATION OF HOLDING COMPANIES.

C. H. Walbridge, Vice-President of Bonbright & Co., Inc., commenting on the bearing of the excess profits tax proposed by the Senate Finance Committee, on public utility holding companies, says:

Financiers and operators in the electric central station field have been particularly interested in the report that the new Federal taxation measures, as reported out by the Senate Finance Committee, eliminate multiplication of taxation upon earnings of utilities passing through the accounts of holding corporations.

The existing Income Tax Law involves the defect of multiple taxation; that is, where the earnings of an operating corporation which has paid income tax are disbursed as dividends to an individual, that individual's income is exempt from further taxation upon such income, but if the dividends be paid to another corporation the corporation is in turn taxed upon its income, with manifest injustice. It would be hardly expected that at this time Congress would attempt to correct this defect but it is gratifying to note that it proposes to eliminate this defect from the added measures of taxation.

This is of particular interest in electric central station field where the advance in the art (particularly in transmission of electricity) has been such that large central stations supplying many communities, replace small, economical, isolated plants theretofore operating in each of these several communities. For many reasons direct mergers have in such cases not been advisable and the result has been the formation of holding companies owning the equities in the several small, isolated situations. The holding company is, therefore, present in the custom electric situation in an unusual degree.

It has repeatedly been shown that this result has been to the benefit of all concerned; that is, lower rates to the consumer, better and more stable earnings for the investor and a marked improvement in the art of generating and distributing custom electric service. The net result of the committee's action as carried into the law will be the lack of any appreciable increase in taxation of income of the holding company over that which now prevails.

ACUTE SITUATION IN GASOLINE SHORTAGE CALLS FOR CURTAILMENT OF PLEASURE RIDING.

In pointing out on July 22 the necessity for a cutting down of the amount of gasoline used A. C. Bedford, President of the Standard Oil Company, as Chairman of the Committee on Petroleum of the Advisory Commission of the Council of National Defense called upon those with automobiles to curtail pleasure riding. Mr. Bedford reports that the country is producing crude oil at the rate of about 300,000,000 barrels a year, whereas it is using it at the rate of 335,000,000 barrels a year. To-day he says there are more than 4,000,000 cars, demanding over 40,000,000 barrels of gasoline a year. Other uses of gasoline and oil he adds are expanding upon an enormous scale. Mr. Bedford's statement follows:

In view of the abnormal conditions confronting the nation by reason of the war it is peculiarly important that the country should understand the serious situation now prevailing in the petroleum industry.

This country is producing crude oil at the rate of about 300,000,000 barrels a year, but it is using it at the rate of 335,000,000 barrels a year. The amount of crude oil in storage, all grades, May 1 1917, was 165,688,797 barrels. The country is absorbing the entire current production and drawing very rapidly upon its reserve supplies.

The rapid development of the automobile is largely responsible for present conditions. In 1910 there were 400,000 automobiles in use in the United States; in 1916 the number was 2,350,000. To-day there are more than 4,000,000 cars, demanding over 40,000,000 barrels of gasoline a year. Other uses of gasoline and oil are expanding upon an enormous scale.

The demand for oil products is greater than the supply of crude oil. Because of the demand, the price of crude has risen, thus stimulating more and more producers to drill new wells. Though this drilling has been going on with great aggressiveness—because the cost of drilling is much greater than in the past and the total successes fewer than ever—the returns from such efforts are not as satisfactory as they were a year ago. In the first three months of this year 4,701 wells were completed, yielding an initial production per day of 344,876 barrels. In 1915 1,711 new wells yielded 439,010 barrels.

In other words, though there may have been almost three times as many new wells drilled in 1917 as in 1915, the initial production is considerably less than in 1915. The drilling of wells is still going on, but thus far there has been no increase in production over last year or the year before.

The meaning of the foregoing is this: If our Government is to have the petroleum it will need to prosecute the war successfully, and supply all necessities directly growing out of the war, two steps will have to be taken, namely:

1. The public will have to economize in the use of gasoline. Sufficient gasoline should be available to provide for all the normal uses of automobiles. But pleasure riding should be curtailed. People should look upon their automobiles as necessities to be used only when needed. Not a gallon of gasoline should be used in the present emergency except for some useful end.

2. Every oil producer in the country should be encouraged as a patriotic effort to secure the utmost possible output of crude oil. The present expense of drilling new wells is very great and increasing, and the results are often discouraging. But there is oil to be had if producers in the oil business will redouble their efforts to get it out of the ground.

I have the utmost confidence in the spirit with which the Government will meet the problem in the matter of the price, which is now being investigated by the Federal Trade Commission. With proper economy on the part of the public and with sufficient co-operation and effort on the part of oil producers, there should be ample oil to supply the needs of our Government, of our Allies, of industry in this country, and for domestic use.

The petroleum industry has gone into this situation whole-heartedly and with an eye single to assisting the Government in its stupendous problem

and I am convinced that the Government on its part will meet the situation in a liberal and broad-minded spirit, and that a just price will be paid, sufficient for the maintenance and development of industry. In reliance therefore on the good faith of the Government and while this issue is in abeyance, there should be no relaxation on the part of producers in their efforts to turn out oil, and every private individual and industry should consider it a patriotic duty to observe all possible economy in the consumption of gasoline.

The Advisory Committee of the Council of National Defense appointed a sub-committee on petroleum, and it is the purpose of this committee to assist the Government in every possible way in the successful prosecution of the war. That can only be accomplished by co-operation not alone of producers of petroleum, but of all users of petroleum products.

Opposition to Mr. Bedford's words of caution so far as his request that motor pleasure trips be checked is concerned, is voiced by James A. Hemstreet, manager of the Touring Bureau of the American Automobile Association. Mr. Hemstreet is quoted in the "Times" of July 24 as saying:

Before anything like this is done, I think we ought to look into the effect of it, and also consider other ways gasoline may be saved. On account of the high price of gasoline, owners are not using their cars any more than is necessary to obtain the change and recreation that they need. Because of the war long tours have been put aside; most of the inquiries made of us are for short trips.

An immense business has been built up around automobile touring. In the White Mountain district, to take that as an illustration, 90% of the patronage of the better class of hotels is by motorists. There are numerous hotels that are only conveniently accessible by motor. Railroads in New England have reduced their schedule of passenger trains because of the diversion of traffic to the auto. This is true of other thickly settled parts of the country, especially the summer resort sections. A national disarrangement literally seriously affecting millions of people would follow the elimination of pleasure automobile driving. There are 3,500,000 motor cars in use in the United States and each one may be computed to afford recreation for an average of four persons.

There are other ways of saving gasoline. The average motorist uses more gasoline than is necessary to drive his car, and a proper adjustment of carburetors would result in the saving of 10% of the gasoline used for motoring. Just reduce the adjustment of the carburetor one notch, and see what the effect will be. A saving of 10% of gasoline used by motor vehicles would mean the saving of 4,000,000 barrels of gasoline.

Rather than cut into touring in the country, which is so needed for recreation, it would be better to see first what can be done in the cities, by limiting the use of private automobiles for carrying passengers in cities.

GOVERNMENT BEGINS ISSUE OF WEEKLY COAL REPORT.

Weekly statistics, showing what the soft-coal miners of the country are doing, and why they are not doing more, are now being collected by the United States Geological Survey under Secretary of the Interior Lane. A statement concerning the report issued by the U. S. Geological Survey this week says:

In submitting this first weekly report to Secretary Lane and the Coal Committee, Director Smith of the Geological Survey states that what has been accomplished in the six weeks since this statistical effort was begun is largely due to the patriotic and prompt co-operation offered by the coal trade associations' secretaries and the operators, whether members or non-members of associations. These figures from all sources are reduced to a comparable basis by a force of statisticians under C. E. Leshner of the Geological Survey, with the immediate purpose of showing what factors in each district are limiting production and shipments. With this information before it, the Committee on Coal Production is able to concentrate its efforts where the greatest stringency lies—whether, as in most localities, the trouble is lack of cars, or whether it is labor shortage. The operators, realizing that their interest lies in having this information promptly available, their support of this work, although it involves additional labor on their part, has been prompt and hearty. The first figures available give comparison of the first week of July with two weeks of June, and are those furnished by the already organized trade organizations, which represent about 25% of the production of the country. Some of the important producing districts, particularly Alabama, West Virginia, parts of Pennsylvania, Ohio and the territory from Texas to Iowa, figures from which are not shown in this first statement, are being rapidly organized for this purpose and have already furnished partial information. *The weekly reports that will follow hereafter will include successively greater tonnage and be more representative of the total.*

The districts covered by this statement are distributed over a large producing area and are indicative of what is happening in the coal-mining industry. A more general idea of the total production, but without indication of the causes of the loss of working time at the mines, will be found in the monthly bulletins issued by the Geological Survey, which are based on the daily, weekly and monthly reports furnished by railroads originating more than 85% of the coal production of the United States, which bulletins are in no way supplanted by these weekly studies of the particular causes hampering greater output at the mines.

WEEKLY REPORT ON THE PRODUCTION OF BITUMINOUS COAL AND THE CAUSES OF LOSSES OF WORKING TIME.

[Compiled by Geological Survey, Dept. of the Interior, July 21 1917.]

Figures collected by the Survey indicate that the bituminous mines of the country are at present working to 75% of their capacity possible by utilizing the labor force at present available.

The ratio of tonnage produced to full-time capacity for the three weeks ending June 23, June 30 and July 7 for twelve operators' associations, reporting approximately one-fourth of the tonnage produced in the country, is shown in the following table:

Per Cent of Present Full-Time Output Produced in Certain States by All Operators Making Weekly Reports.

| Week ending— | June 23. | June 30. | July 7. |
|--------------------------------------|----------|----------|---------|
| Indiana | 68.3 | 69.5 | 73.0 |
| Illinois | 65.9 | 72.7 | 78.2 |
| Ohio | 70.5 | 65.5 | 76.3 |
| Pennsylvania | 75.5 | 72.3 | 75.4 |
| Eastern Kentucky and Tennessee | 63.2 | 72.8 | 75.0 |
| United States* | 72.9 | 71.4 | 76.5 |

* Embraces twelve associations with a combined production of about one-fourth of the production of the country.

The increase in the percentage of full-time capacity produced from 71.4 for the week ending June 30 to 76.5 for the week ending July 7 is attributed to the fact that the mines were shut down on July 4, and the railroads were therefore able to supply more of the cars ordered for the remainder of the week.

Actual tonnage losses, below full-time capacity, as reported by six associations representing approximately one-fifth of the production of the country are shown in the following table:

Tonnage Produced and Causes of Loss.

| Week ended— | Full-Time Weekly Capacity. | Actual Production. (Net Tons). | Losses, All Causes. (Net Tons). | % Full-time Output | |
|--------------|----------------------------|--------------------------------|---------------------------------|--------------------|-------|
| | | | | Produced | Lost. |
| June 23----- | 2,059,327 | 1,495,272 | 564,055 | 72.5 | 27.5 |
| June 30----- | 2,175,287 | 1,516,267 | 659,020 | 69.7 | 30.3 |
| July 7*----- | 1,780,024 | 1,335,861 | 444,163 | 75.0 | 25.0 |

* 5-day week.

Per Cent of Full-Time Output Lost on Account of:

| Week Ended— | Car Shortage. | Blocked loads. | Labor trouble & shortage. | Mine disability. | No market. | All other causes. | No cause given. |
|-------------|---------------|----------------|---------------------------|------------------|------------|-------------------|-----------------|
| June 23--- | 20.4 | 0.1 | 3.2 | 2.7 | -- | 0.2 | 0.9 |
| June 30--- | 21.0 | 0.1 | 4.5 | 3.2 | -- | 0.1 | 1.4 |
| July 7--- | 12.2 | 0.1 | 6.5 | 4.2 | -- | 0.2 | 1.8 |

For the three weeks reported, it will be noted that the average loss was fully one-half million tons, which would indicate that the weekly output of mines of the whole country is not less than two million tons below full-time capacity. By far the greatest factor concerned in the losses was the inadequate car supply. Thirty-one per cent of the total full-time capacity of these representative mines was lost because the supply of cars at the mine mouth was insufficient. Other important causes were labor deficiency, crippling the industry to 4.5% of its full-time capacity, and mechanical breakdowns within the mines, to which losses amounting to 3.2% of the full-time output were attributed. No mines reporting to the Geological Survey mentioned losses because of no market for their product.

OPPOSITION TO HOLLIS BILL FIXING MINIMUM WHEAT PRICES.

That the passage of the Hollis bill would permit gambling, speculation and exportation to proceed without restriction, and would leave the farmer and consumer alike substantially without protection, was the statement made on July 18 by representatives of farmers' unions, co-operative associations, grain growers, granges, farmers' societies and terminal houses. The Lever bill was endorsed and its final enactment into law demanded. The statement subscribed to by all the representatives was as follows:

We are strongly opposed to the fixing of the exact amount of a minimum price for wheat by law, because we recognize that it is an expert question to be settled after such consideration as Congress cannot possibly give it, and in a manner which will give the producer a full voice. The Food Administration should be vested with power to deal with this question.

We recognize that the minimum price of \$1.75 for wheat fixed in the so-called Hollis bill is unwise and unjust to the producer, and was fixed without consultation with Mr. Hoover or the Food Administration, and against their protest.

We are opposed to the passage of the so-called Hollis bill, because it permits gambling, speculation and exportation to proceed without restriction, exempts sugar, corn and other products from many or all the provisions of the bill, and leaves the farmer and consumer alike substantially without protection.

We are opposed to the exemption of co-operative agricultural organizations from the provisions of the bill, thus preventing the Food Administration from dealing with them.

We favor the Lever Food Administration bill as it passed the House, and demand its final enactment into law in that form. It is a workable bill; the Senate amendments are not workable.

We support the Food Administration unreservedly and demand that sufficient power and discretion be given to it to enable it to protect both the producer and the consumer.

This statement was subscribed to by the following:

D. J. Cunningham, representative Grain Growers, Salina, Kans.; R. F. Bower, State Executive Committee Farmers' Union, Campbell, Va.; Walter Burgess, Farmers' Union Co-operative Association, Trumbull, Neb.; A. B. Thornhill, President Farmers' Union (Virginia Division), Bent Creek, Va.; Maurice McAuliffe, Farmers' National Union (Kansas Division), Salina, Kans.; Erbie L. Harrison, President Farmers' Educational and Co-operative Union (Kentucky Division), Lexington, Ky.; W. R. Callicotte, Co-operative Elevators of Farmers' Union, Grange and Society of Equity (also Farmers' Union), Denver, Colo.; C. S. Barrett, President Farmers' Union, Union City, Ga.; A. V. Swift, National Vice-President Farmers' Union, Baker, Ore. (on ex-Board Tri-State Terminal Co., Seattle, Wash.); C. W. Nelson, Tri-State Terminal Warehouse Co., Seattle, Wash., and E. A. Calvin, ex-President Texas Farmers' Union, Houston, Tex.

PROPOSED REVISION OF OCEAN FREIGHT RATES.

It was announced on July 20 that radical revision downward of ocean freight rates has been agreed upon in principle by Shipping Commissioners, designated by President Wilson and the British Foreign Office, to represent the Government of the United States and Great Britain. It is said that copies of a proposed agreement, under which the two Governments not only would make sweeping reductions in present prohibitive rates, but virtually would take over the operation of all allied merchantmen in the Atlantic, have been placed before the State Department and the British Foreign Office for approval. All the Allies, with the possible exception of Japan, are said to have signified their willingness to accept the program. In the case of Japan, it is proposed to have a Japanese merchant fleet of as many ships as possible placed in the transatlantic trade to help render ineffective the submarine warfare. This and other

phases of the proposed agreement will be considered when the Japanese mission, headed by Vice-Admiral Takeshita, reaches the United States.

Neutral shipping, under the proposed agreement, would also be forced largely into channels designated by America and Great Britain. This would be made possible by the enforcement of regulations denying to neutral ships supplies of bunker coal needed by allied merchantmen, unless the neutral ships agreed to make at least a portion of their sailings between American and Allied ports. Associated Press dispatches from Washington on July 23 added:

With the program in effect the United States and Great Britain would virtually control the entire world's shipping, prescribing reasonable rates, far lower than those on some commodities now in effect, and designating sailings and voyages.

Thus the entire aspect of the world's ocean transportation system would be changed largely to meet the new conditions caused by the submarine war. The proposal was entered into to assure the Allies, so far as possible, that ships would be forthcoming, and that transportation charges would be reasonable for carrying supplies from this country to Europe during the continuance of the war.

Negotiations were begun at the instance of President Wilson, whose views concerning the unreasonableness of present ocean freight rates were outlined in his appeal on July 11 to the business interests of the country to put aside selfish considerations. Prior to voicing that appeal the President had designated Chairman Denman of the Shipping Board and Counselor Polk of the State Department to represent the United States in the conferences with British officials. Thomas Royden, Chairman of the Allies' Chartering Commission, and J. A. Salter, requisitioning director here of the British Admiralty, represent Great Britain.

France and Italy have been advised of the negotiations and have indicated their adherence to any program which might be evolved. The French Cabinet on July 18 approved the institution of a general control by the Government over the mercantile fleet and authorized the Under Secretary of Maritime Transports to undertake all means to control freight rates and to utilize ships. It is thought likely here that under this authority the Under Secretary will co-operate fully with America and Great Britain in prescribing new rates where present ones are prohibitive.

PHILADELPHIA BOURSE WANTS CENTRAL WAR BOARD WITH FULL POWER.

The Philadelphia Bourse, in a statement made public on July 22, advocates the creation of a central war board or defense council with power to act on all matters concerned with the conduct of the war other than military. Such a responsible body, the trade body, asserts could prepare and execute a general plan in which the various problems, now treated as separate and distinct and managed by unrelated boards or committees, would be co-ordinated. The Council of National Defense, it says, might be the nucleus of the proposed board. The views of the Bourse follow:

Since the entrance of the United States into the war four months ago the various problems connected with the mobilization of the nation's resources and the prosecution of the war, hazy at first, are becoming well defined and standing out in their true proportions. The time has arrived when a general plan, embracing all questions and problems, can be formulated and the execution of such plan placed in the hands of a responsible central body enjoying full power to act.

The situation now is confusing and chaotic. The various problems are in the hands of separate, unrelated bodies, and to make the matter worse, in some instances there is internal strife and bickering. There is no central body to weld all these features of America's war activity and with power to procure the necessary action. The Council of National Defense is supposed to fill this need and it has performed the most valuable service and its members have rendered to the country the fullest service possible but it falls short of the requirements because it is without power to act and because it is not sufficiently representative.

The Council can now only investigate, report and recommend and it consists only of the Secretaries of War, the Navy, the Interior, Commerce, Labor and Agriculture. The Secretary of the Treasury is not a member, while the President of the United States even does not meet with the Council. The fields of transportation, munitions and supplies are not represented in the Council. There is an Advisory Commission of the ablest men of the nation and it has its various committees but their chairmen and the chairmen of the Council's committees never meet, while the Advisory Commission itself meets with the Council but once a month. But worst of all, there is everywhere lacking authority to act upon recommendations, reports and preliminary work made or done by the trained experts who comprise these bodies.

The Council of National Defense has been the centre of our first war efforts and considering its handicaps has met problems practically and performed the most efficient service. But the Council was formed in peace times before the problems of the present had manifested themselves. Now that our tasks are plainly defined and their inter-relation clearly marked, it is time that a general plan, administered by an authoritative central body, were created.

Our prime war need to-day is a board that can study and undertake and carry to final solution all problems concerned with the war's prosecution, which can receive and carry out the President's orders and co-ordinate all efforts to procure materials and supplies and conserve our resources. This is largely an economic war and there must be an economic administration. Doubtless the Council of National Defense can be used as the nucleus for the necessary central board, but there must be full representation and above all it must be granted by Congress the power to act. Solutions to the many problems now confronting us may be worked out by experts but they cannot be applied and divergent views may hold up the settlement of any one of them and create a deplorable impression upon our own people and an erroneous one upon our enemies.

The situation now is demoralizing and holding back this nation in its prosecution of the war, and speed in preparation and action is of vital importance. The business men of the country have a right to be concerned in the question and to demand that the war be conducted on businesslike lines. A private enterprise is not run by a number of heads, each independent and with no officer to obtain action and assume responsibility. Let us have business management of the greatest business of the world to-day—war.

THE ADMINISTRATION FOOD CONTROL BILL.

The second Administration Food Control Bill, after five weeks' debate, was passed by the Senate on July 21, and was sent to conference on July 25. The Senate bill differs greatly from the bill passed by the House on June 23, and it is expected that a stubborn fight will ensue in conference. The six Senators who voted against the bill were Franco, of Maryland; Hardwick, of Georgia; Penrose, of Pennsylvania; Reed, of Missouri; Sherman, of Illinois, and Sutherland, of West Virginia. The Senate bill gives the President wide authority over food, feeds and fuels, the latter including kerosene and gasoline; it provides for food administration by a board of three members instead of an individual; authorizes Federal fixing of coal prices, requisitioning and operation of mines, and authorizes a minimum guaranteed price of not less than \$2 per bushel for wheat at primary markets. This latter amendment, offered by Senator Chamberlain, in charge of the bill, and indorsed by the conference of Democratic and Republican leaders who recently redrafted the bill, was accepted without a roll call after the Senate had voted down—46 to 33—a proposal to allow the President himself to fix wheat prices. The Chamberlain amendment reads as follows:

Sec. 12. That whenever the President shall find that an emergency exists requiring stimulating of the production of wheat and that it is essential that the producers of wheat, produced within the United States, shall have the benefits of the guaranty provided for it in this section, he is authorized, from time to time, seasonably and as far as advance of seeding time as practicable to require the Board of Food Administration to determine and fix to give House notice of what, under specified conditions, is a reasonable guaranteed price for wheat, in order to assure such producers a reasonable profit. Said Board shall thereupon fix such guaranteed price for each of the official grain standards for wheat as established under the United States Grain Standards act, approved Aug. 11 1916. It shall from time to time establish and promulgate such regulations as it shall deem wise in connection with such guaranteed prices, and in particular governing conditions of delivery and payment, and differences in price for the several standard grades in the principal primary markets of the United States, adopting No. 1 Northern (or its equivalent) at the principal interior primary market as the basis. Thereupon, the Government of the United States hereby guarantees every producer of wheat produced within the United States, that, upon compliance by him with the regulations prescribed, he shall receive for any wheat produced in reliance upon this guaranty within the period, not exceeding eighteen months, prescribed in the notice and not less than the guaranteed price therefore as fixed pursuant to this section. In such regulations the Board of Food Administration, subject to the approval of the President, shall prescribe the terms and conditions upon which any such producer shall be entitled to the benefits of such guaranty. The guaranteed prices for the several standard grades of wheat from the passage of this act to the first day of January, nineteen hundred and nineteen, shall be based upon No. 1 Northern (or its equivalent) at not less than \$2 per bushel at the principal interior primary market. This guaranty shall not be dependent upon the action of the President or said Board under the first part of this section, but is hereby made absolute. When the President finds that the importation into the United States of any wheat produced outside of the United States materially enhances or is likely materially to enhance the liabilities of the United States under guaranties of prices therefore made pursuant to this section, and ascertains what rate of duty, added to the then existing rate of duty on wheat and to the value of wheat at the time of importation, would be sufficient to bring the price thereof at which imported up to the price fixed therefor pursuant to the foregoing provisions of this section, he shall proclaim such facts, and thereafter there shall be levied, collected, and paid upon wheat when imported, in addition to the then existing rate of duty, the rate of duty so ascertained; but in no case shall any such rate of duty be fixed at any amount which will effect a reduction of the rate of duty upon wheat under any then existing tariff law of the United States. For the purpose of making any guaranteed price effective under this section, or whenever he deems it essential in order to protect the Government of the United States against material enhancement of its liabilities arising out of any guaranty under this section, the President is authorized also, in his discretion, to purchase any wheat for which a guaranteed price shall be fixed under this section, and to hold, transport, or store it, or to sell, dispose of, and deliver the same to any citizen of the United States or to any government engaged in war with any country with which the Government of the United States is, or may be at war or to use the same as supplies for any department or agency of the Government of the United States. Any moneys received by the United States from or in connection with the sale or disposal of wheat under this section may, in the discretion of the President, be used as a revolving fund for further carrying out the purposes of this section. Any balance of such moneys not used as part of such revolving fund shall be covered into the Treasury as miscellaneous receipts.

The Pomerene amendment, giving power to the President to take control of coal and coke or to direct the Federal Trade Commission to fix coal and coke prices, was adopted by a vote of 72 to 12. By a vote of 53 to 31 the Senate on July 21 accepted an amendment offered by Senator Owens, of Oklahoma, creating a new joint Congressional committee on expenditures in the conduct of the war. The amendment was incorporated in the bill as Section 23. It read:

Sec. 23. A joint committee of the Senate and House of Representatives shall be appointed, composed of five members of the Senate, including three Democrats and two Republicans, and five members of the House of Representatives, including three Democrats and two Republicans, to be known as "The Joint Committee on Expenditures," in the conduct of the war.

It shall be the duty of said committee to keep itself advised with regard to the expenditure of all appropriations bearing on the conduct of the war, made by Congress and the contracts relating thereto made by officers

of the executive departments, who, on request, shall keep said committee fully advised as to such expenditures and contracts.

Such committee shall confer and advise with the President of the United States and the heads of the various executive departments, commissions, voluntary boards, or other organizations connected with the conduct of the war, with a view to safeguarding expenditures, and shall report to Congress from time to time, in its own discretion, or when requested to do so by either branch of Congress.

The membership of such committee shall be designated by the respective committees of the Senate and House which select the members of the regular standing committees.

Such committee shall have power to act by sub-committee or otherwise and to send for persons and papers and administer oaths, to summon and compel the attendance of witnesses, and to employ such clerical, expert and stenographic assistance as shall be necessary, and to pay the necessary expense of such committee there is hereby appropriated out of any money in the Treasury not otherwise appropriated the sum of \$50,000, to be paid out upon the audit and order of the Chairman or Acting Chairman of said committee.

On a final vote the Senate refused, 60 to 23, to place the food administration provision in the hands of an individual. The appropriation in the House bill of \$150,000,000 was left unchanged by the Senate which added an appropriation of \$10,000,000, however, for Federal purchase and sale of soda nitrates for fertilizer. Other amendments added to the bill by the Senate provide against hoarding of food-stuffs and for regulation of grain exchanges, authorizing the President to close them if necessary to stop speculation in futures. Also included in the bill was an amendment, offered by Senator Pomerene, under which the powers of the Advisory Commission of the Council of National Defense would be materially curtailed as to contracts with the Government involving pecuniary profit to themselves. As written into the bill the amendment forbids members of the Advisory Commission to "solicit, induce, or attempt to induce or direct the execution" of contracts with the Government in which they have any personal interest, or to "recommend" the acceptance of such a contract unless they explain their relation to the contract in writing. The amendment reads:

Sec. 3. No person acting either as a voluntary or paid agent or employee of the United States in any capacity, including an advisory capacity, shall solicit, induce, or attempt to induce any person or officer, authorized to execute or to direct the execution of contracts on behalf of the United States, to make any contract or give any order for the furnishing to the United States of work, labor, or services, or of materials, supplies, or other property of any kind or character, if such agent or employee has any pecuniary interest in such contract or order, or if he or any firm of which he is a member, or corporation, joint-stock company or association, of which he is an officer or stockholder or in the pecuniary profits of which he is directly or indirectly interested, shall be a party thereto. Nor shall any agent or employee make, or permit any committee or other body of which he is a member to make, or participate in making, any recommendation concerning such contract or order to any council, board or commission of the United States or any member or subordinate thereof without making, to the best of his knowledge and belief, a full and complete disclosure in writing to such council, board, commission or subordinate of any and every pecuniary interest which he may have in such contract or order and of his interest in any firm, corporation, company or association being a party thereto, nor shall he participate in the awarding of such contract or giving such order. Any willful violation of any of the provisions of this section shall be punishable by a fine of not more than \$10,000, or by imprisonment of not more than five years, or both.

A group of thirty bankers from New York, Ohio, Kentucky and Pennsylvania went to Washington on July 18 and protested against the operation of the prohibition sections of the Senate bill under which the President is authorized and directed to commandeer all distilled beverage liquors in bond. They said that more than \$120,000,000 in discounted commercial paper was put in jeopardy by the proposed redistillation plan, and that they had loaned up to the limit of their privileged 10% on paper on which the collateral was the warehouse receipts of the distillers and holders of liquor in bond. Under the law, they are quoted as having stated, this credit would not be stretched and also pointed out that they were prohibited from making additional loans to the same parties whereby the liquor might be removed from bond. The bankers appeared before members of the Finance and Agricultural Committees of the Senate on the morning of the 18th and before the Agricultural and Ways and Means Committees of the House in the afternoon.

Intimation that he would veto the food control bill if the section creating a Congressional committee to supervise the conduct of the war is not eliminated, was given by President Wilson on the 23rd in a letter to Chairman Lever of the House Committee on Agriculture. In his letter the President expressed the hope that "upon the reconsideration of this matter, both houses of Congress will see that my objections rest upon indisputable grounds, and that I could only interpret the final adoption of Section 23 as arising from a lack of confidence in myself." The President's opinion was written in response to a letter from Chairman Lever calling his attention to the section of the bill adopted by the Senate. The President's letter follows:

The White House, Washington, July 23 1917.

My dear Mr. Lever:

I am very much obliged to you for your thoughtful courtesies in stating to me the circumstances of the present action on the food administration bill, and I am particularly obliged to you for calling my attention to Section 23. I deem it my duty to express my opinion about that section and its effect upon the whole administration of the war very frankly indeed, since the public interest manifestly demands that I should do so.

Section 23 is not only entirely foreign to the subject matter of the food administration bill, in which it is incorporated, but would, if enacted into law, render my task of conducting the war virtually impossible. I cannot believe that those who proposed this section scrutinized it with care or analyzed the effects which its operation would necessarily have. The constant supervision of executive action which it contemplates would amount to nothing less than an assumption on the part of the legislative body of the executive work of the Administration.

There is a very ominous precedent in our history which shows how such a supervision would operate. I refer to the committee on the conduct of the war, constituted by the Congress during the administration of Mr. Lincoln. It was the cause of constant and distressing harassment and rendered Mr. Lincoln's task all but impossible.

I am not in any way questioning what might be the motives or the purpose of the members of such a committee. I am ready to assume that they would wish to co-operate in the most patriotic spirit, but co-operation of that kind is not practicable in the circumstances. The responsibility rests upon the Administration. There are abundant existing means of investigation and of the effective enforcement of that responsibility. I sincerely hope that upon the reconsideration of this matter both Houses of Congress will see that my objections rest upon indisputable grounds and that I could only interpret the final adoption of Section 23 as arising from a lack of confidence in myself.

Cordially and sincerely yours,

WOODROW WILSON.

To Honorable Asbury F. Lever, House of Representatives.

Chairman Lever's letter to the President was as follows:

My dear Mr. President:

I am handing you herewith a copy of the food conservation bill as it passed the Senate. It is my purpose to make an effort to get it in conference as soon as possible with a view to expediting its final passage. I recognize the pressing necessity of its enactment into law at the earliest moment, and will lend my earnest endeavor to hasten action thereon.

I beg to direct your attention to Section 23 of the bill. This amendment is wholly foreign to the purpose of the measure, which, in my opinion, should deal alone with food control. Inasmuch as Section 23 is new matter sought to be engrafted on the bill and has been given but little consideration, may I venture to ask from you an expression as to its value. I would appreciate an early reply from you, which, if I deem it necessary, I would like the privilege of making public.

PRESIDENT WILSON ENDS SHIP CONTROVERSY— BOTH DENMAN AND GOETHALS OUT.

In accepting the resignation of Major-General George W. Goethals, General Manager of the Emergency Fleet Corporation, and requesting that of William Denman, Chairman of the Federal Shipping Board, President Wilson on July 24 terminated the controversy which has marked their association in the Administration's shipbuilding program. The resignation of Mr. Denman was requested by the President on the 24th, while General Goethals signified his willingness to withdraw in a letter to the President on the 20th inst. With the elimination of General Goethals and Chairman Denman announcement was made that the President had selected Edward N. Hurley, former Chairman of the Federal Trade Commission, to succeed Mr. Denman as head of the Shipping Board, and Rear-Admiral Washington Lee Capps, Chief Constructor of the Navy Department, to take the place vacated by General Goethals. The President on the 24th inst. also accepted the resignation of Captain John B. White, a member of the Shipping Board, who, it became known this week, had recently offered his resignation on account of ill health, and selected as his successor Bainbridge Colby, a New York lawyer. The nomination of Mr. Hurley was confirmed by the Senate on July 25, but action was delayed on the nomination of Mr. Colby at the request of Senators Wadsworth and Calder of New York, who desire an inquiry to be made regarding his political standing. Further objection to Mr. Colby, it is thought, may develop through the fact that he is the second member of the Shipping Board from New York. The other member from this city is John A. Donald. The law creating the Shipping Board provides that the members shall be appointed "with due regard to fitness for the effectual discharge of the duties imposed upon them by this act, and to a fair representation of the geographical divisions of the country; not more than three of the Commissioners shall be from the same political party." At present there are three Democrats on the Shipping Board, Hurley, Donald and Stevens. Announcement of still another resignation—that of Theodore Brent, Vice-Chairman of the Shipping Board—was made on July 25. In his letter to the President, Mr. Brent said he agreed with Mr. Denman in his controversy with General Goethals, and that he was willing to withdraw from the Board if this would aid in hastening ship construction and help to clear up the differences. His resignation was accepted by the President on July 26.

The reorganization of the Shipping Board was completed yesterday. Mr. Hurley was elected Chairman and John A.

Donald was chosen Vice-Chairman to succeed Mr. Brent. The members of the Board, as directors of the Emergency Fleet Corporation, elected Rear Admiral Capps, General Manager, to succeed Gen. Goethals, and selected other officers as follows: Mr. Hurley, President; Mr. Donald, Vice-President; R. B. Stevens, Treasurer, and Lester Sisler, Secretary. Mr. Sisler is also Secretary of the Shipping Board.

The President's method of ending the controversy between General Goethals and Mr. Denman came as a surprise to official circles in Washington, where it was thought that he would make a final effort to adjust the situation by dividing definitely between the Shipping Board and the General Manager of the Fleet Corporation the powers conferred on him by Congress. Mr. Wilson apparently became convinced, however, that it would be useless to expect that General Goethals and Mr. Denman could work in harmony and that both men were in a measure responsible for the delay to the shipbuilding program. President Wilson made his announcement of the changes through the Committee on Public Information, and the information given out consisted primarily of the correspondence which passed between the principals. The first was General Goethals's letter to the President on the 20th inst., which told of the obstacles in his way and contained his offer to retire from the Fleet Corporation. This was followed by the President's letter of acceptance. Then came the President's letter to Chairman Denman asking for his resignation, and the President's letter accepting Mr. White's resignation. Chairman Denman's letter to the President submitting his resignation was not included in the documents made public by the Committee on Public Information. General Goethals's letter of July 20 to the President is as follows:

My Dear Mr. President—I beg to acknowledge your letter of July 19, and wish to express my appreciation of the considerate manner in which you have stated the conclusions which you have reached.

In the project for the "rapid emergency construction of small ships," dated March 20 1917 and approved by you on April 4 last, it was stated that:

"To secure the speed of production, which is all important, we feel that the task of securing and equipping these ships should be put in the hands of one man. Centralized power is essential for rapid and efficient work."

It was on this understanding on my part that I undertook the work at your request. This understanding was subsequently confirmed, not only when I took up the matter with the Shipping Board, but at the hearings before the sub-committee of the Committee on Appropriations of the United States Senate, where it was stated that I was "to have absolute and complete authority for the administration on the construction side; that everything the Board could do would be done, and that it would act on my suggestion and initiative."

These assurances were placed much more clearly before the members of the sub-committee on appropriations of the House.

The necessity for shipping makes it imperative that results be secured as rapidly as possible. It is results, by whomever obtained, which count, after all, and nothing should be allowed to interfere with the accomplishment of this end. I have endeavored to establish harmonious relations with the Shipping Board, but regret to state that I have not succeeded, and it seems impossible to secure the unison of purpose essential to the success of this work.

Believing that a centralization of authority in one man is necessary to carry out the shipbuilding program rapidly and successfully, after mature consideration of the whole subject, I am satisfied that I cannot secure efficient results under the conditions of your letter.

I am convinced, therefore, that the best interests of the public welfare would be served if I were replaced by some one on whom full authority can be centred and whose personality will not be a stumbling block. It is my urgent hope that this solution will commend itself to you, and in order that the work may be delayed as little as possible by a change, if you deem it wise, I shall be glad to continue in charge until my successor can be selected and to remain with him until he has a thorough knowledge of the organization that has been built up and is able to familiarize himself with the work that has already been undertaken.

You are assured of my loyal acquiescence in the directions given in your letter and all future orders.

Very respectfully,

GEORGE W. GOETHALS.

In reply to the above letter the President wrote:

My dear General Goethals:

Your letter of July 20 does you great honor. It is conceived in a fine spirit of public duty, such as I have learned to expect of you. This is, as you say, a case where the service of the public is the only thing to be considered. Personal feelings and personal preferences must be resolutely set aside, and we must do the thing that is most serviceable. It is with that thought in mind that I feel constrained to say that I think that you have interpreted your duty rightly.

No impartial determination of the questions at issue can now set the ship building program promptly and effectively on its way to completion and success. It is best that we take the self-forgetting course you suggest and begin again with a fresh sheet of paper—begin, not the shipbuilding, but the further administration of the program. The shipbuilding is, happily, in large part begun, and can now readily be pushed to completion if the air be cleared of the debates that have unfortunately darkened it.

With deep appreciation, therefore, of your generous attitude and with genuine admiration of what you have been able in a short time to accomplish, I accept your resignation, and feel that in doing so I am acting upon your best judgment as well as my own. I hope that you will feel the same undoubting confidence that I feel that the people of the country, for whom you have rendered great service, will judge you justly and generously in this as in other things, and that all personal misunderstandings and misjudgments that have been created will pass in a short time entirely away.

With warm regard, cordially and sincerely yours,

WOODROW WILSON.

The President's letter to Mr. Denman, asking for his resignation, read:

My dear Mr. Denman:

I hope and believe that I am interpreting your best judgment as well as my own when I say that our duty concerning the debate and misunderstandings that have arisen in connection with the shipbuilding program ought to be settled without regard to our personal preferences or our personal feelings altogether, and with the single purpose of doing what will be best to serve the public interest.

No decision we can now arrive at could eliminate the elements of controversy that have crept into almost every question connected with the program, and I am convinced that the only wise course is to begin afresh—not upon the program, for that is already in large part in process of execution, but upon the further execution of it.

I have found both you and General Goethals ready to serve the public at a personal sacrifice. Realizing that the only manner in which the way can be completely cleared for harmonious and effective action is to carry our shipbuilding plans forward from this point through new agencies, General Goethals has put his resignation in my hands, and I have accepted it in the same spirit in which it was tendered—not as deciding between two men whom I respect and admire, but in order to make invidious decisions unnecessary and let the work be developed without further discussion of what is past.

I am taking the liberty of writing to tell you this in the confidence that you will be glad to take the same disinterested and self-forgetting course that General Goethals has taken. When you have done as he has done, I am sure that you may count with the utmost confidence upon the ultimate verdict of the people of the country with regard to your magnanimous and unselfish view of public duty and upon winning in the retrospect the same admiration and confidence that I have learned to feel for you.

With much regard and very great appreciation of the large services you have rendered, cordially and sincerely yours,

WOODROW WILSON.

In accepting Captain White's resignation, as a member of the Shipping Board, the President wrote as follows:

My dear Mr. White:

I think that you have a perfect right to ask to be relieved of your labors in the Shipping Board, and I feel obliged by the argument you have used to accept your resignation from the Board.

In doing so, however, may I not express my appreciation of the sense of public duty with which you have served and thank you for the time and labor you have devoted to the important business of a great instrumentality of government?

Cordially and sincerely yours

WOODROW WILSON.

In leaving the service of the Government, Mr. Denman not only retires from the Chairmanship of the Shipping Board, but, according to the "Journal of Commerce," practically retires from all the operations which he has been engaged in. He retires from the shipping committee of the Council of National Defense, and also is relieved of that work in connection with the international negotiations looking to a control and regulation of ocean freight rates jointly by the Allied countries. When questioned regarding the President's action, Mr. Denman is quoted as having said:

It was the best way to settle the whole thing. I want to help the President in every way possible, and never have questioned the wisdom of his decisions.

Edward N. Hurley, the new Chairman of the Shipping Board, was recently appointed a member of the Advisory Board of the Export Embargo Council, representing the Department of Commerce. He was also a member of the Advisory War Council of the American Red Cross. He resigned the Chairmanship of the Federal Trade Commission on Feb. 1 to attend to his large business interests in Illinois, but was recalled to the task of aiding the Red Cross in its recent campaign to raise \$100,000,000. Mr. Hurley early in life was a railroad engineer, and later became a traveling salesman. Still later he was manager for the United States Metallic Packing Co. In 1913 he acted as trade commissioner to the Latin-American republics by appointment of the Secretary of Commerce. He was born on July 31 1864 at Galesburg, Ill. In regard to his appointment as head of the Shipping Board, Mr. Hurley on the 24th inst. authorized the following statement:

I appreciate the importance of the task with which the President has entrusted me. We must build ships, not talk about them. American labor, the most skilled and intelligent in the world, can turn out the ships in record-breaking time, and we are going to buckle down and get busy.

Rear Admiral Capps, who succeeds General Goethals as head of the Emergency Fleet Corporation, has won distinction as Chief Constructor of the Navy Department and, it is said, is responsible more than any man in the navy for the development of the American dreadnought. He was born in Portsmouth, Va., in 1864 and was graduated from the Naval Academy in 1884. Speaking of Admiral Capps's selection, Secretary of the Navy Daniels on the 24th inst. said:

The most astonished man in Washington this afternoon was Admiral Capps when sent for and told that he had been selected by the President as successor for General Goethals. This was absolutely his first intimation that he had been under consideration for the place, but he said at once that, although in no sense an applicant, he was an officer of the navy, subject to the orders of the Commander-in-Chief, and would devote his utmost energy to the successful accomplishment of any duty assigned him.

Admiral Capps was for many years Chief Constructor of the Navy, and his record of achievement in that position is of the best. He is thoroughly known and appreciated by the shipbuilding interests of the country, although perhaps not so well known to the general public, as he is not an advertiser. He served as Chief Constructor from November 1903 to

October 1910. During this time the tonnage of the navy was more than doubled, and the majority of the present fighting vessels of the navy were designed by him.

Admiral Capps's abilities and achievements as Chief Constructor were so much appreciated by Congress that, under a special Act of Congress, after leaving the Bureau of Construction and Repair, he retained the rank of Admiral. Since leaving the Bureau he has been on various important boards, as well as the mixed commission sent abroad in 1913-14, to attend the international conference on safety of life at sea—a subject upon which he is a recognized authority. At present he is the head of the Naval Compensation Board recently established to pass upon questions of the compensation to be paid contractors for naval vessels building on a cost-plus-percentage basis.

Bainbridge Colby, who is to take Captain White's place on the Shipping Board, is, as stated, a well-known lawyer of this city, having offices at 32 Nassau St. He came into prominence as one of the counsel of interests which brought about reforms in the Equitable Life Assurance Society following the Hughes investigation in 1905-06. He has also figured in many important investigations and court cases since beginning practice in New York in 1892. Mr. Colby was born in St. Louis on Dec. 22 1869.

The controversy between Gen. Goethals and Chairman Denman began immediately after the General was chosen General Manager of the Emergency Fleet Corporation in April. General Goethals disapproved of the wooden ship program and announced that he was in favor of steel ships. The Shipping Board itself took sides in the controversy, Commissioners Brent and White, it was said, siding with Mr. Denman, and Commissioners Donald and Stevens with General Goethals. The Shipping Board subsequently approved the General's plans for building steel vessels, but insisted that wooden ships also be built in large numbers. Gen. Goethals thus was forced into building more wooden ships than he had planned, but declined to construct the type of vessel demanded by the Board. Some time later, as noted in these columns on June 16, Gen. Goethals discharged summarily two of his assistants who attacked him in a public statement as halting shipbuilding by his opposition to wooden vessels. Chairman Denman supported the two men and retained one of them, F. A. Eustis, as consulting engineer of the Shipping Board. Another breach occurred when Mr. Denman declined to approve contracts let by Gen. Goethals on the ground that the price to be paid for steel was too high. The final clash was brought about by the issuance by President Wilson on July 11 of an executive order directing Gen. Goethals, as General Manager of the Emergency Fleet Corporation, to take charge of the construction of both wooden and steel ships, and providing that the Shipping Board should operate the vessels after they are built, and to requisition and operate tonnage now on the seas. The President's order read as follows:

EXECUTIVE ORDER.

By virtue of authority vested in me in the section entitled "Emergency shipping fund" of an Act of Congress entitled "An Act making appropriations to supply urgent deficiencies in appropriations for the military and naval establishments on account of war expenses for the fiscal year ending June 30 1917, and for other purposes," approved June 15 1917, I hereby direct that the United States Shipping Board Emergency Fleet Corporation shall have and exercise all power and authority vested in me in said section of said Act, in so far as applicable to and in furtherance of the construction of vessels, the purchase or requisitioning of vessels in process of construction, whether on the ways or already launched, or of contracts for the construction of such vessels, and the completion thereof, and all power and authority applicable to and in furtherance of the production, purchase and requisitioning of materials for ship construction.

And I do further direct that the United States Shipping Board shall have and exercise all power and authority vested in me in said section of said Act, in so far as applicable to and in furtherance of the taking over of title or possession, by purchase or requisition, of constructed vessels, or parts thereof, or charters therein; and the operation, management, and disposition of such vessels, and of all other vessels heretofore or hereafter acquired by the United States. The powers herein delegated to the United States Shipping Board may, in the discretion of said Board, be exercised directly by the said Board or by it through the United States Shipping Board Emergency Fleet Corporation, or through any other corporation organized by it for such purpose.

WOODROW WILSON.

The White House, July 11 1917.

Mr. Denman and General Goethals, it seems, each took the President's order to mean that he was in supreme charge of building. General Goethals on July 13 in a letter to Mr. Denman announced that on July 16 he would begin a comprehensive building program, which included the construction by the Government of two shipyards to build fabricated steel ships and the building of 400 vessels, representing an aggregate tonnage of 2,500,000. The General's letter read as follows:

On Monday I shall deliver to shipbuilders a general statement of the program which I have long been maturing for commanding ships now under construction for private account (such ships having an aggregate tonnage considerably in excess of 1,500,000 tons). I inclose a copy of that scheme. The essence of this program is to commandeer all such ships and expedite their construction by adding labor and cutting out refinements. By thus Federalizing each yard, giving it Government help and putting it on a speed basis, we shall produce its greatest efficiency. As fast as

these are cleared each yard will be devoted to the production of a single type of tonnage for which it is best suited. I count upon the complete co-operation of the yards.

This program is made comprehensive because expedition cannot be obtained in a yard engaged partly on rush work and partly on pre-wartime schedules. My investigation has satisfied me that citizens of the United States and of our Allies will pay the cost of expediting ships now building for them and take them off our hands. If this policy is made it will conserve our fund.

I agree that it is essential for the Shipping Board to requisition at once the neutral ships which are constructed and ready to sail. I have no data to make an estimate as to how many of these ships there are or how much money will be required for this purchase. I shall, therefore, cut my program to the extent of \$50,000,000. Please notify me at once whether this is enough.

Each day's delay in summer—in commandeering or contracting—means two days' loss of time in throwing the work into the winter months. It is for that reason I am urgent that the program start on Monday.

Now that the President has authorized the Emergency Fleet Corporation to exercise the powers granted by Congress to build and commandeer ships, I intend on Monday to start ship construction which will complete my ship-building program. My full program is as follows:

Ships now building—Contracts for 348 wooden ships have been let or agreed upon, with a tonnage capacity of 1,248,000, at a cost completed of approximately \$174,000,000.

In addition, I have under negotiation contracts for about 100 wooden ships.

Contracts for 77 steel ships have been let or agreed upon, with a tonnage of 642,800, at a cost of approximately \$101,660,356.

There are thus provided 425 ships of all sorts, with an aggregate tonnage of 1,860,000, at a cost of approximately \$275,000,000, besides 100 more wooden ships under negotiation. I shall continue to let all contracts for wooden ships, of design approved by the naval architect of the corporation, for which I can get responsible bidders.

Construction of standardized ships—my main reliance for getting the greatest amount of the most serviceable tonnage in the shortest time, will be on the construction of fabricated steel ships of standard pattern. For that purpose I shall use, to some extent, the existing yards.

On Monday I shall offer contracts for the building of two plants (to be owned by the Government) for the construction of fabricated steel ships, to produce 400 ships of an aggregate tonnage capacity of 2,500,000 tons within the next eighteen to twenty-four months. For the building of these two yards and the construction of ships in them I shall offer compensation to the agents who undertake the work, a fee of approximately 6% of the total cost of the work, with rewards for savings on cost and for speed in delivery. Provision will be made for decreasing the fee to prevent unnecessary cost. The contracts will give the Government the benefit of Government-fixed commodity prices and will provide for cessation of work at any time so that the appropriation may not be exceeded. Options will be given to the contractors to purchase the plants at arbitrated values on the completion of the work.

The design of the ship is ready, the plans of the yards are ready, the distribution of the work of furnishing the material and of fabrication is arranged.

This part of the program will take all the \$550,000,000 available not absorbed by contracts made or making, as stated at the beginning of this letter. The program will more than redeem my estimates to the Congressional Committee at the time this appropriation was asked for of 3,000,000 tons of new construction within eighteen months.

The additional contracts for wood ships which I expect to place, together with the full number of fabricated steel ships which it is planned to build, will require more money than Congress has authorized. When I know how much will be needed, it will be necessary to ask Congress for further sums.

Mr. Denman interfered with the General's plans, and Gen. Goethals did not undertake to carry out his program on July 16. It became known on that day that Mr. Denman had addressed a letter to General Goethals, which made it clear to the General that he (Mr. Denman) as Chairman of the Shipping Board, considered himself responsible to the public for the expenditure of the great sums appropriated by Congress, and that, therefore, as President of the Emergency Fleet Corporation, he did not care to accept the General's program prior to a discussion of its merits. These facts were later confirmed when Mr. Denman issued the following statement accepting for the Shipping Board and the Fleet Corporation, responsibility for the Administration's ship-building program:

We requested of General Goethals certain information concerning his program for the expenditure of the \$750,000,000 of public money of which the President's executive order has made the Board and the Corporation responsible. If the project had reached the condition of preparedness which it has been asserted it had reached, the information could have been furnished in two hours, or we could have been told if the information was not in hand.

When we do get the information in writing we will take up with General Goethals a discussion of all the matters involved in the project of building ships. What we want is speedy construction of ships, reasonable prices for steel in ship fabrication and retention of all alien tonnage on our stocks, which may be necessary to carry troops and supplies to Europe if the rate of submarine sinkings continues at over two-thirds of that for the last five months.

We are also interested in the retention by the Government of any fabricated plants constructed by the Government and are interested in determining the policy as to their sale on facts as they exist after the war and not now. We can not now determine conditions of the world commercial warfare after the war and we may require operation of these plants by the Government after the European War is over.

General Goethals has not even told the public or the directors of the Corporation the name of the two contractors who will undertake the fabricating contracts. For all we know they may be mere subsidiaries of the steel producers.

We are awaiting information from General Goethals on these and other matters referred to in the letter General Goethals gave to the public recently.

The fact that we desire intelligent discussion of these matters is no reason why all persons responsible for them cannot come to an agreement.

In further seeking to justify his position in the case, Mr. Denman on July 17 issued the following statement:

We [the Shipping Board] have not had the contracts for the two fabricating plants determined on by the General, which, with the ships to be fabricated, involve the expenditure of \$350,000,000 of the public's money, nor have we had the estimates of cost for the commandeering of ships on the stocks.

As soon as we have the contracts and estimates, which we asked for of the General yesterday morning at 8 o'clock, we will call a meeting, which we trust the General can attend, to discuss them. We desire to have in hand the definite contracts to which General Goethals referred in his statement last Friday and the estimates of the cost of the commandeering which he said he desired to put in force Monday.

The total amount involved in the two projects is \$600,000,000, and we have not seen either the contracts or the General's outline of his fabrication scheme, including the maps of the property on which the Government fabricating plants are to be built, nor have we seen the estimates of the amount to be expended in commandeering.

We have every hope that they will reach us in the near future, as their failure to reach us seriously is interfering with the plan for the rapid construction of ships. The meeting which is to be called will be of the members of the Shipping Board, which owns all the stock of the Emergency Fleet Corporation, and the consultations will be with General Goethals, General Manager of that Corporation. The plans finally matured will then receive the approval of the directors of the Emergency Fleet Corporation.

As the law requires that the majority of the directors of the Corporation shall be residents of Washington, and as the members of the Board are not such residents, it is made up in part of employees of the Board who happen to live in Washington. So the question of whether the directors or the Shipping Board meet to discuss the program is a matter of indifference so long as the deliberations are participated in by General Goethals.

We are and have been anxious to have a conference with the General as soon as the contracts and estimates are in our hands so that we can examine them. The examination will take a very few hours and possession of them would greatly expedite the conference.

Conferences between General Goethals and the Shipping Board were held on July 18 and 19, but without much result in the way of a reconciliation of plans. The fact that the delay in the construction of ships, occasioned by the controversy between General Goethals and Mr. Denman, was beginning to take on the aspects of a national calamity, was recognized in the Senate on the 19th inst., when that body unanimously adopted a resolution, offered by Senator Smoot, calling upon the President for the particulars in the case. The resolution read as follows:

Resolved, That the President be and he hereby is requested to transmit to the Senate such information as may be in the hands of the Shipping Board to show that contracts have been let or are pending for the construction of ships under the authority of that Board, the names of the contractors, the location and capacity of their yards, the price per ton to be paid to them, the nature and amount of any advances to be made to them from Government funds, together with any other information which will indicate the disposition of appropriations already made for the uses of the Shipping Board or which will assist the Senate in the consideration of requests from the said Board for further appropriation.

Announcement was made on June 15th that Alfred Huger, a lawyer of Charleston, S. C., had been appointed counsel to the Federal Shipping Board at Washington.

FAST SHIPS URGED AT CHAMBER OF COMMERCE MEETING.

A discussion of the Government's ship building plans was had at a special meeting of the New York Chamber of Commerce on July 19. The call for conference was issued the previous day by Eugenius H. Outerbridge, President of the Chamber, who in convening the gathering, stated that its purpose was the "critical, vital situation that exists in reference to the problem of the merchant shipping tonnage needed to carry on the war." Stating that "the situation with regard to the rate of sinkings is undoubtedly very serious," Mr. Outerbridge continued in part:

This country must co-ordinate every element of every industry that enters into the construction of shipbuilding to the highest possible effort and at the earliest possible moment. We need ships with a reserve of engine and boiler power which will enable them, when they enter the danger zone, to take care of themselves, without depending upon a convoy. I may say that the present rate of sinkings is such that but for the reinforcement which this country is about to add we should lose the war.

Then what is the salvation? The naval authorities all agree that it is absolutely impracticable to build destroyers enough to convoy the thousands of slow-going merchant ships that must carry the foodstuffs and munitions and supplies across the Atlantic. Therefore, there is only one possible way to avert disaster, to divert it, and that is, that every ship that is built by this country and Great Britain and France and Italy in their yards shall be built of a class and with a reserve power of speed that will enable her, without convoy, to get away from a submarine, as shown on that chart. The whole question is a question of speed; speed of quantity production, speed of the ship herself, and the ability to manœuvre in the danger zone.

You cannot get speed out of a ship without length. It doesn't make any difference how much power you put into a ship of certain dimensions, you can rack her to pieces, but you cannot drive her loaded beyond a certain speed, and you cannot build a wooden ship to give her the speeds necessary for this cause and hold her together with the power in her. I am going to re-enforce that statement presently by the testimony of an expert on that subject. Therefore, there is only one real problem before this country, one real plan, and that is the adoption of the steel ship as the American shipbuilding program, except in so far as, and to a very limited degree, some wooden ships might do the coasting business and perhaps relieve a few ships now in the coasting business that would be adapted to trans-Atlantic traffic.

I am going to ask Captain Proctor, who is here to-day, who is a very experienced seaman, who now is at the head of the American Record of Shipping, who was for years President of the Marine Society of New York, to just tell us in a few words his conception of the wooden ship in an emer-

gency of this kind. Before he rises I want to say that yesterday at a meeting in this chamber, attended by all the representative shipping men of this city that could be had, there was an absolutely unanimous opinion that there was only one policy for this Government to adopt and follow, and that was to co-ordinate every industry and effort in its power on a program of building ships of the highest possible reserve power and speed, ships that under a normal condition would cross the Atlantic at 12 knots, for economy, until they reached the danger zone, which is about 48 hours this side of safe arrival, and that they shall then have the reserve boiler and engine power to enable them to go through that zone with their own protection irrespective of convoy.

In presenting a chart showing the percentages of sinkings of vessels attacked by submarines Mr. Outerbridge said:

These lines show the speeds of those vessels in classes. Up to seven and nine knots, the sinkings of the vessels attacked have been 90 and 100%. Of vessels of ten knots speed attacked by submarines the sinkings have been 70%. A large majority of all the merchant tonnage is under ten knots speed loaded. At twelve knots, of vessels attacked, 50% have been sunk. Until you get down to higher speeds, all the way down, the sinkings decrease until you reach the vanishing point at eighteen knots. These are not imaginary figures. While they are partially assumed, they are supported by the actual record and experience of some of the Allied governments; not of all, for all have not been available.

At the beginning of his remarks Mr. Outerbridge referred briefly to the differences in the Federal Shipping Board, but he made it plain that the Chamber had no part in the controversy and proposed to take no sides in the issue. He stated, however, that "with the question of the determination of the policy which this country should adopt for its building program we have felt that the time has arrived when it is essential that we should take this action to try and bring what has been termed by the highest political authorities 'pitiless publicity' into this situation in order that it may be brought home to every man and woman in this country what the situation really is that this country and our allies are to-day facing in this war."

Capt. J. W. Proctor stated that the ships which the Government proposes to build "are at least 30% deficient in their designs, if constructed as designed, that is the designs and specifications as laid down by the Government. They are 30% below any minimum standard of efficiency for transatlantic service." He added:

It is my opinion that if the Government can build sailing vessels below 1,000 tons, smart, sharp sailing vessels that can sail from here to the war zone and be towed through the war zone, through the restricted zone, by the patrol boats, they may be able to use wooden vessels, but that is the only way I see that they can use wooden vessels, for they certainly never will be able to use them in the transatlantic trade with power in them.

Irving T. Bush, who also expressed his views, was quoted in part in the "Journal of Commerce" as follows:

The one proposition which we bring to you is that after months of study of this submarine evil, the people on the other side look to America for some inventive genius to bring out some device to do away with the submarine; but the only tangible thing that has been brought out is that the greater the speed the greater the safety. Now, we may discover something through American invention that will do away with the submarine, by invention, or by magic, but it has not yet been discovered, but we have learned that as the speed is faster the ability of the ship to keep away from the submarine is increased.

Now, it is fair to say that Mr. Denman didn't know that fact when he recommended the construction of wooden ships, and it is fair to say that General Goethals has made most of his contracts for steel ships on the basis of 10½, 11 and 12 knots speed. That is a fact which is well known by all steamship men. I have spent at least two hours to-day in going to the heads of the principal transatlantic lines who are operating fast ships across the Atlantic to ask them to come here and simply make a statement to the newspaper men that their fast ships are escaping and their slow boats are being sunk. They all said, "Mr. Bush, I agree with you entirely; it is just as plain a statement as it is to say that the sun is shining to-day; but I am responsible to my people at home. I don't dare get up in the Chamber of Commerce and make any statement about the submarines."

Now, if we are going to spend here in this country a billion dollars, as we are talking of spending for vessels, do we want to spend that billion dollars on easy marks for the submarine, do we want to spend it on boats that will make 10½, 11 or 12 knots, simply fruit for the submarine to pick, or do we want to spend it on boats that can go over there with a reasonable prospect of getting back?

It is a good deal better, in my judgment, for the Government to build 200 boats of 16 knots speed, that can go over and get back, and go over again, than to build 500 or a thousand boats that will be sunk before they get through the submarine danger zone. It seems to me that as you gentlemen of the press go back to your offices, and as you representatives of the civic associations go back to your home towns, you should say to yourselves: "What can we do about this?" You can spread just as widely as possible to the people this chart. Can you imagine the faces of the German scientists when they read that we are building—I won't say wooden ships, but any kind of ships, of 10½ or 11 knots, to dodge the submarines?

As Mr. Potter put it yesterday, we are running a most difficult blockade. You have read of the blockade running in our Civil War. Would you go out and run a blockade with a slow boat? We are running the most difficult blockade perhaps that has ever been established, because you are running against an unseen foe. The idea of this country pouring out its millions in the construction of slow boats to get through the blockade!

The one thing that you can preach is that there has suddenly come out of this foggy atmosphere of what to do with the submarine evil, the one clear fact that "speed means safety." It means a greater degree of safety.

This chart here shows that at 16 knots only 25% of the vessels attacked are sunk. That means a margin of 75% of safety. I think you should publish this chart. I see no harm in it at all, because it does not give comfort to the Germans. I think you should spread as far as you can the idea that "speed means safety." That is the one thing we have learned—and that this Government should not waste its money in building slow boats, whether wood or steel. Some of us think wooden boats are all right; many think they are not all right; but whether they are built of

wood or steel, they should be built of sufficient speed to get through the danger zone with some fair fighting chance.

W. B. Potter, consulting engineer of the General Electric Company; Capt. H. H. Williams and J. S. Doyle, engineer of the Brooklyn Rapid Transit Company, also had something to say on the subject at the meeting.

Aside from what he had to say at the Chamber of Commerce conference Mr. Bush in an interview with the Constructive Business League on July 18 pointed out that the best safeguard against the U-boat is speed, the following being a part of what he had to say:

It is the now known fact that the best preventive of U-boat sinking is speed. This is not merely because a fast vessel can run away from a submarine, but because it is infinitely more difficult to hit a rapidly moving target at long range. The wooden ship program, attractive at first as a means of bringing to the relief of a critical situation a large number of small vessels, was accepted in good faith by the people as an emergency measure. It was recognized that the ships must be built from green timber, and would be of little commercial value once the war was finished. When the wooden ship program was first projected, statistics of U-boat sinkings did not exist and even to-day they are based upon a record of only five months. That record now available is intensely interesting and teaches one thing—that is, that the best way so far discovered to avoid the submarine is to build ships of speed and ability to manoeuvre quickly. Charts have been prepared which show that practically all of the old fashioned boats of eight and nine knot speed which have been attacked have been sunk—at twelve knots, 50% of those attacked escaped and at fourteen knots, a sharp drop occurs, while at sixteen knots the danger almost disappears, except for chance shots. Regular liners are occasionally sunk, it is true, but because of their speed they go and come almost at will.

The record upon which these charts are based covers a period of five months and American ships have been armed only a part of that time. The arming of a fast ship increases its safety more than that of a slow ship, for the U-boat, for its own safety, must keep a respectable distance from an armed vessel. This greatly increases the difficulty of hitting a swiftly moving target, whereas a slow boat offers an opportunity to try again. This practical freedom of the sixteen knot boat has caused some of the experts to recommend a ship capable of a sustained sea speed of twelve knots, and of a forced speed while in the danger zone of sixteen knots. The ability to manoeuvre is secured by a shorter keel and a sharp cutaway fore and aft, which enables the ship to turn quickly.

To the recognized disadvantage of small boats of wood is now added the inability to drive them at great speed. This seems likely to end the controversy, for the people of the country are certain to demand a safe type of ship, if one can be constructed.

RIVERS AND HARBORS APPROPRIATION BILL PASSED BY SENATE.

The Rivers and Harbors Appropriation bill, carrying appropriations of \$27,945,000, of which \$6,700,000 is for new projects, and the remainder for continuing contracts, was passed by the Senate on July 26 by a vote of 50 to 11. The House passed the bill on June 27 by a vote of 250 to 132. It now goes to conference where the differences between the two bills will be adjusted. The bill has been attacked in both houses of Congress as "pork barrel" legislation of a kind inexcusable in war times. It was characterized on July 23 by Senator Kenyon as the worst "pork" bill ever presented in Congress, particularly in that it was insidiously masquerading as a war measure. The bill was passed by the Senate after only four days debate. Among the principal items of the bill, as passed by the Senate, are appropriations of \$1,250,000 for a forty foot channel in the East River between Hell Gate and the New York Navy Yard, \$810,000 for the improvement of the Hudson River channel and \$90,000 for New York harbor. The bill authorizes the Government to enter into negotiations for the acquisition of the Cape Cod and Chesapeake and Delaware Canals, either by direct purchase or condemnation proceedings, and provides for the establishment of a Federal Waterways Commission, consisting of seven members, appointed by the President, one member of which at least shall be an army engineer and one an expert hydraulic engineer. The Commission would make a study of the development and control of waterways and water resources. Each member of the Commission will receive a salary of \$7,500 a year. The Cape Cod Canal and Waterways Commission provisions were not in the House bill. Numerous amendments introduced in the Senate by the bill's opponents in an effort to limit its provisions were rejected shortly before the final vote was taken. An amendment offered by Senator Curtis providing that no money should be expended for river and harbor improvements, except where absolutely necessary, during the war, was defeated, 37 to 23. An amendment offered by Senator Kenyon, substituting a lump appropriation of \$15,000,000 for all the provisions of the bill was also defeated, 45 to 17.

Another amendment by Senator Kenyon, providing that no appropriation could be expended unless the President should designate that it was a public necessity was voted down, 36 to 26. Without a record vote the Senate rejected Senator Shafroth's amendment, stipulating that no appropriation should be available except in the event that

States, counties and corporations affected by the project should pay one-third of the amount appropriated. Minor amendments adopted before the bill was passed by the Senate included one permitting Minnesota and North and South Dakota to enter into agreements to drain and reclaim lands and control floods along the Red and Minnesota Rivers; authorizing the Secretary of War to make regulations for any navigable territory endangered by coast artillery fire, and declaring St. Mary's River in Ohio and Indiana a non-navigable stream.

ADMINISTRATION AVIATION BILL SIGNED BY THE PRESIDENT.

The Administration aviation bill, appropriating \$640,000,000 for the creation of a great air fleet, was signed by the President on July 24. The bill was passed by the House on July 14 after only four hours' debate, and by the Senate on July 21 without amendment and with less than an hour's discussion. As stated in these columns last week, the bill does not prescribe details as to the way in which the money is to be expended, because to do so would be to give valuable information to Germany. It is known, however, that it provides for the construction of about 22,000 airplanes and the training of nearly 110,000 men and officers. The only point at issue during the passage of the bill in the Senate was over an amendment by Senator Hardwick of Georgia to strike out a clause authorizing the drafting of the men needed for the new aerial service. This amendment was rejected 66 to 12, after Senators La Follette and Gronna made brief speeches opposing the draft. Shortly after President Wilson had signed the bill on the 24th inst., Howard Coffin, as Chairman of the Aircraft Production Board of the Council of National Defense, issued a statement in which he declared that the \$640,000,000 program must be carried out promptly. The statement read as follows:

The program must be carried out with a promptness equal to that displayed by Congress in passing the measure. It is a task demanding all the initiative and power of American industry for its consummation, and, just for that reason, one to which the nation will respond. All world's records for industrial development of a new art must be broken. Whatever crimes may later be laid at the doors of those who are to direct this work, that of inaction or slowness in accomplishment must not be one of them. We are prepared to go ahead at once with the expanded plans which the appropriation makes possible.

One word of caution only need be said here. Under ordinary conditions at least a year would be required for the industrial preparation which this program demands. Yet we have no such length of time in which to perform the task now.

In spite of our previous inexperience in quantity production of fighting planes, we must have thousands of them for next year's use to make the contribution which the Allies expect of us.

It must be remembered, therefore, that a few months will necessarily elapse before the outward results of our industrial effort will show in the shape of quantities of finished fighting machines. It can be announced, however, that most gratifying progress on this preliminary organization already has been made during the past few weeks, and if it progresses in the future at the stride that has been developed there need be no fear as to America's position in the aircraft field by next summer.

Within a comparatively short time we shall have enough of the type required for training the thousands of men who will constitute a contribution to the winning of the war equal in importance to the production of machines. America is the last great reservoir of material for war pilots, as well as for airplanes. Already three of the twenty-four big new training fields are completed and instruction on them has begun. Others are being rushed to completion. Orders for training machines were placed weeks ago and shipments of the first output already have been made. The output of this most necessary type will continue to increase rapidly as we already have plants experienced in their manufacture.

In considering the size of the appropriation, it must be borne in mind that less than half this amount is to be expended in the purchase of airplanes alone. Personnel, training equipment, overseas maintenance, spare parts, flying stations, armament and scientific apparatus all are to be provided for and are equally as important as the manufacture of machines. One hundred and ten thousand officers and enlisted men—an army of the air greater than our standing army of a few months ago—will be needed. The whole project is one which appeals to the imagination of our people and to the genius of our American engineers.

DAYLIGHT SAVING BILL PASSED BY UNITED STATES SENATE.

The Calder-Borland bill to save daylight in the United States was passed by the United States Senate on June 27. Under the bill all time pieces would be advanced one hour beginning the last Sunday in April and continuing until the last Sunday in September. The bill makes the Act effective on Jan. 1 of next year. The bill would also establish by law the standardization of time, which through tacit agreement between the Government and the railways has been operative throughout the United States without statutory guarantee since 1883. It delegates to the Inter-State Commerce Commission the power to define all limits of the standard time zones into which the United States for the last thirty-four years has unofficially been divided. It was reported on June 29 that House action on the bill would be postponed until the December session of Congress owing to the decision

of the House Committee on Inter-State and Foreign Commerce to consider no further business at this session. As a result of this decision a request has been made to President Wilson by T. W. Sims, ranking member of the Committee, that he urge upon W. C. Adamson, Chairman, that consideration be given the bill by the Committee. Representative Adamson in a communication to the "Journal of Commerce" on July 21, in denying reports that he was responsible for the holding up of the bill, stated that "the bill mentioned is not on the President's war program to which the House is limiting its activities at this extra session and for that reason has not been and cannot be considered by the Committee unless the President and the House alter the program. The text of the bill as passed by the Senate follows:

Be it enacted, &c., That, for the purpose of establishing the standard time of the United States, the territory of continental United States shall be divided into five zones in the manner hereinafter provided. The standard time of the first zone shall be based on the mean astronomical time of the seventy-fifth degree of longitude west from Greenwich; that of the second zone on the ninetieth degree; that of the third zone on the one hundred and fifth degree; that of the fourth zone on the one hundred and twentieth degree; and that of the fifth zone, which shall include only Alaska, on the one hundred and fiftieth degree. That the limits of each zone shall be defined by an order of the Inter-State Commerce Commission, having regard for the convenience of commerce and the existing junction points and division points of common carriers engaged in commerce between the several States and with foreign nations, and such order may be modified from time to time.

Sec. 2. That within the respective zones created under the authority here of the standard time of the zone shall govern the movement of all common carriers engaged in commerce between the several States or between a State and any of the Territories of the United States, or between a State or the Territory of Alaska and any of the insular possessions of the United States or any foreign country. In all statutes, orders, rules, and regulations relating to the time of performance of any Act by any officer or department of the United States, whether in the legislative, executive, or judicial branches of the Government, or relating to the time within which any rights shall accrue or determine, or within which any Act shall or shall not be performed by any person subject to the jurisdiction of the United States, it shall be understood and intended that the time shall be the United States standard time of the zone within which the Act is to be performed.

Sec. 3. That at 2 o'clock a. m. of the last Sunday in April of each year the standard time of each zone shall be advanced one hour, and at 2 o'clock a. m. of the last Sunday in September in each year the standard time of each zone shall, by the retarding of one hour, be returned to the mean astronomical time of the degree of longitude governing said zone, so that between the last Sunday in April at 2 o'clock a. m. and the last Sunday in September at 2 o'clock a. m. in each year the standard time in each zone shall be one hour in advance of the mean astronomical time of the degree of longitude governing each zone, respectively.

Sec. 4. That the standard time of the first zone shall be known and designated as United States standard eastern time; that of the second zone shall be known and designated as United States standard central time; that of the third zone shall be known and designated as United States standard mountain time; that of the fourth zone shall be known and designated as United States standard Pacific time; and that of the fifth zone shall be known and designated as United States standard Alaska time.

Sec. 5. That this Act take effect and be in force from and after January 1 1918.

Sec. 6. That all Acts and parts of Acts in conflict herewith are hereby repealed.

In a letter to Representative Adamson urging the enactment of the bill, Marcus M. Marks, New York Borough President, submitted as reasons therefor:

(1) Daylight saving was adopted as a war measure by England, France, Germany, Austria-Hungary, Italy, Portugal, Sweden, Denmark, Norway and Holland.

(2) Commissions appointed by the Governments of the above mentioned countries found that its operation increased food production and reduced lighting and fuel cost.

(3) France passed a law establishing daylight saving for regular use every summer. France saved \$10,000,000 a year and England about \$12,000,000 a year.

(4) The railroads of the country favor the measure.

Mr. Marks, who has been a prime mover in the daylight saving agitation, in a communication to the "Evening Post" on May 8, in pointing out the benefits of the plan, said in part:

The change will save the people about one-quarter of their lighting bills it will reduce the consumption of coal in the manufacture of electricity, and otherwise. England having shown a saving of 260,000 tons we can look forward to the saving of a million tons in the United States.

It has been proved that the extra hour of daylight has been used abroad largely for gardening. If the million commuters of New York could all get home an hour earlier, many of them would cultivate garden plots to great advantage to the community, particularly this season.

Daylight saving is not advocated only by the Daylight Saving Association, but quite generally by the Chambers of Commerce and Labor Unions of the country. Rarely do labor and capital combine so enthusiastically for legislation as they do for this Act.

A daylight saving bill is now before the Canadian Parliament.

The legal time in Newfoundland was advanced one hour at 9 p. m. on June 10.

The New York Chamber of Commerce on June 7 adopted a resolution approving the daylight saving movement and urging the enactment of appropriate legislation to carry it into effect.

It is understood that the city of Springfield, Mass., set its clocks ahead on July 1. On April 23 the City Council of Akron, Ohio, voted to change from Central to Eastern time for the period from April 30 to Sept. 29.

It was announced in the Michigan "Investor" of June 16 that the city of Saginaw had on June 11 adopted Eastern standard time, nearly all the manufacturing concerns, principal business houses, it was stated, having fallen in line with the action of the City Council in declaring for the more daylight plan. The schools also decided to adopt the new schedule.

GOVERNMENT ASKS CO-OPERATION OF BANKERS IN WATERWAY TRANSPORTATION.

Secretary Redfield, of the United States Department of Commerce, has brought to the attention of the organized bankers of the United States the fact that Inland Waterway transportation has become necessary to the welfare of the country, and has requested them to give consideration to the financial needs of water-borne commerce. He has also advised them he has appointed Walter Parker, General Manager of the New Orleans Association of Commerce, his assistant for Inland Water Transportation. Mr. Redfield and General W. M. Black, Chairman of the Inland Waterways Committee of the Council of National Defense, are giving their personal attention to the re-establishment of water-borne commerce not only as an emergency measure for the relief of the over-taxed railroads, but as a permanent part of the general transportation system of the country. In his letter to the bankers Mr. Redfield says that to meet requirements in an economic manner new and old boat lines and water front terminal and storage equipment will need good standing in the eyes of bankers as mortgage collateral, while the commerce so moved will require financing under as convenient conditions as railroad commerce is now financed. Under these circumstances Mr. Redfield feels that the bankers may, with profit to themselves and assistance to the country, anticipate a coming need, and by giving advance thought to it assist the Government in its efforts to restore commercial use of the navigable waterways at the earliest practical time. In the course of an analysis of the changes that are taking place in the transportation economy of the country Mr. Parker says:

The transportation monopoly enjoyed by the boats before the coming of the railroads dwarfed initiative and enterprise, and no convenient and economic system of handling and housing boat-moved commerce was developed.

The railroads systematized the handling and housing of commodities to such an extent as to more than offset the lower cost haul by water.

In this way was laid the basis for the temporary elimination of the waterways as practical competitors of the railroads.

In recent years, however, commerce has expanded more rapidly than has railroad equipment, and boats are now needed to relieve the rail carriers of some of their burden.

High taxes, resulting from the war, will enforce economy in every direction. Low cost water transportation, when served by economic terminal and waterfront storage equipment, can be made to reduce transportation costs in some important directions.

In recent years Federal laws have been enacted which prohibit the rail carriers from so adjusting freight rates as to render water competition impossible.

By employing all means of transportation in such a way as to permit the lines of least natural resistance to operate, economic order in transportation will be created.

Waterway-served trade centres have always enjoyed relatively low freight rates, and their commercial positions have largely been predicated on that fact.

Non-water-served trade centres are now insisting that freight rates on a parity with water-served towns be given them.

Water-served trade centres which do not use boats are finding it impossible to retain their advantage except through the re-establishment and use of boat lines. For this reason such trade centres have begun the construction of co-ordinated water-rail terminal and storage facilities, and some notable progress in this direction has been made, especially in the Mississippi Valley.

The Panama Canal is also a factor in forcing the re-establishment of inland water transportation. Before the opening of the canal, by being located part way on the transcontinental rail routes, valley trade centres enjoyed an advantage over coast competitors on transcontinental business. Now the water route through the canal between the coasts is, in normal times, cheaper than the rail route between the valley centres and the Pacific Coast.

This forces these valley centres to use boats and the north and south rails to Gulf ports if they would continue to compete with the Atlantic Coast for Pacific Coast business.

THREATENED FUEL FAMINE IN CALIFORNIA.

In a statement on the necessity of quick action by the Government to avert a fuel famine in California, the Southern Pacific Co. says

It is not yet too late for the Federal Government to avert the threatened fuel famine in California, but relief legislation must be enacted quickly if disaster is to be avoided. This is the view of well informed captains of industry in the Golden State who say that consumption of crude oil in California is now 60,000 barrels a day above production.

The recent testimony of W. R. Scott, Vice-President and General Manager of the Southern Pacific Co., to the effect that his road would have to discontinue some of its trains within a short time unless the situation improved, has caused many large industries to wake up to the seriousness of the problem. The Southern Pacific is using 45,000 barrels of fuel oil a day, which is nine to twelve thousand more barrels a day than it can buy or produce. Its entire reserve will soon be exhausted, and the reduction in train service must then follow of necessity.

Meanwhile, the richest oil fields in the West are denied to producers on the theory that a navy to be built five years from now may need the supply. Transportation men point out that the need five years from now could not be any greater than that which exists now with the country at war and American industries striving to supply half the world.

As a simple war measure, the Government could hardly do less than permit the Southern Pacific to supply its fuel needs from its own lands pending litigation. Every barrel of oil which the railroad buys in the open market by offering ten above the going price, means that some California industry will be short that amount of its fuel oil needs.

NEW LIST OF EMBARGOED EXPORTS.

Secretary of Commerce Redfield on July 22 issued a statement giving the list of the embargoed articles which cannot be exported except under special licenses. Following the President's proclamation of July 9 setting out a list of articles forbidden to be exported except under license, it was reported on July 19 that additional articles had been included in the list. In his announcement of July 22 Secretary Redfield states that the latest list "supersedes an unauthorized and incorrect statement hitherto published." We give below his statement embodying the full list of embargoed articles:

For the information of shippers, the Exports Council has authorized the publication of a list comprising the articles which have already been determined to be included under the general headings mentioned in the President's proclamation of July 9.

This list supersedes an unauthorized and incorrect statement hitherto published. Additions may be made to this list, if it is determined that other articles are properly included in the general headings given in the President's proclamation. Official notice will be given of such changes when they occur.

Export license is required at present for any article on the following list:

Coal, coke, fuel oils, lubricating oil, benzol, head lantern oil, toluol, naphtha, benzine, red oil, kerosene and gasoline, including bunkers.

Food grains, flour and meal therefrom, corn flour, barley, rice flour, rice, oatmeal and rolled oats, fodder and feeds, oil cakes and oil cake meal, malt, peanuts.

Meats and fats, poultry, cottonseed oil, corn oil, copra, cocoanuts desiccated, butter, fish, dried, canned or fresh.

Grease—inedible or edible of animal or vegetable origin—linseed oil, lard, meats, all varieties; tinned milk, peanut oil and butter, rapeseed oil, tallow, tallow candles, stearic acid.

Pig iron, steel billets, steel sheet bars, steel blooms, steel slabs, ship plates and structural shapes, iron plates, I beams, mild steel plates, rolled steel plates, steel channels, steel angles, mild steel plates—ordinary tank quality—steel beams, steel plates 1/2-inch thick or heavier (steel sheets 1/2-inch thick or heavier are classified as steel plates), steel tees and zees, structural steel shapes, boiler plates, tank plates, steel doors, steel car frames, steel towers, scrap iron and scrap steel, ferro-manganese.

Fertilizers, cattle manure, shredded; nitrate of soda, poudrette, potato manure, potassium salts, land plaster, potash, cyanamide, phosphoric acid, phosphate rock, super-phosphate, chlorate potash, bone meal, bone flour, ground bone, dries blood, ammonia and ammonia salts, acid phosphate, guano, humus, hardwood ashes, soot, sheep manure, pulverized; anhydrous ammonia.

Arms, ammunition and explosives, nitrate of potash, rosin, sulphur, saltpetre, turpentine.

It was stated on July 23 that the Government's control of exports has resulted in an absolute embargo of cargoes destined to the Northern European neutral countries. Not a single cargo, it is said, has been licensed for shipment to these nations since the control was made effective. The policy enforced is described as temporary, to be changed as soon as it is possible to put the neutrals on a rationing basis. Despite submission of much information by the diplomatic representatives of the neutrals affected, the Government, it is stated, considers that it lacks convincing evidence regarding exports from these countries to Germany and it wants to take no chances of permitting American goods to go through to the enemy. The facts sought, it is said, will be available shortly. Goods destined for the Allied countries are licensed without question, as are commodities that go to most other neutrals. Some shipments have been permitted to go forward to Switzerland, but not until the character of the consignee was established beyond question. Meanwhile the Government is negotiating with the British for an arrangement by which the export control will supersede the British system of granting letters of assurance. For the present, however, an export control license is no guarantee against British seizure and American exporters must satisfy the British authorities of their own good faith and that of the receivers of their goods.

The Dutch Minister, Mr. Van Rappard, it is reported, has taken a particularly vigorous stand against the Government's policy toward the European neutrals. Without awaiting the arrival of the special mission to leave Holland soon to negotiate here on the subject, he has laid before the Export Council detailed statistics to refute charges that Holland has been developing an enormous export trade to

the Central Powers. He is said to have told the Council that the total of Holland's exports has decreased considerably since 1914. Cheese, which formerly constituted 30% of the country's exports during the winter months, declined from 24% to 9%; pork from 37% to 19% and other meat from 16% to 1.5%.

To support the statement that there has been no abnormal importation of American foodstuffs into Holland during war the Minister declared that the total importation of grains, flour and nuts declined from 2,111,561 tons in the year 1912 to 1,917,393 tons in 1916.

According to a special cable from The Hague to the New York "Times" on July 23 the special commission appointed by Holland's Ministry of Agriculture to represent Dutch interests in connection with American export trade consists of Van Selde Van Hoven, an Amsterdam engineer; former Vice-President Oort of the Dutch East India Council, and Joost Van Vollenhoven, Director of the Netherlands Bank. The last named, it is stated, has been long connected with the Netherlands Overseas Trust.

SECRETARY DANIELS DEFENDS REPORT OF U-BOAT ATTACK ON AMERICAN TRANSPORTS.

Secretary of the Navy Daniels in a letter to Senator Tillman, Chairman of the Senate Committee on Naval Affairs, has absolved George Creel, Chairman of the Committee on Public Information, of the charge of having exaggerated the official account of the encounters between German submarines and American naval vessels convoying transports carrying the first contingent of United States troops to France, which was referred to in these columns last week. The Secretary's letter, which was dated July 21, was written in reply to Senator Tillman's letter of inquiry to the Secretary after a resolution had been introduced in the Senate and referred to the Committee on Naval Affairs directing the Secretary of the Navy to send to the Senate the dispatches from Rear Admiral Gleaves, commanding the naval convoy upon which the account of the engagements with the U-boats furnished to the press were based. Although issued by Mr. Creel, this announcement was made in the name of Secretary Daniels. In his letter to Senator Tillman Secretary Daniels defends Mr. Creel's statement and assures the Naval Committee that the text of the Gleaves dispatch is subject to its inspection, although it obviously cannot be made public because of the names of vessels and other military information it contains. The Secretary's letter, which attempts to clear up the situation, according to the New York "Times," follows:

Dear Mr. Chairman.—Referring to your inquiry with reference to the safe arrival of all the troops in the first transports which the navy convoyed to France, and the telegrams from Admiral Gleaves stating that they were attacked by submarines, I have the honor to make the following reply:

Late in the afternoon of July 3 the welcome news came that the last ship of the convoys and transports carrying the first American soldiers and marines to fight in France had reached its destination in safety without accident or injury to men or ships. The Navy Department had known for five days prior to their arrival that two attacks by submarines had been made, and you can well understand the painful anxiety lest torpedoes should have caused the loss of some of the brave men who were carrying out this hazardous enterprise. You may imagine, therefore, the unspeakable relief to me which the news announcing the arrival of the last ship brought. This relief was, of course, shared by all others in the Department who had been apprehensive every minute since June 28, when Admiral Gleaves in a brief cable had reported that submarines had made attacks upon two divisions of the transports.

As soon as the news was communicated by an officer of the Department, I hastened to the War Department to apprise the Secretary of War of the fact, for I knew he had felt the deepest solicitude, as he, too, was informed of the attacks. It was in no formal manner, I assure you, that the good news was given to Secretary Baker, and we shook hands in exultation over the safety of our sailors and soldiers and the accomplishment of the first stage of giving present military aid to the Allies.

In expression of his feelings, Secretary Baker sent me the following letter:

WAR DEPARTMENT.

Washington, July 3 1917.

My dear Mr. Secretary.—Word has just come to the War Department that the last ships convoying General Pershing's expeditionary force to France arrived safe to-day. As you know, the navy assumed the responsibility for the safety of these ships on the sea and through the danger zone. The ships themselves and their convoys were in the hands of the navy, and now that they have arrived, and carried, without the loss of a man, our soldiers, who are the first to represent America in the battle for democracy, I beg leave to tender to you, to the Admiral, and to the navy the hearty thanks of the War Department and of the army. This splendid achievement is an auspicious beginning, and it has been characterized throughout by the most cordial and effective co-operation between the two military services. Cordially yours,

NEWTON D. BAKER, Secretary of War.

To Hon. Josephus Daniels, Secretary of the Navy.

I immediately sent the following reply:

Washington, July 4 1917.

My dear Mr. Secretary.—The navy accepts the thanks and gratitude of the army as an expression of fraternal esteem rather than as an acknowledgment of sole achievement. The movement of the expeditionary forces, carried out with such complete success, was planned in the joint conferences, and goes to the people as a proof of the effectiveness that lies in intimate co-operation between the two great military branches of the Government. This generous concentration of activities is as thrilling a thing to me as the safe passage of our transports through the ocean lanes. With army and navy thinking as one, planning as one, fighting as one, the great purpose

of America is expressed in terms of invincibility. In behalf of the men whose courage gave safe conduct to courage, I send to you the greeting of the navy, awaiting in full confidence for the day when the valor of your soldiers will write new and splendid chapters in the heroic history of our liberty-loving land. You, who have shared with me the anxiety of these days of intolerable suspense, will know the full and happy heart out of which I write. Sincerely yours,

JOSEPHUS DANIELS.

To Hon. Newton D. Baker, Secretary of War.

At once a statement was prepared and given out that evening, which I knew would intensely gratify all Americans. The message of Rear Admiral Gleaves, announcing the attacks, of course, had not been given to the public, and consequently it had been spared anxiety. When the foreboding ended their rejoicing would have exceeded anything I can express.

The statement which I gave to the public conveyed the feeling of all who had been waiting and hoping for the reassuring telegram. It began with these words:

"It is with the joy of a great relief that I announce to the people of the United States the safe arrival in France of every fighting man and every fighting ship."

And then followed the account of the dangers which had been encountered.

These facts were stated, not in the very words of the Gleaves cablegram, for it is the immemorial policy of the Department in time of war not to employ the language of a message coming in code. Otherwise it would be easy for the enemy to learn the cipher. Moreover the message of the Rear Admiral contained the names of the ships, which for military reasons are never given out during a war. The language used, as reference to the cablegrams will show, therefore, was not the identical language of the cablegram, but contained the material facts of the safe arrival of the transports and convoys, the deliverance from submarine attacks, and the successful conclusion of that part of the enterprise.

The important part of the statement given to the public was that all our soldiers and marines and ships had been convoyed to France in safety. Two of the groups arrived without being attacked, and two were unsuccessfully attacked. The rejoicing over their arrival was heightened by the fact that far outside the so-called danger zone they had been twice unsuccessfully attacked.

If the terms "battle" and "attack in force" are open to criticism, the fact still remains that the rejoicing was warranted. If the torpedoes in either of the attacks had sunk American ships, the criticism made would not have concerned itself with the difference between what might have been called a "battle" or an "encounter" or a "brush."

The cablegrams from the Rear Admiral, which have not been given to the public for reasons stated above, are, of course, subject to the inspection of the Naval Affairs Committee.

Sincerely yours,

JOSEPHUS DANIELS.

Hon. B. R. Tillman, Chairman Committee on Naval Affairs, United States Senate.

An effort was made by Senator Penrose on July 24 to have the Senate adopt the resolution calling for an investigation of the Committee on Public Information (referred to in these columns last week). A bitter debate followed between Democrats and Republican members during which there developed a general discussion of the Administration's conduct of the war. The Democratic majority subsequently forced the reference of the resolution to the Senate calendar, from which it cannot be called up except by a majority vote.

EXTENSION OF TIME FOR FILING REPORTS UNDER N. Y. CORPORATION INCOME TAX LAW.

The time for filing reports under the law enacted by the 1917 Legislature and published in full in these columns on July 14, providing for the imposition of a 3% annual franchise tax on the net incomes of manufacturing and mercantile corporations, was again extended on July 24 from Aug. 1 to Sept. 1. Penalties for failure to file reports as prescribed in the new law will not be exacted until after Sept. 1. There will be no additional extensions, it is said, and after Sept. 1 the penalty clauses of the new statute will be enforced. President Martin Saxe of the State Tax Commission, in a statement issued on July 24, relative to the new law, said:

The investigations of the Commission's examiners developed the fact that a number of corporations failed to comply with the provisions of the Federal Income Tax Law, which is used as a basis of taxation by the State Tax Commission under the Emerson law. But where a corporation has not filed an income tax report or has not filed a report with the State Commission under the Emerson law, the State Tax Commission may assess the tax against the corporation upon its own information.

Despite diligent labor and the working of our office force night and day, only 30,000 of the 50,000 corporations affected by the Emerson law have been furnished blanks upon which to make their financial statements. The press of the State can greatly aid the Department in making the collection of this tax complete, as only in this manner can the corporations affected by the Emerson law be reached.

The reason for this is that no list exists in the State of live corporations showing the actual business carried on by them. Nor do the records of the office of the Secretary of State show what corporations have ceased to do business through limitation, bankruptcy, and for other reasons than by legal dissolution. The Emerson law is applicable only to mercantile and manufacturing corporations principally engaged in manufacturing, buying, or selling tangible personal property for themselves or others. This requires the segregation of about 50,000 corporations from a mass of more than 100,000 foreign and domestic companies doing business in this State.

This means that an entirely new corporation list must be created for the purpose of this tax, and it is in this work that the aid of the press of the State is needed by bringing to the attention of the corporation officers the necessity of filing their reports before Sept. 1.

NEW INSURANCE LAWS IN SOUTH CAROLINA.

Notwithstanding the adoption by the South Carolina Legislature at its 1917 session of a series of insurance bills designed to remedy the insurance tangle which developed more than a year ago when the Laney-Odom Act went into

effect, fire insurance conditions in South Carolina, according to the "Insurance World," "are again becoming intolerable, and it is not at all unlikely that the near future will witness another exodus of the companies." The Laney-Odom Act, which resulted in the withdrawal of a large number of insurance companies from the State, was intended to prevent fire insurance companies or associations or partnerships doing a fire insurance business in South Carolina, "to enter into any compact or combination with any other fire insurance companies, associations or partnerships." The "Insurance World" says:

The blame for the present unpleasantness can be placed almost entirely upon the shoulders of Insurance Commissioner McMaster, who has announced in no uncertain tones that he will fight with every means in his power any increase in rates and all efforts on the part of the companies to readjust present commission arrangements with South Carolina agents. Just what or who is back of the Commissioner in his stand is unknown. If he stands alone public sentiment and the demand for insurance may force a readjustment. When the Laney-Odom bill became a law and the companies of one accord retired from the State, Mr. McMaster appeared at first to be an unwilling participant in the legislation which made withdrawal imperative and seemed to be more or less in sympathy with the companies. Largely through his efforts remedial legislation was secured and the companies induced to return. Now, however, when the companies are endeavoring to place on a sustaining basis a business which has proved unprofitable for years, Mr. McMaster steps to the front and endeavors to balk every move. Evidently South Carolina failed to learn the lesson of the Laney-Odom exodus. Insurers in other States are growing tired of holding the bag, and it is high time that South Carolinians pay a reasonable price for their insurance protection.

The constitutionality of the Laney-Odom Act was upheld in a decision handed down by the State Supreme Court on April 27 of last year. Governor Manning, in taking cognizance of the situation created by the law, in his message to the Legislature in January of the present year had the following to say:

The result of the passage of certain insurance laws at the last session of the Legislature has produced a condition which was not anticipated. In consequence, a large majority of the insurance companies have withdrawn from the State, and the result has been inadequate insurance, no reduction in rates, but even an increase, and, in some cases, the kind of insurance obtainable is not a guarantee against loss.

Realizing the importance of this matter, I appointed a commission with the State Insurance Commissioner as Chairman, to study the entire insurance situation with a view of recommending a complete revision of the insurance laws of the State.

This commission has devoted time and study to this subject; has gained valuable information, and will submit to your honorable body the result of its work.

I urge legislation which will adjust our difficulties, protect our interests, and be fair to all parties concerned.

On Jan. 11 seven bills proposed by the special commission were transmitted to the Assembly by Governor Manning. The most important of the measures was one providing for the appointment of a commission of three members, to have judicial power over rate-making in the State, the action of the commission to be subject to review by any court of competent authority. The Laney-Odom Act abolished the Southeastern Rating Bureau and gave the State Insurance Commissioner power to review insurance rates. Of the seven bills suggested by Governor Manning's special commission, the Charleston "News and Courier" reported that all were enacted into law with the exception of one relating to the valued policy clause, which it was thought would only complicate the situation, and was not a direct repeal of the "valued policy" law which was desired by the fire insurance interests. The "News and Courier" (in its issue of Feb. 19) added:

There was no evidence of opposition in either the House or Senate to the desire to have the withdrawing companies return to do business in this State, and the General Assembly, figuratively speaking, could not have done more than to have passed a resolution of apology. If mischief was done by the passage of the Laney-Odom Act, it has been completely undone by the enactments at this session of the General Assembly.

In explanation of the new rating law, State Insurance Commissioner F. H. McMaster issued the following statement on Feb. 25:

In order that the rating Act passed at the recent session of the General Assembly may be understood, its differences from the Laney-Odom Act in force heretofore are shown. The full details are not given, but the salient points.

The Laney-Odom Act forbade fire insurance companies from "entering into any compact or combination for the purpose of governing or controlling rates charged for fire insurance on property in that State," but permitted the companies to employ "a common agent or agents to prepare and furnish maps and other data as to risks, and to supervise and advise of defective structures or suggest improvements to lessen the fire hazard." The Attorney-General held that this permitted this common agent or agents to furnish advisory rates, but the companies were not permitted to enter into compacts to enforce them.

The 1917 Act provides that fire insurance companies "may individually or in co-operation with other companies maintain or be members of a rating bureau."

"A rating bureau may consist of one or more insurers, and when consisting of two or more insurers, shall admit to membership any fire insurer authorized to do business in this State. . . .

"Every fire insurance company shall in its annual application for license specify each rating bureau making rates upon property located within this

State, of which it is a member and during the year file written notice of any other rating bureaus of which it shall become a member.

"No fire insurance company . . . and no rating bureau . . . shall enter into or act upon any agreement with reference to the making, fixing or collecting of any rate for fire insurance upon property within this State," unless such agreement "be in writing and prior to its taking effect a copy thereof be filed with the Insurance Commissioner.

"The Insurance Commissioner may, after due notice and hearing, upon complaint or upon his own motion, make an order disapproving any such agreement or any part of such agreement. . . . The action of the Insurance Commissioner in making or refusing to make any such order shall be subject to summary review before a court of competent jurisdiction in this State."

"Under the Laney-Odom Act the Insurance Commissioner had power "to review any rate charged for fire insurance . . . for the purpose of determining whether the same is discriminatory or unjust. . . . His findings or order shall in all cases be subject to summary court review."

Under the 1917 Act the South Carolina Insurance Commission, consisting of three members appointed by the Governor, has power to determine whether a rate is "discriminatory . . . or excessive or unreasonable." In respect to "excessive or unreasonable rates, its determination must be based upon the results of the business of stock fire insurance companies 'during the five years next preceding the year in which the investigation is made.'" "Any action of the said commission shall be subject to summary review before a court of competent jurisdiction without prejudice to other party involved."

The Laney-Odom Act contained a section which forbade agents giving rebates or premiums or discriminating in methods of payments of premiums or in any other way between insurers of risks. This section is repealed and there is no similar section in the new law, so the agents and insurers are perfectly free to make their own terms one with the other.

The 1917 Act prohibits a fire insurance company from making any rate "which discriminates unfairly between risks in the application of like charges and credits, or which discriminates unfairly between risks of essentially the same hazards, territorial classifications and having substantially the same degree of protection against fire."

The relations between the companies and their agents are regulated by Section 16 of the 1917 Act, which provides: "No fire insurance company or other insurer and no rating bureau shall require any agent or make any agreement with such agent whereby the said agent shall not write insurance in any company not a member of any rating bureau in this State, nor shall any company or companies enter into an agreement to refuse to write insurance through any agent or agents or broker who represents any companies not members of any rating bureau now or hereafter to be established in the State."

Under the 1917 Act "the Insurance Commissioner may address inquiries to any individual, association or bureau which is or has been engaged in making rates or estimates for rates for fire insurance on property in the State in relation to the organization, maintenance or operation or any other matter connected with its transactions, and may require the filing of schedules, rates, forms, rules, regulations and such other information as may be required. . . . The insurance commissioner shall have power to examine any such rating bureau as often as he deems it expedient to do so and shall do so not less than once every three years."

The Insurance Commissioner has no present purpose of requiring the filing of rates and each company is perfectly free to make its own rates as it sees fit or to make them through a bureau under the regulations of the Act.

The following concurrent resolution directing the Insurance Commissioner not to require the filing of affidavits from insurance companies as provided under the Laney-Odom Act, was adopted by the General Assembly:

Whereas, Act No. 371 of the Act of 1916, entitled, "An Act to prevent fire insurance companies or associations or partnerships doing a fire insurance business in this State to enter into any compact or combination with any other fire insurance companies, associations or partnerships," requires all insurance companies or associations doing a fire insurance business in this State to file on the first day of March 1917, with the Insurance Commissioner certain affidavits; and

Whereas, The said Act has been repealed by an Act entitled "An Act to provide for the making of fire insurance rates by individuals, associations, bureaus or fire insurers;" and

Whereas, this Act does not go into effect until March 5 1917;

Be It Resolved by the Senate, the House of Representatives concurring, That the Insurance Commissioner be, and he is hereby directed not to require the filing of the affidavits set forth in Act No. 371 of the Acts of 1916, hereinbefore referred to.

Another resolution was passed relieving insurance agents also from making the affidavit.

COMMERCE COMMISSION'S ORDER PERMITTING WESTERN ROADS TO INCREASE COAL & COKE RATES.

On July 23 the Inter-State Commerce Commission entered an order permitting Western railroads to increase coal and coke rates 15 cents a ton in a large number of individual cases in which the roads had made application for specific increases. The Commission's order was in accordance with its decision in the 15% case in which it held that the Western railroads by withdrawing specific applications might file new tariffs increasing rates uniformly 15 cents per ton. The rates are effective Aug. 4 and the roads are given ninety days thereafter to adjust any inequalities which may result.

On July 26 the Inter-State Commerce Commission also in accordance with its findings in the 15% freight rate case granted the railroads an increase of 10 cents a ton in freight rates on bituminous coal from mines in Illinois, Kentucky, Tennessee and Alabama, to points in Mississippi Valley territory.

MUTUALIZATION OF THE EQUITABLE LIFE ASSURANCE SOCIETY.

Arrangements for the complete mutualization of the Equitable Life Assurance Society have finally been perfected, a plan for retiring the stock and placing control in the hands of the policyholders was approved by the directors on July 19. Under this plan T. Coleman du Pont, who purchased a majority of the stock from the estate of J. P. Morgan in June 1915, has offered the Society his holdings of 564 shares. According to President William A. Day of the Society, Gen. du Pont's offer is at approximately \$2,000,000 less than his majority interest cost him and aggregates \$2,799,900, this including in addition to the control stock, 63 shares of minority stock at \$1,500 per share. At the time Gen. du Pont took over the Morgan interest the price paid by him was not divulged, but it was variously reported at from \$3,500,000 to \$4,000,000. It is now made known by Mr. Day that the price was \$4,394,540, this amount with interest now totaling \$4,800,000. The transaction with Gen. du Pont does not involve a flat cash payment by the Society. Payment will be made in semi-annual installments extending over a period of twenty years by deducting the amount of such installments from the semi-annual interest payments to the Society on the mortgage of \$20,500,000 which it holds on the Equitable building and of which Gen. du Pont is the chief owner. The price to be paid for the 436 shares of minority stock will be the same as that paid to Gen. du Pont for his 63 shares of minority stock, namely, \$1,500 per share. These 436 shares will be paid for in cash. The plan has yet to be approved by the stockholders, the policyholders and the State Superintendent of Insurance. We give below in full President Day's statement in the matter, issued under date of July 20:

PLAN FOR RETIREMENT OF EQUITABLE STOCK.

A plan for retiring the stock of the Equitable Life Assurance Society and placing the control in the hands of the policyholders for all time has been presented by the Mutualization Committee of the board of directors. Hon. Thos. Spratt of Ogdensburg, N. Y., is Chairman of this Committee, which was appointed in 1911 to solve this problem. The other members are: T. deWitt Cuyler, of Philadelphia; Joy Morton, of Chicago; Eugenius H. Outerbridge, of New York; Chas. D. Norton, of New York; Hon. John D. Kernan, of Utica, N. Y.

The plan was approved by the board of directors on July 19.

The Equitable charter requires the Society to do business on the mutual plan although it has a capital stock of \$100,000 divided into 1,000 shares, par \$100. The charter limits the dividends on this stock to 7% per annum.

General T. Coleman duPont purchased the controlling stock of the Society from J. Pierpont Morgan in June 1915 for \$4,394,540. With interest added this amount now aggregates \$4,800,000.

When he purchased this control General duPont stated his intentions to the Commissioner of Insurance as follows:

"My desire is that mutualization of the Society be brought about, in order to give assurance that its affairs will always be managed in the interest of the policyholders, fears relating to stock control being forever ended. For I believe that such assurance is necessary if the Society is to be brought to the larger success which seems to be within its reach."

Chairman Spratt and the Mutualization Committee immediately opened negotiations with General du Pont which have resulted in the plan now approved by the directors, and which must also be approved by the stockholders, the policyholders and the State Superintendent of Insurance.

Shorn of details these are the main features of the plan.

General du Pont carries out his promise to co-operate in placing the policyholders in control of the stock of the Society by offering them his holdings of 564 shares at approximately \$2,000,000 less than they cost him, plus interest. His offer aggregates \$2,799,900 and includes, in addition to the control stock, 63 shares of minority stock at \$1,500 per share.

From the date he acquired the stock, he has held the opinion that he could render no greater service to the public than to assist in the mutualization of the Society and he gives practical and substantial expression to this view by contributing this amount in the interests of mutualization.

The transaction with General du Pont will not involve a flat cash payment by the Society. The payment will be made in semi-annual installments, covering a period of 20 years, by deducting the amount of such installments, which includes interest on deferred payments, from the semi-annual interest payments to the Society on the mortgage of \$20,500,000 which it holds on the Equitable office building, of which General du Pont is the chief owner.

Thus the desire of the board and of the Superintendent of Insurance in any mutualizing plan to avoid making any substantial reduction in the working surplus of the Society, or to make any appreciable increase in the cost of insurance to policyholders, will be accomplished.

The Society, in its desire to deal fairly with the owners of the 436 shares of minority stock, has offered a price which is believed to be considerably above the average cost to them of these shares.

The price provided for the 436 shares of minority stock is the same as will be paid to General du Pont for his 63 shares of minority stock, namely, \$1,500 per share. These 436 shares will be paid for in cash, and at the price above stated the amount would aggregate \$654,000.

Under the law the Society can amend its charter and qualify all policyholders to vote for directors and thus practically mutualize the Society, as far as the voting by policyholders is concerned, through the acquisition of the majority stock only. It is believed, however, to be for the best interests of the Society that all stock be purchased and retired and the mutualization thus fully completed. Hence it suggests a price for the minority stock that seems proper and advisable in view of all existing conditions, and in the interest of the prompt acquisition of the stock.

The entire plan has been worked out in detail in accordance with the law of the State of New York authorizing the Society to acquire its own stock for mutualizing purposes.

The chief counsel of the Society in drawing up the plan and in considering its legal phases is ex-Governor Chas. E. Hughes.

As the stock is purchased or acquired under this plan it will be assigned and transferred pursuant to the insurance law of New York to three trustees who are as follows:

Hon. John H. Finley, of Albany, N. Y., Commissioner of Education, State of New York; Hon. Morgan J. O'Brien of New York, Counsellor-at-Law and ex-Justice of the Supreme Court; Hon. George Wharton Pepper, of Philadelphia, Counsellor-at-Law.

The trustees will hold in trust the stock acquired by the Society until all is secured and cancelled. They are also required by the plan to vote the stock at all stockholders' meetings in favor of qualifying policyholders to vote for all directors.

The Equitable Society occupies a unique position in that it is a mutual company with a capital stock. This was required by the law when the Society was organized in 1859. The object was to protect the policyholders during the dangerous period of infancy of the enterprise.

It is obvious that the interests of the policyholders of the Society, with its \$562,000,000 of assets, demand that the management be permanently placed in their control to guard again any possible future misuse of the power of control while in the hands of an individual or a small group of individuals.

Mr. Thomas F. Ryan stated that his purpose was to prevent such a possibility when he purchased the majority stock for \$2,500,000 in 1905 and placed it in the control of three trustees for voting purposes.

Later control passed into the hands of the late Mr. J. P. Morgan who paid Mr. Ryan therefor the sum which he had paid, plus interest. The total payment by Mr. Morgan amounted to over three million dollars. Mr. Morgan continued the trustee arrangement inaugurated by Mr. Ryan. In June 1915 General T. Coleman du Pont purchased the control, paying therefor about \$4,400,000, which was the sum paid by Mr. Morgan, plus accumulated interest thereon. General du Pont then continued the voting trust which is still in force.

THE EQUITABLE'S PRESENT CONDITION.

| As compared with 1910. | | |
|-----------------------------------------------------------|-------|---------------|
| 1910—New business | ----- | \$107,965,091 |
| 1916 " " | ----- | 209,706,988 |
| 1910—Mortality ratio | ----- | 78.79% |
| 1916 " " | ----- | 75.94% |
| Dec. 31 1910—Assets | ----- | 492,197,585 |
| " 31 1916 " " | ----- | 562,381,599 |
| Dec. 31 1910—Total surplus | ----- | 82,658,985 |
| " 31 1916 " " | ----- | 91,634,699 |
| Dec. 31 1910—Contingent surplus (included in above total) | ----- | 8,272,647 |
| " 31 1916 " " " " | ----- | 11,514,211 |
| Dec. 31 1910—Dividends to policyholders | ----- | 10,575,157 |
| " 31 1916 " " " " | ----- | 13,226,900 |
| Dec. 31 1910—Insurance outstanding | ----- | 1,347,158,692 |
| " 31 1916 " " " " | ----- | 1,607,089,581 |

It was reported on July 24 that opposition by minority stockholders unless they were offered more than the proposed purchase price of \$1,500 per share, might develop. The "Times" of July 26 reported that a special measure (the Coffey bill) adopted by the 1917 Legislature aids the Society in furthering its plans to the extent of overcoming one of the objections. The "Times" says:

To provide for a situation such as that which threatens, wherein the minority stockholders refuse to turn in their stock for the price offered (in this case \$1,500), the Coffey bill amends Section 16 of the insurance law to protect the plan President Day announced on Saturday. The law already permitted a stock insurance company, for purposes of mutualization, to purchase its own stock. The Coffey amendment adds: "And until all of such shares are acquired, any shares so acquired shall be acquired in trust for the policyholders of the corporation . . . and shall be assigned and transferred on the books of the corporation to three Trustees, and be held by them in trust and be voted by such Trustees at all corporate meetings at which stockholders have the right to vote, until all of the capital stock of such corporation is acquired, when the entire capital stock shall be retired and canceled."

This law, however, deals with only one of the objections that will probably be raised to the plan. Another is that under the proposed scheme Mr. du Pont would receive \$2,799,000 for his stock on a basis called unfair.

Another objection offered is that there are millions of assets of the Equitable which represent profits made on life insurance policies long ago canceled, and that these profits do not belong to the present policyholders.

It is entirely probable that there will shortly be a conference between the Mutualization Committee and those minority stockholders not satisfied with the mutualization plan.

COMMERCE COMMISSION AUTHORIZES HIGHER TRANSCONTINENTAL RATES.

The tentative findings last March of the Inter-State Commerce Commission in the transcontinental and so called inter-mountain rate cases were adopted by the Commission on July 24 virtually without change. It is stated that the Commission's conclusions not only provide for a general readjustment of rates, including the abolishment of low preferential rates from Eastern industrial centres to Pacific seaports, but as a result of its findings the whole Inter-Mountain territory will enjoy rates based upon proportionals of the through transcontinental rates to Pacific Coast points. The higher rates will go into effect Oct. 15. The Commission denied the application of the rail lines to maintain rates on commodities from Eastern defined territory to Pacific Coast ports lower than the rates contemporaneously in effect on like traffic to intermediate points. It furthermore directed the readjustment to accord with the long and short haul clause of rates on barley, beans, canned goods, asphaltum, dried fruits, and wine from Pacific Coast ports via rail and water routes through Galveston to the Atlantic seaboard. The decision said in part:

It is clear that the present service by water between the two coasts of the United States is infrequent, sporadic and irregular. It is inferable that the great shipbuilding program now being carried forward in the shipbuilding plants of the United States will result in bringing into this coast

to coast trade a number of ships in the not distant future. Testimony on behalf of the merchants on the Pacific Coast showed their disposition and capacity to organize and equip steamship lines for this business in the event of radical increases in the rail rates between the two coasts. It was stated that in 1893 the North American Navigation Company was organized under guarantees of the merchants of San Francisco. Ships were acquired and put in operation, with the result of bringing about marked reductions in the then existing rail rates between the two coasts.

The present situation, however, as to the water competition is beyond dispute. There is no existing competitive necessity by reason of water service between the two coasts which warrants the rail carriers in maintaining under present circumstances lower rates to the Pacific Coast than are normal and reasonable or lower than to intermediate points.

The arguments advanced by the representative of the steamship lines and by some, but by no means all, of the representatives of the intermediate territory, urge that the policy of the Commission hitherto consistently followed of allowing the rail carriers to reduce their rates to water competitive points to a level lower than to intermediate points in order to permit the rail carriers to compete for the traffic with water carriers is against the public interest, because it tends to reduce the profits of the water carriers and the number of ships which would otherwise engage in the traffic.

The argument advanced by the water lines, if carried to its logical conclusion, means in effect that all traffic which may be hauled by water carriers should be reserved for their exclusive handling. The rail carriers cannot maintain, under ordinary circumstances, a level of rates between the Atlantic and Pacific Coasts, between the north Atlantic ports and ports on the south Atlantic of Gulf Coast or between points on the Pacific Coast that will be successful in securing any considerable amount of traffic in competition with water carriers without fourth section relief. We are of the opinion that the best interests of the public, of the transcontinental carriers, and of these inter-mountain cities in particular, will be served by a policy that permits the transcontinental carriers to share with the water lines in the traffic to and from the Pacific Coast ports. The lower rates to the ports, however, when necessary, must not be lower than the competition of the boats makes necessary, and must be high enough to cover, and that by a safe margin, actual out of pocket costs of securing and handling the traffic. The shippers at the coast are thereby given the benefit of competing routes and competing markets of supply. The railroads are enabled to fill up their trains with traffic which, although not highly profitable, yields a revenue materially greater than the out of pocket costs of securing and handling the traffic, thereby adding to the net revenues of the carriers and to that extent lightening the transportation burden borne by other localities.

These transcontinental railroads can fairly expect such consideration as will permit them to continue to earn a reasonable return upon their property devoted to public use. If governmental control is so exercised as to prevent them from securing any considerable share of the business to and from the terminals and the largest possible return therefrom, such return must be derived from the other communities along their lines. It is perfectly clear that the Pacific Coast cities have always paid lower rates than they would have paid were it not for the facilities they have enjoyed for bringing manufactured articles from the Eastern manufacturing districts and for sending East the products of the Coast States by water. It is also clear that the inter-mountain section of the country has paid and now pays rates for the transportation of these manufactured articles which are higher proportionately than is paid by the Coast cities and probably higher than it would be necessary to maintain if the rates to the Coast cities could be maintained at a level more nearly proportionate to the service given.

The situation, however, is one which these carriers can not control. The advantage enjoyed by these Pacific Coast cities is in the long run a permanent advantage. A war of unparalleled extent, drawing into its service a great part of the shipping of the world, has for the time being deprived these cities of the advantage of any substantial degree of water service. The present conditions admittedly are not normal. It is very earnestly urged that these abnormal conditions, however, are temporary and that the long standing commercial conditions should not now be disturbed by any material increase in the Coast rates. The present conditions may be temporary as measured by the period of years during which these transcontinental railways have been built, but it is not apparent that the conditions are temporary in that within any known period of time they will have passed away. Under the present circumstances the maintenance of these lower rates to Coast points and higher rates to intermediate points is unduly preferential to the Coast points and unduly prejudicial to intermediate points.

We have considered carefully all of the facts urged by the carriers in support of their applications for authority to continue lower rates to the Coast than to intermediate points, the statements made by representatives of shippers and receivers of freight, at the coast cities in the eastern shipping territory, and in the inter-mountain section. We have stated that the rates, both east bound and westbound, should be revised at this time in such manner as to bring them into accord with the long-and-short-haul rule. When the water competition will return in force and in controlling amount between the two coasts is uncertain. We are of opinion that the carload rates on all the commodities in schedules B and C shown in the present transcontinental tariffs, with the exception of those we have above enumerated by item number and caption, have been affected by water competition to such extent as to justify some fourth section relief under normal conditions. We are of opinion that the less-than-carload commodity rates which are less than \$2.50 per 100 pounds have been brought about as the effect of water competition and that some fourth section relief is justified on these commodities under normal conditions. When the water competition again becomes sufficiently controlling in the judgment of the carriers to necessitate the reduction of the rates to the Coast cities to a lower level than can reasonably be applied at intermediate points, the carriers may bring the matter to our attention for such relief as the circumstances may justify. Competent proof must be submitted in connection with such applications of a fairly regular water service between the two coasts; the adaptability of the traffic to water competition; principal points of origin of the traffic; range of rates afforded by the water lines; principal points of consumption; and the ports upon the two seaboard at which the water carriers receive and deliver freight.

We are not unmindful of the claims of the carriers concerning the disadvantage under which they labor in being unable to reduce their rates promptly when necessitated by the competition of the water carriers. One of the primary purposes of the act to regulate commerce was to preserve competition between carriers. Competition involves a striving between or among two or more persons or organizations for the same object. There can exist no even-handed striving between two persons when one is bound and the other is free, and the maximum of real and effective competition cannot exist between these boat lines and rail lines when one side is free promptly to make any rate it desires, while the other is so restricted by statutory requirement as to be unable to take the necessary steps for the prompt protection of its business. We are, how-

ever, also mindful that one of the primary purposes of building the Panama Canal was to assist in the development and maintenance of an active, efficient, and profitable water service between the two coasts. It is not our purpose to put upon these carriers any undue hardship in their attempt to meet such competition as the future holds for them. Such fourth section applications as they may find it necessary to make with reference to this traffic will be disposed of with such celerity as the circumstances may permit. Neither is it our purpose to permit the maintenance of rates to or from Pacific Coast points at a level that will render this service unattractive to the boat lines.

An order will be entered denying the authority sought by these applications to continue lower rates on commodities to more distant than to intermediate points, and rescinding all previous orders entered in regard thereto.

Commissioner Harlan, in a dissenting opinion, said in part:

That the inter-mountain territory in the past has labored under unnecessary rate disadvantages sufficiently appears from the Commission's reports in various proceedings in which those rates were under consideration; and in so far as the findings of the majority in this proceeding require the correction of any unlawful inequalities against that territory in the present rate adjustments of the defendant carriers, I fully concur.

The readjustment now required by the majority is to continue, as their report indicates, only during the remainder of the war and until commerce again moves through the canal. If the resumption of the water traffic may reasonably be anticipated in the near future, the disruption, coming nearly three years after the war commenced, of the present relations between the Pacific Coast and the inter-mountain territory would seem to be highly unnecessary and undesirable. The temporary interruption of the present relationship either for a few months or for several years, if the war conditions continue so long, can contribute nothing of substantial or continuing value to the prosperity of the inter-mountain territory. Its only effect will be to put the two territories temporarily out of line with what must necessarily be the course of their future relationship. During the period of the interruption the merchants of the inter-mountain cities may have a larger business than they otherwise would, while the merchants of the Coast cities may have to pay materially higher rates on their traffic. These advantages, however, will be but temporary; they will not be constructively helpful to the inter-mountain territory or be of real aid in its future upbuilding; and in the meanwhile the merchants of both the competing territories will be left in perturbation and doubt respecting the contracts and commercial engagements that they may safely make while the purely provisional rate adjustment required under the majority report is in effect.

In my judgment rates and trade relations, based on conditions so permanent and enduring as the coast to coast water route through the Panama Canal, ought to be stable and secure against needless fluctuations, and I see no warrant either in the law or upon the record for now throwing both into sudden and violent confusion because of purely abnormal and temporary conditions.

FAIRFAX HARRISON ANNOUNCES THAT RAILROADS WILL USE ANY CARS ACQUIRED BY U. S.

A statement in which he says that if the Government shall elect to invest the capital necessary for the acquisition of 50,000 to 75,000 cars, the railroads will be glad to make use of them on substantially the same basis as other privately owned cars are used, was issued as follows on June 13 by Fairfax Harrison, President of the Southern Railway System and Chairman of the Railroads War Board:

If the Government shall elect to invest the capital necessary for the acquisition of 50,000 to 75,000 cars, the railroads will be glad to make use of them on substantially the same basis as other privately owned cars are used, namely, a fair payment for mileage made by such cars, the railroads to pay current repairs and the Government to pay owners' repairs under master car builders' rules.

The average addition of freight equipment on American railroads has been at least 150,000 cars per annum. Under existing high prices, and with the inability of car builders to get material, it is unlikely that American railroads will be able to order and secure as many as 150,000 cars during the next year, although they have about 100,000 cars still undelivered on back orders.

Under these conditions the railroads will welcome any addition to their stock of equipment, assuming the standards to be safe and adequate, which would tend to make up the deficiency in their own orders.

It is perhaps expedient that an option should be given to the railroads to acquire these cars, at a fair price to be agreed upon hereafter, in the proportion of the amount of equipment owned by each railroad to the entire freight equipment of the country.

In expressing the above opinion, the Railroads War Board has not discussed the merits of the question of whether the largest effective aid in the interest of the public can be given to the railroads by providing additional cars, or by providing additional locomotives and terminal facilities.

MUNITIONS BOARD DECLARES AGAINST UNNECESSARY RAILROAD HAULINGS.

Declaring that "the railroad situation is right now the weakest link in the storage problem," the General Munitions Board of the Council of National Defense in a statement issued on July 19 stated that "every extra and avoidable hauling, even where mileage is not increased, will have to be cut out if we are to use the railroads as an efficient part of our war machine." The statement says:

Unless we begin at once to take steps to safeguard the railroad situation, by Jan. 1 9 18, we will have no storage problem.

Why? Because there will be nothing to store. On account of the car shortage, manufacturers will be unable to secure raw materials or ship their finished products. These facts explain why the railroad factor is strongly emphasized in our statements of policy.

A railroad can stagger along for a time under a load far heavier than it is designed to bear. But if this goes too far signs of congestion begin to appear, and then, if nothing radical is done, an actual tie up ensues. Under such a tie up a railroad can "go out" almost as completely as a man breaks under nervous prostration.

The level of efficiency would be reached if it could be arranged that each of the myriad articles being purchased by the Government for the Army

and Navy could be handled once, and only once, by the railroads. To bring this about nothing should be put into a railroad car except for immediate and direct haul, either, first, to a place where it is to be consumed or otherwise utilized, or, second, to the seaboard prior to transshipment across seas.

It is quite common military and industrial practice for most munitions to make three, four or more railroad trips before they reach the consumer or the hold of an ocean-going ship. Some times goods are sent to intermediate distribution depots or to places of assembly, requiring additional and frequently unnecessary railroad hauls. Sometimes these extra haulings are simply the result of accident or chance. But every extra and avoidable hauling, even where mileage is not increased, will have to be cut out if we are to use the railroads as an efficient part of our war machine.

There are some railroad lines in England to-day whose entire equipment is being used for army purposes six days out of seven. We may be in a similar situation in this country before the spring of 1918. Unless we rigorously and scientifically conserve railroad facilities, industries participating in their use will be very meagre. We cannot waste and win the war.

REDUCTION IN PER DIEM CAR RATE.

In announcing a reduction in the per diem car rate Fairfax Harrison, President of the Southern Railway and Chairman of the Railroads' War Board, issued a statement several weeks ago, saying:

Railroads of the United States have been notified that their War Board has decided that effective April 1 1917 the per diem rate—the daily rent one railroad pays for the use of another's freight car—shall be 60 cents. This rate will prevail until Sept. 30, when the subject will be taken up again.

The per diem rate was formerly 45 cents, but beginning last Dec. 15, it was increased to 75 cents, for the purpose of forcing railroads to return each other's cars. At that time new car service rules were in effect, requiring all railroads to return cars loaded or empty to their owning roads, or to send them in that direction. Under the car service rates now in force more attitude is permitted in the use of freight equipment, especially box cars.

RAILROADS WAR BOARD ASKS CO-OPERATION OF SERVICE COMMISSION IN CURTAILING EXPENDITURES.

A plea to Public Service Commissions and State, county and municipal authorities throughout the United States, urging co-operation with the railroads in a suspension during the period of the war of requirements for expenditures not designed to help directly in the winning of the war is contained in a letter of Chairman Fairfax Harrison, Chairman of the Railroads' War Board, which reads in part:

The present emergency has imposed upon the railroads a very unusual strain in transporting men, food, coal, munitions and materials in augmented quantity. This burden, while cheerfully undertaken, requires every ounce of energy, every unit of rolling stock, every dollar of capital, every bit of supplies and coal which the railroads can command.

It is the opinion of this committee that all efforts not designed to help directly in winning the war should be suspended during the period of the war.

Therefore this committee earnestly recommends that during the war the railroads be required by the public authorities to make improvements and carry out projects involving the expenditure of money and labor only when they are absolutely essential for war purposes or public safety. The prevailing high interest rate on money, the difficulty of raising money in competition with the tax free issues of the Government, the excessive cost of supplies and labor, the delay in obtaining material, the possible blockade of traffic and the diversion of labor all contribute to make non-essential construction undesirable during the war.

The committee considers that the erection of new stations, elimination of grade crossings, are among the non-essential improvements which should be deferred at this time. We respectfully suggest that the basis for consideration of new projects at this time should be the increase in the capacity of the carriers for national service.

Furthermore, we urge your co-operation in eliminating all passenger service which is merely convenient and not justified by public necessity during the present emergency situation.

SUSPENSION OF AGE LIMIT OF EMPLOYEES BY PENNSYLVANIA R. R.

The age limit for employees has been suspended temporarily by the Pennsylvania R. R. in view of the fact that the younger men of the country will shortly be called into military service. The rule heretofore in force prohibited the hiring of new employees, in any branch of the service, above the age of 45 years. Under the new rule, which has been adopted to meet war conditions, persons between the ages of 45 and 70 may be employed during the war and for a period of six months thereafter. Inasmuch as such employment is not to be considered permanent, it will not carry with it the privileges of the pension department.

RESULTS OF CURTAILMENT OF PASSENGER SERVICE IN INTEREST OF FREIGHT MOVEMENT.

The elimination of passenger trains, aggregating 16,267,023 miles of train service per year by the railroads of the United States in furtherance of their efforts to make available maximum facilities for the movement of freight is announced by Fairfax Harrison, President of the Southern Railway system and Chairman of the Railroads' War Board. Mr. Harrison's statement, issued on July 17, says:

The railroads of the United States, as part of their effort under the direction of the Railroads' War Board to make available a maximum of transportation energy for the movement of freight necessary for the suc-

cessful conduct of the war, report the elimination of passenger trains, aggregating 16,267,023 miles of train service per year.

This is done by the railroads to save man power, fuel and motive power to be applied to the transportation of necessities.

Every ton of coal, every locomotive, every mile of track space, every man whose duties are absorbed by an unnecessary passenger train, can be put to effective use in freight service, and nothing is more necessary at the moment to insure the safety and prosperity of the country than that the railroads be able to handle the utmost possible amount of freight. The railroads gave in April some 15% more freight service with practically the same facilities than in the same month last year.

The elimination of passenger service now reported will make available for other purposes over 1,120,000 tons of coal. Many railroads especially west of the Allegheny Mountains, are still to be heard from.

The railroad systems in the Eastern Department have cut out 8,598,696 miles of passenger train service, thus saving 716,113 tons of coal per year. The Pennsylvania system eliminated 3,300,000 miles of train service, thus saving 186,876 tons of coal. The New York Central plans to save 126,000 tons of coal. The Erie has cut out 1,600,000 passenger train miles; the Baltimore & Ohio, 1,168,596; the Chesapeake & Ohio, 850,000.

Roads in New England have arranged to eliminate 4,847,332 passenger train miles with a saving of 256,724 tons of coal. The Boston and Maine cuts out 2,118,948 miles of service; the New Haven 1,707,004, the Maine Central 442,676.

The Pere Marquette and the Wabash, the only roads reporting as yet from the Central Department, have eliminated together 846,600 miles of service and plan to save 49,555 tons of coal.

The Southern Railway has cut out 1,900,000 passenger train miles and will save 97,282 tons of coal.

INCREASED COST OF MATERIAL USED IN OPERATION OF ELECTRIC RAILWAYS.

W. S. Barstow & Co. of this city, in their "Weekly News Letter" of July 11, call attention to an article in "The Pretzel," published by the Reading Transit & Light Co., with regard to the increase in the cost of materials essential to public utilities operating electric railways and central stations. We reprint the article herewith:

In a recent issue we called attention to the great advance in prices of some of the materials necessary in the operation of electric power and railway systems. We mentioned coal costing us \$200,000 more this year than last, and increases of \$80,000 in the annual payrolls of our employees and an advance of 44% in the price of steel rails.

But we were merely scratching the surface. Copper wire, electrical machinery and a multitude of other things used in constructing, renewing, repairing, operating and keeping our properties up to the high standard of efficiency which the public demands, are costing a whole lot more than they did two years ago.

We also must face the handicap of being compelled to place orders for materials from three months to two years ahead of time of delivery. Some materials can scarcely be procured at any price. Steel car wheels, for instance, have practically disappeared from the market. They were last heard of at \$18 a piece, but for some time it has been impossible to get anybody to quote a price on them. Cast-iron wheels are selling at \$1 80 per hundred pounds, on big contracts, compared with \$1 45 two years ago, an advance of about 25%.

We have noted some figures at random from our purchasing department showing the sharp advance in prices of some materials to-day, compared with two years ago.

Rails have increased 100% over normal prices. To-day they are quoted at \$55 a ton for delivery a year hence and for short-time delivery the price is \$75 a ton. Two years ago steel rails were selling at \$38 20, so that what is regarded as the normal price to-day is an advance of 44%. There is an even greater advance in special track work, which means curves, switches and the like, the increase in these materials being fully 200%.

Copper that is required in large quantities for repairs to trolley and electric equipment has nearly trebled its normal price. Copper trolley wire is now quoted at 38 cents a pound compared with 17 cents in 1915. Copper feeder cable has advanced from 18 cents to 34 1/4 cents a pound in the same period.

Motor equipment has advanced over 50%, and following are some of the other advances:

| | 1915. | 1917. |
|--------------------------|---------------------|--------------------|
| Track spikes..... | \$2 15 per 100 lbs. | \$4 00 per 100 lbs |
| Steel trolley poles..... | \$1 10 each | \$2 10 each |
| Track plates..... | 2 1/2c. pound | 10c. pound |
| Steel and iron bars..... | 1 3/4c. pound | 4 3/4c. pound |
| Cotton waste..... | 9c. pound | 13c. pound |
| Chestnut ties..... | 40c. each | 60c. each |
| Cement..... | \$1 29 barrel | \$2 09 barrel |
| Gravel..... | \$1 25 ton | \$2 00 ton |
| Crushed stone..... | 50c. ton | \$1 ton |

LLOYD GEORGE CHARACTERIZES SPEECH OF GERMAN CHANCELLOR MICHAELIS A SHAM.

Premier Lloyd George, speaking at a patriotic demonstration in Queen's Hall on July 21 in commemoration of the Belgian Independence Day, did not mince words in characterizing the speech of the new German Chancellor. According to the account of the Associated Press, he called it a mere sham, facing all ways, and declared that he did not want the Germans to "harbor any delusions that they are going to put Great Britain out of this fight until liberty has been re-established throughout the world." Far from being starved by the U-boat campaign, he said, Great Britain had already secured her food supply for 1917-1918, food production was increasing and losses at sea were diminishing. Great Britain could make peace with a free Germany, but with a Germany dominated by autocracy, the Premier declared, there never could be peace. The Germans, he said, were making the same mistake in underestimating America's efforts in the war as they had made about Great Britain in the beginning. "They said that we wouldn't fight,"

continued Mr. Lloyd George, "and if we did we couldn't. We had no army and we couldn't raise one, and they needn't worry about Britain. I think they have discovered their mistake about us, and now they are just going through the same process with America." The account of Mr. Lloyd George's address then proceeds as follows:

"I want to put this to them: If Great Britain, not a very large country, while she is maintaining and equipping and even building up equipment for an army of millions afield and in reserve in full fighting array, while she is maintaining the largest navy in the world, can organize in the third year of an exhausting war to turn out millions of tons of new shipping, is America, with twice the population of this country, with endless natural resources, going to be beaten merely because she puts forth no effort? The man who talks like that knows not America; otherwise he would not say it."

Referring directly to the German Chancellor's sneering remark that America had no ships and no army, and that when America had an army she would have no ships to bring them across the sea, the Premier said: "He knows America just as little as the Germans knew Great Britain."

He said he had sought in the Chancellor's speech for something from which he could hope for the ending of the bloody struggle.

"But," he declared, "I see in it a sham independence for Belgium, a sham democracy for Germany, a sham peace for Europe; and I say that Europe has not sacrificed millions of her gallant sons to set up a sanctuary for sham."

Mr. Lloyd George asked what hope there was in the Chancellor's speech of peace. "I mean an honorable peace, which is the only possible peace," he said. "It is a dexterous speech, a facing-all-ways speech. There are phrases for those who earnestly desire peace—many of them—but there are phrases which the military powers of Germany will understand, phrases about making the frontiers of Germany secure. That's the phrase which annexed Alsace-Lorraine; that's the phrase which has drenched Europe in blood since 1914; that's the phrase—if they dare—that will annex Belgium and Courland; that's the phrase which will once more precipitate Europe into a welter of blood within a generation unless that phrase is wiped out by the statesmanship of Europe."

"There are phrases for men of democratic minds, but there are phrases to satisfy the junkers, and there are other phrases which mean nothing. It is the speech of a man waiting on the military issue. It is a speech that may be made better by improving the military situation, and if the Germans win in the West, if they destroy the Russian army in the East, if the Turks drive Great Britain out of Mesopotamia, and if the U-boats sink more merchant ships, then that speech, believe me, means annexation all around and military autocracy more firmly."

"What manner of Government the Germans choose to rule over them is entirely a matter for the German people themselves, but as to what manner of Government we can trust to make peace, that is our business. Democracy is in itself a guarantee of peace, but if it cannot be got in Germany, then we must secure other guarantees as a substitute."

The speech of the German Chancellor, continued the Premier, meant that for the moment the military party in Germany had won and showed that those in charge of affairs had elected for war. There was no hope for Belgium in the Michaelis speech, but the determination of the Allies, said the Premier, was that Belgium must be restored as a free and independent country.

"We must not have a Belgian scabbard for the German sword," he declared. "That scabbard must be Belgian, the sword must be Belgian, and the soil must be Belgian."

Speaking in denunciatory tones of the shams contained in the speech of Dr. Michaelis, the Premier said:

"The Chancellor tries to stimulate and encourage his people by doting them with illusions, and Germany will find that her hopes are just as much illusions as others which have been dispelled. The U-boats are to put England out of business. Owing to submarine attacks we cannot last much longer, according to the German Chancellor. Well, I am sorry to disillusion him at the outset of his career, but truth compels me to do it. Gradually, but surely, we are increasing our production and diminishing our losses at sea."

Turning to the Chancellor's statement regarding the U-boat war, Mr. Lloyd George said that April was the height of German piratical triumph. The Germans could look back to that month as a month of glory.

"Since then," he continued, "we have faced longer days, which increased our difficulties enormously on the high seas, but, although our apprehensions were great, we have gradually decreased our losses, and, although we have had only three weeks of July, compared with three weeks in April, our losses are less than one-half."

"This year we have turned out four times as many ships as last year. In the last two months of this year we should turn out as many ships as we did in the whole twelve months of last year. Next year we should turn out six times as many ships as last year."

"Our food supply for 1917-1918 is already secured. With reasonable economy there is a program of cultivation which will make the food supplies for 1918-1919 secure, even if our losses are greater."

"Germany is not going to drive Great Britain out of the fight until liberty has been re-established throughout the world. The Germans are making the same mistake in underestimating America's efforts in the war as they did about Great Britain. It won't be long before Michaelis will have to deliver a different speech. That is what we are waiting and fighting for. The freer Germany is the better we like it. We could make peace with a free Germany. Germany dominated by autocracy we can never make terms with."

With special reference to Belgium, the Premier said the world would never forget the service rendered by that country to international rights. She had suffered three years of oppression, her deliverance was coming, but it must be complete. The junker had thrown the old Chancellor into the waste-paper basket, with his scrap of paper, and it would not be long before junkerdom followed.

Mr. Lloyd George paid tribute to the patriotic work of the brilliant Russian statesman, Kerensky, in his leadership of the Russian democracy, and declared that in the great coming struggle in the East and West every German soldier must know in his heart that if he fought on he would be dying for military autocracy and fighting against the federation of free peoples. On the other hand, every Belgian soldier and every Russian soldier knew that he was fighting for the freedom and independence of his native land.

"The future of mankind," concluded the Premier, "is ours to maintain and defend."

BRITISH HOUSE OF COMMONS KILLS PEACE RESOLUTION.

A peace resolution moved in the British House of Commons by James Ramsay MacDonald, Socialist and Labor member,

was defeated on July 26 by a vote of 148 to 19. In the discussion incident to action on the resolution former Premier Asquith stated that peace had become the supreme interest of mankind, but subject to an all-important condition—that it is a peace which does not defeat the purpose for which the great nations entered upon and had continued the war and that it does not turn to waste the immeasurable loss and suffering which they had shared and were sharing. He welcomed the news that a conference would be held early in the autumn on the invitation of the Russian Government. Nothing but good could come of a plain restatement of the Allies's aims in a good cause. He also said:

Earnestly as we desire peace, no peace is worth having which would restore, under some thin disguise, the precarious status quo ante bellum and would leave countries like Belgium, Serbia and Greece at the mercy of dynastic intrigue or under the menace of military coercion. It would be premature and futile to grapple in detail with the geographical problems eventually to be solved.

The principle clearly agreed to by every one of the Allies is that in any rearrangement made the governing principle ought to be the interests and the wishes of the populations affected. But is that principle acceptable to the Central Powers? Is Germany prepared not only to evacuate Belgium, but to make reparation for the colossal mischief and damage which accompanied her devastating occupation and the practical enslavement of a large portion of the Belgium people? Is she prepared not only to do that, but to restore to Belgium, not a pretence of, but absolute independence?

I should like to know the German answer to these questions. I find no answer in the vague, indeterminate formulae of the Reichstag. I have no desire to say that peace is impossible, but I cannot see from what has recently occurred in Berlin any real approximation of a practical kind to the aims and objects of the Allies.

ADJOURNMENT OF GERMAN REICHSTAG—TO RE-CONVENE IN SEPTEMBER.

The Reichstag adjourned on July 20 to re-assemble Sept. 26. Before its adjournment it voted without discussion the third reading of the bill providing for a war credit of 15,000,000,000 marks. The minority against the measure, it is stated, was made up of independent Socialists. The adoption of the peace resolution, by a vote of 214 to 116, with 17 not voting, was referred to in these columns last week.

SIAM DECLARES WAR AGAINST GERMANY.

Announcement that Siam had declared that a state of war exists with Germany and Austria was contained in a Reuter dispatch from Bangkok to London on July 22. It was made known at the same time that nine steamers, aggregating 19,000 tons, had been seized. It is stated that the object of Siam's declaration is to "uphold the sanctity of international rights against nations showing contempt for the principles of humanity and no respect for small States." According to the Reuter dispatch, all Germans and Austrians have been placed under arrest and their places of business closed. Official notification that Siam had declared war against Germany and Austria at 6 o'clock on July 22 was also contained in a telegram to the State Department at Washington on July 23 from the American Legation at Bangkok. German and Austrian subjects, according to these advices, were then being interned and all German ships had been seized. The German and Austrian Legations were protected by special guards. It was reported on July 26 that the machinery of the seized ships is found to have been damaged. The news of Siam's declaration carries greater significance than might at first be supposed, according to the statement made on July 23 by John Barrett, Director of the Pan-American Union, Washington, and formerly United States Minister to Siam. Mr. Barrett said:

While Siam as a country is comparatively little known in the United States, it ranks as important and strategic a land in Asia as the Netherlands and Belgium in Europe. It is next to Japan, the most progressive country in Asia, has a King and statesmen of unusual ability, a prosperous population of over ten millions, an area equal to that of France, and an agricultural belt unsurpassed in the world.

Its chief importance, however, in the present war crisis is that it is practically the rice granary or source of food supply for China, and its action may have a direct effect upon China's attitude toward Germany. It also gives the Allies now, for the first time, an unbroken favorable coast line all the way from China to the Mediterranean, for Siam was the only neutral territory in that entire distance of many thousand miles. It also possesses an excellent little navy, adequate to patrol the Gulf of Siam coast line of nearly 2,000 miles.

LIBERIA'S NOTE SEVERING RELATIONS WITH GERMANY.

The text of Liberia's note to Germany severing diplomatic relations between the two Governments was published by the State Department at Washington on July 10. The break between the two countries occurred in May. The fact that Germany is threatening to hold smaller Powers liable after the war for any damage done to German interests is revealed in the note, which sets out that relations between the two Governments are severed "in spite of the veiled

threat made by the acting Imperial German Consul in his published statement of 'War News,' issued and circulated in this city under the official seal of his Imperial Government on the 21st of April, to the effect that Powers of the third and last importance will be held to strict accountability for all damage done to German interests, the bill for which will be presented and payment thereof enforced after the happy issues of the war." We give below the note as made public by the State Department:

The Department of State has received the following text of the note, dated May 5, from the Liberian Government to the German Consul at Monrovia, which severed diplomatic relations between Liberia and Germany:

"Sir:—As the policies of a nation must always be adjusted to meet new conditions affecting its vital interests, as they arise from time to time, so the transpiring of certain events, in connection with the great European war which has staggered humanity in its ruthless operations and stupendous financial output, have rendered necessary a change of Liberia's attitude of strict neutrality, hitherto assumed and consistently maintained. I refer to the new German submarine program, drawn up by the Imperial German Government and put into execution on the 1st day of February of the present year, the detailed operations of which you are very well conversant with and informed.

Endeavored to Stand Aloof.

"While Liberia has endeavored to stand aloof from a conflict, the original causes of which were of purely European concern and interest, yet the method adopted by the Imperial German Government and its allies to vindicate what they conceive to be their national rights and honor and to bring to their arms a speedy and successful victory by such means as the sinking of unarmed ships of their enemies and neutrals without warning, the bombardment of undefended towns and villages, and the violation of the rights of small neutral States, are such flagrant violations of the rules of civilized warfare as to justly create on the part of Liberia grave apprehensions and fears of the eventual permanent establishment of the doctrine of 'might over right' in the realms of international relations, which doctrine, if allowed to obtain, can only result in the complete subjugation and elimination from the sisterhood of nations of all small and weak States.

Lives of Citizens Menaced.

"Hence the Government and people of Liberia cannot any longer, in their own interest, continue to view with indifference and unconcern the present world's cataclysm, especially since the new German submarine program seriously threatens the lives of Liberian citizens traveling on the high seas as passengers and crew on allied and neutral ships.

"Although Liberia is fully conscious of her utter inability to enforce, upon any of the belligerent nations, respect and due regard for the rights and safety of her citizens, yet that fact will not deter her from protesting, by the most effective means at her disposal, against any attempt to infringe upon her sacred international rights—in spite of the veiled threats made by the acting Imperial German Consul in his published statement of 'War News,' issued and circulated in this city, under the official seal of his Imperial Government on the 21st of April, to the effect that Powers of the third and last importance will be held to strict accountability for all damage done to German interests, the bill for which will be presented and payment thereof enforced after the happy issues of the war.

Severance of Relations.

"The Liberian Government is therefore constrained, as an earnest protest against the continued enforcement of the new German submarine program, which threatens the lives of Liberian citizens, as well as grave financial and economic embarrassments to the Republic, to sever relations with the Imperial German Government, and to revoke the exequatur granted to Germany's official representative at this capital.

"With assurances of my high esteem and profound respect, I have the honor to subscribe myself,

"Your obedient servant,
(Signed) C. D. B. KING, *Secretary of State.*"

A charge made by the Liberian representative in Germany writing in the "Kölnische Zeitung" that the Government of Liberia was forced by the United States to break off relations with Germany was reported in a special cable from the Hague to the New York "Times" on May 31. In asserting that no coercion was exercised by the United States upon Liberia, newspaper dispatches from Washington on June 2 said:

The records of the State Department establish very clearly that Liberia's isolation is attributable to other causes than pressure to cast in her lot with the Allies, and President Howard severed relations with Germany without being requested to do so by the United States.

Requests were more numerous than any other nationality in Liberia before the war, and controlled the greater part of that country's foreign trade. Consequently, upon the outbreak of hostilities the British and French, having satisfied themselves that the Germans were actively aiding the Berlin Government in the war and had established wireless stations on the coast through which they were communicating with German submarines and raiders on the trade routes on the South Atlantic, sought in vain to induce the Liberian Government to get rid of these Germans, and then, as a compulsory measure, withdrew all their merchant ships from the Liberian trade. As there were practically no other available ships, Liberian commerce was immediately checked, and in a short time the country was in a deplorable financial condition, half-starved and unable to pay the accrued interest on its debt.

At this stage the Liberian Government adopted a course of breaking off relations with Germany and of internment or driving out the several hundred German merchants. But, owing to the shortage of ships, the country's distress has not yet been relieved, and the State Department here is using its best efforts to induce the British and French Governments to set apart a sufficient number of merchant ships to reopen the country's commercial relations.

SERBIA COMPLAINS OF HER EXPLOITATION BY THE ENEMY.

A communication embodying a protest against the alleged economic exploitation of the Serbian provinces, occupied by the Austro-Hungarian and Bulgarian Governments, has been addressed to the American Ambassador in Paris by the Serbian Legation in France. The note made public at the State Department in Washington on July 24 says:

Mr. Ambassador: I am instructed by my Government to inclose herewith to your Excellency a memorandum relating to the economic exploitation of the Serbian provinces occupied by the Austro-Hungarian and Bulgarian authorities.

The economic exploitation which the Austrians and Bulgarians are practicing by means of the illegal imposition of taxes, by the depreciation of Serbian money, the abolition of the moratorium, the sale of Serbian monopolies, the introduction of fresh monopolies by the violation of the rights of private property, and by forced subscription to the war loan, has but one object in view; the economic ruin of occupied Serbia.

Taking as their justification Articles 23, 43, 44, 46, 48, 52, 53, 56 of The Hague Regulations, the Royal Government of Serbia protests strongly against these arbitrary measures on the part of the Austrian and Bulgarian authorities, constituting, as they do, flagrant violations of the public international law.

I should be obliged if your Excellency would be so good as to communicate this protest to your Government. I remain, &c.,

VESNITCK.

A memorandum, transmitted with the note, sets out that more than 100,000,000 crowns have been illegally extorted, as well as 6,000,000 crowns in the form of forced subscriptions to Austrian war loans and the Austrian and Bulgarian Red Cross. In stating that Serbian trade has been ruined by the abolition of the Serbian moratorium for the purpose of allowing foreign merchants to collect with 6% interest, debts estimated at 120,000,000 crowns the memorandum says:

Our law of July 29 1914, with regard to the moratorium, was abolished by decree of the Military Government of Jan. 19 1917. In virtue of this decree, Austrian and German creditors can legally and without hindrance claim payment of all their debts plus 6% interest, in quick installments, and in either Austrian or Serbian money (which is accepted at only half its nominal value.) The decree was passed at the instigation of Austrian and German creditors. It has ruined Serbian trade.

In adding that many shops have been pillaged and trade has fallen off at least one-half, the memorandum says:

By such arbitrary measures towards our merchants and by means of this legalized pillage, the military authorities have attempted to ruin our trade.

Austrian and German firms will take the places of the ruined Serbians and will so bring about the denationalization of Serbian commerce.

All private houses abandoned by their owners, including the royal palaces, are stated to have been plundered under the theory that they were "unowned property" because the owner was absent. The National and the Ethnographical museums are reported to have been completely ransacked by the Austrians as also the National Library, the University Library of Nish, and the library of the School of Theology at Prizren by the Bulgarians. Books, manuscripts and art works were stated to have been carried away as booty.

PROPOSED TRANSFER OF SERBIAN CAPITAL.

Washington advices of July 28 stated that according to an Athens cable to the Greek Legation Serbia is about to transfer her seat of Government from Corfu to Saloniki. Serbia some days ago asked Greece for authority to use this Greek city as her temporary capitol, and Greece at once complied, issuing instructions that suitable buildings be prepared. The Serbian Government has made its headquarters on the island of Corfu ever since the annihilation of the Serbian army.

ROLAND S. MORRIS NAMED AMERICAN AMBASSADOR TO JAPAN.

President Wilson on July 20 sent to the Senate for confirmation the nomination of Roland S. Morris, of Philadelphia to be American Ambassador to Japan, succeeding the late George W. Guthrie. Mr. Morris, who is said to be persona grata to Japan, is well known throughout Pennsylvania. He is stated to have made a close study of Japanese affairs. Reports from Washington on the 19th inst. said that Democratic National Chairman Vance C. McCormick had been offered the Tokio post, but had declined, and urged the appointment of Mr. Morris, who is one of his closest personal friends. Mr. Morris has been prominently identified with the so-called reorganization wing of the Democratic Party in Pennsylvania, which, under the leadership of Mr. McCormick and ex-Congressman A. Mitchell Palmer, gained control of the regular Democratic organization in that State. From 1910 to 1916 Mr. Morris was Chairman of the Democratic State Committee, and he was a delegate to the last three Democratic national conventions. Mr. Morris is a lawyer by profession, and is a member of the law firm of Duane, Morris & Hecksher, with offices in the Land Title Building, Philadelphia. He is forty-three years old, and was born in Olympia, Wash. He is a graduate of the University of Pennsylvania, and is also a director of many large corporations.

RUSSIA'S NEW PROVISIONAL GOVERNMENT—FINLAND'S INDEPENDENCE, &c.

Following last week's resignations of Russian Cabinet members, still further evidence of the country's internal troubles was evidenced in the announcement on July 20 of the resignation of George E. Lvoff, Premier and Minister of the Interior. Alexander Kerensky, Minister of War and Marine, has been appointed Premier, succeeding M. Lvoff, and on July 24 he announced a new provisional Gov-

ernment. Like the Ministry of his predecessor (named in May), M. Kerensky's Cabinet is a coalition, but is limited to ten members. Five of the Ministers belong to the Socialist group and five are members of the non-Socialist parties. The other offices of State, it is said, will be directed not by Ministers, but by unpolitical directors of departments and who are not members of the Cabinet. The following is the new Cabinet:

Socialists.

Alexander Kerensky, Minister President and Minister of War and Marine.
I. Tseretelli, Minister of Posts and Telegraphs.
Nikolai Skobelev, Minister of Labor.
Victor Tchernoff, Minister of Agriculture.
M. Pieschchonoff, Minister of Supplies.

Non-Socialists.

N. V. Nekrasoff, Vice-Minister President without portfolio.
Michael Tereshtenko, Minister of Foreign Affairs.
I. N. Efremoff, Minister of Justice. (M. Efremoff is a member of the Duma's Temporary Committee.)
Nicholas Lvoff, Procurator of the Holy Synod.
M. Godneff, Comptroller of State.

The Directors of Departments so far named are:

M. Prokopovitch, Progressive member of the Duma—Department of Trade and Agriculture.
A. A. Barishnikoff, a member of the Duma and a Moscow manufacturer—Department of Social Tutelage.

It was stated on July 24 that the headquarters of the provisional Government had been transferred from the Marinsky Palace to the Winter Palace.

On July 24 Premier Kerensky, in declaring in an Associated Press interview that his Government would save Russia, added that "if its motives of reason, honor and conscience prove insufficient, it will beat her into unity with blood and iron." The dispatches quoted him as saying:

Relying upon the confidence of the masses and the army, the Government will save Russia and Russian unity by blood and iron, if argument and reason, honor and conscience, are not sufficient.

The situation at the front is very serious, and demands heroic measures. But I am convinced the organism of the State is sufficiently vigorous to be cured without a partial amputation.

The first problem of the present moment which is exceptionally heroic is the concentration and unison of power. The desertion of the Constitutional Democratic members of the Prince Lvoff Government, which desertion is the cause of the recent revolt, shows how strong are the centrifugal forces and how small is the sum of our political consciousness. But I am convinced the misfortune through which we are going will awaken the conscience and sense of duty in our nation.

The new Government's fundamental task is the defense of the country from ruin and anarchy. In this we rely upon the masses of the people and the army. My Government will save Russia, and if its motive of reason, honor and conscience prove insufficient it will beat her into unity with blood and iron.

No one will dare take advantage of the present situation in order to attempt to restore the old regime. I find ridiculous the talk about a coming counter-revolution under my leadership.

The new Government must immediately stop the retreat and the economic dissolution and restore the country's finances. We expect Russia to forget her personal interests and to have in mind only the highest interests of the country.

Regarding conditions on the front, Premier Kerensky said:

The position of our army is serious, requiring heroic measures. But we must not despair. The old regime and certain extremist elements brought much poison into the arms and body. Now the ulcer is cut, and as the State organism is healthier I am convinced we shall avoid amputation.

My new Government is determined to increase and to confirm the conquests of revolution and resolutely to put an end to the work of the madmen and traitors who would destroy my fatherland.

In a message to the sailors at Reval, Helsingfors and other ports on July 21 Premier Kerensky is reported to have stated that the recent disturbances at Petrograd were instituted by agents of the German Government. He appealed to all the democrats to stand by the provisional Government. His message, according to the Associated Press dispatches, read as follows:

It has been established without doubt that the disturbances in Petrograd were organized by agents of the German Government. The disturbances have now been suppressed completely and the arrest of the leaders and those guilty of the blood of their brothers and crimes against the Government and the revolution is proceeding. Arrests are also being made among the sailors who acted contrary to their civic and military duties.

I appeal to all true sons of democracy to rally round the provisional Government and the democratic organizations throughout Russia to save the country and the revolution from the enemy without and his allies within.

The following order of the day was addressed to the army and navy on July 21 by Premier Kerensky:

First—The dissolution of the Central Committee of the Baltic fleet and the election of a new committee.

Second—The issue of a notification to all detachments of the ships of the Baltic fleet that "I desire them to remove at once all persons suspected of inciting to insubordination against the provisional Government and against our offensive and to send these individuals to Petrograd for trial.

Third—Detachments of Kronstadt and of the battleships Petropavlovsk, Republic and Slava, the names of which have been disgraced by the actions of counter-revolutionists, shall arrest within twenty-four hours the ringleaders and send them to Petrograd for trial, thus giving assurance of complete loyalty to the provisional Government.

I hereby notify the Kronstadt detachments and crews of these ships that if this order is not carried out they will be branded as traitors to the country and the revolution and that most vigorous measures will be taken against them.

Comrades, the country has been brought to the brink of a precipice by treason. The German armies and artillery have taken the offensive on our front. At any moment a decisive action may be forced by the enemy's

fleet, which may try to profit by the confusion of the moment. Drastic measures are necessary once for all to put an end to this confusion. The army has already done something in this direction, and the fleet should follow suit.

A proclamation to the nation, setting forth the seriousness of the situation, was issued by the provisional Government on July 22. The proclamation declared it to be the first duty of the Government to apply its whole strength against the foreign foe and in defense of the Administration against anarchical and counter-revolutionary attempts; it also outlined important reforms throughout the country. The proclamation reads:

Citizens: The fateful hour has struck. The German Emperor's armies have broken the front of the National Revolutionary Army. This terrible operation has been facilitated by the criminal levity and blind fanaticism of some and the treachery of the others. At this fateful moment when, taking advantage of the general confusion, the hidden forces of counter-revolution can raise their heads, the remodeled provisional Government clearly realizes its heavy responsibilities. It possesses, however, full and firm confidence in the strength of the great Russian people and in the rapid recuperation of the life politic, now that the contagion, which has shaken the national organism, has manifested itself and burned itself out in an acute crisis.

The Government firmly believes that the crisis will lead to recovery, not death. Strong in that belief, the Government is ready to act with the energy and resolution the exceptional circumstances demand. The Government regards as its first and capital task the application of its whole strength to the struggle against the foreign foe and to the defense of the new Governmental regime against every anarchical and counter-revolutionary attempt, without hesitating to take the most rigorous measures in its power. At the same time the Government reiterates that not a drop of blood of a Russian soldier shall be shed for any foreign end, as already proclaimed to the whole world.

The proclamation proceeded to state that in accordance with the declaration of May 19 the Government intended to summon the Allies to a conference in August to decide upon a general orientation of the Allies' foreign policy and to coordinate their actions with regard to the application of the principles proclaimed by the Russian revolution. At this conference Russia will be represented, in addition to diplomats, by representatives of the Russian democracy. The proclamation continued:

The Government considers it indispensable immediately to proceed with a series of measures putting the principles announced on May 19 into operation, and adheres to the steps already taken to convene a constituent assembly on Sept. 30. The speediest introduction of autonomy for municipalities and Zemstvos based on direct, equal, secret universal suffrage, and the extension of this principle to the entire country is the Government's chief problem in internal policy.

Attributing at the same time particular importance to the creation of local executive bodies enjoying the confidence of the entire population, the Government will forthwith proceed with the organization of such authorities, and will also at an early date promulgate a decree abolishing classes and ranks of officials and decorations, except those for great military deeds.

The proclamation announced that an economic council of the General Economy Committee would be held immediately and would draft plans for a general economic reorganization and the organization of labor. It will also prepare a bill covering these aims and for establishing control of industry. Bills also will be prepared shortly and put into operation regarding the liberty of trades unions, labor exchanges and arbitration courts. Other bills, it is stated, are being drafted dealing with the eight-hour day, the protection of labor and the introduction of insurance for workmen. The proclamation, it is said, further declares that the Government is convinced that future agricultural reforms must be based on the principle of restoring the land to workers. A scheme of agricultural reform is being framed on this basis, and will be submitted to the constituent assembly. The Government's measure will completely abolish the old agrarian policy, which ruined or disorganized agricultural committees, and will completely safeguard the liberty of the constituent assembly in connection with the distribution of landed property, and will lay down certain rules regarding the responsibility of landed interests in relation to the national defense and provisionally of the people. It is proposed for this purpose to extend and consolidate the Government's network of agricultural committees. The fundamental question of the rights of land-owners, however, will be left to the constituent assembly. The proclamation concludes with an expression of confidence that the Government can rely on the support of all active forces in the country in dealing with those problems and calls on them to sacrifice their all in the great work for the salvation of the country, "which has ceased to be for those inhabiting it a cruel step-mother."

It was also stated on July 21 that in a telegram to Premier Kerensky and the Petrograd Council of Workmen's and Soldiers' Delegates the General Staff of the Armies on the Rumanian front took the position that the disorders in Petrograd are acts treasonable to the revolution and a breach of faith toward the revolutionary army. Relying on the support of the democracy of Russia, the staff demanded

that the Provisional Government and the Council of Workmen's and Soldiers' Delegates take the most stringent measures, including the employment of armed force, against the rebels. The telegram added:

We declare we are ready to support both the Government and the Council in every way and to employ armed force, if necessary.

On July 23 the Council of Workmen's and Soldiers' Delegates and the Council of Delegates of the Peasants of all Russia, at a joint sitting, voted to grant to the Government of M. Kerensky unlimited power under the title of Government of National Safety, for the re-establishment of public order both at the front and at home. The powers were conferred in a resolution passed by a vote of 252 to 57, which read:

Recognizing that the country is menaced by a military debacle on the front and by anarchy at home, it is resolved:

1. That the country and the revolution are endangered.
2. That the Provisional Government is proclaimed the Government of National Safety.
3. That unlimited powers are accorded the Government for re-establishing the organization and discipline of the army, for a fight to the finish against the enemies of public order, and for the realization of the whole program embodied in the Governmental program just announced.

The chaotic conditions prevailing on part of the Russian front were disclosed in a telegram stated on the 23d to have been sent to Premier Kerensky, the Provisional Government and the Council of Workmen's and Soldiers' Delegates by the Executive Committee and the Commissioner of the Provisional Government with the Second Army, on the South-western front. The telegram announced the inauguration of stern measures to combat disaffection. It said:

We unanimously recognize that the situation demands extreme measures and efforts, for everything must be risked to save the revolt from catastrophe. The commander-in-chief on the western front and the commander of the Second Army to-day have given orders to fire on deserters and run-aways.

Let the country know the truth. Let it act without mercy. Let it find enough courage to strike those who by their cowardice are destroying Russia and the revolution.

Most military units are in a state of complete disorganization. Their spirit for the offensive has utterly disappeared. They no longer listen to orders of their leaders, and they neglect all exhortations of comrades, even replying by threats and shots. Some elements voluntarily evacuate positions without even waiting for the approach of the enemy.

Cases are on record in which an order given to proceed with all haste to such and such a spot to assist comrades in distress has been discussed for several hours at meetings, and reinforcements consequently have been delayed several hours.

These troops abandoned their positions at the first shots of the enemy. For a distance of several hundred versts long files of deserters, armed and unarmed, men in good health and robust, who have lost all shame and feel they can act altogether with impunity, are proceeding to the rear. Frequently entire units desert in this manner.

A proclamation to the armies to stand by the Provisional Government and setting out that all who disobey its commands will be regarded as traitors, was issued as follows by the Executive Councils of all the Russian Workmen's and Soldiers' and Peasants' organizations on July 23:

Fellow-Soldiers.—One of our armies has wavered, its regiments have fled before the enemy. Part of our front has been broken. Emperor William's hordes, which have moved forward, are bringing with them death and destruction.

Who is responsible for this humiliation? The responsibility rests with those who have spread discord in the army and shaken its discipline, with those who at a time of danger disobeyed the military commands and wasted time in fruitless discussions and disputes.

Many of those who left the line and sought safety in running away paid with their lives for having disobeyed orders. The enemy's fire mowed them down. If this costly lesson has taught you nothing, then there will be no salvation for Russia.

Enough of words. The time has come to act without hesitation. We have acknowledged the Provisional Government. With the Government lies the salvation of the revolution. We have acknowledged its unlimited authority and its unlimited power. Its commands must be law. All those who disobey the commands of the Provisional Government in battle will be regarded as traitors. Toward traitors and cowards no mercy will be shown.

Fellow-soldiers: You want a durable peace. You want your land, your freedom. Then you must know that only by a stubborn struggle will you win peace for Russia and all nations. Yielding before the troops of the German Emperor you lost both your land and your freedom. The conquering, imperialistic Germans will force you again and again to fight for your interests.

Fellow-soldiers at the front: Let there be no traitors or cowards among you. Let not one of you retreat a single step before the foe. Only one way is open to you—the way forward.

Fellow-soldiers in the rear: Be ready to advance to the front for the support of your brothers, abandoned and betrayed, fleeing from their positions in the regiments. Gather all your strength for the struggle for a durable peace, for your land and your freedom. Without wavering, without fear, without disastrous discussions, carry out all military commands. At the time of battle disobedience and wavering are worse than treachery. Your ruin lies in them, the ruin of Russia.

Fellow-soldiers: You are being watched by those who work for Russia and by the whole world. The ruin of the Russian revolution spells ruin for all. Summon up all your manhood, your perseverance and sense of discipline and save the fatherland.

The situation in Russia reached such a grave stage on July 26 as to occasion a meeting of the new Provisional Government. It is stated that the ministers have recognized that the safety of the country necessitates decisive measures. The Cabinet meeting decided to convoke in Moscow soon a

conference of the principal representatives of the Russian social organizations and to place before them the facts in the country as they are.

It was stated yesterday that Premier Kerensky had been impelled to make the exceptional decision, without waiting for the Constituent Assembly, to convoke, July 31, the "extraordinary National Council." All members of the Duma, prominent men from chief centres of the Empire, representatives of the zemstvos municipalities, labor unions and universities will participate therein. The Council will hold two sessions, at which the Government will be asked to make an exhaustive report on the condition of the country, answer questions and ask opinions of authoritative persons on how best to save the Fatherland from ruin.

In an order on July 26 modifying the decree relating to press restrictions, the Provisional Government authorized the Minister of the Interior to suspend the publication of periodicals that incite subordination or disobedience to orders given by the military authorities, or the non-execution of military duties, as well as to acts of violence and civil war. Editors responsible for the publication of articles of this character, it is announced, will be brought to trial.

Yielding to the demands of the commander-in-chief and the various commanders at the front, the Provisional Government on July 26 unanimously agreed to restore capital punishment and to establish on all fronts courts-martial composed of three officers and three soldiers. General Korniloff telegraphed from Galicia threatening to resign his command unless the Government decided to re-impose the death penalty under the findings of field courts-martial. Such a step, he declared, "is the only means of saving my army."

In an interview on July 26 Premier Kerensky stated that the fundamental problem of the Provisional Government lay in providing for the immediate safety of the country and the revolution, whatever the cost might be. The Government was thoroughly conscious of the duty before it, he said, and was determined to make a resolute stand against anything which threatened the ruin of the State. The Premier stated that re-establishment of the death penalty at the front was necessary in view of the fact that the Government was faced with the alternative of sacrificing the army to a body of traitors and cowards, or having recourse to the only possible means of inspiring terror. The Provisional Government, in complete agreement with the entire army, took the burden of heavy responsibility, the Premier explained, solely in order to save the lives of heroes who were perishing in the execution of their duty for the sake of their country, and to remove the reproach threatening the good name of Russia.

Another proclamation was issued on July 26 on behalf of the executives of the Workmen's and Soldiers' Delegates and the Peasants' Congress, by N. C. Teheidse, President of the Council of Workmen's and Soldiers' Delegates and Socialist member of the Duma, and addressed to all committees of the army and the fleet. It declared that the revolution was being endangered. The proclamation said:

Lack of discipline and open treachery at the front are facilitating Field Marshal von Hindenburg's new offensive. The serious defeats inflicted on our army are opening the way to the enemy for increasing the general panic and preparing the soil in which the poisonous seeds of counter revolution may come into full bloom. Already an attack is being organized by the strong bourgeoisie; already the jackals and hyenas of the old regime are howling.

Outlining the measures adopted and the powers conferred upon the Government to deal with the situation, the proclamation continued:

We turn to you, our representatives, with a passionate appeal. . . . Support the revolutionary authority; try to secure the full submission of workmen, soldiers and peasants to all the decisions of democracy's majority. Inspire them, awaken enthusiasm in them. Exert your entire will, your entire energy. Rally round our all-Russian centres, and we will show the country and the world that the nation which created the greatest revolution in the world cannot and shall not perish.

General Polovtseff, Military Governor of Petrograd, who recently was severely attacked by Minister of War Kerensky for failing to put down rioting in the capital, was reported on July 25 to have resigned, General Erdelli, commander of the Eleventh Army, being appointed his successor.

In addition to the efforts to assassinate M. Kerensky on July 19, it is also stated that the blowing up of a railway bridge over which Ambassador David R. Francis was to pass by train is looked upon as an attempt to take the latter's life.

With regard to the vote of the Finnish Diet on July 19, declaring Finland's independence, M. Tokio, its Premier, is quoted in delayed dispatches of the Associated Press under date of July 19 as saying:

We may be sure of Finland's independence guarantee for all time. Undoubtedly we committed a formal breach of law, but under the conditions brought about by the revolution the question involved is merely one of material power, and we do not believe Russia can compel us to repeal the independence law. It is true that we have not even militia to help us resist, but I am convinced that all the Russian Executive Committee of Workmen's and Soldiers' Deputies and also the Russian soldiers and sailors in Finland are on our side.

The vote deprives Governor Stakhovitch of all functions, and so he may be considered as having been superseded. At present we have no program for breaking the last vague bonds with Russia, which consist of a common policy in respect of defense and foreign affairs. It is not our aim wantonly to provoke Petrograd, but I am unable to predict that there will be no such program in the future. We purpose sending the independence law to Petrograd and asking the Provisional Government to accept it, without, however, conceding that Government's right to reject it. If it is not accepted it still remains the law and we shall organize all over Finland giant demonstrations to prove our determination to stand fast.

Governor Stakhovitch expressed the opinion that Finland had taken an unwise step. The same Associated Press dispatch credited him with saying:

Finland's coup d'etat, in my opinion, was a serious mistake, worse for her than for us. Just now we may be unwilling or unable to insist upon our rights, but in a few years, when the empire is re-consolidated, Finland may suffer from resentment at her having taken advantage of Russia's difficulties.

Russia cannot afford to treat Finland as it treats the Ukraine, where the population is Russian and Orthodox, and where, therefore, complete secession is not feared. It will treat Finland's union with the empire as a vital question and the Finns may suffer from it. I fear also that she will suffer from domestic conflicts, the inevitable result of her new policy in overriding her own constitution.

COTTON IMPORTS FROM MEXICO PROHIBITED.

An order prohibiting the import of cotton or cotton products from Mexico was issued on the 11th inst. by Secretary of Agriculture Houston. The embargo, it is said, is designed to prevent the spreading in the United States of the boll weevil, at present prevalent in Mexico.

MEXICAN CONGRESS TO CONTROL EXPORTS.

According to an announcement made by the Department of Commerce at Washington on July 19 a congress of merchants to control exports of foodstuffs has been formed in Mexico by General Carranza. The Department made public the following cable in the matter from the American Consul General at Mexico City:

First national congress of merchants, whose President is Francisco M. Gonzales, was formally inaugurated the 12th inst. by President Carranza in presence of his Cabinet and diplomatic and consular corps, besides representatives of 24 Mexican chambers of commerce and 4 foreign, namely Italian, Spanish, Austro-Hungarian and German. No American chamber here. The congress was originated with the idea to control export of foodstuffs, then received Government recognition and enlarged aims, the principal of which are: (1) reconstruction of commerce in general; (2) collective organization of chambers of commerce throughout republic for mutual aid, public convenience, and representation before Federal Government; (3) extension of trade, and (4) measures against high cost of necessities of life.

REMOVAL OF MEXICAN IMPORT DUTIES—OIL DECREE, &c.

Announcement of the recent embargo on foodstuffs and animals imposed by Mexico, was contained in the following cable from the American Embassy, received at the State Department at Washington on July 6:

By presidential decree just published the exportation after July 1 of Spanish peas, beans, lentils, bran, sugar, cattle, and horses is prohibited without express permission of the Department of Hacienda, and the exportation of corn, rice, kidney beans, wheat, and flour is absolutely prohibited.

By order of the Mexican Government on June 26 all import duties were removed from articles of prime necessity, including foodstuffs, from July 1 to Dec. 31. Import duties were also removed on gasoline and higher derivatives of petroleum. This, it was stated, places the refiners in Mexico in competition with refiners in the United States, and undoubtedly brought about the sudden rise in Mexico City in the price of gasoline from 21 to 50 centavos per litre, or approximately 50 cents a gallon.

It was announced on June 27 that Rafael Nieto, in charge of the Mexican Department of Finance, had issued a statement outlining the attitude of the Government towards the Cananea Copper Co., which recently curtailed work in Sonora. He said the company had 1,300 mining claims when the law of progressive mine taxation, by which big holders pay more, proportionately, than small holders, went into effect, and they stopped paying taxes on more than half of their holdings without renouncing rights specifically. He declared that the company owed 300,000 pesos in back taxes, including penalties for non-payment since 1916, and had refused to confer with Government representatives on

the liquidation of taxes. Therefore the Department of Finance had fixed a short time in which to come to an agreement, under pain of suspension of their export metals.

The statement also declared that the company secretly sent its most important machinery to the United States, stopped work without notice and even threw out of the hospital those undergoing treatment. The statement was further quoted as saying:

Undoubtedly this powerful corporation wants to take advantage of the period when the Allies need their product to give foreign Governments the impression that Mexico is obstructing their work. Otherwise their attitude is unexplainable, as copper is now worth four times as much as formerly.

In view of their attitude the Department of Finance is taking steps to declare forfeited 7,702 claims on which tax is refused. At the same time all export duty on metals has been removed, so the company cannot have the pretext for not renewing work immediately. If the company abstains from a change of attitude probably the Governor of Sonora will take necessary steps.

The statement furthermore set out that the company's last financial statement showed a net profit of seven million pesos, whereas heretofore profits never exceeded 300,000 annually.

On July 16 the new schedule of export taxes on crude oil and its derivatives, on which the British fleet largely depends for fuel became operative. The United States conducted a voluminous correspondence with the Mexican Government after protests had been made to the State Department by oil operators, but Mexico's determination not to repeal the decree resulted in a suggestion to the oil men by the department to pay the taxes under protest. It is stated that it is not believed by American officials that any serious crippling of the oil industry or supply will result. Any fear that the Mexican Government might physically take possession of the wells is offset by the fact that Manuel Palaez, one of the revolutionary leaders, is still in possession of the greater part of the field. Palaez and the oil operators are said to have worked in harmony.

A Washington dispatch on June 13 stated that the publication of the new Mexican oil taxation decree had disclosed that by the expedient of placing an enormous overvaluation on the crude product the Mexican Government proposed practically prohibitive taxation upon exports from the great East Coast oil fields, upon which the Allied fleets have depended for fuel. German agents were charged with responsibility for the scheme. The dispatch added:

It was learned to-day that American owners of Mexican oil properties have brought the matter to the attention of the Government, with an urgent request that representations be made to Gen. Carranza for modification of the decree. The tax rate on crude oil is 10% ad valorem on a valuation of \$9 50 a ton in the Panuco fields, or just about twice the present selling price.

The circulation of reports that Mexico was about to break with Germany led to the issuance of an authoritative statement at Washington on July 10 that such a move would not be based on advice by the United States Government. No suggestion of an indorsement of the position of the United States, it is said, has gone to Mexico City from Washington, except the general note addressed to all neutral Governments upon the rupture of relations with Germany in March. It was made clear, furthermore, that while the American Government would welcome a friendlier attitude by Mexico, many high officials believe the best interests of most of the nations concerned will be served if Mexico maintains neutrality in the war. Henry P. Fletcher, American Ambassador to Mexico, who left that country on July 1 to confer personally with Secretary Lansing on conditions in Mexico, has told the State Department that, despite some improvement in Mexican affairs generally, much remains to cause concern to the American Government.

Mexico's present position has been defined by her Foreign Office as one of "strict neutrality," but it is, in fact, it is pointed out, a benevolent neutrality, since she is permitting American warships to lie in her harbors without protest. They have been there since the days of Huerta, the patrol being most constant at Tampico because of the big oil interests in and near that port. It is stated that late reports to the State Department have served to allay the alarm prevalent at one time that German machinations in Mexico might prove embarrassing. Although there are sixteen wireless plants in Mexico, American officials are convinced that none is being used and that none can be used for transmitting news to Germany or to her correspondents.

A newspaper article suggesting the possibility of Mexico entering the war alongside of the Allies brought forth the statement on June 16 from the Foreign Office at Mexico City that Mexico's stand had been outlined by President Carranza

as one of strict neutrality, and that she would stick to this attitude. On the same day acting Secretary of Finance Nieto issued a statement explaining the failure to complete the transaction by which \$20,000,000 in Mexican gold bullion was to have been coined in the United States through the medium of an American banking firm. Senor Nieto said that in view of untrue rumors which were understood to have been circulated in the United States that the gold came from German sources, it was deemed better to terminate the transaction and recall the inspectors who had been sent to watch the minting. Senor Nieto is said to have declared the bullion was from Mexican sources entirely.

Frank L. Polk, Acting Secretary of State, took occasion to deny on July 10 that there were serious differences between the United States and Mexico. In a statement it was explained:

General Obregon is not fomenting a revolution in Sonora. He is en route to the United States to obtain medical attention. The State Department never heard that Ambassador Bonillas ever had denounced all foreign nations during the Mexican-American conference last summer.

Rafael Zubaran, ex-Minister to Germany, and former representative of the Constitutional Government in Washington, now a leader in the Mexican Senate, and Jesus Uerta, best known orator in the country and one of the leaders in the House of Deputies, were expelled on June 29 from the Constitutional Liberal Party, which has a majority in Congress. Reports in political circles attribute the action to pro-German sentiments of the men expelled, and say the action indicates a weakening of Presidential opposition in Congress.

Dispatches from San Antonio on June 23 stated that it had been announced by agents of the Department of Justice that hereafter so-called "extras" of Mexican newspapers containing German propaganda would be excluded from Texas.

UNITED STATES TO RELEASE AMMUNITION PURCHASED BY MEXICO MORE THAN A YEAR AGO.

The decision of the United States Government to permit the shipment of 2,700,000 rounds of ammunition bought and paid for by the Mexican Government before the imposition of the embargo on the shipment of arms and ammunition into Mexico, was made known in the following announcement issued by the State Department at Washington on July 20:

In response to a request from the Mexican Government, the Department of State has informed the Mexican Government that it will release, for shipment into Mexico, 2,700,000 rounds of ammunition belonging to the Mexican Government.

This ammunition was ordered and paid for by the Mexican Government prior to the embargo on the shipment of arms and munitions into Mexico, and has been held in storage on the border for more than a year and a half. The Mexican Government represented to the Department of State that it was in urgent need of the ammunition, and that it was absolutely necessary for safeguarding important lines of communication and to afford protection in the outlying districts to American and other foreign interests engaged in the production of war material essential to the United States at this time.

Ambassador Fletcher will return immediately to Mexico and arrange with the Mexican Government details of delivery which will insure its reaching the hands of the representatives of the Mexican Government.

The State Department reached a decision in the matter after a full consultation with the War Department and Ambassador Fletcher.

It is stated that this action does not mean that any change has been made in the Mexican policy of the United States, and it was emphasized by officials that the amount of ammunition permitted to reach Carranza is comparatively small.

ESPIONAGE ACT WILL CONTROL SHIPMENTS OF ARMS TO MEXICO.

As indicated in these columns June 16, President Wilson signed the Espionage bill, stripped of the press censorship provision, on June 15, and we published the bill in full in our issue of Saturday last. A statement issued by the Department of Justice on the day following the approval of the bill by the President pointed out that the export control chapter of the new legislation is regarded by the war trade committee as its most important provision. Not only will that section of the Act prevent shipments to the enemy, but, says the statement, "it will prove a safeguard against the development of another embarrassing situation in the relations with Mexico, since under it shipments of arms and ammunition across the border can be absolutely controlled." We give the statement in full herewith:

Department of Justice officials regard the Espionage Act, which yesterday became law with the affixing of President Wilson's signature, as one of the most important pieces of legislation enacted since the declaration of the state of war, and numerous prosecutions are anticipated under its provisions.

For the time being the export control chapter is regarded by the War Trade Committee as the most important portion of the new law. That section of the Act will not only prove effective in prompting the success of the war by preventing shipments to the enemy, but it will prove a safeguard against the development of another embarrassing situation in the relations with Mexico, since under it shipments of arms and munitions across the border can be absolutely controlled.

Another feature of the law which was designed to prevent embarrassing situations from arising in the nation's foreign relations prevents any other than a duly accredited diplomatic or consular official from serving as an agent of a foreign Government in the United States unless the individual so serving first gives notice of his position to the Secretary of State.

ALIENS FROM MEXICO TO BE ADMITTED TO U. S., NOTWITHSTANDING IMMIGRATION LAW, OWING TO FARM SHORTAGE.

With a view to providing against a possible shortage of farm labor Secretary of Labor Wilson, acting in accordance with powers conferred on him by the Immigration Act of February 1917, issued orders on May 23 for the admission to the United States of aliens from Mexico otherwise barred by the literacy test or the contract labor clause of the immigration law. Commissioner General of Immigration Caminetti, in announcing the order, explained that it was to relieve conditions in the Southwestern States, where farmers have been accustomed to import seasonal labor from Mexico. It will affect particularly New Mexico, Arizona, Texas and California. In a letter to officials of the department charged with the enforcement of the immigration laws, Secretary Wilson gave notice that it had been decided to exempt agricultural laborers from Mexico temporarily from the literacy and contract labor proviso of the 1917 immigration laws. The Secretary's letter follows:

DEPARTMENT OF LABOR.

Washington, D. C., May 23 1917.

The ninth proviso to Section 3 of the Immigration Act of Feb. 5 1917 reads:

"Provided further, That the Commissioner General of Immigration with the approval of the Secretary of Labor shall issue rules and prescribe conditions, including enactment of such bonds as may be necessary, to control and regulate the admission and return of otherwise inadmissible aliens applying for temporary admission."

While, obviously, this special exception to general provisions of law should be construed strictly and should not be resorted to except with the object of meeting extraordinary situations or conditions, it can be and should be availed of whenever an emergent condition arises. With agricultural pursuits such a condition now exists in certain sections of the country and is likely to arise in other sections during the continuance of the war. The department, therefore, issues the following instructions for the information and guidance of all concerned:

Notwithstanding the provisions of section 3 of the Immigration Act excluding aliens who (A), being over 16 years of age and physically capable of reading, "cannot read the English language, or some other language or dialect (the 'illiteracy test')," or (B) "who have been induced, assisted, encouraged or solicited to migrate to this country by offers or promises of employment, * * * or in consequence of agreements, oral, written or printed, expressed or implied, to perform labor in this country of any kind, skilled or unskilled," (the 'contract labor clause'), aliens who in all other respects are admissible under said law and who are shown to be coming to the United States for the purpose of accepting employment in agricultural pursuits, shall be admitted upon the conditions hereinafter specified.

Aliens admitted under the provisions hereof are allowed to enter temporarily upon the understanding that they will engage in no other than agricultural labor; and any who fail to accept or after acceptance abandon employment of that kind and engage in the performance of labor in connection with other industries shall be promptly arrested and deported to the country whence they came.

In cases arising under this circular the aliens involved shall be admitted without the payment of head tax.

The foregoing shall apply, until further orders, only to agricultural laborers from Mexico.

In further explanation of the above decision the "Official Bulletin" of May 28, said:

The regulation laid down provides that although aliens might ordinarily be barred under the so-called "illiteracy test" or the "contract labor clause," of the Immigration Act, if otherwise admissible under the law, they may be let into the country if shown to be coming to the United States for the purpose of accepting employment in agricultural pursuits.

Aliens applying for temporary admission as agricultural laborers are required to furnish two photographs of themselves; personal descriptions are then taken and identification cards issued. The alien is given the original, upon which is written the fact that the holder is temporarily admitted to the United States to engage in agricultural labor, and the Government keeps a duplicate.

Aliens admitted under the Department's regulation for the war-time emergency are not required to pay the usual head tax.

As the regulations apply only to agricultural laborers from Mexico, border States are chiefly interested.

SINKING OF MONGOLIA—INQUIRY INTO ACCIDENT WHICH CAUSED DEATH OF TWO NURSES.

The Peninsular and Oriental liner Mongolia was sunk by a mine on June 23 off the coast of Bombay. The Mongolia, which had the distinction of having fired the first gun of the war for the United States on April 19 (an account of which was published in our issue of May 5), disabling a submarine, recently figured in a Congressional and naval inquiry following the accident on it on May 20 during target practice which resulted in the instant death of two American Red Cross nurses—Mrs. Edith Ayers of Chicago and Miss

Helen Burnett Wood of Evanston, Ill., and the injuring of Miss Emma Matzen of Columbus, Neb. Under a resolution offered by Senator Frelinghuysen of New Jersey and adopted by the Senate on May 28 the Senate Committee on Naval Affairs conducted an inquiry into the accident, and its report was presented to the Senate on June 27. The resolution called for a "thorough and careful" inquiry into the accident, which was due to a freakish mishap in connection with target practice by the naval gun crew on the ship. The report censured the Navy Department for not making fair tests of its shells and ammunition served to armed liners. It said:

The Committee believes that, despite the fact that there were many reasons to believe no trouble could or would arise from the use of the brass mouth cup, the tests at the Indian Head Proving Grounds should have been made with the brass mouthcup, especially when there had been a change, however slight, in the fuse and the addition of a tracer. The Committee believes that if this experiment had been made, the unfortunate accident on the Mongolia and the many premature explosions would have been prevented. As far as possible tests should be made under precisely the same conditions as obtain in the service. When the Navy Department did this it promptly discovered the trouble and as promptly remedied it.

The Mongolia was a British steamer of 9,505 tons gross and was built at Greenock in 1903. She was 520 feet long, 58 feet beam and 24 feet deep. The vessel was on its way to France when the accident to the nurses occurred, but returned to New York on May 21, and later proceeded on its trip abroad. While it was announced on June 27 that with the sinking of the Mongolia the passengers and crew were landed at Bombay, advices from London on June 28 said it was understood by the London "Times" that three passengers, two Englishmen and a Parsee, were unaccounted for, and that four British engineers and ten lascars of the crew were believed to have been killed in the explosion of the mine. A development of the Senate inquiry into the death of the nurses was the charge made last month by Secretary of the Navy Daniels that information sent to Senator Frelinghuysen, bearing on the investigation, had been stolen from the Navy's confidential record, "either by a spy or a traitor." At the request of Secretary Daniels the Senate Committee on Naval Affairs was directed to make a thorough investigation of the charges against the Navy Department contained in an anonymous letter to Senator Frelinghuysen. With reference to the accident which resulted in the death of the two nurses, Secretary of the Navy Daniels issued the following statement on May 21:

This morning I gave out the distressing statement that two nurses, who were going to Europe, had been accidentally killed on the steamship Mongolia, Sunday afternoon. That was all the information that had been received at that time. To-day the Mongolia returned to New York to bring the bodies of Mrs. Edith Ayers and Miss Helen Burnett Wood, the two nurses who were killed, and the fuller particulars were learned from the officers at the New York Navy Yard who boarded the ship in the upper bay. The particulars of the fatal accident, which is deeply deplored, are thus furnished by the ordnance officer from New York:

"When about 100 miles at sea, in accordance with the usual procedure, guns were fired, to test mounts and ammunition and to practice the navy crew in their use. The guns were of the six-inch calibre, for which the shell and powder are loaded separately into the gun. The powder charge is contained in a brass case, and there held in place by a pasteboard wad, distance pieces, and a brass mouth cup that fits closely, thus making a moisture-tight joint, in order that the powder may always give the velocity and pressure intended. When the gun is fired this brass cup is propelled some distance, sometimes whole and sometimes in pieces, but always in front of the gun. Several nurses who were watching the firing were sitting on the promenade deck, some 175 feet abaft and 10 feet above the gun. On the third shot the brass mouth cup struck the water peculiarly, boomeranged directly back to the ship, struck the stanchion near where the nurses were sitting, and broke. Its pieces instantly killed Mrs. Edith Ayers and Miss Helen Burnett Wood of Chicago, Ill. The firing was stopped at once and the vessel returned to port to land the bodies."

This method of sealing the cartridge cases has been used in the navy for many years, certainly for fifteen years or more, and that such an accident as this sad one could occur had not been even considered by ordnance experts.

An investigation has been ordered, and its findings will enable the Department to ascertain fully the cause and provide the remedies to prevent a possible recurrence of the accident.

A report of Rear Admiral Earle, Chief of the Ordnance Bureau, made public on May 21 by Secretary Daniels, relative to premature explosions of shells on other armed vessels, as bearing on the accident on the Mongolia, disclosed the fact that the shells which caused the damage were made prior to 1900, but that all such had been withdrawn from both merchant and naval ships. Admiral Earle's report in full follows:

The first American liner to be armed was the steamship Manchuria, on Mar. 10 1917. The arming of other large liners followed immediately. The guns used were of the best type known at the present date, and were nearly all absolutely new, having fired but the rounds necessary to test them for strength before permitting them to be used with service charges.

The ammunition for these guns was assembled according to standard methods, in December 1916. The usual thorough tests of all this ammunition were made at the naval proving grounds, and all tests resulted in perfect performances.

The armed liner St. Louis, on her first trip to Liverpool, where she arrived about Mar. 26 1917, fired forty-five service shells at an iceberg for a target. This firing was held in accordance with the instructions of the Bureau, in order to test the mounts, guns and ammunition and to train the gun's crews. Several shells burst prematurely, some inside the bore of the

guns, others before striking the target. The damage to the bore of the guns caused thereby was sufficient to necessitate their being relined.

Upon her return to New York the guns and shells were immediately removed, and new guns, with a new supply of shells, issued to the ship. Later on one other shell exploded prematurely, as well as one of the same calibre on both the Mongolia and the St. Paul. In none of these cases was the gun damaged beyond remedy by relining, which relining has been done.

The development of modern ordnance has been extremely rapid, and the comparative freedom of our navy from serious accidents in connection therewith has been a source of satisfaction to the service, but mishaps with ordnance material cannot be absolutely prevented.

It is necessary in all work on explosives to draw deductions from the actual tests made at the proving ground. However, it must be borne in mind that material used as an explosive is designed to spend all of its force in an instant space of time, and cannot be relied upon with absolute certainty to give the same result in all cases. An example of this is well shown by the subsequent action of the supposedly defective ammunition taken from the steamships St. Louis and Mongolia. Eighty-nine rounds of this ammunition were fired at the proving ground, immediately following the premature bursts, in an effort to develop a reason for such incidents.

These rounds were fired, nearly all, at higher chamber pressures than were the service rounds fired on board these vessels. In eighty-seven rounds both the shell and the fuses functioned perfectly. One shell broke up, investigation showing that it had been made prior to 1900, but had been accepted as a suitable six-inch shell, and the second one was a shell that had been examined prior to firing and found to have been a little thinner walled than the latest design in use.

The conclusion reached is that all six-inch shells and fuses manufactured since the year 1900 are satisfactory, and that the premature bursts so unfortunately occurring on our armed liners may be attributed to shells made prior to 1900—and made, possibly, with slightly thinner walls than the latest type of shells.

On the return of the St. Louis from her first trip, about April 9 1917, all such shells were removed, and no such shells are afloat now on armed liners. This procedure was also adopted at once, in the case of all 6-inch ammunition for vessels of the navy.

Prior to this happening the Bureau of Ordnance had every reason to expect that every shell in its magazine of 6-inch calibre was a satisfactory shell.

In a detailed and supplemental report to Secretary Daniels on May 25, Rear Admiral Earle ascribed the accident on the Mongolia, which resulted in the killing of the two nurses, as due not to defective shells or powder, but to a freakish mishap caused by the break-up and deflection of the fragments of a brass mouth cup on a cartridge. At the investigation of the accident before the Senate Committee on June 2, Admiral Earle was quoted in the "Times" of June 3 as saying:

We started trying to ascertain what the difficulty was immediately after we learned that there must be some defect in the shells. We tried different sorts of shells and the majority of them were all right. We found that the trouble was confined to the six-inch shells, and eventually that it was the brass cup that was responsible. The cup, we found, was driven with such force at the time of firing that it cracked the wall of the shell and allowed fumes from the cartridge to enter the shell and explode it.

The shells used on the Mongolia were different, it appears, from the old type, or pre-Spanish War ammunition, which caused the accidents on the St. Paul and the St. Louis. The ammunition on these latter was defective; that on the Mongolia was not. The report of May 25, incorporating the findings of the board of inquiry into the accident, set out the following facts:

The shell fired did not explode prematurely, but functioned properly and actually crashed into the target.

A piece of the so-called brass cup at the base of the shell struck the water for some inexplicable reason at a peculiar angle and boomeranged back to where the two nurses happened to be watching the firing.

There is nothing to indicate defective ammunition, neglect on the part of any one concerned or irregularity in the firing of the gun.

It is stated that the fact that the brass cup piece struck the water at the peculiar angle to cause it to boomerang back can only be described as an extraordinary happening over which there could have been no control and one which has never before occurred in the American navy.

This brass cup piece generally ricochets off the water in the direction of the shell. Occasionally, however, it takes an odd angle and reports of the gun crew of the armed liner Rochambeau showed that this actually happened only a few days ago, but without injuring any one, as the fragments simply struck the side of the vessel. Officers of the Board are inclined to believe that similar occurrences may have happened during the firing of guns aboard naval vessels, but escaped notice because the fragments did no harm. As to future regulations employed aboard armed liners to guard against the possibility of a repetition of this accident, it is thought probable that passengers will henceforth be warned by the ship's captain not to get within the range of harm when the guns are in use. To prevent absolutely the danger from flying brass in shells used by the Mongolia, Rear Admiral Earle has decided, it is said, to substitute all the brass cup pieces with wooden cup pieces, so that even in case these strike the water at an unexpected angle, they will not be a source of danger. Wooden cup pieces would splinter and fly into small fragments. Rear Admiral Earle goes more fully into previous cases of defective shells on the armed liners St. Louis and St. Paul in the report, independ-

ent of the Naval Board of Inquiry's investigation of the Mongolia accident.

It is said that Rear Admiral Earle has ordered only new shells to be used henceforth on armed liners, although this is more to satisfy the public's desire for reform than because it provides any guarantee. Another important change which Rear Admiral Earle has recommended in the cases of armed merchantmen, it is stated, is that five inch guns instead of six inch be used. It is probable that the five inch gun will hereafter be the standard weapon against the U-boats. The six inch shells, it is said, weigh 100 pounds each and cannot be handled rapidly enough. The five inch shells weigh 60 pounds. Admiral Earle's report shows that the guns of the St. Louis were not impaired by the premature explosion of one of the shells, though the rifling was somewhat damaged.

Secretary Daniels, in making public on May 28 the findings of the special naval board, which investigated the accident, announced that while a similar tragedy "might not occur again in another twenty years, yet we do not propose to take the risk." Secretary Daniels's statement, according to the New York "Tribune," follows:

The findings of the experts, reached after painstaking deliberation, should end the confused conjecture that has complicated this sad and regrettable accident. No blame attaches to Lieutenant Seymour or the men of the gun crew. Neither shells nor guns were defective. No power could have foreseen the peculiar boomeranging of the brass mouth cup, a device in use in the Navy for twenty years.

A similar tragedy might not occur again in another twenty years, yet we do not mean to take the risk. It is proposed to remove all metal mouth cups and replace them with wooden disks, or else develop a fibre mouth cup, is possible.

The Senate resolution calling for an inquiry into the accident, follows:

Whereas, a few days ago a lamentable accident occurred on the merchant ship Mongolia, whereby two Red Cross nurses who were en route for the battlefields of Europe upon an errand of mercy were instantly killed, said accident being due, it is charged, to defective shells employed in gun practice under the direction of officers and enlisted men of the U. S. navy; and

Whereas, according to newspaper reports based upon statements alleged to have been made by a Rear Admiral of the United States navy previous accidents of a similar nature have occurred, though not attended by fatalities; and

Whereas, this nation is now engaged in the greatest war in the history of the world, in which its navy is likely to play a conspicuous part, a participancy in which the element of accident should be reduced, if possible, to a negligible quantity; therefore, be it

Resolved, That the Naval Affairs Committee of the Senate be directed to make a careful and searching inquiry into the causes of the recent accident on shipboard, due to defective ammunition, or otherwise, with a view to preventing similar occurrences.

Resolved, That the report of such findings shall be made to the Senate not later than June 15 1917.

Speaking in support of his resolution, Senator Frelinghuysen, denounced "that mocking and foolish doctrine that the people of America must be kept in ignorance."

Lieutenant Bruce R. Ware Jr., U. S. N., Commander of the gun crew detailed to the Mongolia, at a testimonial dinner given him and Capt. Rice of the Mongolia, at the Waldorf-Astoria on May 16, described fully the shot that either sunk or disabled a German submarine on April 19, exactly 142 years to the day, after the first shot was fired at Lexington for the independence of America.

With the arrival here of the Mongolia on May 13, it was stated that contrary to the earlier reports, the Mongolia did not sink the submarine, but disabled her and killed the U-boat commander. The "Times" quoted one of the officers as saying that this change of opinion was due to the fact that after the Mongolia reached England, the British Admiralty was informed through its secret service that a U-boat had arrived in Kiel with the periscope gone, the top section of the conning tower smashed, and with the body on board of the commander, who had been killed by the shell fired by the naval gun crew.

GERMANY'S PROMISES OF SAFE PASSAGE TO NEUTRAL VESSELS.

Safe passage through the German barred zone to all neutral vessels in English ports on July 1 was promised by the German Admiralty, provided the vessels carried distinctive signs and followed indicated routes, according to a Reuter dispatch from Berlin to London on June 1, by way of Amsterdam. The cables from London said:

The announcement reiterates that England has prevented the sailing of neutral vessels from British ports on dates fixed by the German Admiralty as safe, thus hampering the supply of food to neutral countries.

It adds that, since the German sea barrier is raised only against the enemies of Germany, "the German naval command, despite serious military objections, has decided once more to meet the wishes of the neutrals who are suffering through England's arbitrariness and therefore has given orders that all neutral ships in England shall be granted safe passage through the barred zone on July 1, provided they carry distinctive signs and follow indicated routes.

German assurances of safe conduct to Swedish-Norwegian steamships in British ports on July 1 were announced on May 30.

SINKING OF AMERICAN SAILING SHIP GALENA.

The American sailing ship Galena, of 1,048 tons gross, was sunk on June 25 by a bomb, off Ushant Island, twenty-six miles northwest of Brest, France. The vessel, which was formally the barkentine Fooling Suey, built at Glasgow in 1888, and launched, it is said, by Queen Victoria, left New York on March 22, with a cargo of 7,000 barrels of oil for Rouen, France, and was returning to this country with a cargo of burlaps when sunk. Among her crew of eighteen, commanded by Capt. P. V. Marshall, were eight Americans, according to the records of the United States Commissioner of Shipping in New York. The ship was built for the sugar carrying trade of the Hawaiian Islands and was given the name Fooling Suey by a Chinese merchant of Honolulu. There were no casualties.

SINKING OF THE STEAMSHIPS TRANSYLVANIA, SONTAY AND TELA OFFICIALLY CONFIRMED.

Official announcement was made on May 24 of the sinking of the British troopship Transylvania and the French liner Sontay. The Transylvania was torpedoed, on May 4, in the Mediterranean off the French-Italian Coast, resulting in the loss of 413 persons. The British Admiralty issued the following statement:

The British transport Transylvania with troops aboard was torpedoed in the Mediterranean on May 4, resulting in the following losses: Twenty-nine officers and 373 of other ranks, also the ship's captain, Lieutenant S. Brenell and one officer and nine men of the crew.

The Transylvania was placed in the service of the British Government in May 1915. The vessel, which was owned by the Anchor Line, had been built for passenger trade and was launched on the Clyde River in 1914. She made her maiden trip to New York on Feb. 6 1915. She was a vessel of 14,315 gross tons and is the fifth big ship lost by the Anchor Line since the war started, the others being the California, Caledonia, Columbia, renamed the Columello by the Admiralty, and the Cameronia, which was sunk a couple of months ago. The Japanese Admiralty on May 26 issued an announcement stating that the Transylvania was being escorted by Japanese destroyers when torpedoed. The Japanese rescued 2,800 out of 3,000 troops on the Transylvania, according to the announcement. The arrival of Japanese destroyers in the Mediterranean was announced in London on May 24.

The official announcement of the sinking of the Sontay stated that the steamship was bound for Marseilles from Salonica with 344 passengers and was torpedoed on April 16 with the loss of 45 lives. The Sontay which was built in 1908 was a vessel of 7,247 tons and was owned in Marseilles.

Official confirmation of the sinking of the United Fruit Liner Tela, which was built in Great Britain, was given on May 24, when twenty members of the crew returned to New York port on a British liner. The Tela, a vessel of 7,625 tons gross, sailed from New York on April 12 in the service of the British Admiralty, with a cargo of supplies and munitions. The steamer reached her destination safely and after discharging her cargo, she sailed for France to obtain a cargo for her return voyage. She was torpedoed while about half way between the French and British coast, on the night of May 3. The vessel sunk in very quick time, but not before her crew of seventy men were safely in the ship's boats.

SINKING OF AMERICAN SCHOONER MARY V. BOWEN.

The American five-masted schooner Mary V. Bowen has been torpedoed, according to advices from Bangor, Maine, on July 11. The schooner was on her way from New York for a French port in command of Captain Stephen McDonough, and carried a crew of 10 men, whose fate, it is said, is not known. She was of 2,513 gross tonnage and was built at Bath in 1900. Captain McDonough experienced a submarine attack last February, when he was in command of the schooner Lyman M. Law, which was torpedoed in the Mediterranean.

SINKING OF AMERICAN STEAMER GRACE.

It was announced by the State Department at Washington on July 16 that the American steamer Grace had been torpedoed and sunk by a submarine. The vessel, which was owned by the Standard Commercial Steamship Corporation

of this city, sailed from this country for Saloniki on June 1 with a general cargo. Three men were killed as a result of the attack—one American and two aliens. The steamer carried American naval gunners, of whom two were injured, and a crew of forty-five. The Grace was a single screw steamship of 2,600 gross tons and was commanded by Capt. Carl Erickson. The Grace was formerly the Cuban steamship Margarcia and later was known as the Constable Hook. She was valued at \$900,000, exclusive of the cargo.

SINKING OF AMERICAN STEAMER ORLEANS.

The State Department at Washington on July 6 announced that the American Steamship Orleans of the Oriental Navigation Co., had been torpedoed and sunk by a German submarine. The Orleans was the first ship flying the American flag to brave a transatlantic voyage after Germany's declaration of relentless submarine warfare. The vessel left New York on June 18 with a cargo for France. She was 2,808 tons, gross, and carried a crew of 36 men, of whom 10 were American citizens. All of the members of the armed naval guard were saved while four of the crew were drowned, one being an American citizen. The Orleans, which was commanded by Capt. Allen D. Tucker, was formerly the Avelaneda and later the Menaptha, sailing under the Argentine flag.

SINKING OF AMERICAN STEAMER KANSAN.

According to dispatches received at the State Department at Washington on July 11, the American steamer Kansan has been destroyed by a German submarine. The vessel, which was owned by the American Hawaiian Steamship Co. and commanded by Captain E. A. Forsythe, left New York on June 28 for France with a cargo of flour and other foodstuffs and 4,000 tons of steel for the French Government. The vessel was valued at \$3,000,000 and the cargo at \$2,000,000. She was a twin-screw steamship of 7,913 gross tonnage, 490 feet long, 58 feet 3 inches beam and 31 feet 8 inches depth of hold and carried a crew of fifty men, of whom four are reported as missing. In December last the Kansan struck a mine off the French coast and was reported sunk, but the Captain managed to beach her in shallow water and she later returned to this country in April. The Kansan was formerly the Massachusetts. She was built in Camden, N. J. in 1903. The Kansan, it is said, is the first vessel lost carrying full insurance for its master, officers and crew in the Government War Risk Bureau, amounting to approximately \$100,000.

NORTH GERMAN LLOYD ASKS COSTS IN KRON-PRINZESSIN CECILE DAMAGE SUIT.

The North German Lloyd Steamship Co., owners of the Kronprinzessin Cecile on June 29 presented a bill for costs amounting to \$58,000 to Judge Norton in the United States District Court at Boston to cover the expenses incurred in defending the damage suit, brought by the National City Bank and Guaranty Trust Co. of New York as a result of the failure of the Kronprinzessin Cecile to deliver the gold bullion shipped by them on the vessel, owing to inability because of the outbreak of the war to continue her trip abroad. The banking institutions on June 29 also presented a bill for \$10,000 to cover costs of seizure. Through their counsel they also asked the Court to decide whether or not enemy aliens, who compose the North German Lloyd, can collect any cost or damages from citizens of the United States during war times. The United States Supreme Court on May 7 (as noted in these columns on May 26) handed down an opinion in the case, which held that the Steamship Company was not liable in damages to the shippers for turning back to the United States in mid-ocean and abandoning her voyage. The Supreme Court's decision reversed the conclusions of the Circuit Court of Appeals at Boston in November 1916.

Collector of Customs Billings at Boston on June 21, acting under Federal authority, seized the Kronprinzessin Cecile for the United States Shipping Board, which will proceed to put her in a seaworthy condition. Federal Judge Norton signed an order earlier in the day (upon receipt of the mandate of the Supreme Court ruling in favor of the Steamship Company) directing that the vessel be turned over to her owners. The port authorities, however, stepped in and seized the vessel, in much the same manner in which other enemy craft was taken over by the United States following the declaration of war. The damages to the Kronprinzessin Cecile, it is said, will cost

about \$110,000 to repair. These damages were made by the vessel's crew under orders of her commander, Captain Charles Polack, who, as noted in our issue of March 31, declared that he issued the orders for the disabling of the vessel at the direction of an official connected with the German Embassy at Washington. The North German Lloyd has on deposit in the United States a bond of \$200,000 to cover the cost of these damages.

SUIT TO RECOVER APPAM FREIGHT MONEY DISMISSED.

What is looked upon as the final chapter in the proceedings involving the British steamer Appam is the filing of the report of Commissioner Thomas H. Willeox, in the U. S. District Court at Norfolk, Va., on July 13. According to the "Virginian" Judge Willeox fixed \$447,000 as demurrage due the British & African Steam Navigation Co., Ltd., in the suit against the Appam. The owners asked that it be deducted from the \$2,000,000 appeal bond put up by the German Government and Commissioner Willeox recommended that the sum of \$7,739 used to cover expenses incurred during the period of the ship's detention by the United States Marshal at Norfolk also be paid out of the appeal bond. On June 19 Judge Charles M. Hough in the United States District Court in New York handed down a decision dismissing the Admiralty suit brought by the British & African Steam Navigation Co., Ltd., owners of the Appam, to recover as freight money the proceeds of the sale of the perishable cargo of the ship, which was interned for several months at Hampton Roads, Va., after her capture by the German raider Moewe, but, as noted in these columns on March 17, was ordered returned to her owners by the U. S. Supreme Court. The British & African Steam Navigation Co. maintained that inasmuch as the Supreme Court had ordered the return of the vessel, this money should be applied toward freight money which would have been due. Judge Hough, however, held that this claim was not valid, because the ship was a lawful prize when brought into port and that its return was ordered because of subsequent violation of American neutrality. According to the New York "Evening Post," Judge Hough in his decision said in part:

The capture of the Appam and cargo was lawful—ship and lading were prizes, and the captor succeeded to the rights of owners of both hull and cargo—the captor's title was subject to the action of a competent prize court, and to that extent was inchoate. This ship and lading never got before a prize court. The captor's title and possession was forfeited, not for any violation of international law, but for an infraction of American law, and restitution decreed because of a violation of American neutrality—that is, of our own fixed ideas of what could and should be done in our own waters. The private owners of hull and cargo profited by the tort committed in the territorial waters of the United States and against the United States.

This was the result of repeated rulings which Justice Day thought not wholly logical, for he evidently inclined to the opinion that the sovereign alone could complain of such a wrong as the prize crew from the Moewe committed when they overstayed their time in Hampton Roads.

While unloading has been regarded as symbolic of severance of that relation in which the ship is bound to her freight and the freight to the ship, what ends and abrogates the contract of affreightment cannot be the mere episode of unloading. It is the fact of the capture, of seizure *jure belli*, which by more potent law severed the contractual or conventional relations of peaceful shippers and carriers.

It would be absurd to assert that after the prize crew took over the Appam she was any longer fulfilling her contract to carry freight for hire.

The Appam entered our harbor in lawful possession of her captors, by a subsequent infraction of American law, and in accord with rulings thought to be peculiarly American, the owners of hull and cargo regained their respective properties. It was proximately due to the law of the United States that this good fortune fell to them.

Let the lien agreed upon be given as wide a scope and great a force as can be contended for, it is still true that no carrier can preserve any lien for any freight against any cargo, if even under force majeure he totally abandons the carriage of the goods entrusted to him, and this is what I think the Appam did. Indeed, it was the only possible thing to do under the circumstances.

The result is the same and the libel must be dismissed with costs.

Frederick Peirce, senior member Frederick Peirce & Co., Philadelphia, and formerly General Sales Manager of N. W. Halsey & Co., under the title "The Human Side of Business," has written a book upon salesmanship, sales management, the personal equation in business, creating public confidence and the analysis and marketing of securities. As Mr. Peirce is credited with having trained more bond salesmen than any other man in this country, and as he has been instrumental in the placing of a good many million dollars of bonds, his book is attracting a great deal of attention.

BANKING AND FINANCIAL NEWS.

No public sales of bank or trust stocks have been made this week, either at the Stock Exchange or at auction.

At a meeting of the Board of Governors of the Investment Bankers' Association of America at the Blackstone Hotel, Chicago, on July 19, the nominating committee entered the following list of officers and governors to be voted on at the Baltimore convention:

President—W. S. Hayden, Cleveland, Ohio.
 Vice-Presidents—M. G. Baker Jr., Baltimore; John E. Oldham, Boston; Lawrence Chamberlain, New York; F. A. Yard, Chicago, and D. K. Drake, Los Angeles.
 Secretary—F. R. Fenton, Chicago
 Treasurer—George Kendrick III., Philadelphia.
 Board of Governors—J. Sheppard Smith, St. Louis; R. C. Osgood, Chicago; Herbert Witherspoon, Spokane; John A. Prescott, Kansas City; T. John Ward, Philadelphia; H. C. McEldowney, Pittsburgh; Will H. Wade, Indianapolis; Robey Robinson, Atlanta, and J. S. Wilson Jr., Baltimore.

The Governors authorized a committee to prepare, publish and distribute a simple working guide as to what may be considered fraudulent financial advertising, for the use of publications in accepting advertising matter, and for brokers, dealers and bankers in handling its preparation.

James A. Taylor, a member of the New York Stock Exchange since March 22 1894, was expelled from the Exchange on July 27 for "conduct inconsistent with just and equitable principles of trading." Mr. Taylor had made his headquarters at the offices of M. C. Bouvier & Co., 20 Broad St., and for a long time was a specialist in Atchison shares. It is stated, however, that it was not because of any transaction in that stock that punishment has been visited upon him. Mr. Taylor was expelled on charges brought under Section 6, Article 17, of the Stock Exchange constitution.

The stockholders of the Liberty National Bank of this city at a special meeting on July 26 approved the plan of the directors to increase the capital of the institution from \$1,000,000 to \$3,000,000. Present shareholders are to have the privilege of subscribing at par for two shares of new stock for each share of their present holdings. Payments are to be made by Aug. 9.

Directors of the Colonial Bank of this city are to meet on Aug. 8 to vote upon a proposition to increase the capital of the institution from \$400,000 to \$500,000.

The National Bank of Commerce in New York has issued an illustrated booklet giving a brief history of the bank and its functions. Its chief object is to furnish a human and interesting conception of the strength of the bank and the service which it is rendering to individuals and to organizations in every part of the world. The book treats of the advantage of New York accounts to individuals and companies outside the city, the facilities of its foreign trade and credit departments, its service department and its business policies generally. The publication also deals with the policy adopted by the bank of thorough education of its employees along advanced lines. The educational scheme outlined involves elementary courses in economics and banking. More advanced courses will be formed for men who show promise in the elementary courses, and it is planned to make the advanced courses the most thorough and practical of their kind. The growth of the bank during the seventy-eight years of its existence is depicted in three statements—May 13 1839, May 8 1865 and May 1 1917. At the earliest date the capital and undivided profits were \$1,203,491, the deposits \$831,392 and the total resources \$2,034,883. The May 1865 statement showed capital, surplus and undivided profits of \$12,624,401, deposits of \$12,827,233 and aggregate resources of \$25,453,339. On May 1 1917 the capital, surplus and undivided profits had risen to \$44,850,501, the deposits to \$338,068,216 and the total resources to \$413,519,431.

The Lincoln Trust Co. of this city has resumed dividends by declaring 1%, payable Aug. 1 to holders of record July 25. The last dividend paid was 3% on Sept. 30 1907.

The Westchester Avenue Bank of this City has declared an extra dividend of one-half per cent in addition to the regular quarterly distribution of 1½%, both payable Aug. 1 to holders of record July 30.

A new and unusually attractive catalogue of materials to aid bankers in their sales of American Bankers' Association cheques has just been issued by the Bankers Trust Co. of

New York. The catalogue contains carefully prepared newspaper cuts, a post-card done in striking colors and two street car cards in colors, and two attractive new booklets. "All over the Americas" describes the uses of "A. B. A." cheques in the Western hemisphere; "Oriental Travel Money—Ancient and Modern" gives helpful information to persons traveling to Hawaii, the Philippines, and the Far East. Curious forms of money used in ancient Japan are reproduced on the cover of this booklet. So strong has been the demand from all over the country for lantern slides bearing the imprint of the local bank that new ones have been prepared with especial care and this year's slides are said to be unusually beautiful. Of particular interest just now is the historical series, showing Bunker Hill and Washington Monuments, the Alamo, Independence Hall and the Capitol.

The Central Trust Co. of Camden, N. J., has had considerable expansion in business during the past year. Its semi-annual statement for June 30 shows a growth in deposits to \$2,687,102, a gain of about \$800,000, resources are now \$3,230,553, an increase of \$1,000,000, and trust funds which total \$1,250,000 are kept separate from the other assets. The company pays 12% per annum in dividends on a capital of \$100,000. Its surplus is \$200,000 in addition to undivided profits of \$113,813, the latter is \$20,000 larger than last year. H. H. Grace, M. D., is President; C. T. Sharpless, Vice-President, and John B. Clement, the active executive officer, is Second Vice-President, Secretary and Treasurer; Montreville Shinn is Assistant Secretary and Treasurer, and C. Chester Craig, Trust Officer.

John Bolinger, Assistant Manager of the Foreign Department of the Guaranty Trust Co. of New York, and William A. Burnham Jr., have been elected Vice-Presidents of the National Shawmut Bank of Boston. Mr. Burnham has heretofore been Cashier of the National Shawmut, and will retain that position in addition to his new duties as Vice-President. Mr. Bolinger has been connected with the Guaranty Trust Co. for about twelve years, the last four of which he served as Assistant Manager of the Foreign Department. He also had banking experience in Switzerland, London and Paris before joining the Guaranty Trust Co. Mr. Bolinger will have charge of the Foreign Department of the National Shawmut, and will assume his new duties about Aug. 1.

The First National Bank of Boston, Mass., recently announced the opening of a branch at Buenos Aires, Argentina, under the management of Noel F. Tribe, a banker of experience, who, as noted in these columns on Feb. 3, has resided in Argentina for the past twenty years. The First National, says the Boston "Advertiser," realizing the commercial possibilities of Buenos Aires, and the fact that Boston, and New England as a whole, are already doing a large and increasing business with the Argentine, "hopes that by placing its great resources at the disposal of the business men, New England can retain and further build up this business." There are now in Buenos Aires four English, three Italian, two American, two German banks and one each of Dutch, Swiss, Belgian and Franco-Italian. The First National Bank of Boston has a paid-in capital of \$7,500,000 and a surplus fund of \$15,000,000. On June 20 last it reported gross deposits of \$109,448,481, and total resources of \$158,917,915.

The directors of the Real Estate Trust Co. of Philadelphia have elected Edgar Fetherston Assistant Treasurer and Edward Y. Townsend Assistant Trust Officer.

Ernest Roberts, heretofore Vice-President of the Equitable Trust Co. of Baltimore, has resigned to assume the duties of captain in the United States Army. Mr. Roberts is now a commissioned officer in the Quartermaster's Department stationed at Niagara, N. Y.

A new banking institution, the Commercial Trust Co., is being organized in Hagerstown, Md., with capital of \$100,000. N. J. Brandt is Acting Treasurer. The incorporators are Robert M. Rupp, Harry E. Brandt, H. Lionel Meredith, Dr. Samuel Wagaman, Henry Wineberg, W. D. Coffman, Lancelot Jacques Sr., Frank E. Bushey, D. Ramaciotti, H. R. Warnock and N. J. Brandt. The bank will be opened about Sept. 1. The stock of the new institution is in shares of \$50 each. The selling price is \$100 per share.

The merger of the Union National Bank of Cleveland with the Bank of Commerce, N. A., is rapidly being carried into effect, stockholders of both institutions on July 25 were advised officially of the terms of the plan for the merger and the proposed affiliation of the consolidated institution with the Citizens Savings & Trust Co. of Cleveland, through joint ownership by the stockholders of all three institutions. The enlarged national bank will be known as the Citizens National Bank, and will have a capital of \$3,000,000. The Union National and Bank of Commerce, together with the Citizens Savings & Trust, have combined deposits of about \$107,000,000 and combined resources of \$130,000,000, of which the Citizens' Savings & Trust's quota is about \$74,000,000. Under the terms of the plan announced on July 25, large cash dividends will be paid to the stockholders of the two national banks. The Citizens Savings & Trust Co. will increase its capital from \$4,000,000 to \$6,000,000, and its shareholders will get one share of the new national bank stock and two shares of Citizens for every share of Citizens now held.

The Lake & State Savings Bank of Chicago has changed its name to the Century Trust & Savings Bank of Chicago. The change was made on July 23 coincident with the removal of the institution from Lake and State Streets to new quarters on the bank floor of the Century Bank Building at Adams and State Streets. The bank was established in 1913. It has a capital of \$250,000 and surplus of \$50,000.

The directors of the Madison & Kedzie State Bank of Chicago have declared an initial quarterly dividend of 1½%, placing the stock on an annual dividend basis of 6%. The bank was organized in 1913. It has a capital of \$200,000.

G. I. Bell, Albert C. Koch and Edward B. Hall have been appointed assistant bond sales managers of the Harris Trust & Savings Bank, Chicago. Mr. Bell has been connected with the bank for thirteen years, Mr. Koch for ten years, and Mr. Hall for eight years.

An increase of \$300,000 in the capital of the Rockford National Bank of Rockford, Ill., raising it from \$100,000 to \$400,000, has been approved by the Comptroller of the Currency.

According to the Milwaukee "Wisconsin" of July 20, three Wisconsin banks were taken over by the State Banking Department on July 19 in order to prevent loss to depositors through unsafe banking. It is stated that the purchase of the controlling stock in the banks by a Minneapolis company, without proper transfer of stock, was given as one reason for the action. The company is also said to have an interest in a Minnesota bank. The Wisconsin officials are said to have conferred with the Minnesota Banking Department before taking action. The banks taken over are reported to be the Bristol State Bank, Bristol; the Readstown Bank, Readstown, and the State Bank of Hersey, Hersey.

The Comptroller of the Currency has approved an increase of \$500,000 in the capital of the Drovers National Bank of Kansas City, Mo., raising it from \$500,000 to \$1,000,000.

On July 10 the directors of the Central National Bank of St. Louis added \$15,000 to the surplus of the bank and declared a dividend of \$3 per share out of the earnings of the previous half-year, to be paid beginning Aug. 1 at the rate of 50 cents per share for the following six months. Up to July 1913 the bank had been paying dividends of 5% per annum. The new dividend, the first since that time, is at the rate of 6% per annum. Including \$60,000 added in January the present surplus of the bank is \$115,000. The undivided profits are \$100,000., the capital is \$1,000,000 and the total deposits \$13,000,000.

Memphis lost one of its most active business men on July 14 when James F. Hunter died after a year's illness. Mr. Hunter was well known as a banker, although earlier in his life he served eight years as deputy clerk and later as clerk of the Criminal Court. Mr. Hunter was one of the organizers of the Tennessee Trust Co., of which he served as General Manager. When the trust company was merged with the Union & Planters Bank he became Vice-President of the newly created Union & Planters Bank & Trust Co. Later he became Vice-President of the Mercantile National

Bank, which office he held up to the date of his death. Mr. Hunter was born in Tennessee in 1856.

It is reported that Valmore W. Lebey, at present Secretary-Treasurer of the American Bank & Trust Co. of Savannah, will assume the office of Cashier of the Mercantile Bank & Trust Co. of Savannah about Aug. 15.

In our issue of July 14 we reported that the Comptroller of the Currency had approved an increase of \$200,000 in the capital of the Iowa National Bank of Des Moines, raising it from \$1,000,000 to \$1,200,000. The capital of the Des Moines Savings Bank, the savings department of the Iowa National, we now learn, has also been increased from \$200,000 to \$400,000 as a result of its consolidation with the savings department of the State Savings Bank. A letter to us from J. R. Capps, Cashier of the Iowa National, regarding the increases in capital by both institutions says:

On July 1 the Iowa National Bank consolidated with the Citizens National Bank and our savings department (the Des Moines Savings Bank) consolidated with the State Savings Bank, their savings department. In so doing we have increased the capital stock in our national bank from \$1,000,000 to \$1,200,000 and also increased the capital stock of our savings department, the Des Moines Savings Bank, from \$200,000 to \$400,000.

In order to participate in many legitimate and profitable business enterprises which the State banking laws prohibit it from undertaking, the Bank of Italy of San Francisco, Cal., is organizing among its stockholders a new corporation to be known as the Stockholders Auxiliary Corporation, and in accordance therewith articles of incorporation were filed on June 22. The new corporation will have a capital of \$500,000, divided into 50,000 shares of the par value of \$10 each. The incorporators are: John H. Skinner, Alameda; A. Pedrini, A. J. Ferroggiaro, John Prelitto and A. J. Gock, San Francisco; R. E. Dobbs, Oakland, and E. C. Caldwell, San Mateo. In a circular letter to the stockholders of the bank, President A. P. Giannini said in part:

Under the California banking laws the activities of a bank are materially restricted. Many legitimate and profitable things that an individual or a general corporation might legally do are denied to a bank. As an instance; while the law permits a bank to purchase the assets of another bank, it positively prohibits a bank from purchasing the shares of capital stock of another institution. As a practical proposition, this law renders the highly remunerative practice of the purchasing of banks almost prohibitive, for the stockholders of a selling bank are furnished no inducement to sell, unless they are assured of the money that is represented by their shares immediately upon or before the consummation of the sale. In the past it has been necessary to effect such purchase by an indirect process, quite complicated and not altogether fair to the few individuals who have had the goodness to pledge their own financial responsibility for the benefit of all, even the least of the bank's stockholders. All this and many other things could easily and directly be overcome if we had a general corporation made up of all of the bank's stockholders, proportionately interested, for then such a corporation could legally do and undertake the things which the bank might not; it could directly purchase shares of stock of selling banks; it could invest in Bank of Italy stock, and later on supply the same to individuals of territory newly entered, thereby permitting all stockholders to proportionately share in the profit realized, instead of allowing a few of the bank's larger stockholders to reap the benefit; it could carry and better operate such assets as real estate, &c., which are perfectly good in the hands of an individual or a general corporation, but not permitted to be carried by a bank, and often sacrificed by a banking corporation in order to bring itself within the law it would, in short, place the stockholders of the bank in a position to realize the maximum of profit out of any legitimate investment or transaction, and render it possible for the respective managements to lose no opportunity for gain, as what might not be legally done by the bank would be perfectly legitimate for the auxiliary corporation, all inuring to the benefit of identically the same beneficiaries in exactly the same proportion.

It is therefore my purpose to cause a corporation to be forthwith formed under the laws of California, having as its name, "Stockholders Auxiliary Corporation," or such other name as may hereafter be determined upon, and an authorized capital stock of \$500,000, divided into 50,000 shares of the par value of \$10 each. Its powers are to be most general permitting it to do and engage in almost anything and everything except banking; and its affairs are to be governed by a directorate of seven, elected annually by the stockholders, it being so fixed that three of said number shall be chosen from San Francisco stockholders and the remaining four, one from the locality of each of four branches of the Bank of Italy on the recommendation of their respective local advisory boards. It is the intention to annually rotate the representation of the branches on the directorate, according to the number of each branch fixed in the numerical system of the American Bankers' Association, so that four different branches shall be represented each year, thereby affording all in time an active participation in the management of the corporation.

Shares of stock of the auxiliary corporation may only be purchased by stockholders of the Bank of Italy, and each Bank of Italy stockholder shall only be entitled to purchase as many of such shares as he holds of Bank of Italy stock until all Bank of Italy stockholders have been given an opportunity to subscribe for the number of shares to which they respectively have the right.

The first issue shall be of 30,000 shares, to be sold at par, viz., \$10 per share, but the first call shall be for but \$2 50 per share.

The business of the Commercial National Bank and the Madera Savings Bank of Madera, Cal., has been taken over by the Bank of Italy of San Francisco, following the acquisition of control of both banks by P. C. Hale, First Vice-President, and a director of the Bank of Italy. The Commercial National Bank has a capital of \$50,000 and the

Madera Savings Bank has a capital of \$25,000. The Commercial National and the Madera Savings banks have been consolidated and will hereafter be known as the Madera branch of the Bank of Italy.

The directors of the Farmers & Merchants Bank of Stockton, Cal., have approved an increase of \$500,000 in the authorized capital of the institution, making it \$1,000,000. It is proposed to declare a stock dividend of \$100,000 and another of \$50,000, the latter to be used to take over the Commercial State Bank of Oakdale. No other stock, we are advised, will be issued at the present time. The merger of the two institutions will take place within the next thirty days, stockholders of the Commercial State Bank will be given stock in the Farmers & Merchants, in exchange for their holdings, at a price already agreed upon. It is thought that after the new issue of stock the shares of the Farmers & Merchants will be valued at about \$150. Frank A. Guernsey is President of the Farmers & Merchants Bank; John M. Perry, Vice-President; Will E. Morris, Cashier, and E. F. Davis and C. A. Baker, Assistant Cashiers.

The June 3^d statement of the London City & Midland Bank, Ltd. (head office 5 Threadneedle St., London, E. C.), recently to hand, testifies to the bank's continued prosperity. Total assets, as compared with those on June 30 1916, have increased from £173,879,689 to £196,715,021, a gain of £22,835,332. The cash in hand and at the Bank of England aggregates £36,477,713, the money at call and at short notice, £8,579,186, the advances on current accounts, loans on security, &c., £69,322,513; investments in British Government securities, £33,399,534; other investments, £3,385,494, and advances on war loan, £22,978,581. Current deposit and other accounts aggregate no less than £180,417,249. The capital paid in is £4,780,792, and the reserve fund, £4,000,000.

THE ENGLISH GOLD AND SILVER MARKETS.

We reprint the following from the weekly circular of Samuel Montagu & Co. of London, written under date of June 27 1917:

GOLD.

The Bank of England gold reserve against note issue shows an increase of £809,870, as compared with last week's return. Large consignments of gold were received in New York from Canada during the week, amounting altogether to \$53,141,000. The visible stock of gold in Holland is likely to show a considerable increase, as the last return of the Imperial Bank of Germany shows a decrease in its gold stock of no less than £3,823,500. This is the first occasion since the beginning of the war that Germany has reported the efflux of a considerable amount of its own bank stock of gold. The natural result is that the value of the mark has risen in Amsterdam. The very large trade balance in favor of India is described in the Government "Review of the Trade of India" in 1916 as of particular interest and importance compared with that of the preceding year. We append two extracts from the "Review" to which we allude:

"The excess of exports over imports of merchandise and treasure in 1915-16 was £38,825,000, including Government transactions, and £41,074,000 excluding Government transactions. The corresponding averages of the preceding three years are £15,657,000 and £22,709,000. The net absorption of gold during the past forty-three years ending 1915-16 amounted to no less than £232 millions."

SILVER.

The market has shown a certain amount of strength as a consequence of general demand. The price rose on the 22nd inst. to 39½d., a fresh record for close upon 25 years. So high a figure has not been touched since July 1892. The Shanghai exchange has shown a corresponding advance to 3-10 per tael. Purchases on behalf of the Indian Government have at length raised materially the total of silver held by the Indian Treasury, where an increase of over two crores is returned, as will be seen from the details that follow:

| | In lacs of rupees | | |
|------------------------------------|-------------------|----------|----------|
| | June 7. | June 15. | June 22. |
| Notes in circulation | 88.51 | 89.03 | 90.82 |
| Reserve in silver coin and bullion | 14.92 | 15.35 | 17.52 |
| Gold coin and bullion in India | 9.42 | 7.87 | 7.26 |
| Gold in England | 5.17 | 5.17 | 5.17 |

The stock in Bombay consists of 2,300 bars, as compared with 2,400 bars last week.

| Quotations for bar silver per ounce standard: | | | |
|-----------------------------------------------|----------|------------------|----------|
| June 22 | 39½ cash | June 26 | 39½ cash |
| " 23 | 39½ " | " 27 | 39½ " |
| " 25 | 39½ " | " 28 | 39½ " |
| Average | | 39.812 | |
| | | Bank rate | |
| | | 5% | |
| | | Bar gold per oz. | |
| | | standard | |
| | | 77s. 9d. | |

No quotation fixed for forward delivery. The quotation to-day for cash delivery is ¼ above that fixed a week ago.

We have also received this week the circular written under date of July 5 1917:

GOLD.

The Bank of England gold reserve against its note issue shows a reduction of £2,389,665, as compared with last week's return. The imports and exports of America have been almost balanced during the week. The imports are reported as \$10,300,000 and the exports as \$11,268,000, almost all of which was for Japan. The Rhodesian gold output for May 1917 amounted to £299,271, as compared with £323,783 in May 1916 and £297,977 in April 1917. The Bank of Spain has decided to pay at the rate of 4.90 pesetas per gold dollar U. S. A., and at 24.75 pesetas per gold sovereign, instead of pesetas 5.18 and 25.23, respectively. We hear that the Indian Government has prohibited the import of gold, except under license, and

has taken power to acquire imports of the metal, paying 15 rupees for a sovereign and £3 17s. 10½d. for a standard ounce of other gold. Also that the melting of gold and silver coin having legal tender in India, or its use otherwise than as currency is prohibited.

SILVER.

The good undertone was revealed yesterday by a recovery in the price to 39½d., from which it fell on the 29th ult. In the present circumstances a special demand of any considerable size is at once felt—so sensitive is the market. The Shanghai exchange has fallen back during the week. There does not appear to be any connection between this movement and the restoration on July 1, of the youthful ex-Emperor Hsuan Tung to the throne of China. This country is so vast and comprises peoples so swayed by diverse temperaments and interests, that some time is likely to elapse before the precise effects of the announcement on the finance and practical politics of China can be gauged.

For the second week in succession there has been a substantial rise in the holding of silver by the Indian Treasury, which now stands at over 20 crores, being five crores in excess of the amount recorded a fortnight ago, and higher than at any time during the last seven months. Comparative details are as follows:

| | In lacs of rupees | | |
|------------------------------------|-------------------|----------|----------|
| | June 15. | June 22. | June 30. |
| Notes in circulation | 89.03 | 90.82 | 93.29 |
| Reserve in silver coin and bullion | 15.35 | 17.52 | 20.24 |
| Gold coin and bullion in India | 7.87 | 7.26 | 7.07 |
| Gold in England | 5.17 | 5.17 | 4.80 |

The stock in Bombay consists of 2,100 bars, as compared with 2,300 bars last week.

The stock in Shanghai on June 30 1917 consisted of about 20,900,000 ounces in sycee and 14,800,000 dollars, as compared with about 20,200,000 ounces in sycee and 15,200,000 dollars on June 18 1917. Statistics for the month of June are appended:

| | |
|------------------------|--------|
| Highest price for cash | 39½ |
| Lowest price for cash | 38 |
| Average price for cash | 39.065 |

| Quotations for bar silver per ounce standard: | | | |
|-----------------------------------------------|----------|------------------|----------|
| June 29 | 39½ cash | July 4 | 39½ cash |
| 30 | 39½ " | 5 | 39½ " |
| July 3 | 39½ " | Average | 39.65 " |
| | | Bank rate | |
| | | 5% | |
| | | Bar gold per oz. | |
| | | standard | |
| | | 77s. 9d. | |

No quotation fixed for forward delivery. The quotation to-day for cash delivery is the same as that fixed a week ago.

ENGLISH FINANCIAL MARKETS—PER CABLE.

The daily closing quotations for securities, &c., at London, as reported by cable, have been as follows the past week:

| London, Week ending July 27. | July 21. Sat. | July 23. Mon. | July 24. Tues. | July 25. Wed. | July 26. Thurs. | July 27. Fri. |
|------------------------------------|---------------|---------------|----------------|---------------|-----------------|---------------|
| Silver, per oz. | 39 13-16 | 39½ | 39½ | 39½ | 39½ | 39½ |
| Consols, 2½ per cents. | HOLI- | 55½ | 55½ | 55½ | 55½ | 55½ |
| British, 5 per cents. | DAY. | 94¼ | 94¼ | 94¼ | 94¼ | 94¼ |
| British, 4½ per cents. | | 94¼ | 94¼ | 94¼ | 94¼ | 94¼ |
| French Rentes (in Paris) fr. | | 61.25 | 61.20 | 61.20 | 61.10 | 61.10 |
| French War Loan, 5% (in Paris) fr. | | 88.60 | 88.60 | 88.65 | 88.70 | |

The price of silver in New York on the same days has been:

| | | | | | | |
|--------------------------|-----|-----|-----|-----|-----|-----|
| Silver in N. Y., per oz. | 78½ | 78½ | 78½ | 78½ | 78½ | 78½ |
|--------------------------|-----|-----|-----|-----|-----|-----|

Commercial and Miscellaneous News

GOVERNMENT REVENUES AND EXPENDITURES.—Through the courtesy of the Secretary of the Treasury, we are enabled to place before our readers to-day the details of Government receipts and disbursements for June 1917 and 1916 and for the fiscal years 1916-17 and 1915-16.

| Receipts. | June 1917. | June 1916. | 12 mos. '16-'17 | 12 mos. '15-'16 |
|-----------------------------------------------------------------------------------------------------------------------|----------------------|--------------------|----------------------|--------------------|
| <i>Ordinary—</i> | \$ | \$ | \$ | \$ |
| Customs | 18,717,886 | 19,915,303 | 225,931,934 | 211,866,223 |
| Ordinary internal revenue | 56,526,906 | 49,639,430 | 449,209,856 | 387,873,339 |
| Income tax | 195,555,195 | 95,868,115 | 360,006,142 | 124,867,430 |
| Miscellaneous | 18,633,205 | 8,877,734 | 87,378,298 | 52,873,496 |
| Total | 289,433,192 | 165,300,681 | 1,122,576,230 | 777,480,488 |
| <i>Panama Canal—</i> | | | | |
| Tolls, &c. | 415,645 | 102,487 | 5,872,244 | 2,554,577 |
| <i>Public Debt—</i> | | | | |
| *Sale of Liberty Loan bonds | 1,335,018,756 | | 1,385,018,756 | |
| Sales of certs. of Indeb. | 200,000,000 | | 918,295,000 | |
| Sale of Panama Canal bds | | | 1,794,660 | 1,803,500 |
| Sale of Postal Savs. bds. | | | | |
| Deposits for the purchase of one-year Treasury notes of April 1 1917 (Sec. 18, Fed. Reserve Act, appr. Dec. 23 '13) | | | 4,390,000 | |
| Deposits for retirement of national bank notes and Federal Reserve bank notes (Acts of July 14 1890 and Dec. 23 1913) | 450,838 | 969,307 | 37,303,045 | 56,565,405 |
| Total | 1,585,469,594 | 969,307 | 2,346,711,461 | 58,368,905 |
| Grand total receipts | 1,875,313,431 | 166,372,476 | 3,475,159,935 | 838,403,970 |
| <i>Disbursements.</i> | | | | |
| <i>Ordinary—</i> | | | | |
| Checks and warrants paid (less balances repaid, &c.) | 133,833,598 | 57,189,693 | 1,018,402,740 | 693,466,305 |
| Int. on public debt paid | 470,442 | 443,493 | 23,232,377 | 22,900,369 |
| Total | 134,304,040 | 57,638,191 | 1,041,635,117 | 716,367,674 |
| <i>Special—</i> | | | | |
| Panama Canal: Checks paid (less balances repaid, &c.) | 919,445 | 771,107 | 19,782,509 | 18,629,572 |
| Payment for West Indian Islands | | | 25,000,000 | |
| Subscriptions to stock of Federal Land banks | | | 8,880,315 | |
| Purchase of obligations of foreign Gov'ts (Act approved Apr. 24 1917) | 277,500,000 | | 885,000,000 | |
| Total | 278,419,446 | 771,107 | 938,662,824 | 18,629,572 |

| Public Debt— | June 1917. | June 1916. | 12 mos. '16-'17 | 12 mos. '15-'16 |
|-----------------------------------------------------------------------------------------------------|--------------------|------------------|--------------------|-------------------|
| a Certificates of Indebtedness redeemed | \$ | \$ | \$ | \$ |
| Bonds, interest-bearing notes and certs. retired | 626,196,845 | ----- | 626,196,845 | ----- |
| One-year Treas. notes of Apr. 1 1916 redeemed (Sec. 18, Federal Reserve Act, approved Dec. 23 1913) | 2,870 | 1,425 | 18,399 | 35,903 |
| National bank notes and Federal Reserve bank notes retired (Acts of July 14 1890 and Dec. 23 1913) | 2,867,362 | 4,639,482 | 40,574,115 | 24,633,010 |
| Total | 629,067,077 | 4,640,907 | 671,179,359 | 24,668,913 |
| Grand total disbursements | 1,041,790,563 | 63,050,206 | 2,651,477,300 | 759,666,159 |
| Excess of total receipts over total disbursements | 833,527,868 | 103,322,270 | 823,682,635 | 78,737,810 |
| Excess of total disbursements over total receipts | ----- | ----- | ----- | ----- |
| *Includes accrued interest receipts. a Includes interest paid. | ----- | ----- | ----- | ----- |

Breadstuffs figures brought from page 409.—The statements below are prepared by us from figures collected by the New York Produce Exchange. The receipts at Western lake and river ports for the week ending last Saturday and since Aug. 1 for each of the last three years have been:

| Receipts at— | Flour. | Wheat. | Corn. | Oats. | Barley. | Rye. |
|----------------------|----------------|------------------|------------------|------------------|----------------|----------------|
| | bbls. 196lbs | bush. 60 lbs. | bush. 56 lbs. | bush. 32 lbs. | bush. 48lbs. | bush. 56lbs. |
| Chicago | 98,000 | 197,000 | 1,175,000 | 2,038,000 | 19,000 | 261,000 |
| Minneapolis | ----- | 643,000 | 58,000 | 186,000 | 123,000 | 34,000 |
| Duluth | ----- | 58,000 | 1,000 | 5,000 | 3,000 | 4,000 |
| Milwaukee | 30,000 | 82,000 | 200,000 | 341,000 | 111,000 | 13,000 |
| Toledo | ----- | 7,000 | 16,000 | 9,000 | ----- | ----- |
| Detroit | 6,000 | 14,000 | 9,000 | 40,000 | ----- | ----- |
| Cleveland | 13,000 | 1,000 | 38,000 | 68,000 | 1,000 | 6,000 |
| St. Louis | 49,000 | 523,000 | 530,000 | 543,000 | 13,000 | 3,000 |
| Peoria | 23,000 | 12,000 | 648,000 | 294,000 | 38,000 | 4,000 |
| Kansas City | ----- | 759,000 | 92,000 | 77,000 | ----- | ----- |
| Omaha | ----- | 42,000 | 660,000 | 230,000 | ----- | ----- |
| Total wk. '17 | 219,000 | 2,338,000 | 3,427,000 | 3,831,000 | 308,000 | 325,000 |
| Same wk. '16 | 307,000 | 7,704,000 | 4,359,000 | 4,231,000 | 1,608,000 | 99,000 |
| Same wk. '15 | 245,000 | 4,103,000 | 2,670,000 | 3,193,000 | 658,000 | 52,000 |
| Since Aug. 1— | | | | | | |
| 1916-17 | 18,304,000 | 349,465,000 | 515,636,000 | 268,152,000 | 83,617,000 | 22,273,000 |
| 1915-16 | 19,907,090 | 503,968,000 | 226,260,000 | 217,719,000 | 115,175,000 | 22,432,000 |
| 1914-15 | 19,458,000 | 385,579,000 | 238,663,000 | 265,122,000 | 85,762,000 | 19,238,000 |

Total receipts of flour and grain at the seaboard ports for the week ended July 21 1917 follow:

| Receipts at— | Flour. | Wheat. | Corn. | Oats. | Barley. | Rye. |
|-----------------------|----------------|------------------|------------------|------------------|----------------|---------------|
| | Barrels. | Bushels. | Bushels. | Bushels. | Bushels. | Bushels. |
| New York | 220,000 | 342,000 | 574,000 | 1,078,000 | 176,000 | ----- |
| Philadelphia | 34,000 | 114,000 | 333,000 | 359,000 | ----- | 1,000 |
| Baltimore | 52,000 | 405,000 | 474,000 | 445,000 | 8,000 | 43,000 |
| Newport News | 44,000 | ----- | ----- | 1,225,000 | ----- | ----- |
| New Orleans* | 75,000 | 142,000 | 141,000 | 603,000 | ----- | ----- |
| Montreal | 26,000 | 660,000 | 1,000 | 506,000 | 76,000 | ----- |
| Boston | 18,000 | 179,000 | ----- | 99,000 | ----- | ----- |
| Total week '17 | 469,000 | 2,042,000 | 1,523,000 | 4,315,000 | 260,000 | 44,000 |
| Since Jan. 1 '17 | 12,367,000 | 138,341,000 | 40,474,000 | 84,880,000 | 10,227,000 | 6,535,000 |
| Week 1916 | 349,000 | 7,970,000 | 2,857,000 | 3,083,000 | 674,000 | 146,000 |
| Since Jan. 1 '16 | 14,895,000 | 221,509,000 | 35,721,000 | 107,076,000 | 17,968,000 | 7,766,000 |

* Receipts do not include grain passing through New Orleans for foreign ports on through bills of lading.

The exports from the several seaboard ports for the week ending July 21 are shown in the annexed statement:

| Exports from— | Wheat. | Corn. | Flour. | Oats. | Rye. | Barley. | Peas. |
|-------------------|----------------|----------------|----------------|------------------|----------|--------------|------------|
| | bushels. | bushels. | barrels. | bushels. | bushels. | bushels. | bushels. |
| New York | 273,881 | 402,395 | 94,963 | 523,120 | ----- | 3,051 | 729 |
| Boston | 375,548 | ----- | ----- | 380,000 | ----- | ----- | ----- |
| Baltimore | 75,000 | ----- | ----- | ----- | ----- | ----- | ----- |
| Newport News | ----- | ----- | 44,000 | 1,225,000 | ----- | ----- | ----- |
| Total week | 724,429 | 402,395 | 138,963 | 2,128,120 | ----- | 3,051 | 729 |
| Week 1916 | 8,581,126 | 1,642,768 | 343,963 | 3,356,628 | 167,035 | 1157,497 | 24,341 |

The destination of these exports for the week and since July 1 1917 is as below:

| Exports for Week and Since July 1 to— | Flour. | | Wheat. | | Corn. | |
|---------------------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| | Week July 21 1917. | Since July 1 1917. | Week July 21 1917. | Since July 1 1917. | Week July 21 1917. | Since July 1 1917. |
| | Barrels. | Barrels. | Bushels. | Bushels. | Bushels. | Bushels. |
| United Kingdom | 10,003 | 123,328 | 433,722 | 4,912,184 | 402,395 | 1,025,026 |
| Continent | 128,960 | 336,501 | 290,707 | 3,221,491 | ----- | 89,229 |
| Other Countries | ----- | 2,785 | ----- | 2,802 | ----- | ----- |
| Total | 138,963 | 462,614 | 724,429 | 8,136,477 | 402,395 | 1,114,255 |
| Total 1916 | 343,963 | 1,235,008 | 8,581,126 | 22,365,614 | 1,642,368 | 3,274,793 |

The world's shipments of wheat and corn for the week ending July 21 1917 and since July 1 1917 and 1916 are shown in the following:

| Exports. | Wheat. | | | Corn. | | |
|---------------|------------------|-------------------|-------------------|------------------|------------------|-------------------|
| | 1917. | | 1916. | 1917. | | 1916. |
| | Week July 21. | Since July 1. | Since July 1. | Week July 21. | Since July 1. | Since July 1. |
| North Amer* | 7,220,000 | 23,986,000 | 28,440,000 | 1,191,000 | 3,420,000 | 3,366,000 |
| Russia | ----- | ----- | ----- | ----- | ----- | ----- |
| Danube | ----- | ----- | ----- | ----- | ----- | ----- |
| Argentina | 496,000 | 992,000 | 3,856,000 | 240,000 | 1,234,000 | 6,630,000 |
| Australia | 1,520,000 | 4,448,000 | 2,144,000 | ----- | ----- | ----- |
| India | 720,000 | 2,156,000 | 256,000 | ----- | ----- | ----- |
| Oth. countr's | 16,000 | 72,000 | 152,000 | 102,000 | 228,000 | 664,000 |
| Total | 9,972,000 | 31,654,000 | 34,848,000 | 1,533,000 | 4,882,000 | 10,660,000 |

* North America.—The Canadian Government has officially prohibited the issuance of both manifests and exports until after ten days. This is effective during the continuance of the war.
a Revised.

The quantity of wheat and corn afloat for Europe on dates mentioned was as follows:

| | Wheat. | | | Corn. | | |
|--------------|-----------------|---------------|------------|-----------------|------------|------------|
| | United Kingdom. | Continent. | Total. | United Kingdom. | Continent. | Total. |
| | Bushels. | Bushels. | Bushels. | Bushels. | Bushels. | Bushels. |
| July 21 1917 | Not available | Not available | ----- | ----- | ----- | ----- |
| July 14 1917 | Not available | Not available | ----- | ----- | ----- | ----- |
| July 22 1916 | ----- | ----- | 51,808,000 | ----- | ----- | 17,103,000 |
| July 24 1915 | ----- | ----- | 25,456,000 | ----- | ----- | 25,757,000 |

DIVIDENDS.

The following shows all the dividends announced for the future by large or important corporations: Dividends announced this week are printed in italics.

| Name of Company. | Per Cent. | When Payable. | Books Closed. Days Inclusive. |
|---------------------------------------------|-----------|---------------|-------------------------------|
| Railroads (Steam). | | | |
| Alabama Great Southern preferred | 3 | Aug. 28 | Holders of rec. July 21a |
| Preferred (extra) | 1/2 | Aug. 28 | Holders of rec. July 21a |
| Atch Top & Santa Fe, com. (qu.) (No. 49) | 1 1/2 | Sept. 1 | Holders of rec. July 31a |
| Preferred (No. 38) | 2 1/2 | Aug. 1 | Holders of rec. June 29a |
| Baltimore & Ohio, common | 2 1/2 | Sept. 1 | Holders of rec. July 21a |
| Preferred | 2 | Sept. 1 | Holders of rec. July 21a |
| Canada Southern | 1 1/2 | Aug. 1 | Holders of rec. June 29a |
| Central R.R. of N. J. (quar.) | 2 | Aug. 1 | Holders of rec. July 17a |
| Chicago Milwaukee & St. Paul, common | 2 | Sept. 1 | Holders of rec. Aug. 7a |
| Preferred | 3 1/2 | Sept. 1 | Holders of rec. Aug. 7a |
| Chic. St. Paul Minn. & Omaha, common | 2 1/2 | Aug. 20 | Holders of rec. Aug. 1a |
| Preferred | 3 1/2 | Aug. 20 | Holders of rec. Aug. 1a |
| Clev. & Pitts., reg. & spec. guar. (qu.) | 1 3/4 | Sept. 1 | Holders of rec. Aug. 10 |
| Ft. Dodge Des M. & So., com. & pt. (qu.) | 1 3/4 | Aug. 1 | Holders of rec. July 20a |
| Great Northern (quar.) | 1 3/4 | Aug. 1 | Holders of rec. July 5a |
| Illinois Central (quar.) (No. 127) | 1 1/2 | Sept. 1 | Holders of rec. Aug. 6a |
| Louisville & Nashville | 3 1/2 | Aug. 10 | Holders of rec. July 20a |
| Mahoning Coal RR., common | \$5 | Aug. 1 | Holders of rec. July 16a |
| Michigan Central | 2 | July 28 | Holders of rec. June 29a |
| Mississippi Central | 1 | Aug. 1 | July 21 to July 31 |
| Nashville Chattanooga & St. Louis | 3 1/2 | Aug. 1 | Holders of rec. July 21a |
| New York Central R.R. (quar.) | 1 1/2 | Aug. 1 | Holders of rec. July 9a |
| Norfolk & Western, common (quar.) | 1 3/4 | Sept. 19 | Holders of rec. Aug. 31a |
| Adjustment preferred (quar.) | 1 | Aug. 18 | Holders of rec. July 31a |
| Northern Pacific (quar.) | 1 3/4 | Aug. 1 | Holders of rec. July 9a |
| Pennsylvania RR. (quar.) | 1 1/2 | Aug. 31 | Holders of rec. Aug. 1a |
| Pere Marquette, prior preference | 1 2-3 | Aug. 1 | Holders of rec. July 18a |
| Pittsb. Cln. Chicago & St. Louis | 2 1/2 | Aug. 30 | Holders of rec. Aug. 20a |
| Reading Company, common (quar.) | \$1 | Aug. 9 | Holders of rec. July 24a |
| First preferred (quar.) | 50c. | Sept. 13 | Holders of rec. Aug. 28a |
| Utica Clinton & Binghamton | 2 | Aug. 10 | Aug. 1 to Aug. 9 |
| Wabash, preferred A (quar.) | 1 | July 31 | Holders of rec. July 10a |
| Street and Electric Railways. | | | |
| American Railways, preferred (quar.) | 1 3/4 | Aug. 15 | Holders of rec. July 31a |
| Bangor Ry. & Elec., com. (qu.) (No. 14) | 1/2 | Aug. 1 | Holders of rec. July 20a |
| Carolina Power & Light, com. (quar.) | 1/2 | Aug. 1 | Holders of rec. July 24 |
| Chicago Rys., Series 1 part. cts. | 8 | Aug. 1 | Holders of rec. July 1 |
| Cities Service, com. & pref. (monthly) | 1/2 | Aug. 1 | Holders of rec. July 15 |
| Common (payable in common stock) | 1/2 | Aug. 1 | Holders of rec. July 15 |
| Cities Service, com. & pref. (monthly) | 1/2 | Sept. 1 | Holders of rec. Aug. 15 |
| Common (payable in common stock) | 1/2 | Sept. 1 | Holders of rec. Aug. 15 |
| Civic Invest. & Indus. (quar.) (No. 4) | 1 | Aug. 15 | Holders of rec. July 31 |
| Columbus Ry., Pow. & Light, com. (qu.) | 1 1/2 | Aug. 1 | Holders of rec. July 19 |
| Preferred, Series B (quar.) | 1 1/2 | Aug. 1 | Holders of rec. July 19 |
| Commonw. Pow., Ry. & L., com. (qu.) | 1 | Aug. 1 | Holders of rec. July 20a |
| Preferred (quar.) | 1 1/2 | Aug. 1 | Holders of rec. July 20a |
| Connecticut Ry. & Lig., com. & pref. (qu.) | 1 | Aug. 15 | Aug. 1 to Aug. 15 |
| Cumberland Co. Pow. & L., pref. (qu.) | 1 1/2 | Aug. 1 | Holders of rec. July 16a |
| Duquesne Light, pref. (quar.) (No. 10) | 1 3/4 | Aug. 1 | Holders of rec. July 1 |
| East St. Louis & Sub. Co., pref. (quar.) | 3/4 | Aug. 1 | Holders of rec. July 14 |
| Grand Rapids Ry., preferred (quar.) | 1 1/2 | Aug. 1 | Holders of rec. July 20 |
| Illinois Traction, common (quar.) | 3/4 | Aug. 15 | Holders of rec. July 31a |
| Lehigh Valley Transit, pref. (quar.) | 1 1/2 | Aug. 10 | Holders of rec. July 31a |
| Lincoln Traction, preferred (quar.) | 1 1/2 | Aug. 1 | July 22 to July 31 |
| Milwaukee Elec. Ry. & Light, pref. (qu.) | 1 1/2 | July 31 | Holders of rec. July 20a |
| Monongahela Val. Tract., com. (extra) | 1 1/2 | Aug. 16 | Holders of rec. June 30a |
| Montreal Tramways (quar.) | 2 1/2 | Aug. 1 | Holders of rec. July 13 |
| New Hampshire Electric Ry., preferred | 1 | July 31 | July 22 to July 31 |
| Nor. Texas Elec. Co., com. (qu.) (No. 32) | 1 | Sept. 1 | Holders of rec. Aug. 16a |
| Preferred (No. 24) | 3 | Sept. 1 | Holders of rec. Aug. 16a |
| Philadelphia Co., com. (qu.) (No. 143) | 87 1/2c. | Aug. 1 | Holders of rec. July 2a |
| Philadelphia Company 5% pref. | \$1.25 | Sept. 1 | Holders of rec. Aug. 10a |
| Philadelphia Rapid Transit (No. 2) | \$1.25 | July 31 | Holders of rec. July 23a |
| Public Service Investment, pref. (quar.) | 1 1/2 | Aug. 1 | Holders of rec. July 14a |
| Railway & Light Securities, com. & pref. | 3 | Aug. 1 | Holders of rec. July 14a |
| Tampa Electric Co. (quar.) (No. 51) | 2 1/2 | Aug. 15 | Holders of rec. Aug. 1a |
| Union Street Ry. (New Bedford) (quar.) | 2 | Aug. 1 | Holders of rec. July 19a |
| United Power & Transportation | \$1.23 | July 30 | July 28 to July 30 |
| West Penn Power, pref. (quar.) (No. 6) | 1 3/4 | Aug. 1 | July 22 to Aug. 1 |
| West Penn Rys., pref. (No. 1) | 1 1/2 | Sept. 15 | Holders of rec. Sept. 1a |
| West Penn Trac. & W. P., pf. (qu.) (No. 11) | 1 1/2 | Sept. 15 | Sept. 6 to Sept. 16 |
| York Railways, preferred (quar.) | 62 1/2c. | July 30 | Holders of rec. June 20a |
| Banks. | | | |
| American Exchange Nat. (Red Cross div.) | u1 | Aug. 1 | Holders of rec. June 22a |
| Corn Exchange (quar.) | 4 | Aug. 1 | Holders of rec. July 31a |
| German-American (quar.) | 3 | Aug. 1 | Holders of rec. July 26 |
| Extra | 1 | Aug. 1 | Holders of rec. July 26 |
| Lincoln National (quar.) | 2 1/2 | Aug. 1 | Holders of rec. July 26a |
| Pacific (quar.) | \$1 | Aug. 1 | July 21 to July 31 |
| Twenty-third Ward | 3 | Aug. 1 | July 28 to July 31 |
| Westchester Avenue (quar.) | 1 1/2 | Aug. 1 | Holders of rec. July 30a |
| Extra | 1/2 | Aug. 1 | Holders of rec. July 30a |
| Trust Companies. | | | |
| Broadway (quar.) | 2 | Aug. 1 | Holders of rec. July 23 |
| Farmers' Loan & Trust (quar.) | 4 1/2 | | |

| Name of Company. | Per Cent. | When Payable. | Books Closed. Days Inclusive. | Name of Company. | Per Cent. | When Payable. | Books Closed. Days Inclusive. |
|----------------------------------------------------|-----------|---------------|-------------------------------|----------------------------------------------------|-----------|---------------|-------------------------------|
| Miscellaneous (Continued). | | | | Miscellaneous (Concluded). | | | |
| Associated Dry Goods, 1st pref. (No. 1)..... | 1½ | Dec. 1 | Holders of rec. Nov. 15a | Mitchell Motors, Inc. (quar.)..... | \$1.50 | Aug. 24 | Holders of rec. Aug. 10 |
| Atl. Gulf & W. I. SS. Lines, common..... | 5 | Aug. 1 | Holders of rec. June 29a | Mohawk Mining..... | \$10 | Aug. 1 | Holders of rec. July 3a |
| Common (extra)..... | u1 | Aug. 1 | Holders of rec. June 29a | Special (Red Cross dividend)..... | u50c. | Aug. 1 | Holders of rec. July 3a |
| Atlantic Steel, common (extra)..... | 5 | Aug. 2 | July 22 to Aug. 2 | Montreal Light, H. & P. (qu.) (No. 65)..... | 2 | Aug. 15 | Holders of rec. July 31 |
| Atlas Powder, preferred (quar.)..... | 1½ | Aug. 1 | July 21 to July 31 | Municipal Service, pref. (quar.)..... | 1½ | Aug. 1 | Holders of rec. July 23 |
| Babcock & Wilcox (Red Cross dividend)..... | u1 | July 28 | Holders of rec. July 20 | Nash Motors, pref. (quar.)..... | 1½ | Aug. 1 | Holders of rec. July 20 |
| Barnhart Bros. & Spindler, 1st & 2d pf. (qu.)..... | 1½ | Aug. 1 | Holders of rec. July 27a | National Carbon, Inc., common (quar.)..... | \$1 | Aug. 1 | Holders of rec. July 31a |
| Barnett Oil & Gas (monthly) (No. 3)..... | 1c. | Aug. 1 | Holders of rec. July 15 | Preferred (quar.)..... | 2 | Aug. 1 | Holders of rec. July 31a |
| Extra..... | 1c. | Aug. 1 | Holders of rec. July 15 | National Lead, common (quar.)..... | 1 | Sept. 29 | Holders of rec. Sept. 7 |
| Bethlehem Steel, Class A & B (Red Cross)..... | u1 | Aug. 1 | Holders of rec. July 18a | Preferred (quar.)..... | 1½ | Sept. 15 | Holders of rec. Aug. 24 |
| Borden's Condensed Milk, common..... | u50c. | Aug. 14 | Aug. 2 to Aug. 15 | National Refining, common (quar.)..... | 1½ | Aug. 15 | Holders of rec. July 31 |
| Borden's Condensed Milk, com. (No. 44)..... | 4 | Aug. 14 | Aug. 2 to Aug. 15 | Common (extra)..... | 2½ | Aug. 15 | Holders of rec. July 31 |
| Brill (J. G.) Co., preferred (quar.)..... | 1 | Aug. 10 | July 24 to July 31 | Nevada-Calif. Elec. Corp., pref..... | 1½ | July 30 | Holders of rec. June 30a |
| Brown Shoe, preferred (quar.)..... | 1½ | Aug. 1 | Holders of rec. July 21a | New Jersey Zinc (quar.)..... | 4 | Aug. 10 | Holders of rec. July 31a |
| Burns Bros., common (quar.) (No. 16)..... | 1½ | Aug. 15 | Holders of rec. Aug. 1a | New Niquero Sugar, com. & pref. (extra)..... | 10 | July 31 | Holders of rec. July 25 |
| Common (payable in common stock)..... | 1 | Aug. 15 | Holders of rec. Aug. 1a | New River Co., preferred (No. 12)..... | \$1.50 | July 31 | Holders of rec. July 23 |
| Preferred (quar.) (No. 18)..... | 1½ | Aug. 1 | Holders of rec. July 20a | New York Dock, preferred..... | 2 | Aug. 15 | Holders of rec. Aug. 6 |
| Canada Cement, preferred (quar.)..... | 1½ | Aug. 16 | Aug. 1 to Aug. 10 | North American Co. (quar.) (No. 54)..... | 1½ | Oct. 1 | Holders of rec. Sept. 15 |
| Canada Foundries & Forgings, com. (qu.)..... | 3 | Aug. 15 | Holders of rec. July 31 | North Butte Mining (quar.)..... | 50c. | July 28 | Holders of rec. July 12a |
| Preferred (quar.)..... | 1½ | Aug. 15 | Holders of rec. July 31 | Ohio Cities Gas, common (quar.)..... | \$1.25 | Sept. 1 | Holders of rec. Aug. 15a |
| Canada Steamship Lines..... | u2 1-3 | Aug 1 | Holders of rec. July 15 | Ontario Steel Products, pref. (quar.)..... | 1½ | Aug. 15 | Holders of rec. July 31 |
| Canadian Converters' Ltd. (quar.)..... | 1 | Aug. 15 | Holders of rec. July 31 | Preferred (account accum. dividends)..... | u1½ | Aug. 15 | Holders of rec. July 31 |
| Canadian Locomotive, com. (No. 1)..... | 1½ | Oct. 1 | Sept. 10 to Sept. 20 | Osceola Consolidated Mining (quar.)..... | \$6 | July 31 | Holders of rec. June 30 |
| Preferred (quar.)..... | 1½ | Oct. 1 | Sept. 10 to Sept. 20 | Pacific Coast Co., common (quar.)..... | 1 | Aug. 1 | Holders of rec. July 21a |
| Caney River Gas (quar.)..... | u1 2-3c | July 31 | Holders of rec. July 20 | First preferred (quar.)..... | 1½ | Aug. 1 | Holders of rec. July 21a |
| Carbon Steel, common (quar.)..... | 1½ | Aug. 15 | Aug. 11 to Aug. 14 | Second preferred (quar.)..... | 1 | Aug. 1 | Holders of rec. July 21a |
| Common (extra)..... | 2½ | Aug. 15 | Aug. 11 to Aug. 14 | Pacific Development Corporation..... | 1½ | Aug. 15 | Holders of rec. July 9 |
| Common (quar.)..... | 1½ | Nov. 15 | Nov. 11 to Nov. 14 | Pacific Mail SS., preferred (quar.)..... | 1½ | Sept. 1 | Holders of rec. Aug. 18 |
| Common (extra)..... | 2½ | Nov. 15 | Nov. 11 to Nov. 14 | Pacific Power & Light, preferred (quar.)..... | 1 | Aug. 1 | Holders of rec. July 20 |
| Second preferred (annual)..... | 6 | July 30 | July 26 to July 29 | Paekard Motor Car, common (quar.)..... | 2 | July 31 | Holders of rec. July 16a |
| Carver Steel Tool..... | 20c. | Aug. 10 | Holders of rec. Aug. 1 | Penmans, Limited, common (quar.)..... | 1 | Aug. 15 | Holders of rec. Aug. 4 |
| Extra..... | 5c. | Aug. 10 | Holders of rec. Aug. 1 | Preferred (quar.)..... | 1½ | Aug. 1 | Holders of rec. July 21 |
| Central Aguirre Sugar Cos., common..... | 25 | July 31 | Holders of rec. July 25 | Penn Traffic..... | 7½c. | Aug. 1 | Holders of rec. July 14a |
| Central Leather, common (quar.)..... | 1½ | Aug. 1 | Holders of rec. July 10a | People's Gas Light & Coke (quar.)..... | 1 | Aug. 25 | Holders of rec. Aug. 1a |
| Common (extra)..... | 2 | Aug. 1 | Holders of rec. July 10a | Pierce-Arrow Motor Car, common..... | \$1.25 | Aug. 1 | Holders of rec. July 14a |
| Central Sugar, preferred (quar.)..... | \$1.75 | Aug. 1 | Holders of rec. July 14 | Pittsburgh Oil & Gas (quar.)..... | 2 | Aug. 15 | Aug. 1 to Aug. 15 |
| Chevrolet Motor (quar.)..... | 3 | Aug. 1 | Holders of rec. July 14 | Pittsburgh Steel, preferred (quar.)..... | 1½ | Sept. 1 | Holders of rec. Aug. 15a |
| Chic. Wilm. & Frank. Coal, com. (No. 2)..... | 5 | Aug. 1 | Holders of rec. July 20 | Pittsford Power, preferred (quar.)..... | 1½ | Aug. 1 | Holders of rec. July 23a |
| Preferred (quar.) (No. 6)..... | 1½ | Aug. 1 | Holders of rec. July 20 | Plant (Thomas G.) Co. (quar.) (No. 64)..... | 1½ | July 31 | Holders of rec. July 17 |
| Clinchfield Coal Corp., common..... | 1 | Aug. 1 | Holders of rec. July 25 | Portland Gas & Coke, pref. (qu.) (No. 30)..... | 1½ | Aug. 1 | Holders of rec. July 24 |
| Preferred (quar.)..... | 1½ | Aug. 1 | Holders of rec. July 25a | Prairie Oil & Gas (quar.)..... | 3 | July 31 | Holders of rec. June 30a |
| Cleveland Elec. Illum., pref. (quar.)..... | 1½ | Aug. 1 | Holders of rec. July 25a | Prairie Pipe Line (quar.)..... | 5 | July 31 | Holders of rec. June 30a |
| Cluett, Peabody & Co., common (quar.)..... | 1½ | Aug. 1 | Holders of rec. July 20a | Pressed Steel Car, com. (quar.) (No. 28)..... | 1½ | Sept. 5 | Holders of rec. Aug. 15 |
| Columbia Gas & Electric (quar.)..... | 1 | Aug. 15 | Holders of rec. July 31a | Preferred (quar.) (No. 74)..... | 1½ | Aug. 22 | Holders of rec. Aug. 1 |
| Commonwealth Edison (quar.)..... | 2 | Aug. 1 | Holders of rec. July 16 | Prest-O-Lite Co. (quar.)..... | \$2 | July 31 | Holders of rec. July 20a |
| Consolidated Gas (N. Y.) (quar.)..... | 1½ | Sept. 15 | Holders of rec. Aug. 9a | Procter & Gamble, common (quar.)..... | 5 | Aug. 15 | July 22 to Aug. 15 |
| Consolidation Coal (quar.)..... | 1½ | July 31 | Holders of rec. July 18a | Common (payable in common stock)..... | 4 | Aug. 15 | July 22 to Aug. 15 |
| Consumers Co., preferred..... | 3½ | Aug. 20 | Holders of rec. Aug. 10a | Public Service of Nor. Ills., com. (quar.)..... | 1½ | Aug. 1 | Holders of rec. July 14 |
| Continental Paper Bag, common (quar.)..... | 1½ | Aug. 15 | Holders of rec. Aug. 8 | Preferred (quar.)..... | 1½ | Aug. 1 | Holders of rec. July 14 |
| Preferred (quar.) (No. 68)..... | 1½ | Aug. 15 | Holders of rec. Aug. 8 | Pullman Company (quar.) (No. 202)..... | 2 | Aug. 15 | Holders of rec. July 31a |
| Continental Paper Bag, com. (extra)..... | 6 | Oct. 1 | Holders of rec. June 30 | Pyrene Mfg., common (quar.) (No. 19)..... | 25c. | Aug. 1 | July 16 to July 31 |
| Common (extra)..... | 1½ | Nov. 1 | Holders of rec. June 30 | Quaker Oats, preferred (quar.)..... | 1½ | Aug. 31 | Holders of rec. Aug. 1a |
| Preferred (extra)..... | 1½ | Nov. 1 | Holders of rec. June 30 | Republic Iron & Steel, com. (qu.) (No. 3)..... | 1½ | Aug. 1 | Holders of rec. July 16a |
| Cosden Oil & Gas, common (quar.)..... | 12½c | Aug. 1 | July 17 to Aug. 1 | Republic Iron & Steel, com. (qu.) (No. 4)..... | 1½ | Nov. 1 | Holders of rec. Oct. 15a |
| Common (extra)..... | 12½c | Aug. 1 | July 17 to Aug. 1 | Preferred (quar.) (No. 56)..... | 1½ | Oct. 1 | Holders of rec. Sept. 15a |
| Cramp (Wm.) & Sons Ship & Eng. Bldg..... | 3 | Aug. 1 | July 22 to Aug. 1 | St. Joseph Lead (quar.)..... | 75c. | Sept. 20 | Sept. 9 to Sept. 20 |
| Cruible Steel, pref. (No. 58) (acct. accu.)..... | u2 | July 31 | Holders of rec. July 16a | Special (distrib. from res'v for amort.)..... | 50c. | Sept. 20 | Sept. 9 to Sept. 20 |
| Cruible Steel, pref. (acct. accum. divs.)..... | u2 | Aug. 31 | Holders of rec. Aug. 16a | Scapulpa Refining..... | 30c. | Aug. 1 | July 15 to Aug. 1 |
| Cudahy Paeking, common (quar.)..... | 1½ | Sept. 15 | Holders of rec. Sept. 5 | Scovill Manufacturing..... | 15 | Aug. 1 | Holders of rec. July 25 |
| Seven per cent preferred..... | 3½ | Nov. 1 | Holders of rec. Oct. 20 | Sears, Roebuck & Co., common (quar.)..... | 2 | Aug. 15 | Holders of rec. July 31a |
| De Long Hook & Eye (quar.) (No. 68)..... | 2 | Aug. 1 | Holders of rec. July 23 | Shannon Copper (quar.)..... | 25c. | Aug. 15 | Holders of rec. July 31 |
| Diamond Match (quar.)..... | 2 | Sept. 15 | Holders of rec. Aug. 31a | Extra..... | 25c. | Aug. 15 | Holders of rec. July 31 |
| Domblon Bridge, Ltd. (quar.)..... | 2½ | Aug. 15 | Holders of rec. July 31 | Sierra Pacific Elec. Co., pref. (quar.)..... | 1½ | Aug. 1 | Holders of rec. July 16a |
| Domblon Coal, Ltd., pref. (No. 49)..... | 3½ | Aug. 1 | Holders of rec. July 14 | Sinclair Oil & Refining Corporation..... | \$1.25 | Aug. 23 | Holders of rec. July 31a |
| Domblon Steel Corp., Ltd., pref. (quar.)..... | 1½ | Aug. 1 | July 16 to Aug. 1 | Stager Manufacturing (special)..... | (u) | ----- | Holders of rec. July 19 |
| duPont (E. I.) de Nem. Powder, com. (qu.)..... | 1½ | Aug. 1 | Holders of rec. July 21a | Smith (A. O.) Corp., pref. (qu.) (No. 3)..... | 1½ | Aug. 15 | Holders of rec. Aug. 1 |
| Preferred (quar.)..... | 1½ | Aug. 1 | Holders of rec. July 21a | Southern Calif. Edison, com. (qu.) (No. 30)..... | 1½ | Aug. 15 | Holders of rec. July 31a |
| Eastman Kodak, common (extra)..... | 5 | Sept. 1 | Holders of rec. July 31a | Standard Milling, common (quar.)..... | 1 | Aug. 31 | Holders of rec. Aug. 21 |
| Common (quar.)..... | 2½ | Oct. 1 | Holders of rec. Aug. 31a | Common (payable in com. stock)..... | 1 | Aug. 31 | Holders of rec. Aug. 21 |
| Preferred (quar.)..... | 1½ | Oct. 1 | Holders of rec. Aug. 31a | Preferred (quar.) (No. 31)..... | 1½ | Aug. 31 | Holders of rec. Aug. 21 |
| Edison Elec. Ill. of Boston (qu.) (No. 113)..... | 3 | Aug. 1 | Holders of rec. July 16 | Standard Oil (Indiana) (quar.)..... | 3 | Aug. 31 | Holders of rec. Aug. 6 |
| Edison Elec. Ill. of Brockton (quar.)..... | 2 | Aug. 1 | Holders of rec. July 16a | Extra..... | 3 | Aug. 31 | Holders of rec. Aug. 6 |
| Elec. Bond & Share, pref. (qu.) (No. 49)..... | 1½ | Aug. 1 | Holders of rec. July 18 | Standard Sanitary Mfg., common (quar.)..... | 1½ | Aug. 10 | Holders of rec. Aug. 2 |
| Electrical Securities Corp., pref. (quar.)..... | 1½ | Aug. 1 | Holders of rec. July 21a | Preferred (quar.)..... | 1½ | Aug. 10 | Holders of rec. Aug. 2 |
| Elgin National Watch (quar.)..... | 2 | Aug. 1 | Holders of rec. July 26a | Steel Co. of Canada, Ltd., com. (qu.) (No. 2)..... | 1 | Aug. 1 | Holders of rec. July 11 |
| Eureka Pipe Line (quar.)..... | 6 | Aug. 1 | Holders of rec. July 16 | Common (bonus)..... | ½ | Aug. 1 | Holders of rec. July 11 |
| Fajardo Sugar..... | 2½ | Aug. 1 | Holders of rec. July 20 | Preferred (quar.) (No. 24)..... | 1½ | Aug. 1 | Holders of rec. July 11 |
| Fall River Gas Works (quar.) (No. 91)..... | 3 | Aug. 1 | Holders of rec. July 17a | Stewart-Warner Speedometer, com. (qu.)..... | 1½ | Aug. 15 | d July 31 to Aug. 4 |
| Federal Sugar Refining, pref. (quar.)..... | 1½ | Aug. 1 | Holders of rec. July 30 | Superior Steel Corp., 1st and 2d pref..... | 2 | Aug. 15 | Holders of rec. Aug. 1 |
| First National Copper..... | 40c. | Aug. 15 | Holders of rec. July 21 | Taylor-Wharton Iron & Steel, pref. (qu.)..... | 1½ | Aug. 1 | July 25 to July 31 |
| Fisher Body Corp., pref. (quar.)..... | 1½ | Aug. 1 | Holders of rec. July 20a | Texas Power & Light, pref. (qu.) (No. 21)..... | 1½ | Aug. 1 | Holders of rec. July 21 |
| Fort Worth Power & Light, pref. (quar.)..... | 1½ | Aug. 1 | Holders of rec. July 20 | Thompson-Starrett Co., preferred..... | 4 | Oct. 1 | Holders of rec. Sept. 22 |
| Gair (Robert) Co., preferred (quar.)..... | 1½ | Aug. 1 | July 26 to July 31 | Trenton Potteries, non-cum. pref. (quar.)..... | 1½ | July 25 | Holders of rec. July 19a |
| Gaston, Williams & Wigmore, Inc. (quar.)..... | \$1 | Aug. 15 | Holders of rec. Aug. 1 | Non-cumulative preferred (extra)..... | ½ | July 25 | Holders of rec. July 19a |
| General Chemical, common (quar.)..... | 2 | Sept. 1 | Holders of rec. Aug. 22 | Underwood Typewriter, common (quar.)..... | 1½ | Oct. 1 | Holders of rec. Sept. 15a |
| General Cigar, common (quar.)..... | 1 | Aug. 1 | Holders of rec. July 24 | Preferred (quar.)..... | 1½ | Oct. 1 | Holders of rec. Sept. 15a |
| General Electric Special (Red Cross div.)..... | u1 | Aug. 20 | Holders of rec. July 3a | United Alloy Steel Corp. (quar.)..... | \$1 | July 30 | Holders of rec. July 9a |
| General Motors Corp., com. (quar.)..... | 3 | Aug. 1 | Holders of rec. July 14a | United Cigar Stores of Amer., com. (quar.)..... | 2 | Aug. 15 | Holders of rec. July 27a |
| Preferred (quar.)..... | 1½ | Oct. 1 | Holders of rec. July 14a | United Drug, 1st pref. (quar.) (No. 6)..... | 87½c. | Aug. 1 | Holders of rec. July 16a |
| General Petroleum (quar.)..... | u2½ | Oct. 1 | Sept. 21 to Sept. 30 | United Dyew'd Co., com. (Red Cross div.)..... | u1 | Aug. 28 | Holders of rec. July 2a |
| Goodrich (B. F.) Co., common (quar.)..... | 1 | Aug. 15 | Holders of rec. Aug. 3a | U. S. Hobbin & Shuttle, common (quar.)..... | 1 | Aug. 1 | July 12 to July 31 |
| Goodrich (B. F.), common (quar.)..... | 1 | Nov. 15 | Holders of rec. Nov. 5 | Common (extra)..... | 1 | Aug. 1 | July 12 to July 31 |
| Preferred (quar.)..... | 1½ | Oct. 1 | Holders of rec. Sept. 21 | Preferred (quar.)..... | 1½ | Aug. 1 | July 12 to July 31 |
| Granby Con. Min., S. & Pow., Ltd. (qu.)..... | 2½c. | Aug. 1 | Holders of rec. July 18a | U. S. Rubber, 1st pref. (quar.)..... | 2 | July 31 | Holders of rec. July 20a |
| Grant Motor Car Corp., pref. (quar.)..... | 17½c. | Aug. 1 | Holders of rec. July 14a | U. S. Steel Corp., com. (special)..... | u1 | July 28 | July 3 to July 4 |
| Great Lakes Steamship (special)..... | 5 | Aug. 15 | Holders of rec. Aug. 5 | United Verde Extension Min. (qu.) (No. 5)..... | 50c. | Aug. 1 | Holders of rec. July 10 |
| Great Northern Paper..... | \$2.50 | Aug. 1 | Holders of rec. July 26a | Extra..... | 25c. | Aug. 1 | Holders of rec. July 10 |
| Greene Cananea Copper Co. (quar.)..... | 2 | Aug. 27 | Holders of rec. Aug. 15a | Special Red Cross dividend..... | u10c. | Aug. 1 | Holders of rec. July 10 |
| Guaranty Securities Corp. (quar.) (No. 2)..... | 2 | July 25 | Holders of rec. July 24 | Va.-Carolina Chem., com. (qu.) (No. 39)..... | ¾ | Aug. 1 | Holders of rec. July 14a |
| Hart, Schaffner & Marx, Inc., com. (qu.)..... | 1 | Aug. 31 | Holders of rec. Aug. 20a | Westinghouse Elec. & Mfg., com. (qu.)..... | 87½c. | July 31 | Holders of rec. June 30a |
| Holly Sugar Corporation, pref. (quar.)..... | 1½ | Aug. 1 | Holders of rec. July 14 | Common & pref. (Red Cross dividend)..... | u25c. | July 31 | Holders of rec. June 30a |
| Houston Oil, preferred..... | 3 | Aug. 1 | July 20 to July 31 | Willlys-Overland, common (quar.)..... | 75c. | Aug. 1 | Holders of rec. July 20a |
| Idaho Power, pref. (quar.) (No. 3)..... | 1½ | Aug. 1 | Holders of rec. July 21 | Wolverine Copper Mining (Red Cross)..... | u50c. | Aug. 1 | Holders of rec. July 3a |
| Illinois Northern Utilities, pref. (quar.)..... | 1½ | Aug. 1 | Holders of rec. July 20a | Woolworth (F. W.) Co., com. (qu.) (No. 21)..... | 2 | Sept. 1 | Holders of rec. Aug. 10a |
| Illum. & Power Sec. Corp., pref. (quar.)..... | 1½ | Aug. 15 | Holders of rec. July 31 | | | | |
| Indian Refining, pref. (account accum.)..... | u7 | Aug. 20 | Holders of rec. Aug. 4 | | | | |
| Indiana Pipe Line (quar.)..... | \$2 | Aug. 15 | Holders of rec. July 21 | | | | |
| Indianapolis Telephone, preferred..... | 1½ | Aug. 1 | Holders of rec. July 23 | | | | |
| Industrial & Finance Corp., preferred..... | 3 | Aug. 15 | July 19 to Aug. 2 | | | | |
| Inspiration Consolidated Copper (quar.)..... | \$2 | July 30 | Holders of rec. July 13a | | | | |
| Special (Red Cross)..... | u25c. | July 30 | Holders of rec. July 13a | | | | |
| Int. Harv. of N. J., pf. (qu.) (No. 42)..... | 1½ | Sept. 1 | Holders of rec. Aug. 10a | | | | |
| Int. Harvester Corp., pref. (quar.) (No. 18)..... | 1½ | Sept. 1 | Holders of rec. Aug. 10a | | | | |
| International Mercantile Marine, pref..... | 3 | Aug. 1 | Holders of rec. July 16a | | | | |
| International Nickel, pref. (quar.)..... | 1½ | Aug. 1 | Holders of rec. July 16a | | | | |
| Isle Royale Copper Co. (qu.) (No. 6)..... | \$1.50 | July 31 | Holders of rec. June 30 | | | | |

By Messrs. R. L. Day & Co., Boston:

| Shares. | \$ per sh. | Shares. | \$ per sh. |
|------------------------------|------------|-------------------------------------------------|--------------|
| National Sawmill Bank | 205 | 2 Lynn Gas & Electric | 350 |
| Merrimack Mill, pref. | 73 1/2 | 15 Tremont & Suffolk Mills | 140 1/2 |
| Boston Belting | 103 | 25 Hood Rubber, com. | 124 |
| Lumkeag Steam Cotton | 195 1/2 | 10 Turners Falls Power Elec. | rights 3 1/2 |
| Arlington Mills | 111 1/2 | 77,500 Acetylene Mg. & Mill. of Colo., \$1 each | \$101 1/2 |
| 10 Boston Wharf | 100 | | |
| 7 Lowell Elec. Light, ex-div | 175 1/2 | | |

By Messrs. Francis Henshaw & Co., Boston:

| Shares. | Stocks. | \$ per sh. |
|-----------------------------|---------|------------|
| 5 Gray & Davis, Inc., pref. | | 46 1/2 |

By Messrs. Barnes & Loffland, Philadelphia:

| Shares. | Stocks. | \$ per sh. | Shares. | Stocks. | \$ per sh. |
|-----------------------------------|---------|------------|-----------------------------------------|-----------------|------------|
| 8 Real Estate Trust, pref. | 100 | | 5 Commonwealth T. I. & T. | 250 1/2 | |
| 20 Robert Morris Trust | 63 | | 4 Continental-Equit. T. & T., \$50 each | 88 | |
| 50 Phila. Co. for Guar. Mtges. | 160 | | 40 Franklin Trust, \$50 each | 75 | |
| 6 Fire Assoc. of Phila., \$50 ea. | 306-308 | | 35 Logan Trust | 150 1/2-151 1/2 | |
| 2 Second & Third Sts. Pass. Ry. | 238 1/2 | | 1 Penn. Co. for Insurances, &c. | 716 | |
| 1 Ridge Avenue Passenger Ry. | 236 | | | | |
| 5 Phila. Warehousing & Cold Stor. | 80 | | | | |
| 1 Union National Bank | 203 | | | | |
| 16 John B. Steinson, com. | 334 | | | | |
| 28 Farmers & Mech. Nat. Bank | 150 | | | | |

National Banks.—The following information regarding national banks is from the office of the Comptroller of the Currency, Treasury Department:

APPLICATIONS FOR CHARTER.

| For Organization of National Banks: | Capital |
|---------------------------------------------------------|------------------|
| The Farmers' National Bank of Pollett, Tex. | \$25,000 |
| The First National Bank of Horicon, Wis. | 30,000 |
| The First National Bank of Oakno, Mont. | 25,000 |
| For Conversion of State Banks: | Capital |
| The First National Bank of Circle, Mont. | 25,000 |
| Conversion of the Redwater Valley State Bank of Circle. | |
| Total capital | \$105,000 |

CHARTERS ISSUED.

| Original organizations: | Capital |
|---------------------------------------------------------------|------------------|
| The Nassau County National Bank of Rockville Centre, N. Y. | \$50,000 |
| First National Bank of Healdton, Okla. (Issued June 23 1917.) | 25,000 |
| The First National Bank of Farmersburg, Ind. | 25,000 |
| Succeeds The Farmersburg Bank, Farmersburg, Ind. | |
| Conversion of State Banks: | Capital |
| The First National Bank of Wolf Point, Mont. | 25,000 |
| Conversion of The Farmers' Bank of Wolf Point. | |
| The Public National Bank of New York, N. Y. | 750,000 |
| Conversion of The Public Bank of New York City. | |
| Total capital | \$875,000 |

CHARTERS EXTENDED.

The First National Bank of Ebensburg, Pa.
 Charter extended until close of business July 7 1937.
 The People's National Bank of Waynesburg, Pa.
 Charter extended until close of business July 13 1937.
 The Mendota National Bank, Mendota, Ill.
 Charter extended until close of business July 13 1937.

The Federal Reserve Banks.—Following is the weekly statement issued by the Federal Reserve Board on July 21:

Final transfer to the Federal Reserve banks of member bank reserves on the one hand and redemption of U. S. certificates of indebtedness due July 17, also large payments through the New York Federal Reserve Bank to foreign Governments on the other, account for the principal changes in the condition of the Federal Reserve banks disclosed by the weekly bank statement issued as at close of business on July 20 1917.

The principal changes affect reserve deposits of member banks, which show an increase of 145.3 millions and Government deposits which show a decrease of 116.2 millions for the week. Aggregate reserves, mostly gold, show a gain of 29.4 millions, the New York bank alone reporting an increase of 27.2 millions in total reserve. Chicago shows a decrease of about 12 million dollars in reserve and an even larger decrease in net deposits. Its investment account increased by 3.7 millions, while the favorable balance of 5.8 millions in account with other Federal Reserve banks shown the week before, has been turned into an adverse balance of 3.5 millions. A gain of 4.7 millions in reserve reported by the St. Louis bank is due chiefly to a change of a favorable to an adverse balance in account with other Federal Reserve banks.

Discounts on hand show an increase of 21.2 millions, Chicago and St. Louis reporting the largest gains under this head. Nearly one-half of the discounted bills held by the banks were member banks' collateral notes, which show an increase from 59.6 to 78.8 millions. Nearly one-third of these notes, or 25.4 millions, were secured by U. S. certificates of indebtedness or temporary certificates for Liberty bonds. Acceptances on hand increased about 2.8 millions, the New York bank reporting an even larger increase in the holdings of this class of paper. Other earning assets show but little change. Total earning assets, 436.6 millions, show an increase of 24.8 millions and constitute at present 756% of the banks' paid-in capital, compared with 714% the week before. Of the total, 45.3% is represented by acceptances, 37% by discounts, 17.2% by U. S. securities and 0.5% by warrants.

Largely as the result of admission to the system of the Bankers' Trust & Savings Bank of Minneapolis, the capital account of the Federal Reserve banks shows an increase of \$41,000. All the banks, except San Francisco, report smaller amounts of Government funds on hand. It should be noted, however, that considerable amounts realized by the Government from the Liberty Loan are at present deposited with qualified member and non-member banks, and are not included among Government deposits shown in the statement. All the banks, except St. Louis, report substantial increase in reserve deposits, though part of the gain is due probably to transfers on the books of the Federal Reserve banks from Government account to the credit of qualifying depository member banks.

Federal Reserve notes issued to the banks total at present \$583,937,000 net, or \$3,980,000 more than the week before. This total is secured by the deposit with the Federal Reserve agents of \$423,889,000 of gold and \$168,233,000 of paper. The banks report an outstanding circulation of \$534,226,000, an increase for the week of \$1,718,000.

The figures of the consolidated statement for the system as a whole are given in the following table, and in addition we present the results for each of the seven preceding weeks, together with those of the corresponding week of last year, thus furnishing a useful comparison. The earlier figures have been revised in order to conform with new form adopted by the Federal Reserve Board as of June 22. In the second table we show the resources and liabilities separately for each of the twelve Federal Reserve banks. The statement of Federal Reserve Agents' Accounts (the third table following) gives details regarding the transactions in Federal Reserve notes between the Comptroller and the Reserve Agents and between the latter and the Federal Reserve banks.

COMBINED RESOURCES AND LIABILITIES OF THE FEDERAL RESERVE BANKS AT THE CLOSE OF BUSINESS JULY 20 1917.

| | July 20 1917. | July 13 1917. | July 6 1917. | June 29 1917. | June 22 1917. | June 15 1917. | June 8 1917. | June 1 1917. | July 21 1916. |
|---------------------------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|--------------------|
| RESOURCES. | | | | | | | | | |
| Gold coin and certificates in vault | 438,119,000 | 471,492,000 | 470,359,000 | 484,264,000 | 492,742,000 | 365,020,000 | 330,001,000 | 299,225,000 | 262,949,000 |
| Gold settlement fund | 403,821,000 | 388,353,000 | 371,350,000 | 345,845,000 | 267,910,000 | 221,970,000 | 205,886,000 | 187,556,000 | 99,561,000 |
| Gold with foreign agencies | 52,500,000 | 52,501,000 | 52,501,000 | 52,362,000 | 52,600,000 | | | | |
| Total gold held by banks | 944,440,000 | 912,346,000 | 894,240,000 | 882,471,000 | 813,252,000 | 586,990,000 | 535,887,000 | 486,781,000 | 361,610,000 |
| Gold with Federal Reserve Agent | 423,889,000 | 428,338,000 | 413,715,000 | 402,693,000 | 390,765,000 | 459,942,000 | 175,201,000 | 466,969,000 | 163,932,000 |
| Gold redemption fund | 11,691,000 | 12,687,000 | 9,748,000 | 9,492,000 | 8,001,000 | 3,958,000 | 2,730,000 | 3,053,000 | 1,931,000 |
| Total gold reserves | 1,380,020,000 | 1,353,371,000 | 1,317,703,000 | 1,294,566,000 | 1,212,018,000 | 1,050,890,000 | 1,013,818,000 | 953,803,000 | 527,473,000 |
| Legal tender notes, silver, &c. | 50,301,000 | 47,545,000 | 38,314,000 | 39,840,000 | 35,680,000 | 24,518,000 | 37,695,000 | 36,624,000 | 13,802,000 |
| Total reserves | 1,430,321,000 | 1,400,916,000 | 1,356,017,000 | 1,334,406,000 | 1,247,698,000 | 1,075,408,000 | 1,051,513,000 | 993,427,000 | 541,275,000 |
| Bills discounted—members | 161,386,000 | 140,163,000 | 129,853,000 | 137,212,000 | 140,984,000 | 202,824,000 | 98,021,000 | 50,854,000 | 23,937,000 |
| Bills bought in open market | 197,725,000 | 194,937,000 | 201,664,000 | 202,270,000 | 191,303,000 | 164,525,000 | 135,270,000 | 116,200,000 | 85,382,000 |
| Total bills on hand | 359,111,000 | 335,100,000 | 331,517,000 | 339,512,000 | 332,287,000 | 367,349,000 | 233,291,000 | 166,954,000 | 114,319,000 |
| U. S. Government long-term securities | 42,265,000 | 43,961,000 | 42,935,000 | 36,426,000 | 36,427,000 | 36,409,000 | 36,387,000 | 36,387,000 | 49,746,000 |
| U. S. Government short-term securities | 33,050,000 | 30,359,000 | 28,659,000 | 34,302,000 | 78,491,000 | 77,728,000 | 83,298,000 | 77,495,000 | 7,190,000 |
| Municipal warrants | 2,186,000 | 2,441,000 | 2,442,000 | 2,446,000 | 2,446,000 | 2,470,000 | 5,524,000 | 13,912,000 | 27,723,000 |
| Loans on gold coin & bull. | | | | 21,850,000 | | | | | |
| Total earning assets | 436,612,000 | 411,861,000 | 405,553,000 | 494,536,000 | 552,549,000 | 483,917,000 | 358,500,000 | 291,748,000 | 198,978,000 |
| Due from other F. R. banks—net | 4,113,000 | 7,005,000 | 19,465,000 | 1,448,000 | 2,561,000 | 5,612,000 | 4,811,000 | 3,677,000 | 11,982,000 |
| Uncollected items | 242,967,000 | 253,722,000 | 251,374,000 | 221,705,000 | 195,826,000 | 294,968,000 | 301,730,000 | 177,092,000 | |
| Total deductions from gross deposits | 247,080,000 | 260,727,000 | 270,839,000 | 223,153,000 | 198,387,000 | 300,610,000 | 309,541,000 | 180,769,000 | 11,982,000 |
| 5% redemp. fund agst. F. R. bank notes | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 400,000 | 400,000 | 450,000 |
| All other resources | 1,611,000 | 786,000 | 851,000 | 799,000 | 408,000 | 635,000 | 5,588,000 | 6,056,000 | 4,756,000 |
| Total resources | 2,116,124,000 | 2,074,799,000 | 2,033,760,000 | 2,053,394,000 | 1,999,612,000 | 1,881,000,000 | 1,725,510,000 | 1,475,400,000 | 757,441,000 |

INCREASES OF CAPITAL APPROVED.

| | | |
|---------------------------------------------------------------------------------------------------|----------|------------------|
| The First National Bank of Girardville, Pa. Capital increased from \$50,000 to \$60,000. | Increase | \$10,000 |
| The First National Bank of Wagener, S. C. Capital increased from \$25,000 to \$30,000. | Increase | 5,000 |
| The First National Bank of Powell, Wyo. Capital increased from \$25,000 to \$35,000. | Increase | 10,000 |
| The Central National Bank of York, Pa. Capital increased from \$125,000 to \$200,000. | Increase | 75,000 |
| The Merchants' National Bank of Syracuse, N. Y. Capital increased from \$180,000 to \$300,000. | Increase | 120,000 |
| The First National Bank of Danville, Va. Capital increased from \$200,000 to \$275,000. | Increase | 75,000 |
| Total increase | | \$295,000 |

Canadian Bank Clearings.—The clearings for the week ending July 21 at Canadian cities, in comparison with the same week in 1916, shows an increase in the aggregate of 16.6%.

| Clearings at— | Week ending July 21. | | | | |
|---------------------|----------------------|--------------------|--------------|--------------------|--------------------|
| | 1917. | 1916. | Inc. or Dec. | 1915. | 1914. |
| <i>Canada—</i> | \$ | \$ | % | \$ | \$ |
| Montreal | 86,687,492 | 78,408,200 | +10.6 | 47,670,717 | 64,127,080 |
| Toronto | 62,922,518 | 46,252,618 | +36.0 | 37,103,580 | 42,276,238 |
| Winnipeg | 37,724,425 | 39,702,256 | -5.0 | 16,615,941 | 24,215,820 |
| Vancouver | 8,690,141 | 6,335,843 | +37.2 | 5,627,664 | 9,239,103 |
| Ottawa | 5,957,267 | 5,360,642 | +11.1 | 4,230,556 | 4,134,174 |
| Calgary | 5,790,725 | 4,348,529 | +33.2 | 2,769,982 | 4,758,025 |
| Quebec | 4,725,145 | 4,051,899 | +16.5 | 3,403,065 | 3,517,350 |
| Victoria | 1,587,240 | 1,538,485 | +31.9 | 1,317,955 | 2,563,992 |
| Edmonton | 2,660,791 | 1,903,228 | +39.6 | 1,899,922 | 3,341,349 |
| Hamilton | 4,978,716 | 3,752,211 | +32.7 | 2,852,907 | 2,877,980 |
| Halifax | 2,995,842 | 2,684,497 | +11.6 | 1,907,663 | 1,948,988 |
| St. John | 2,116,193 | 1,792,169 | +18.1 | 1,563,202 | 1,711,227 |
| London | 2,409,619 | 1,905,806 | +26.4 | 1,682,043 | 1,733,006 |
| Regina | 3,184,144 | 1,980,887 | +60.8 | 1,125,135 | 1,571,076 |
| Saskatoon | 1,543,010 | 1,023,187 | +50.8 | 727,522 | 1,170,168 |
| Moose Jaw | 1,118,336 | 903,425 | +24.2 | 570,238 | 921,866 |
| Brandon | 526,308 | 669,095 | -21.4 | 428,666 | 447,223 |
| Leithbridge | 888,612 | 583,512 | +52.3 | 322,452 | 370,698 |
| Brantford | 865,255 | 599,087 | +44.4 | 400,512 | 619,686 |
| Port William | 690,965 | 566,000 | +21.9 | 561,549 | 971,296 |
| New Westminster | 356,315 | 315,337 | +16.2 | 287,312 | 377,205 |
| Medicine Hat | 557,080 | 358,235 | +55.6 | 185,975 | 412,640 |
| Peterborough | 672,504 | 495,142 | +35.8 | 331,759 | 365,840 |
| Sherbrooke | 714,174 | 495,516 | +44.2 | | |
| Kitchener | 570,129 | 478,093 | +19.2 | | |
| Total Canada | 240,942,951 | 203,599,834 | +16.6 | 133,680,427 | 173,675,030 |

Imports and Exports for the Week.—Under instructions from the Treasury Department the issuance of weekly totals of imports and exports of merchandise and specie by the New York Custom House have been suspended indefinitely. Under the circumstance our usual compilation is omitted until such time as the figures may again be given out.

| | July 20 1917. | July 13 1917. | July 6 1917. | June 29 1917. | June 22 1917. | June 15 1917. | June 8 1917. | June 1 1917. | July 21 1916. |
|--------------------------------------------------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|--------------------|
| LIABILITIES. | | | | | | | | | |
| Capital paid in..... | \$ 57,733,000 | \$ 57,631,000 | \$ 57,657,000 | \$ 57,176,000 | \$ 57,171,000 | \$ 57,171,000 | \$ 57,009,000 | \$ 56,985,000 | \$ 55,133,000 |
| Government deposits..... | 184,631,000 | 300,872,000 | 143,626,000 | 399,356,000 | 495,307,000 | 262,531,000 | 622,125,000 | 96,427,000 | 54,277,000 |
| Due to members—reserve account..... | 1,161,995,000 | 1,019,672,000 | 1,112,347,000 | 1,033,460,000 | 803,200,000 | 870,731,000 | 677,771,000 | 721,145,000 | ----- |
| Due to non-members—clearing account..... | 4,767,000 | 6,317,000 | 5,000,000 | ----- | ----- | ----- | ----- | ----- | ----- |
| Member bank deposits—act..... | 165,234,000 | 153,353,000 | 161,583,000 | 119,527,000 | 137,531,000 | 176,424,000 | 181,321,000 | 134,142,000 | 492,000,000 |
| Collection items..... | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Total gross deposits..... | 1,519,377,000 | 1,130,754,000 | 1,425,561,000 | 1,483,953,000 | 1,430,597,000 | 1,309,739,000 | 1,183,217,000 | 951,715,000 | 546,277,600 |
| F. R. notes in actual circulation..... | 534,226,000 | 532,503,000 | 527,459,000 | 503,807,000 | 499,721,000 | 491,615,000 | 481,469,000 | 464,865,000 | 154,038,000 |
| F. R. bank notes in circulation, net liab..... | 2,376,000 | 1,930,000 | 1,175,000 | 934,000 | 775,000 | 352,000 | ----- | ----- | 1,692,000 |
| All other liab., incl. foreign Govt. credits..... | 2,192,000 | 1,337,000 | 21,908,000 | 2,524,000 | 2,377,000 | 2,113,000 | 1,854,000 | 1,833,000 | 251,000 |
| Total liabilities..... | 2,116,124,000 | 1,704,790,000 | 2,033,760,000 | 2,053,394,000 | 1,999,642,000 | 1,861,009,000 | 1,728,540,000 | 1,475,393,000 | 757,441,000 |
| Gold reserve against net deposit liab..... | 74.2% | 74.7% | 76.1% | 69.9% | 65.5% | 53.2% | 59.2% | 61.3% | 67.7% |
| Gold and lawful money reserve against net deposit liabilities..... | 73.1% | 73.6% | 79.3% | 73.1% | 68.4% | 60.3% | 63.4% | 65.3% | 79.3% |
| Gold res. agst. F. R. notes in act. circ'n..... | 81.5% | 82.3% | 80.3% | 81.0% | 79.3% | 91.4% | 51.3% | 66.8% | 107.7% |

| | July 20 1917. | July 13 1917. | July 6 1917. | June 29 1917. | June 22 1917. | June 15 1917. | June 8 1917. | June 1 1917. | July 21 1916. |
|-----------------------------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| Distribution by Maturities— | | | | | | | | | |
| 1-15 days bills discounted and bought..... | \$ 129,642,000 | \$ 116,730,000 | \$ 106,557,000 | \$ 172,168,000 | \$ 222,344,000 | \$ 189,458,000 | \$ 91,283,000 | \$ 47,163,000 | ----- |
| 1-15 days municipal warrants..... | 1,034,000 | 1,117,000 | 417,000 | 6,000 | 5,000 | 26,000 | 3,081,000 | 11,443,000 | ----- |
| 16-30 days bills discounted and bought..... | 59,099,000 | 59,330,000 | 47,412,000 | 53,754,000 | 60,510,000 | 39,600,000 | 30,141,000 | 23,776,000 | ----- |
| 16-30 days municipal warrants..... | 51,000 | 222,000 | 923,000 | 1,132,000 | 370,000 | 6,000 | 6,000 | 81,000 | ----- |
| 31-60 days bills discounted and bought..... | 87,864,000 | 80,905,000 | 98,797,000 | 91,213,000 | 90,445,000 | 79,839,000 | 67,153,000 | 57,407,000 | 142,042,000 |
| 31-60 days municipal warrants..... | 1,023,000 | 1,079,000 | 1,079,000 | 259,000 | 1,021,000 | 1,339,000 | 1,338,000 | 1,069,000 | ----- |
| 61-90 days bills discounted and bought..... | 77,852,000 | 73,367,000 | 74,323,000 | 77,420,000 | 57,930,000 | 54,472,000 | 41,134,000 | 34,971,000 | ----- |
| 61-90 days municipal warrants..... | 20,000 | 20,000 | 20,000 | 1,026,000 | 1,028,000 | 1,079,000 | 1,079,000 | 273,000 | ----- |
| Over 90 days bills discounted and bought..... | 4,654,000 | 4,628,000 | 4,428,000 | 4,957,000 | 4,053,000 | 3,939,000 | 3,575,000 | 3,337,000 | ----- |
| Over 90 days municipal warrants..... | 3,000 | 3,000 | 3,000 | 23,000 | 20,000 | 20,000 | 20,000 | 1,016,000 | ----- |
| Federal Reserve Notes— | | | | | | | | | |
| Issued to the banks..... | 533,937,000 | 579,957,000 | 570,725,000 | 550,504,000 | 539,976,000 | 527,971,000 | 512,527,000 | 499,844,000 | 175,219,000 |
| Held by banks..... | 49,711,000 | 47,449,000 | 43,266,000 | 41,697,000 | 40,255,000 | 36,356,000 | 31,058,000 | 34,079,000 | 21,131,000 |
| In circulation..... | 583,648,000 | 627,406,000 | 613,991,000 | 592,201,000 | 580,231,000 | 564,327,000 | 543,585,000 | 533,923,000 | 196,350,000 |
| Fed. Res. Notes (Agents' Accounts)— | | | | | | | | | |
| Received from the Comptroller..... | 974,960,000 | 965,460,000 | 944,100,000 | 924,740,000 | 903,700,000 | 834,630,000 | 852,160,000 | 819,520,000 | 297,530,000 |
| Returned to the Comptroller..... | 164,777,000 | 161,237,000 | 159,919,000 | 155,570,000 | 151,036,000 | 152,323,000 | 151,027,000 | 146,085,000 | 59,510,000 |
| Amount chargeable to Agent..... | 810,183,000 | 804,223,000 | 784,181,000 | 769,170,000 | 749,602,000 | 732,357,000 | 701,133,000 | 673,435,000 | 238,030,000 |
| In hands of Agent..... | 226,246,000 | 224,266,000 | 213,426,000 | 218,666,000 | 209,626,000 | 204,386,000 | 188,606,000 | 173,591,000 | 62,811,000 |
| Issued to Federal Reserve banks— | | | | | | | | | |
| How Secured— | | | | | | | | | |
| By gold coin and certificates..... | 213,358,000 | 218,118,000 | 203,120,000 | 198,239,000 | 187,667,000 | 255,674,000 | 273,682,000 | 271,365,000 | 109,167,000 |
| By lawful money..... | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| By commercial paper..... | 150,048,000 | 151,619,000 | 157,010,000 | 147,855,000 | 149,211,000 | 68,029,000 | 37,326,000 | 32,875,000 | 11,287,000 |
| Gold redemption fund..... | 22,801,000 | 23,190,000 | 22,805,000 | 23,620,000 | 24,268,000 | 24,538,000 | 24,339,000 | 23,314,000 | 12,415,000 |
| With Federal Reserve Board..... | 182,730,000 | 187,030,000 | 187,790,000 | 180,780,000 | 178,830,000 | 179,730,000 | 177,180,000 | 172,290,000 | 42,359,000 |
| Total..... | 533,937,000 | 579,957,000 | 570,725,000 | 550,504,000 | 539,976,000 | 527,971,000 | 512,527,000 | 499,844,000 | 175,219,000 |
| Commercial paper delivered to F. R. Agt..... | 163,233,000 | 158,473,000 | 162,733,000 | 153,398,000 | 153,135,000 | 69,145,000 | 37,930,000 | 34,411,000 | 12,877,000 |

a Amount due to other Federal Reserve banks. b Amount figures increasing correspondingly the grand total of liabilities. † Revised figures.

WEEKLY STATEMENT of RESOURCES and LIABILITIES of EACH of the 12 FEDERAL RESERVE BANKS at CLOSE of BUSINESS JULY 20 '17

| | Boston. | New York. | Phila'del'a. | Cleveland. | Richmond. | Atlanta. | Chicago. | St. Louis. | Minneapolis. | Kan. City. | Dallas. | San Fran. | Total. |
|---------------------------------------------------|--------------------|--------------------|--------------------|--------------------|-------------------|-------------------|----------------------|-------------------|-------------------|--------------------|-------------------|--------------------|----------------------|
| RESOURCES. | | | | | | | | | | | | | |
| Gold coin & cts. in vault..... | \$ 36,166,000 | \$ 258,257,000 | \$ 39,462,000 | \$ 31,978,000 | \$ 6,443,000 | \$ 7,393,000 | \$ 41,860,000 | \$ 4,781,000 | \$ 19,052,000 | \$ 8,458,000 | \$ 13,965,000 | \$ 21,194,000 | \$ 488,119,000 |
| Gold settlement fund..... | 11,165,000 | 125,790,000 | 15,972,000 | 57,409,000 | 26,189,000 | 7,340,000 | 59,916,000 | 25,584,000 | 9,747,000 | 34,590,000 | 10,260,000 | 19,859,000 | 403,821,000 |
| Gold with for'n agencies..... | 3,675,000 | 18,112,000 | 3,675,000 | 4,725,000 | 1,837,000 | 1,575,000 | 7,350,000 | 2,100,000 | 2,100,000 | 2,625,000 | 1,838,000 | 2,888,000 | 52,500,000 |
| Total gold held by bks..... | 51,006,000 | 402,159,000 | 59,109,000 | 93,212,000 | 34,474,000 | 16,313,000 | 109,126,000 | 32,465,000 | 30,899,000 | 45,673,000 | 26,063,000 | 43,941,000 | 944,440,000 |
| Gold with F. R. Agents..... | 22,391,000 | 161,961,000 | 33,377,000 | 30,970,000 | 7,623,000 | 17,966,000 | 56,669,000 | 14,944,000 | 21,382,000 | 14,666,000 | 15,828,000 | 26,112,000 | 423,889,000 |
| Gold redemption fund..... | 500,000 | 5,250,000 | 450,000 | 2,816,000 | 871,000 | 347,000 | 235,000 | 206,000 | 339,000 | 481,000 | 171,000 | 25,000 | 11,691,000 |
| Total gold reserves..... | 73,897,000 | 569,370,000 | 92,936,000 | 126,998,000 | 42,968,000 | 34,626,000 | 166,030,000 | 47,615,000 | 52,620,000 | 60,820,000 | 42,062,000 | 70,078,000 | 1,380,020,000 |
| Legal-ten notes, silv., &c..... | 3,858,000 | 36,860,000 | 1,295,000 | 296,000 | 157,000 | 718,000 | 1,925,000 | 3,214,000 | 91,000 | 454,000 | 1,275,000 | 157,000 | 50,301,000 |
| Total notes..... | 77,755,000 | 606,230,000 | 94,232,000 | 127,294,000 | 43,125,000 | 35,344,000 | 1,679,550,000 | 50,829,000 | 52,711,000 | 61,274,000 | 43,337,000 | 70,235,000 | 1,430,321,000 |
| Bills: | | | | | | | | | | | | | |
| Discounted—Members..... | 19,258,000 | 33,260,000 | 11,843,000 | 8,924,000 | 13,731,000 | 5,200,000 | 21,679,000 | 11,441,000 | 9,787,000 | 11,243,000 | 4,921,000 | 10,099,000 | 161,386,000 |
| Bought in open market..... | 15,668,000 | 100,294,000 | 12,799,000 | 8,762,000 | 4,932,000 | 1,359,000 | 28,856,000 | 3,572,000 | 861,000 | 12,818,000 | 3,004,000 | 4,800,000 | 197,725,000 |
| Total bills on hand..... | 34,926,000 | 133,554,000 | 24,642,000 | 17,686,000 | 18,663,000 | 6,559,000 | 50,535,000 | 15,013,000 | 10,648,000 | 24,061,000 | 7,925,000 | 14,899,000 | 359,111,000 |
| U. S. long-term secur's..... | 530,000 | 1,305,000 | 549,000 | 5,853,000 | 1,152,000 | 699,000 | 12,803,000 | 2,274,000 | 1,857,000 | 8,844,000 | 3,970,000 | 2,429,000 | 42,265,000 |
| U. S. short-term secur's..... | 2,194,000 | 7,760,000 | 2,548,000 | 2,933,000 | 1,969,000 | 1,584,000 | 3,724,000 | 1,524,000 | 2,015,000 | 1,784,000 | 1,567,000 | 3,448,000 | 33,050,000 |
| Municipal warrants..... | 111,000 | 158,000 | 158,000 | 1,263,000 | 115,000 | ----- | 153,000 | 112,000 | ----- | 51,000 | 20,000 | 203,000 | 2,186,000 |
| Total earning assets..... | 37,650,000 | 142,730,000 | 27,897,000 | 27,735,000 | 21,899,000 | 8,842,000 | 67,215,000 | 18,023,000 | 14,520,000 | 34,740,000 | 13,482,000 | 20,979,000 | 436,612,000 |
| Due from other Federal Reserve banks—Net..... | 3,731,000 | ----- | ----- | 5,063,000 | 2,092,000 | 3,927,000 | ----- | ----- | 612,000 | 4,368,000 | ----- | 5,564,000 | a 4,113,000 |
| Uncollected items..... | 17,266,000 | 58,815,000 | 24,065,000 | 21,860,000 | 10,855,000 | 8,341,000 | 47,046,000 | 13,410,000 | 6,089,000 | 10,664,000 | 7,193,000 | 16,760,000 | 242,967,000 |
| Total deductions from gross deposits..... | 21,000,000 | 58,815,000 | 24,065,000 | 26,923,000 | 12,950,000 | 12,868,000 | 47,046,000 | 13,410,000 | 6,701,000 | 15,032,000 | 7,193,000 | 22,324,000 | 247,080,000 |
| 5% redemp. fund against Fed. Res. bank notes..... | ----- | ----- | ----- | 103,000 | 79,000 | 108,000 | ----- | 1,070,000 | ----- | 400,000 | 100,000 | ----- | 500,000 |
| All other resources..... | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 77,000 | 30,000 | 144,000 | ----- | 1,611,000 |
| Total resources..... | 136,405,000 | 807,775,000 | 146,194,000 | 182,055,000 | 78,053,000 | 57,162,000 | 282,216,000 | 84,232,000 | 74,009,000 | 111,476,000 | 64,256,000 | 113,538,000 | 2,116,124,000 |
| LIABILITIES. | | | | | | | | | | | | | |
| Capital paid in..... | 5,112,000 | 12,066,000 | 5,276,000 | 6,365,000 | 3,438,000 | 2,389,000 | 7,408,000 | 3,265,000 | 2,518,000 | 3,168,000 | 2,750,000 | 3,068,000 | 57,723,000 |
| Government deposits..... | 17,987,000 | 35,052,000 | 6,463,000 | 25,559,000 | 9,617, | | | | | | | | |

Statement of New York City Clearing House Banks and Trust Companies.—The following detailed statement shows the condition of the New York City Clearing House members for the week ending July 21. The figures for the separate banks are the averages of the daily results. In the case of the totals, actual figures at end of the week are also given. The surplus reserves are calculated on the basis of new reserve requirements as fully explained in "Chronicle," Volume 105, pages 229 and 127.

NEW YORK WEEKLY CLEARING HOUSE RETURN.

| CLEARING HOUSE MEMBERS. | Capital. | | Loans, Discounts, Investments, &c. | Gold. | Legal Tenders. | Silver. | National Bank and Federal Reserve Notes. | Reserve with Legal Depositaries. | Additional Deposits with Legal Depositaries. | Net Demand Deposits. | Net Time Deposits. | National Bank Circulation. |
|-----------------------------------------|----------------------|-----------------------|------------------------------------|-------------------|-------------------|-------------------|------------------------------------------|----------------------------------|----------------------------------------------|----------------------|--------------------|----------------------------|
| | (Nat. Banks June 20) | (State Banks June 20) | | | | | | | | | | |
| Members of Federal Reserve Bank. | | | <i>Average.</i> | <i>Average.</i> | <i>Average.</i> | <i>Average.</i> | <i>Average.</i> | <i>Average.</i> | <i>Average.</i> | <i>Average.</i> | <i>Average.</i> | <i>Average.</i> |
| Bank of N. Y., N.B.A. | 2,000,000 | 5,220,000 | 46,135,000 | 556,000 | 184,000 | 100,000 | 44,000 | 5,534,000 | ----- | 37,834,000 | 3,467,000 | 704,000 |
| Merchants' Nat. Bank | 2,000,000 | 2,509,500 | 22,226,000 | 127,000 | 115,000 | 595,000 | 37,000 | 2,239,000 | ----- | 17,112,000 | 74,000 | 1,859,000 |
| Mech. & Metals Nat. | 6,000,000 | 9,979,400 | 131,441,000 | 5,611,000 | 433,000 | 4,383,000 | 263,000 | 22,139,000 | ----- | 133,823,000 | 5,886,000 | 3,775,000 |
| National City Bank | 25,000,000 | 15,955,600 | 475,428,000 | 2,894,000 | 3,218,000 | 1,601,000 | 1,447,000 | 82,598,000 | ----- | 476,116,000 | 7,434,000 | 1,732,000 |
| Chemical Nat. Bank | 3,000,000 | 8,676,100 | 54,832,000 | 608,000 | 357,000 | 1,009,000 | 75,000 | 8,114,000 | ----- | 48,768,000 | 1,218,000 | 440,000 |
| Atlantic Nat. Bank | 1,000,000 | 871,800 | 14,964,000 | 305,000 | 163,000 | 317,000 | 53,000 | 2,242,000 | ----- | 14,162,000 | 1,087,000 | 150,000 |
| Nat. Butchers & Drov. | 300,000 | 84,200 | 2,336,000 | 30,000 | 39,000 | 36,000 | 11,000 | 337,000 | ----- | 2,049,000 | ----- | 49,000 |
| Amerlean Exch. Nat. | 5,000,000 | 5,315,100 | 92,873,000 | 2,543,000 | 1,153,000 | 742,000 | 394,000 | 12,249,000 | ----- | 75,999,000 | 9,430,000 | 4,942,000 |
| Nat. Bank of Comm. | 25,000,000 | 20,236,000 | 233,709,000 | 3,057,000 | 2,241,000 | 968,000 | 235,000 | 35,253,000 | ----- | 259,443,000 | 9,013,000 | ----- |
| Chat. & Phenix Nat. | 3,500,000 | 2,294,200 | 67,469,000 | 1,649,000 | 747,000 | 939,000 | 671,000 | 9,561,000 | ----- | 64,425,000 | 6,812,000 | 1,738,000 |
| Hanover Nat. Bank | 3,000,000 | 16,601,300 | 133,654,000 | 7,161,000 | 1,495,000 | 1,359,000 | 285,000 | 20,685,000 | ----- | 139,821,000 | ----- | 200,000 |
| Citizens' Nat. Bank | 2,550,000 | 2,594,800 | 30,420,000 | 98,000 | 61,000 | 818,000 | 49,000 | 4,449,000 | ----- | 28,327,000 | 517,000 | 1,019,000 |
| Market & Fulton Nat. | 1,000,000 | 2,107,800 | 10,931,000 | 454,000 | 24,000 | 347,000 | 288,000 | 2,086,000 | ----- | 10,910,000 | ----- | 126,000 |
| Corn Exchange Bank | 3,500,000 | 6,875,900 | 99,625,000 | 2,190,000 | 467,000 | 2,223,000 | 2,081,000 | 14,535,000 | ----- | 100,630,000 | ----- | ----- |
| Importers' & Trad. Nat. | 1,500,000 | 7,868,000 | 33,536,000 | 596,000 | 1,217,000 | 141,000 | ----- | 4,557,000 | ----- | 29,403,000 | 100,000 | 51,000 |
| Nat. Park Bank | 5,000,000 | 16,807,900 | 161,029,000 | 1,623,000 | 827,000 | 1,030,000 | 482,000 | 20,909,000 | ----- | 147,753,000 | 3,285,000 | 3,556,000 |
| East River Nat. Bank | 250,000 | 85,100 | 2,674,000 | 41,000 | 31,000 | 128,000 | 9,000 | 550,000 | ----- | 2,818,000 | ----- | 50,000 |
| Second Nat. Bank | 1,000,000 | 3,627,000 | 19,799,000 | 236,000 | 90,000 | 451,000 | 120,000 | 2,125,000 | ----- | 15,761,000 | ----- | 763,000 |
| First Nat. Bank | 10,000,000 | 26,399,900 | 189,849,000 | 2,514,000 | 747,000 | 1,197,000 | 22,000 | 21,669,000 | ----- | 156,853,000 | 1,209,000 | 4,138,000 |
| Irving Nat. Bank | 4,000,000 | 4,558,900 | 83,457,000 | 2,116,000 | 690,000 | 2,771,000 | 32,000 | 14,883,000 | ----- | 90,625,000 | 197,000 | 640,000 |
| N. Y. County Nat. | 500,000 | 1,299,800 | 9,627,000 | 363,000 | 55,000 | 146,000 | 129,000 | 1,519,000 | ----- | 10,013,000 | ----- | 199,000 |
| Chase Nat. Bank | 10,000,000 | 12,603,100 | 255,922,000 | 4,648,000 | 3,195,000 | 2,144,000 | 410,000 | 34,020,000 | ----- | 233,792,000 | 22,693,000 | 650,000 |
| Lincoln Nat. Bank | 1,000,000 | 1,900,500 | 18,678,000 | 536,000 | 362,000 | 125,000 | 365,000 | 2,478,000 | ----- | 18,275,000 | 34,000 | 891,000 |
| Garfield Nat. Bank | 1,000,000 | 1,362,700 | 10,143,000 | 227,000 | 197,000 | 363,000 | 123,000 | 1,489,000 | ----- | 9,865,000 | 200,000 | 399,000 |
| Fifth Nat. Bank | 250,000 | 432,000 | 6,677,000 | 54,000 | 95,000 | 233,000 | 33,000 | 843,000 | ----- | 5,549,000 | 364,000 | 248,000 |
| Seaboard Nat. Bank | 1,000,000 | 3,168,300 | 43,964,000 | 830,000 | 612,000 | 834,000 | 86,000 | 8,114,000 | ----- | 48,579,000 | 16,000 | 70,000 |
| Liberty Nat. Bank | 1,000,000 | 4,001,900 | 73,049,000 | 1,066,000 | 188,000 | 128,000 | 239,000 | 9,046,000 | ----- | 64,176,000 | 2,558,000 | 499,000 |
| Coal & Iron Nat. Bank | 1,000,000 | 848,300 | 10,717,000 | 279,000 | 142,000 | 192,000 | 20,000 | 1,401,000 | ----- | 10,016,000 | 14,000 | 413,000 |
| Union Exch. Nat. Bank | 1,000,000 | 1,170,900 | 11,838,000 | 111,000 | 106,000 | 239,000 | 16,000 | 1,596,000 | ----- | 10,789,000 | 454,000 | 399,000 |
| Nassau Nat., Brooklyn | 1,000,000 | 1,142,900 | 12,009,000 | 101,000 | 85,000 | 207,000 | 32,000 | 1,330,000 | ----- | 10,102,000 | 560,000 | 50,000 |
| Broadway Trust Co. | 1,500,000 | 1,123,000 | 24,627,000 | 482,000 | 198,000 | 665,000 | 193,000 | 3,297,000 | ----- | 24,081,000 | 564,000 | ----- |
| Totals, avge. for week | 123,850,000 | 217,811,900 | 2,437,579,000 | 43,157,000 | 19,587,000 | 26,464,000 | 8,244,000 | 353,102,000 | ----- | 2,297,874,000 | 77,186,000 | 29,860,000 |
| Totals, actual condition | | | | | | | | | | | | |
| Totals, actual condition July 21 | | | 2,407,703,000 | 43,211,000 | 19,057,000 | 26,302,000 | 7,783,000 | 430,654,000 | | 2,340,541,000 | 75,921,000 | 29,960,000 |
| Totals, actual condition July 14 | | | 2,511,941,000 | 53,262,000 | 22,270,000 | 26,408,000 | 8,689,000 | 339,018,000 | | 2,379,612,000 | 70,859,000 | 29,754,000 |
| Totals, actual condition July 7 | | | 2,473,489,000 | 51,718,000 | 22,452,000 | 26,095,000 | 7,775,000 | 472,235,000 | | 2,404,596,000 | 68,139,000 | 29,669,000 |
| Totals, actual condition June 30 | | | 2,501,867,000 | 54,029,000 | 24,338,000 | 27,597,000 | 47,414,000 | 384,305,000 | | 2,243,912,000 | 59,301,000 | 29,518,000 |
| State Banks. | | | | | | | | | | | | |
| Bank of Manhattan Co. | 2,050,000 | 5,283,800 | 48,849,000 | 3,787,000 | 654,000 | 411,000 | 286,000 | 10,918,000 | 425,000 | 54,133,000 | ----- | ----- |
| Bank of America | 1,500,000 | 6,854,500 | 34,255,000 | 4,927,000 | 1,245,000 | 566,000 | 49,000 | ----- | ----- | 32,919,000 | ----- | ----- |
| Greenwich Bank | 500,000 | 1,337,600 | 12,169,000 | 935,000 | 240,000 | 430,000 | 293,000 | 655,000 | ----- | 13,124,000 | 26,000 | ----- |
| Pacific Bank | 500,000 | 994,200 | 9,455,000 | 332,000 | 337,000 | 337,000 | 145,000 | 540,000 | 437,000 | 9,379,000 | 163,000 | ----- |
| People's Bank | 200,000 | 488,000 | 3,377,000 | 178,000 | 88,000 | 124,000 | 24,000 | 190,000 | 65,000 | 3,175,000 | 21,000 | ----- |
| Metropolitan Bank | 2,000,000 | 2,109,400 | 17,583,000 | 1,801,000 | 376,000 | 938,000 | 107,000 | ----- | ----- | 16,544,000 | ----- | ----- |
| Bowery Bank | 250,000 | 806,200 | 4,261,000 | 364,000 | 29,000 | 61,000 | 43,000 | 231,000 | 32,000 | 3,845,000 | ----- | ----- |
| German-American Bank | 750,000 | 818,000 | 6,394,000 | 789,000 | 137,000 | 14,000 | 4,000 | 297,000 | ----- | 6,185,000 | 180,000 | ----- |
| Fifth Avenue Bank | 100,000 | 2,431,000 | 17,492,000 | 1,753,000 | 749,000 | 1,186,000 | 25,000 | ----- | ----- | 18,494,000 | ----- | ----- |
| German Exchange Bank | 200,000 | 831,900 | 5,383,000 | 368,000 | 53,000 | 129,000 | 100,000 | 270,000 | ----- | 4,876,000 | ----- | ----- |
| Germania Bank | 400,000 | 778,100 | 6,692,000 | 680,000 | 56,000 | 172,000 | 100,000 | 359,000 | ----- | 6,804,000 | ----- | ----- |
| Bank of the Metropolis | 1,000,000 | 2,244,300 | 15,936,000 | 809,000 | 313,000 | 419,000 | 185,000 | 873,000 | 205,000 | 14,550,000 | ----- | ----- |
| West Side Bank | 200,000 | 110,000 | 4,016,000 | 286,000 | 119,000 | 100,000 | 37,000 | 236,000 | ----- | 3,982,000 | ----- | ----- |
| N. Y. Produce Exch. | 1,000,000 | 977,600 | 17,672,000 | 1,269,000 | 282,000 | 505,000 | 134,000 | 1,126,000 | 464,000 | 18,303,000 | ----- | ----- |
| State Bank | 1,500,000 | 587,100 | 22,375,000 | 2,232,000 | 556,000 | 556,000 | 371,000 | 1,090,000 | ----- | 25,172,000 | 35,000 | ----- |
| Totals, avge. for week | 12,150,000 | 26,681,700 | 225,959,000 | 20,584,000 | 5,234,000 | 5,948,000 | 1,903,000 | 16,785,000 | 1,718,000 | 231,485,000 | 425,000 | ----- |
| Totals, actual condition | | | | | | | | | | | | |
| Totals, actual condition July 21 | | | 224,511,000 | 21,338,000 | 5,199,000 | 5,787,000 | 1,740,000 | 13,932,000 | 1,741,000 | 228,466,000 | 425,000 | ----- |
| Totals, actual condition July 14 | | | 223,961,000 | 21,275,000 | 6,043,000 | 5,936,000 | 2,044,000 | 10,890,000 | 2,162,000 | 230,816,000 | 418,000 | ----- |
| Totals, actual condition July 7 | | | 221,400,000 | 19,750,000 | 7,035,000 | 5,756,000 | 1,978,000 | 12,132,000 | 6,527,000 | 219,052,000 | 408,000 | ----- |
| Totals, actual condition June 30 | | | 219,111,000 | 26,877,000 | 7,735,000 | 9,007,000 | 1,704,000 | 8,303,000 | 2,679,000 | 223,634,000 | 409,000 | ----- |
| Trust Companies. | | | | | | | | | | | | |
| Brooklyn Trust Co. | 1,500,000 | 3,194,900 | 37,053,000 | 2,027,000 | 388,000 | 254,000 | 337,000 | 1,493,000 | 792,000 | 29,853,000 | 4,732,000 | ----- |
| Bankers Trust Co. | 11,250,000 | 16,268,100 | 261,418,000 | 22,327,000 | 222,000 | 273,000 | 523,000 | 11,666,000 | 5,215,000 | 233,314,000 | 29,443,000 | ----- |
| U. S. Mtge. & Trust Co. | 2,000,000 | 4,619,300 | 68,859,000 | 4,843,000 | 210,000 | 145,000 | 184,000 | 2,682,000 | 2,299,000 | 53,649,000 | 13,645,000 | ----- |
| Title Guar. & Trust Co. | 5,000,000 | 12,454,900 | 45,120,000 | 2,267,000 | 179,000 | 154,000 | 214,000 | 1,414,000 | 920,000 | 28,279,000 | 1,633,000 | ----- |
| Guaranty Trust Co. | 20,000,000 | 30,944,000 | 410,782,000 | 39,064,000 | 400,000 | 716,000 | 709,000 | 18,616,000 | 2,304,000 | 372,330,000 | 36,978,000 | ----- |
| Fidelity Trust Co. | 1,000,000 | 1,224,100 | 10,887,000 | 686,000 | 77,000 | 78,000 | 32,000 | 429,000 | 849,000 | 8,602,000 | 712,000 | ----- |
| Lawyers Title & Tr. Co. | 4,000,000 | 5,378,600 | 25,221,000 | 1,314,000 | 412,000 | 34,000 | 82,000 | 866,000 | 477,000 | 17,320,000 | 777,000 | ----- |
| Columbia Trust Co. | 5,000,000 | 6,54 | | | | | | | | | | |

The State Banking Department reports weekly figures showing the condition of State banks and trust companies in New York City *not in the Clearing House*, and these are shown in the following table:

SUMMARY OF STATE BANKS AND TRUST COMPANIES IN GREATER NEW YORK, NOT INCLUDED IN CLEARING HOUSE STATEMENT.
(Figures Furnished by State Banking Department.)

| | July 21. | Differences from previous week. |
|------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|---------------------------------|
| Loans and investments | \$841,305,300 | Dec. \$1,262,100 |
| Specie | 61,438,100 | Inc. 119,700 |
| Currency and bank notes | 9,888,600 | Dec. 273,200 |
| Total deposits | 1,013,328,800 | Dec. 8,697,900 |
| Deposits, eliminating amounts due from reserve depositories and from other banks and trust companies in N. Y. City, and exchanges and U. S. deposits | 849,921,400 | Inc. 3,601,900 |
| Reserve on deposits | 194,744,300 | Dec. 22,112,400 |
| Percentage of reserve, 25.6%. | | |

RESERVE.

| | State Banks | Trust Companies |
|----------------------------------|---------------------|----------------------|
| Cash in vaults | \$12,323,400 11.19% | \$59,003,300 9.07% |
| Deposits in banks and trust cos. | 15,356,100 13.94% | 108,061,500 16.63% |
| Total | \$27,679,500 25.13% | \$167,064,800 25.70% |

The averages of the New York City Clearing House banks and trust companies, combined with those for the State banks and trust companies in Greater New York City outside of the Clearing House, compare as follows for a series of weeks past:

COMBINED RESULTS OF BANKS AND TRUST COMPANIES IN GREATER NEW YORK.

We omit two ciphers in all these figures.

| Week Ended— | Loans and Investments | Demand Deposits. | Specie. | † Legal Tenders. | Total Cash in Vault. | Reserve in Depositories. |
|-------------|-----------------------|------------------|--------------|------------------|----------------------|--------------------------|
| Apr. 28 | \$ 4,494,872.1 | \$ 4,582,729.2 | \$ 470,621.0 | \$ 60,017.7 | \$ 530,638.7 | \$ 477,606.4 |
| May 5 | 4,451,612.3 | 4,484,409.8 | 450,551.7 | 51,821.4 | 502,373.1 | 433,808.4 |
| May 12 | 4,410,790.7 | 4,435,448.8 | 462,801.5 | 49,577.7 | 512,379.2 | 460,530.6 |
| May 19 | 4,462,874.0 | 4,459,324.2 | 490,314.9 | 54,030.7 | 544,345.6 | 461,187.3 |
| May 26 | 4,509,946.4 | 4,697,379.1 | 473,596.9 | 52,629.4 | 526,226.3 | 476,879.4 |
| June 2 | 4,568,490.8 | 4,510,318.2 | 475,815.8 | 51,011.1 | 626,826.9 | 448,008.4 |
| June 9 | 4,595,549.2 | 4,501,821.4 | 422,145.7 | 49,912.3 | 472,058.0 | 426,299.4 |
| June 16 | 4,663,499.0 | 4,469,643.2 | 384,989.4 | 53,462.7 | 438,452.1 | 433,165.4 |
| June 23 | 4,674,645.6 | 4,326,846.6 | 329,555.0 | 53,222.1 | 382,757.1 | 436,413.5 |
| June 30 | 4,687,753.2 | 4,301,435.6 | 291,239.7 | 53,677.3 | 344,917.0 | 510,705.4 |
| July 7 | 4,717,858.8 | 4,347,431.5 | 266,628.2 | 56,170.5 | 322,798.7 | 611,983.4 |
| July 14 | 4,710,981.4 | 4,470,813.5 | 259,984.4 | 57,716.8 | 317,701.2 | 619,631.5 |
| July 21 | 4,648,569.3 | 4,357,673.4 | 253,222.4 | 51,494.8 | 304,717.2 | 542,251.6 |

† Included with "Legal Tenders" are national bank notes and Fed. Reserve notes.

In addition to the returns of "State banks and trust companies in New York City *not in the Clearing House*," furnished by the State Banking Department, the Department also presents a statement covering all the institutions of this class in the whole State. The figures are compiled so as to distinguish between the results for New York City (Greater New York) and those for the rest of the State, as per the following:

For definitions and rules under which the various items are made up, see "Chronicle," V. 98, p. 1661. The provisions of the law governing the reserve requirements of State banking institutions as amended May 22 1917 were published in the "Chronicle" May 19 1917 (V. 104, p. 1975). The regulations relating to calculating the amount of deposits and what deductions are permitted in the computation of the reserves were given in the "Chronicle" April 4 1914 (V. 98, p. 1045).

STATE BANKS AND TRUST COMPANIES.

| Week ended July 21. | State Banks in Greater N. Y. | Trust Cos. in Greater N. Y. | State Banks outside of Greater N. Y. | Trust Cos. outside of Greater N. Y. |
|----------------------------|------------------------------|-----------------------------|--------------------------------------|-------------------------------------|
| Capital as of Feb. 28 | \$ 23,950,000 | \$ 84,550,000 | \$ 12,238,000 | \$ 18,451,200 |
| Surplus as of Feb. 28 | 42,309,900 | 179,277,600 | 15,228,300 | 18,123,900 |
| Loans and Investments | 424,543,700 | 1,884,186,200 | 178,413,100 | 305,241,800 |
| Change from last week | +662,500 | -1,725,700 | +36,400 | -1,157,600 |
| Gold | 34,019,400 | 148,669,000 | | |
| Change from last week | -1,227,700 | +2,617,300 | | |
| Currency and bank notes | 18,864,200 | 13,639,000 | | |
| Change from last week | -869,600 | -2,189,400 | | |
| Due from F.R. Bk. of N. Y. | 22,204,200 | 3,418,200 | | |
| Change from last week | +3,813,000 | -715,700 | | |
| Deposits | 565,885,200 | 2,211,569,100 | 191,558,700 | 316,354,300 |
| Change from last week | +26,189,400 | -16,124,100 | +707,800 | -609,200 |
| Reserve on deposits | 109,467,800 | 351,206,200 | 31,935,500 | 38,739,700 |
| Change from last week | +332,600 | -15,835,600 | +1,161,800 | +37,800 |
| P. C. reserve to deposits | 25.6% | 21.1% | 20.4% | 15.7% |
| Percentage last week | 26.8% | 22.0% | 20.5% | 15.8% |

+ Increase over last week. — Decrease from last week.

Non-Member Banks and Trust Companies.—Following is the report made to the Clearing House by clearing non-member institutions which are not included in the "Clearing House return" on the preceding page:

RETURN OF NON-MEMBER INSTITUTIONS OF NEW YORK CLEARING HOUSE.

| CLEARING NON-MEMBERS. | Capital. | | Loans, Discounts, Investments, &c. | Gold. | Legal Tenders. | Silver. | National Bank & Federal Reserve Notes. | Reserve with Legal Depositories. | Additional Deposits with Legal Depositories. | Net Demand Deposits. | Net Time Deposits. | National Bank Circulation. |
|------------------------------------------------------------------|----------------------|-----------------------|------------------------------------|------------------|----------------|------------------|----------------------------------------|----------------------------------|----------------------------------------------|----------------------|--------------------|----------------------------|
| | (Nat. banks June 20) | (State banks June 20) | | | | | | | | | | |
| Members of Federal Reserve Bank | | | | | | | | | | | | |
| Battery Park Nat. Bank | \$ 400,000 | \$ 442,700 | \$ 5,820,000 | \$ 135,000 | \$ 93,000 | \$ 90,000 | \$ 5,000 | \$ 977,000 | \$ 1,213,000 | \$ 6,144,000 | \$ 154,000 | \$ 192,000 |
| First Nat. Bank, Brooklyn | 300,000 | 697,800 | 6,381,000 | 85,000 | 17,000 | 107,000 | 9,000 | 617,000 | 633,000 | 5,104,000 | 531,000 | 297,000 |
| Nat. City Bank, Brooklyn | 300,000 | 625,500 | 6,037,000 | 88,000 | 41,000 | 97,000 | 12,000 | 487,000 | 736,000 | 4,988,000 | 417,000 | 120,000 |
| First Nat. Bank, Jersey City | 400,000 | 1,318,200 | 6,030,000 | 240,000 | 398,000 | 73,000 | 69,000 | 850,000 | 4,099,000 | 5,659,000 | | 394,000 |
| Hudson Co. Nat., Jersey City | 250,000 | 768,700 | 5,235,000 | 119,000 | 13,000 | 88,000 | 111,000 | 275,000 | 942,000 | 4,020,000 | 413,000 | 195,000 |
| First Nat. Bank, Hoboken | 220,000 | 629,400 | 6,623,000 | 92,000 | 8,000 | 35,000 | 36,000 | 287,000 | 642,000 | 2,660,000 | 3,367,000 | 218,000 |
| Second Nat. Bank, Hoboken | 125,000 | 338,200 | 5,826,000 | 41,000 | 24,000 | 90,000 | 2,000 | 227,000 | 629,000 | 2,732,000 | 2,400,000 | 99,000 |
| Total | 1,995,000 | 4,820,500 | 41,952,000 | 800,000 | 594,000 | 580,000 | 244,000 | 3,720,000 | 8,894,000 | 31,307,000 | 7,282,000 | 1,515,000 |
| State Banks. Not Members of the Federal Reserve Bank. | | | | | | | | | | | | |
| Bank of Washington Heights | 100,000 | 453,300 | 2,319,000 | 148,000 | 11,000 | 52,000 | 26,000 | 116,000 | 36,000 | 1,942,000 | | |
| Colonial Bank | 400,000 | 1,003,400 | 8,570,000 | 500,000 | 125,000 | 500,000 | 62,000 | 960,000 | | 9,507,000 | | |
| Columbia Bank | 300,000 | 725,100 | 9,481,000 | 714,000 | 45,000 | 313,000 | 80,000 | 553,000 | 241,000 | 9,210,000 | | |
| International Bank | 500,000 | 133,000 | 4,502,000 | 355,000 | 3,000 | 23,000 | 47,000 | 168,000 | | 4,170,000 | 222,000 | |
| Mutual Bank | 200,000 | 500,800 | 7,788,000 | 666,000 | 33,000 | 155,000 | 94,000 | 488,000 | 293,000 | 7,816,000 | 286,000 | |
| New Netherland Bank | 200,000 | 226,000 | 4,641,000 | 122,000 | 70,000 | 198,000 | 159,000 | 270,000 | 4,000 | 4,549,000 | 284,000 | |
| W. R. Grace & Co.'s Bank | 500,000 | 562,700 | 4,897,000 | 302,000 | 3,000 | | | 555,000 | 132,000 | 2,206,000 | 2,941,000 | |
| Yorkville Bank | 100,000 | 564,500 | 6,680,000 | 475,000 | 85,000 | 259,000 | 93,000 | 436,000 | 299,000 | 7,267,000 | 7,000 | |
| Mechanics' Bank, Brooklyn | 1,600,000 | 781,800 | 20,352,000 | 1,318,000 | 183,000 | 698,000 | 400,000 | 1,250,000 | 1,557,000 | 20,832,000 | 48,000 | |
| North Side Bank, Brooklyn | 200,000 | 173,400 | 4,781,000 | 330,000 | 37,000 | 109,000 | 44,000 | 289,000 | 334,000 | 4,482,000 | 400,000 | |
| Total | 4,100,000 | 5,124,000 | 74,011,000 | 4,930,000 | 595,000 | 2,307,000 | 1,005,000 | 5,085,000 | 2,896,000 | 71,981,000 | 4,188,000 | |
| Trust Companies. Not Members of the Federal Reserve Bank. | | | | | | | | | | | | |
| Hamilton Trust Co., Brooklyn | 500,000 | 1,095,800 | 10,034,000 | 511,000 | 44,000 | 26,000 | 98,000 | 416,000 | 794,000 | 8,336,000 | 896,000 | |
| Mechanics' Tr. Co., Bayonne | 200,000 | 335,000 | 7,107,000 | 94,000 | 47,000 | 73,000 | 83,000 | 198,000 | 544,000 | 3,967,000 | 2,971,000 | |
| Total | 700,000 | 1,430,800 | 17,141,000 | 605,000 | 91,000 | 99,000 | 181,000 | 614,000 | 1,338,000 | 12,303,000 | 3,867,000 | |
| Grand aggregate | 6,795,000 | 11,375,300 | 133,104,000 | 6,335,000 | 1,280,000 | 2,986,000 | 1,430,000 | 9,419,000 | 13,128,000 | 115,591,000 | 15,337,000 | 1,515,000 |
| Comparison previous week | | | +1,749,000 | +125,000 | -139,000 | -315,000 | -53,000 | -511,000 | -664,000 | +306,000 | +693,000 | +1,000 |
| Excess reserve, \$691,670 decrease | | | | | | | | | | | | |
| Grand aggregate July 14 | 6,795,000 | 11,375,300 | 131,355,000 | 6,210,000 | 1,419,000 | 3,301,000 | 1,483,000 | 9,930,000 | 13,792,000 | 115,285,000 | 14,644,000 | 1,514,000 |
| Grand aggregate June 7 | 6,795,000 | 11,319,900 | 132,552,000 | 6,018,000 | 1,346,000 | 3,253,000 | *1,408,000 | 9,015,000 | 14,628,000 | 114,921,000 | 14,194,000 | 1,509,000 |
| Grand aggregate June 30 | 6,795,000 | 11,235,600 | 132,209,000 | 6,543,000 | 1,433,000 | 3,229,000 | *1,304,000 | 9,607,000 | 12,414,000 | 114,012,000 | 13,618,000 | 1,515,000 |
| Grand aggregate June 23 | 6,995,000 | 11,235,600 | 130,532,000 | 6,667,000 | 1,665,000 | 3,316,000 | *1,385,000 | 9,726,000 | 12,238,000 | 115,484,000 | 12,842,000 | 1,514,000 |
| Grand aggregate June 16 | 6,995,000 | 11,350,400 | 130,724,000 | 7,302,000 | 1,527,000 | 3,340,000 | *1,352,000 | 10,097,000 | 12,818,000 | 118,244,000 | 12,674,000 | 1,519,000 |

a U. S. deposits deducted, \$4,885,000. * "National bank notes" and "Federal Reserve notes," previously reported separately, now consolidated.

Boston Clearing House Banks.—We give below a summary showing the totals for all the items in the Boston Clearing House weekly statement for a series of weeks:

BOSTON CLEARING HOUSE MEMBERS.

| | July 21 1917. | Change from previous week. | July 14 1917. | July 7* 1917. |
|-------------------------------------------------|---------------|----------------------------|---------------|---------------|
| Circulation | \$5,666,000 | Dec. \$21,000 | \$5,687,000 | \$5,669,000 |
| Loans, disc'ts & Investments | 471,388,000 | Dec. 8,548,000 | 479,936,000 | 480,604,000 |
| Individual deposits, incl. U.S. | 369,539,000 | Dec. 9,537,000 | 379,176,000 | 375,007,000 |
| Due to banks | 134,014,000 | Dec. 3,596,000 | 137,610,000 | 140,644,000 |
| Time deposits | 36,204,000 | Dec. 402,000 | 36,606,000 | 35,225,000 |
| Exchanges for Clear. House | 17,290,000 | Dec. 716,000 | 18,006,000 | 22,667,000 |
| Due from other banks | 75,976,000 | Dec. 6,107,000 | 82,083,000 | 80,861,000 |
| Cash in bank & in F. R. Bank | 58,804,000 | Inc. 163,000 | 58,641,000 | 58,539,000 |
| Reserve excess in bank and Federal Reserve Bank | 16,684,000 | Inc. 811,000 | 15,873,000 | 16,270,000 |

* The figures in the statement of July 7 were compiled on the basis of new reserve elements as fully explained on page 333 of this issue.

Philadelphia Banks.—Beginning with July 21 the Philadelphia Clearing House returns have been issued in altered form, and excess reserves are now calculated on the

basis of 10% reserve for demand deposits and 3% for time deposits. Previously the basis was 15% against demand deposits alone. Reserve requirements of trust companies remain on old basis of 15%. See page 333 for full explanation.

| Two ciphers (00) omitted. | Week ending July 21 1917. | | | July 14 1917. | July 7 1917. |
|-----------------------------|---------------------------|------------|------------|---------------|--------------|
| | Nat. Banks | Trust Cos. | Total. | | |
| Capital as of June 20 | \$20,475.0 | \$11,000.0 | \$31,475.0 | | |
| Surplus and profits June 20 | 46,026.0 | 36,021.0 | 82,047.0 | | |
| Loans, disc'ts & investm'ts | 404,110.0 | 152,842.0 | 556,952.0 | \$553,803.0 | \$555,743.0 |
| Exchanges for Clear. House | 16,828.0 | 2,447.0 | 19,275.0 | 20,848.0 | 26,666.0 |
| Due from banks | 117,262.0 | 2,494.0 | 119,756.0 | 103,677.0 | 104,056.0 |
| Bank deposits | 161,859.0 | 3,669.0 | 165,528.0 | 166 | |

Bankers' Gazette.

Wall Street, Friday Night, July 27 1917.

The Money Market and Financial Situation.—The important news of the week, with which every one is familiar, has not been of a character to stimulate activity in Wall Street or hopefulness as to the outlook for general business in the near future. Trading at the Stock Exchange has therefore been restricted and security prices have, in most cases, drifted to a lower level.

Whether Russia will be able to "pull herself together" sufficiently to again become an important factor in the present war now seems questionable, and doubt on that point leads to the suggestion that perhaps what the United States has started out to do in Europe is a much bigger undertaking than was anticipated. In view of these possibilities everything else seems trivial, otherwise what is happening in Washington, especially such as relates to national financing, would attract wide attention, if not alarm. As an illustration, it has been proposed this week to add \$5,000,000,000 to the already prodigious sums appropriated for war purposes this year, and yet to those advocating the measure it seems to be all in "the day's work"—a mere matter of routine.

Although considerable sums of gold have been exported this week to South America, Spain and Japan, the money market has been relatively easy, and arrangements are under way for loaning \$100,000,000 to Canada.

Foreign Exchange.—Sterling exchange has remained pegged at last week's closing quotations, and very little business has been recorded. Exchange on Petrograd has reflected the varying phases of the military situation, ruling lower in the main. Otherwise the continental exchanges have been steady.

To-day's (Friday's) actual rates for sterling exchange were 4 72 1/4 for sixty days, 4 75 1/2 for cheques and 4 76 7-16 for cables. Commercial on banks, sight 4 75 1/2, sixty days 4 71 3/4, ninety days 4 69 3/4, and documents for payment (sixty days) 4 71 3/4. Cotton for payment 4 75 1/2, and grain for payment 4 75 1/2.

To-day's (Friday's) actual rates for Paris bankers' francs were 5 81 1/2 @ 5 81 3/4 for long and 5 77 @ 5 77 1/4 for short. Germany bankers' marks (not quoted) for sight, (nominal) for long and (nominal) for short. Amsterdam bankers' guilders were 40 15-16 for short.

Exchange at Paris on London, 27.18 frs.; week's range, 27.18 fr. high and also 27.18 fr. low.

Exchange at Berlin on London, not quotable.

The range for foreign exchange for the week follows:

| | Sterling Actual— | Sixty Days. | Cheques. | Cables. |
|-------------------------------------|------------------|-------------|----------|-----------|
| High for the week | 4 72 1/4 | 4 75 1/2 | 4 75 1/2 | 4 76 7-16 |
| Low for the week | 4 72 1/4 | 4 75 1/2 | 4 75 1/2 | 4 76 7-16 |
| Paris Bankers' Francs— | | | | |
| High for the week | 5 81 1/2 | 5 75 3/4 | 5 74 3/4 | |
| Low for the week | 5 82 1/4 | 5 76 3/4 | 5 75 3/4 | |
| Germany Bankers' Marks— | | | | |
| High for the week | --- | --- | --- | --- |
| Low for the week | --- | --- | --- | --- |
| Amsterdam Bankers' Guilders— | | | | |
| High for the week | 40 3/4 | 41 3/4 | 41 3/4 | |
| Low for the week | 40 1/2 | 41 1/4 | 41 3/8 | |

Domestic Exchange.—Chicago, 10c. per \$1,000 discount. Boston, par. St. Louis, 15c. per \$1,000 discount bid and 5c. discount asked. San Francisco, 10c. per \$1,000 premium. Montreal, \$2.8125 per \$1,000 premium. Minneapolis, 10c. per \$1,000 premium. Cincinnati, par. New Orleans; sight 50c. per \$1,000 discount, and brokers 50c. premium.

State and Railroad Bonds.—Sales of State bonds at the Board this week are limited to \$1,000 New York Canal 4 1/2s at 108 1/2.

For reasons noted above, the bond market has been dull this week. Prices had a distinct downward tendency, only a sufficient number advancing to establish the rule. American Smelting & Refining temp. 1st 5s fell away from 92 3/8 to 91 1/2, and Baltimore & Ohio conv. 4 1/2s declined a point. St. Louis & San Francisco p. l. 4s, ser. A., lost fractionally. United States Rubber 5s tr. co. cts. dropped from 86 1/4 to 85 1/4, but the 6% bonds of the same company advanced fractionally. Interborough Rapid Transit 1st Ref. 5s lost 3/4 of a point for the week; declines of from 1/4 to 3/4 were common. The greater part of bond market activity consisted, as usual, in sales of United States "Liberty" 3 1/2s, and the securities of the Allied Powers, Anglo-French 5s, American Foreign Securities 5s, the several Great Britain and Ireland issues and those of the Dominion of Canada were most in evidence. Considerable interest has also been shown in the French Government temp. 5 1/2s. A new issue of Canadian 5% 2-year notes has been offered to investors. Sales of bonds of the various States have been very small this week, but New York City issues have shown some activity.

United States Bonds.—Sales of Government bonds at the Board include \$5,000 2s, reg., at 96 1/2; \$2,000 4s, coup., at 105, and \$6,150,000 "Liberty" 3 1/2s at 99 49-50 to 99 35-50. For to-day's prices of all the different issues and for weekly range see third page following.

Railroad and Miscellaneous Stocks.—The serious aspect of the Russian situation and the consequent enlargement of America's share in the world war, the seemingly insatiable demand for new "billions" by the authorities at Washington, coupled with recent U-boat activity, have naturally had a depressing influence on prices and a tendency to contract the volume of business at the Stock Exchange. American Beet Sugar fluctuated between 90 1/2 and 92 3/4. and American Can between 49 3/8 and 48. American Su-

matra Tobacco advanced from 47 1/2 to 49 3/8, fell to 48, but closed at 50 1/2. The copper and steel shares, although strong during the first two days of the week, fell away sharply at the close. Atlantic Gulf & West Indies SS. moved up from 107 to 109 3/4, fell to 103 1/2, the final figure being 105 1/4. United States Industrial Alcohol moved between 156 and 162 1/2, while the high, low and last prices of United States Steel, International Mercantile Marine com. and pref., Mexican Petroleum, Maxwell Motors and Central Leather were 123 1/8-119 7/8-122 7/8, 31 1/2-28 1/4-28 7/8, 91 7/8-86 1/4-87 3/4, 96 1/2-93 1/2-95 1/2, 35 1/4-31 1/2-33 and 88 1/4-85-87 1/2.

A general decline was noted throughout the railroad group. Baltimore & Ohio fell away from 70 3/4 to 69 1/2 and Canadian Pacific from 163 to 159 1/4, the final quotations being 70 and 161, respectively. New York Central lost over a point for the week, as did Reading and Northern Pacific.

For daily volume of business see page 379.

The following sales have occurred this week of shares not represented in our detailed list on the pages which follow:

| STOCKS. Week ending July 27. | Sales for Week. | Range for Week. | | Range since Jan. 1. | |
|---------------------------------|-----------------|-----------------|----------|---------------------|----------|
| | | Lowest. | Highest. | Lowest. | Highest. |
| American Express | 100 | 98 | 95 | 90 | 128 1/2 |
| American Sauff | 100 | 123 1/2 | 120 1/2 | 120 1/2 | 142 |
| Preferred | 100 | 100 | 100 | 93 1/2 | 101 1/2 |
| Am Sumatra Tob pf. | 100 | 95 | 95 | 90 | 95 |
| Associated Oil | 100 | 59 | 60 1/2 | 57 | 78 3/4 |
| Barrett pref. | 100 | 109 1/4 | 109 1/4 | 105 1/2 | 117 |
| Batopilas Mining | 20 | 80 1/2 | 1 1/2 | 1 1/2 | 2 |
| Bklyn Union Gas | 100 | 101 1/2 | 101 1/2 | 101 1/2 | 129 |
| Brown Shoe, Inc. | 100 | 67 | 67 | 61 | 73 3/4 |
| Brunswick Termual | 100 | 500 | 10 1/4 | 7 1/2 | 14 1/2 |
| Burns Bros | 100 | 300 | 109 1/4 | 80 | 125 1/4 |
| Butterick | 100 | 12 3/4 | 12 3/4 | 12 | 19 3/4 |
| Calumet & Arizona | 10 | 76 1/2 | 76 1/2 | 76 | 84 1/2 |
| Cluett, Peabody & Co | 100 | 65 | 65 | 65 | 75 |
| Computing-Tab-Rec | 100 | 49 | 40 1/2 | 38 3/4 | 46 |
| Cons Gas EL & P Balt | 100 | 113 | 113 | 109 | 126 1/2 |
| Cons Interstate Call | 10 | 17 | 17 | 16 | 21 |
| Deere & Co pref. | 100 | 99 3/4 | 100 | 95 1/2 | 100 |
| Elec Storage Battery | 100 | 53 1/2 | 53 1/2 | 53 1/2 | 67 |
| Federal Mg & Smelt | 100 | 19 | 19 | 11 1/2 | 24 |
| Preferred | 100 | 45 | 46 1/4 | 37 | 49 3/4 |
| Fisher Body Corp. No par | 250 | 36 1/4 | 33 3/4 | 35 | 37 1/4 |
| Gaston W & W. No par | 1,100 | 34 3/4 | 35 1/4 | 28 | 40 |
| General Cigar Inc. | 100 | 36 1/4 | 35 3/4 | 35 | 44 1/2 |
| Hartman Corp. | 100 | 55 1/4 | 55 1/4 | 55 1/4 | 78 |
| Haskell & Bark C. No par | 300 | 38 3/4 | 39 | 38 3/4 | 40 |
| Int Harvest Corp. | 100 | 72 | 75 1/2 | 65 | 88 |
| Preferred | 100 | 105 | 105 | 101 | 114 |
| Int Nickel pref v t c | 100 | 104 1/2 | 104 1/2 | 103 | 108 |
| Internat Paper pref. | 100 | 100 | 100 | 94 | 105 |
| Jewel Tea Inc. | 100 | 44 | 44 | 43 | 78 |
| Preferred | 100 | 101 | 101 | 100 | 112 |
| Laclede Gas | 100 | 98 | 98 | 93 | 103 3/4 |
| Leggett & Myers | 100 | 222 | 222 | 222 | 281 |
| Preferred | 100 | 118 | 118 | 115 | 125 1/2 |
| Loose-Wiles Biscuit | 100 | 17 | 17 | 17 | 27 1/2 |
| Lorillard (P) | 100 | 206 | 206 | 199 1/2 | 232 |
| Manhattan (Elev) Ry | 100 | 115 | 115 | 115 | 129 1/2 |
| May Dept Stores | 100 | 52 1/4 | 52 1/4 | 52 1/4 | 66 3/4 |
| Morris & Essex | 50 | 80 1/2 | 80 1/2 | 77 | 77 |
| National Acme | 50 | 34 | 34 1/2 | 33 1/2 | 35 1/2 |
| N O Texas & Mex v t c | 6,030 | 23 | 32 | 23 | 32 |
| Norfolk Southern | 100 | 24 1/4 | 24 1/4 | 24 1/4 | 28 1/2 |
| Nova Scotia S & C | 100 | 95 | 97 | 90 | 125 |
| Ohio Cities Gas rights | 15,795 | 56 1/4 | 66 | 55 | 67 |
| Owens Bottle-Mach | 25 | 89 1/2 | 90 3/4 | 80 | 106 |
| Pacific Tel & Tel | 100 | 25 | 25 | 25 | 34 1/2 |
| Pan-Am Pet & T pf. | 100 | 90 | 90 | 89 | 98 |
| Pierce-Arr Motor. No par | 820 | 40 | 40 1/2 | 39 | 41 1/2 |
| Preferred | 100 | 93 | 98 | 96 1/2 | 98 |
| Pltts Cin C & St L | 100 | 74 | 74 | 66 | 82 |
| Royal Dutch cts dep. | 6,800 | 62 1/4 | 65 3/4 | 59 | 67 |
| St Louis-S F pref A | 100 | 30 | 30 | 28 | 42 |
| Savage Arms | 1,200 | 85 | 97 1/4 | 72 | 108 |
| Standard Mill pref. | 100 | 84 | 84 | 84 | 90 |
| Superior Steel | 100 | 43 1/2 | 45 | 34 1/2 | 51 1/2 |
| First preferred | 100 | 102 | 102 1/2 | 99 1/2 | 102 1/2 |
| Texas Co rights | 10,992 | 20 3/4 | 21 1/4 | 20 1/4 | 23 |
| Tidewater Oil | 100 | 202 1/2 | 202 1/2 | 194 1/2 | 202 1/2 |
| Tol St L & West tr cts | 300 | 5 | 7 1/2 | 4 | 10 1/4 |
| Preferred tr cts | 900 | 12 | 14 1/4 | 8 | 15 |
| United Drug | 100 | 72 | 72 | 69 1/4 | 80 |
| Second preferred | 100 | 84 | 84 | 84 | 91 |
| United Dyewood | 100 | 66 | 68 | 65 | 68 3/4 |
| Preferred | 100 | 95 | 95 | 95 | 95 1/2 |
| United Paperboard | 700 | 28 | 29 | 26 | 33 1/2 |
| U S Express | 100 | 18 | 18 | 18 | 21 1/4 |
| Vulcan Detinning pfd | 100 | 24 | 24 | 20 | 24 1/2 |
| Western Pacific | 1,000 | 17 1/2 | 18 | 12 1/2 | 18 1/2 |
| Preferred | 100 | 47 | 48 | 39 1/4 | 48 |

Outside Securities.—In sympathy with other branches of the securities market this week, values at the Broad Street "curb" exhibited, with a few exceptions, a downward tendency. Aetna Explosives moved between 6 3/4 and 8, while Carbon Steel fell away from 96 to 94. Carwen Steel, as usual, fluctuated within narrow limits. Maxim Munitions declined from 2 1/4 to 1 7/8, and St. Joseph Lead, after advancing from 19 to 21, closed at 20. The aeroplane stocks continued the advance noted for several weeks, owing, no doubt, to huge orders already received and hopes of more to come. Wright-Martin Aircraft gained from 11 to 14 1/2, the final figure being 14 3/8, while Curtiss Aeroplane advanced from 40 1/4 to 51 3/4, closing at 51 5/8. The high, low and last prices of Submarine Boat, United Motors and U. S. Shipbuilding were 31 3/8-28 1/2-29 1/4, 25 1/8-23 1/8-23, and 4 3/4-4 1/8-4 3/8. The Standard Oil shares were active. Illinois Pipe Line fluctuated between 226 and 224, and Prairie Oil & Gas between 526 and 545. Standard Oil of New Jersey covered a range of 18 points, while Standard Oil of New York and Prairie Pipe Line fell away from 300 and 290 to 292 and 285 respectively. Among the bonds traded in at the "curb" were \$40,000 Bethlehem Steel 2-year 5% notes at 98 3/8 to 98 1/2; \$580,000 General Electric 6% notes at 100 3/4 to 103 1/2; \$34,000 Russian Government 6 1/2s at 87 to 83, and \$83,000 Russian Government new 5 1/2s at 76 1/2 to 73.

A complete list of "curb" market transactions for the week will be found page 379.

OCCUPYING TWO PAGES.

For record of sales during the week of stocks usually inactive, see preceding page.

| HIGH AND LOW SALE PRICES—PER SHARE, NOT PER CENT. | | | | | | | Sales for the Week Shares | STOCKS NEW YORK STOCK EXCHANGE | PER SHARE Range Since Jan. 1 On basis of 100-share lots | | PER SHARE Range for Previous Year 1916 | |
|---------------------------------------------------|-------------------|--------------------|----------------------|---------------------|-------------------|--------|------------------------------------|-----------------------------------|---------------------------------------------------------------|--------------|----------------------------------------------|--|
| Saturday July 21 | Monday July 23 | Tuesday July 24 | Wednesday July 25 | Thursday July 26 | Friday July 27 | Lowest | | | Highest | Lowest | Highest | |
| \$ per share | \$ per share | \$ per share | \$ per share | \$ per share | \$ per share | | | \$ per share | \$ per share | \$ per share | \$ per share | |
| 100 1/4 | 100 1/2 | 100 1/2 | 100 1/2 | 100 1/2 | 100 1/2 | 7,000 | Atch Topeka & Santa Fe...100 | 98 1/2 May 9 | 107 1/2 Jan 5 | 100 1/2 Apr | 107 1/2 Nov | |
| 95 1/2 | 97 | 97 | 97 1/2 | 97 1/2 | 97 1/2 | 100 | Do pref...100 | 95 1/2 June 30 | 103 1/2 Feb 1 | 98 1/2 Dec | 105 1/2 Feb | |
| *110 1/2 | *110 1/2 | *110 1/2 | *110 1/2 | *110 1/2 | *110 1/2 | 100 | Atlantic Coast Line RR...100 | 107 1/2 July 3 | 119 Jan 4 | 106 1/2 Apr | 126 Nov | |
| 70 3/4 | 70 1/2 | 70 1/2 | 70 1/2 | 69 1/2 | 69 1/2 | 3,075 | Baltimore & Ohio...100 | 67 1/2 May 9 | 85 Jan 18 | 51 1/2 Dec | 90 Jan | |
| *68 7/8 | *68 7/8 | *68 7/8 | *68 7/8 | *68 7/8 | *68 7/8 | 510 | Do pref...100 | 68 1/2 July 23 | 73 1/2 Jan 17 | 72 1/2 Aug | 86 Jan | |
| 59 7/8 | 60 | 60 | 60 | 59 1/2 | 59 1/2 | 900 | Brooklyn Rapid Transit...100 | 54 May 8 | 82 Jan 4 | 81 Dec | 88 1/2 Jun | |
| 163 1/2 | 163 1/4 | 159 1/4 | 161 | 159 1/2 | 160 1/2 | 5,300 | Canadian Pacific...100 | 148 1/2 Feb 7 | 167 1/2 Mar 23 | 162 1/2 Mar | 183 1/2 Jan | |
| 60 3/8 | 61 3/8 | 60 61 1/4 | 59 1/2 | 61 3/8 | 60 1/8 | 8,500 | Chesapeake & Ohio...100 | 55 May 9 | 65 1/2 Jan 5 | 58 Apr | 71 Oct | |
| *11 11 1/8 | *11 11 1/8 | *11 11 1/8 | *11 11 1/8 | *11 11 1/8 | *11 11 1/8 | 300 | Chicago Great Western...100 | 10 May 9 | 14 1/2 Jan 10 | 11 1/2 Apr | 10 1/2 Oct | |
| *33 1/8 | *33 1/8 | *33 1/8 | *33 1/8 | *33 1/8 | *33 1/8 | 300 | Do pref...100 | 29 May 9 | 41 1/2 Jan 2 | 33 Apr | 67 1/2 Dec | |
| 68 7/8 | 70 1/4 | 67 1/4 | 69 1/4 | 68 1/4 | 69 1/4 | 26,500 | Chicago Milw & St Paul...100 | 65 1/2 July 5 | 92 Jan 4 | 81 Dec | 102 1/2 Jan | |
| *109 110 | *109 110 | *109 110 | *109 110 | *109 110 | *109 110 | 1,100 | Do pref...100 | 108 July 5 | 125 1/2 Jan 29 | 123 Dec | 134 1/2 Jan | |
| *108 110 | *108 110 | *108 110 | *108 110 | *108 110 | *108 110 | 1,000 | Chicago & Northwestern...100 | 108 July 3 | 124 1/2 Jan 19 | 123 Dec | 145 1/2 Jan | |
| 35 1/4 | 35 1/4 | 34 1/4 | 34 1/4 | 34 1/4 | 34 1/4 | 100 | Do pref...100 | 141 1/2 July 7 | 172 1/2 Feb 10 | 365 Apr | 176 Dec | |
| 72 3/8 | 72 1/2 | 72 1/2 | 72 1/2 | 72 1/2 | 72 1/2 | 7,750 | Citic Rock Isl & Pac (new) w 1 | 30 May 9 | 38 1/2 June 26 | | | |
| 59 1/2 | 60 | 59 3/8 | 59 1/2 | 59 1/2 | 59 1/2 | 2,300 | 7% preferred when issued... | 71 1/2 July 27 | 84 1/2 Apr 14 | | | |
| *65 1/2 | *65 1/2 | *65 1/2 | *65 1/2 | *65 1/2 | *65 1/2 | 9,100 | 6% preferred when issued... | 58 3/4 July 27 | 71 Apr 14 | | | |
| 39 3/4 | 39 3/4 | 38 3/4 | 39 3/4 | 39 3/4 | 39 3/4 | 100 | Chr I & Pac cdfs of dep full pd | 62 1/2 Feb 8 | 69 1/2 June 27 | 63 1/2 Dec | 63 1/2 Dec | |
| *67 7/8 | *67 7/8 | *67 7/8 | *67 7/8 | *67 7/8 | *67 7/8 | 100 | Clev Cin Chic & St Louis...100 | 35 3/8 July 6 | 51 Jan 16 | 38 Apr | 31 1/2 Oct | |
| *25 25 | *25 25 | *25 25 | *25 25 | *25 25 | *25 25 | 100 | Do pref...100 | 67 July 9 | 80 Jan 29 | 70 Feb | 85 June | |
| *53 53 | *53 53 | *53 53 | *53 53 | *53 53 | *53 53 | 300 | Colorado & Southern...100 | 20 Feb 10 | 30 Jan 4 | 24 1/2 Apr | 37 Oct | |
| *10 10 | *10 10 | *10 10 | *10 10 | *10 10 | *10 10 | 200 | Do 1st pref...100 | 50 1/2 May 9 | 57 1/2 Jan 9 | 46 Apr | 49 1/2 Oct | |
| *109 114 | *109 114 | *109 114 | *109 114 | *109 114 | *109 114 | 100 | Do 2d pref...100 | 42 Mar 12 | 43 Mar 17 | 40 Mar | 57 1/2 Jun | |
| *210 224 | *210 224 | *210 224 | *210 224 | *210 224 | *210 224 | 200 | Delaware & Hudson...100 | 106 May 4 | 151 1/2 Jan 19 | 148 1/2 Dec | 160 Oct | |
| 18 1/8 | 18 1/8 | 18 1/8 | 18 1/8 | 17 1/2 | 17 1/2 | 2,400 | Delaware Luck & Western...50 | 209 June 1 | 238 Mar 24 | 216 Mar | 242 Nov | |
| 24 1/4 | 25 1/4 | 24 1/4 | 25 1/4 | 24 1/4 | 24 1/4 | 3,900 | Denver & Rio Grande...100 | 5 1/2 May 25 | 17 Jan 6 | 8 1/2 Mar | 24 1/2 Oct | |
| 38 3/8 | 38 3/8 | 37 3/8 | 38 3/8 | 37 3/8 | 38 3/8 | 100 | Do pref...100 | 12 July 13 | 11 Jan 2 | 15 Mar | 6 1/2 Oct | |
| *27 1/2 | *27 1/2 | *27 1/2 | *27 1/2 | *27 1/2 | *27 1/2 | 100 | Erie...100 | 22 1/2 May 9 | 34 1/2 Jan 3 | 32 Apr | 63 1/2 Jan | |
| 10 1/4 | 10 1/4 | 10 1/4 | 10 1/4 | 10 1/4 | 10 1/4 | 2,700 | Do 1st pref...100 | 34 1/2 May 14 | 49 1/2 Jan 2 | 46 Dec | 64 1/2 Jan | |
| 33 1/4 | 33 1/4 | 33 1/4 | 33 1/4 | 32 1/4 | 33 1/4 | 6,500 | Do 2d pref...100 | 26 1/2 May 14 | 39 1/2 Jan 3 | 40 Dec | 67 1/2 Jan | |
| 103 103 | 102 103 | 102 103 | 102 103 | 103 104 | 102 104 | 1,900 | Great Northern pref...100 | z101 1/4 July 5 | 118 1/4 Jan 4 | 115 Dec | 127 1/2 Jan | |
| *91 9 1/2 | *91 9 1/2 | *91 9 1/2 | *91 9 1/2 | *91 9 1/2 | *91 9 1/2 | 2,400 | Iron Ore properties...No par | 27 1/2 Feb 3 | 39 1/4 Mar 4 | 32 Dec | 50 1/2 Jan | |
| *56 1/2 | *56 1/2 | *56 1/2 | *56 1/2 | *56 1/2 | *56 1/2 | 100 | Illinois Central...100 | 100 Feb 3 | 106 1/2 Jan 2 | 96 1/2 Apr | 108 1/2 Oct | |
| *21 1/2 | *21 1/2 | *21 1/2 | *21 1/2 | *21 1/2 | *21 1/2 | 125 | Interbor Con Corp, vto No par | 8 1/4 May 15 | 17 1/2 Jan 2 | 15 1/2 Dec | 21 1/2 Jan | |
| *16 18 | *16 18 | *16 18 | *16 18 | *16 18 | *16 18 | 300 | Do pref...100 | 50 1/2 May 5 | 72 1/2 Jan 2 | 49 Dec | 77 1/2 Jan | |
| *28 30 | *28 30 | *28 30 | *28 30 | *28 30 | *28 30 | 100 | Kansas City Southern...100 | 18 1/2 May 9 | 25 1/2 Jan 2 | 22 1/2 Apr | 32 1/2 Jan | |
| 63 63 3/8 | 63 63 3/8 | 63 63 3/8 | 63 63 3/8 | 63 63 3/8 | 63 63 3/8 | 700 | Do pref...100 | 52 May 9 | 58 1/2 Jan 20 | 56 1/2 Dec | 64 1/2 Jan | |
| 123 1/2 | 123 1/2 | 123 1/2 | 123 1/2 | 122 1/2 | 123 1/2 | 400 | Lake Erie & Western...100 | 15 1/4 May 9 | 25 1/2 Jan 3 | 10 Mar | 39 Dec | |
| *15 1/2 | *15 1/2 | *15 1/2 | *15 1/2 | *15 1/2 | *15 1/2 | 500 | Do pref...100 | 25 July 10 | 53 1/2 Jan 2 | 52 Apr | 56 1/2 Oct | |
| *109 103 1/2 | *109 103 1/2 | *109 103 1/2 | *109 103 1/2 | *109 103 1/2 | *109 103 1/2 | 100 | Lehigh Valley...50 | 57 1/4 May 9 | 79 1/2 Jan 2 | 74 1/2 Jan | 87 1/2 Oct | |
| *6 6 1/2 | *6 6 1/2 | *6 6 1/2 | *6 6 1/2 | *6 6 1/2 | *6 6 1/2 | 100 | Long Island cdfs of deposit... | 39 May 26 | 43 1/4 Apr 14 | | | |
| *10 12 | *10 12 | *10 12 | *10 12 | *10 12 | *10 12 | 400 | Louisville & Nashville...100 | 119 May 4 | 133 1/4 Jan 4 | 121 1/2 May | 140 Oct | |
| 32 32 1/2 | 31 3/8 | 32 31 3/4 | 32 3/8 | 32 3/8 | 32 3/8 | 17,200 | Minneapolis & St L (new)...100 | 14 1/2 May 15 | 32 1/2 Jan 29 | 26 Oct | 38 Oct | |
| *55 58 | *55 58 | *55 58 | *55 58 | *55 58 | *55 58 | 550 | Missouri St Paul & S S M...100 | 99 July 9 | 119 Jan 3 | 116 Dec | 120 Oct | |
| 89 89 1/2 | 89 1/2 | 89 1/2 | 88 3/8 | 88 3/8 | 88 3/8 | 3,300 | Do pref...100 | 119 July 14 | 127 Apr 13 | 128 1/2 Sept | 137 Jan | |
| *36 1/2 | *36 1/2 | *36 1/2 | *36 1/2 | *36 1/2 | *36 1/2 | 3,100 | Missouri Kansas & Texas...100 | 5 May 4 | 11 Jan 2 | 3 1/2 Sept | 13 1/2 Dec | |
| *23 23 3/8 | *23 23 3/8 | *23 23 3/8 | *23 23 3/8 | *23 23 3/8 | *23 23 3/8 | 100 | Do pref...100 | 10 May 0 | 20 1/2 Jan 4 | 10 Apr | 24 1/2 Dec | |
| 122 122 | 122 1/2 | 122 1/2 | 122 1/2 | 120 1/2 | 122 1/2 | 200 | Missouri Pacific (new) when las... | 23 1/2 May 9 | 34 Jan 2 | 23 1/2 Sept | 38 1/2 Dec | |
| *82 1/2 | *82 1/2 | *82 1/2 | *82 1/2 | *82 1/2 | *82 1/2 | 49 | Do pref (or inc bonds) do... | 51 Mar 7 | 61 Jan 3 | 47 1/2 Sept | 64 1/2 Dec | |
| 101 101 1/2 | 100 1/8 | 101 100 1/2 | 100 1/2 | 100 1/2 | 100 1/2 | 5,300 | New York Central...100 | 86 May 9 | 103 1/2 Jan 4 | 100 1/2 Apr | 114 1/2 Oct | |
| 53 1/4 | 53 3/8 | 53 3/8 | 53 3/8 | 53 3/8 | 53 3/8 | 5,380 | N Y N H & Hartford...100 | 32 1/2 May 24 | 52 1/2 Jan 2 | 49 1/2 Dec | 77 1/2 Jan | |
| *20 21 1/4 | *20 21 1/4 | *20 21 1/4 | *20 21 1/4 | *20 21 1/4 | *20 21 1/4 | 1,000 | N Y Ontario & Western...100 | 21 May 10 | 29 1/2 Jan 2 | 28 May | 34 1/2 Dec | |
| 63 63 | 63 | 63 | 63 | 63 | 63 | 100 | Norfolk & Western...100 | 116 1/2 May 9 | 138 1/2 Jan 23 | 114 Mar | 127 1/2 Oct | |
| 32 1/2 | 32 1/2 | 32 1/2 | 32 1/2 | 31 3/4 | 32 1/2 | 3,000 | Do adjustment pref...100 | 82 May 25 | 89 1/2 Feb 3 | 84 1/2 Feb | 89 1/2 Oct | |
| *62 62 1/2 | *62 62 1/2 | *62 62 1/2 | *62 62 1/2 | *62 62 1/2 | *62 62 1/2 | 600 | Northern Pacific...100 | z98 1/2 July 9 | 110 1/2 Jan 3 | 108 Dec | 117 1/2 Jan | |
| 95 95 1/2 | 93 3/8 | 93 3/8 | 93 3/8 | 93 1/2 | 94 | 27,509 | Pennsylvania...50 | 51 1/2 May 9 | 57 1/2 Jan 25 | 55 Sept | 60 Oct | |
| *40 1/2 | *40 1/2 | *40 1/2 | *40 1/2 | *40 1/2 | *40 1/2 | 100 | Pere Marquette v t o...100 | 17 1/2 May 15 | 36 1/2 Jan 2 | 30 1/2 Dec | 38 1/2 Dec | |
| *41 42 | *41 42 | *41 42 | *41 42 | *41 42 | *41 42 | 100 | Do prior pref v t o...100 | 53 1/2 May 12 | 73 1/2 Jan 17 | 72 Dec | 78 1/2 Dec | |
| *17 18 | *17 18 | *17 18 | *17 18 | *17 18 | *17 18 | 1,200 | Do pref v t o...100 | 40 June 8 | 57 Jan 8 | | | |
| *31 32 | *31 32 | *31 32 | *31 32 | *31 32 | *31 32 | 1,200 | Pltbs & W Va Interim cdfs...100 | 20 1/4 Apr 16 | 35 1/2 June 1 | | | |
| *47 49 | *47 49 | *47 49 | *47 49 | *47 49 | *47 49 | 600 | Preferred interim cdfs...100 | 53 1/4 Apr 17 | 68 June 15 | | | |
| *12 13 | *12 13 | *12 13 | *12 13 | *12 13 | *12 13 | 1,200 | Reading...50 | 83 1/2 May 9 | 104 1/2 Jan 3 | 75 1/2 Jan | 115 1/2 Sept | |
| *28 29 | *28 29 | *28 29 | *28 29 | *28 29 | *28 29 | 200 | Do 1st pref...100 | 39 1/2 May 21 | 48 Jan 29 | 41 1/2 Feb | 46 Feb | |
| 93 1/4 | 93 1/4 | 93 1/4 | 93 1/4 | 93 1/4 | 93 1/4 | 9,516 | Do 2d pref...100 | 40 May 29 | 45 1/2 Jan 10 | 41 1/2 Feb | 62 May | |
| 27 3/8 | 27 1/2 | 27 1/2 | 26 3/4 | 27 1/2 | 26 3/4 | 8,800 | St Louis & San Fran new...100 | 16 May 5 | 26 1/2 Jan 2 | 15 1/2 Mar | 30 1/2 Dec | |
| 56 56 | 55 5/8 | 55 5/8 | 55 5/8 | 55 5/8 | 55 5/8 | 700 | Do pref...100 | 25 Feb 3 | 32 June 20 | 18 May | 32 1/2 Dec | |
| *16 1/2 | *16 1/2 | *16 1/2 | *16 1/2 | *16 1/2 | *16 1/2 | 1,100 | St Louis & Western...100 | 46 May 3 | 53 Jan 4 | 50 1/2 Sept | 57 Dec | |
| 20 3/8 | 20 3/8 | 19 1/4 | 20 3/8 | 19 1/4 | 19 3/8 | 400 | Seaboard Air Line...100 | 12 May 19 | 18 Jan 3 | 14 Apr | 19 1/2 Dec | |
| *85 87 | *85 87 | *85 87 | *85 87 | *85 87 | *85 87 | 100 | Do pref...100 | 25 1/4 May 16 | 30 1/2 Jan 3 | 31 1/2 Apr | 42 1/2 Oct | |
| 136 136 1/2 | 135 1/2 | 136 3/8 | 135 3/4 | 135 1/2 | 135 1/2 | 5,400 | Southern Pacific Co...100 | 88 1/2 May 9 | 98 1/2 Mar 24 | 94 1/4 Jan | 104 1/2 Jan | |
| *79 1/2 | *79 1/2 | *79 1/2 | *79 1/2 | *79 1/2 | *79 1/2 | 900 | Southern Railway...100 | 23 May 9 | 33 1/2 Jan 3 | 28 Apr | 28 1/2 Dec | |
| *8 9 | *8 9 | *8 9 | *8 9 | *8 9 | *8 9 | 300 | Do pref...100 | 51 1/2 May 15 | 70 1/2 Jan 20 | 56 Apr | 73 1/2 Dec | |
| *19 21 1/2 | *19 21 1/2 | *19 21 1/2 | *19 21 1/2 | *19 21 1/2 | *19 21 1/2 | 200 | Texas & Pacific...100 | 13 1/4 May 9 | 19 1/2 Jan 4 | 6 1/4 Feb | 21 1/2 Dec | |
| 11 1/8 | 11 1/8 | 12 1/2 | 12 1/2 | 11 1/2 | 11 1/2 | 950 | Third Avenue (New York)...100 | 17 1/2 May 16 | 48 1/2 Jan 2 | 48 Nov | 68 1/2 Jan | |
| 49 1/4 | 49 1/4 | 49 3/8 | 49 1/2 | 49 1/4 | 49 1/2 | 2,100 | Twain City Rapid Transit...100 | 84 1/2 May 12 | 95 Jan 20 | 94 Mar | 95 Jun | |
| *26 27 | *26 27 | *26 27 | *26 27 | *26 27 | *26 27 | 400 | Union Pacific...100 | 128 1/2 May 9 | 149 1/2 Jan 2 | 129 1/2 Apr | 152 1/2 Oct | |
| 20 20 | 20 20 1/4 | 20 20 1/4 | 20 20 1/4 | 20 20 1/4 | | | | | | | | |

For record of sales during the week of stocks usually inactive, see second page preceding.

Table with columns: HIGH AND LOW SALE PRICES—PER SHARE, NOT PER CENT. (Saturday July 21, Monday July 23, Tuesday July 24, Wednesday July 25, Thursday July 26, Friday July 27), Stocks (Industrial & Misc. (Con.) Par, NEW YORK STOCK EXCHANGE), PER SHARE (Range Since Jan. 1, On basis of 100-share lots, Lowest, Highest), PER SHARE (Range for Previous Year 1916, Lowest, Highest). Rows include various stock symbols and prices.

* Bid and asked prices; no sales on this day. † Less than 100 shares. ‡ Ex-rights. § Ex-rights. ¶ Ex-div. and rights. * Par \$100 per share. • Certificates of deposit. Ex-dividend.

In Jan. 1909 the Exchange method of quoting bonds was changed and prices are now—"and interest"—(except for income and defaulted bonds).

Main table containing bond listings for 'BONDS N. Y. STOCK EXCHANGE Week ending July 27.' and 'BONDS N. Y. STOCK EXCHANGE Week ending July 27.' with columns for Bid, Ask, Price, Range, and various bond descriptions.

* No price Friday; latest this week. a Due Jan. d Due April. e Due May. g Due June. h Due July. k Due Aug. o Due Oct. p Due Nov. q Due Dec. r Ontion sale

| BONDS N. Y. STOCK EXCHANGE Week ending July 27. | | | | | BONDS N. Y. STOCK EXCHANGE Week ending July 27. | | | | |
|-------------------------------------------------------|-----------------------|---------------------------|------------|--------------------|-------------------------------------------------------|-----------------------|---------------------------|------------|--------------------|
| Interest Period | Price Friday July 27. | Week's Range or Last Sale | Bonds Sold | Range Since Jan. 1 | Interest Period | Price Friday July 27. | Week's Range or Last Sale | Bonds Sold | Range Since Jan. 1 |
| | Bid Ask | Low High | No. | Low High | | Bid Ask | Low High | No. | Low High |
| N Y Cent & H R RR (Con.)— | | | | | P C C & St L (Con.) | | | | |
| N Y & Pu 1st cons gu g 4s 1993 | A-O 79 89 | 90 Apr '17 | | 89 94 | Series F guar 4s gold 1953 | J-D 90 1/4 | 95 1/2 May '17 | | 95 1/2 95 1/2 |
| Plne Creek reg guar 6s 1932 | J-D 108 | 113 May '15 | | | Series G 4s guar 1957 | M-N 90 1/4 | 95 1/2 May '17 | | 95 1/2 97 |
| R W & O con 1st ext 5s 1922 | A-O 100 3/8 102 | 101 1/2 June '17 | | 99 7/8 104 3/4 | Series I cons gu 4 1/2s 1963 | F-A 98 3/4 | 95 3/4 July '17 | | 95 3/4 103 3/8 |
| R W & O T R 1st gu g 5s 1918 | M-N 90 | 100 1/4 Feb '17 | | 100 1/4 100 1/4 | C St L & P 1st cons g 5s 1932 | A-O 103 | 103 1/4 May '17 | | 103 1/4 103 1/4 |
| Rutland 1st con g 4 1/2s 1941 | J-J 80 86 | 90 Apr '17 | | 90 90 | Peoria & Pekin Un 1st 6s g 1921 | Q-F 100 | 100 June '17 | | 100 100 |
| Og & L Cham 1st gu 4s g 1948 | J-J 62 | 70 3/8 Apr '17 | | 70 3/8 70 5/8 | 2d gold 4 1/2s 1921 | M-N 87 | 87 Mar '16 | | |
| Rut-Canada 1st gu g 4s 1949 | J-J 70 71 1/2 | 92 June '09 | | | Pere Marquette 1st Ser A 5s 1956 | | 87 88 3/8 | 3 | 87 1/4 95 |
| St Lawr & Adlr 1st 5s 1996 | J-J 90 | 101 Nov '16 | | | 1st Series B 4s 1956 | | 70 1/8 70 1/8 | 1 | 70 7/8 77 3/4 |
| 2d gold 6s 1996 | A-O 96 1/2 97 | 97 1/2 July '16 | | | Philippine Ry 1st 30-yr 8 1/4 s 1937 | J-J 50 | 42 Feb '17 | | 42 42 |
| Ulloa & Blk Riv gu g 4s 1922 | J-J 79 Sale | 79 79 | 7 | 77 87 3/4 | Pltts Sh & L E 1st g 5s 1940 | A-O 105 3/8 | 109 Jan '17 | | 109 109 |
| Lake Shore gold 3 1/2s 1997 | J-D 79 80 1/2 | 78 78 | 6 | 78 87 | 1st consol gold 5s 1943 | J-J 87 | 113 1/4 Nov '11 | | |
| Registered 1997 | J-D 92 Sale | 92 92 | 22 | 91 3/8 97 1/2 | Reading Co gen gold 4s 1997 | J-J 90 3/4 | 90 3/8 91 | 37 | 89 1/2 96 1/2 |
| Debtenture gold 4s 1928 | M-S 90 1/2 Sale | 89 7/8 91 | 158 | 89 7/8 96 3/4 | Registered 1997 | J-J 93 | 90 1/2 May '17 | | 90 1/2 95 |
| 25-year gold 4s 1931 | M-N 90 1/2 Sale | 89 7/8 91 | 158 | 89 7/8 96 3/4 | Jersey Central coil g 4s 1951 | A-O 90 | 91 July '17 | | 90 1/2 97 |
| Registered 1931 | M-N 100 | 104 1/2 Dec '15 | | | Atlantic City guar 4s g 1951 | J-J 85 | | | 79 82 |
| Ka A & G R 1st gu e 5s 1938 | J-J 97 | 103 May '17 | | 103 103 3/4 | St Jos & Gr Isl 1st g 4s 1947 | J-J 77 7/8 | 80 Mar '17 | | |
| Manon C'1 RR 1st 5s 1934 | J-J 95 | 130 1/8 Jan '09 | | | St Louis & San Fran (reorg Co)— | | | | |
| Pltts & L Erie 2d g 5s 1922 | A-O 108 | 123 1/4 Mar '12 | | | Prior Lien ser A 4s 1950 | J-J 61 Sale | 60 7/8 62 1/4 | 115 | 60 7/8 71 1/8 |
| Pltts MeK & Y 1st gu 6s 1932 | J-J 107 | 106 1/4 Aug '16 | | | Prior lien ser B 5s 1950 | J-J 80 Sale | 79 7/8 80 | 31 | 77 1/2 88 1/2 |
| 2d guaranteed 6s 1934 | J-J 99 3/4 | 105 July '16 | | | Cum adjust ser A 6s 1955 | J-J 66 Sale | 65 1/2 66 | 14 | 65 76 |
| McKees & B V 1st g 6s 1918 | J-J 99 3/4 | 105 July '16 | | | Income series A 6s 1960 | July 48 7/8 Sale | 48 48 7/8 | 26 | 46 56 7/8 |
| Michigan Central 5s 1931 | M-S 99 1/2 | 98 Feb '14 | | | St Louis & San Fran gen 6s 1931 | J-J 103 110 | 111 Apr '17 | | 111 112 1/2 |
| Registered 1931 | Q-M 84 1/8 | 90 June '08 | | 79 7/8 86 | General gold 5s 1931 | J-J 94 1/8 100 1/8 | 100 July '17 | | 100 104 |
| 4s 1940 | J-J 72 | 87 Feb '14 | | 81 1/2 91 3/4 | St L & S F RR cons g 4s 1996 | J-J 78 | 74 1/2 Mar '17 | | 74 1/2 75 |
| Registered 1940 | J-J 72 | 90 June '08 | | 88 89 | General 15-20-yr 5s 1927 | M-N 81 | 73 Mar '17 | | 70 75 |
| J L & S 1st gold 3 1/2s 1951 | M-S 72 | 79 7/8 July '17 | | 79 7/8 86 | Trust Co etfs of deposit | | 63 June '17 | | 63 63 |
| 1st gold 3 1/2s 1952 | M-N 82 82 3/8 | 83 July '17 | | 81 1/2 91 3/4 | do Stamped | | 90 May '17 | | 90 90 |
| 20-year debtenture 4s 1929 | A-O 82 82 3/8 | 83 July '17 | | 89 3/4 95 1/2 | Southw Div 1st g 5s 1947 | A-O 85 | 83 3/4 Oct '16 | | |
| N Y Chle & St L 1st g 4s 1937 | A-O 86 87 | 88 June '17 | | 88 89 | Refunding gold 4s 1951 | J-J 83 3/4 | 80 3/4 Mar '11 | | |
| Registered 1937 | A-O 86 87 | 88 June '17 | | 79 82 1/2 | Registered 1951 | J-J 78 3/4 | 74 1/4 Sep '16 | | 78 1/4 78 3/4 |
| Debtenture 4s 1931 | M-N 82 1/2 Sale | 82 1/8 83 | 79 | 82 1/2 94 | Trust Co etfs of deposit | | 74 1/4 Sep '16 | | |
| West Shore 1st 4s guar 2361 | J-J 81 7/8 | 81 7/8 81 7/8 | 7 | 81 7/8 93 1/8 | do Stamped | | | | |
| Registered 2361 | J-J 81 7/8 | 81 7/8 81 7/8 | 7 | 81 7/8 93 1/8 | K C Ft S & M cons g 6s 1928 | M-N 103 1/2 103 3/8 | 104 104 1/4 | 2 | 102 111 5/8 |
| N Y C Lines eq tr 5s 1916-22 | M-N 96 1/2 97 1/2 | 98 3/8 July '17 | | 100 1/2 100 3/4 | K C Ft S & M Ry ref g 4s 1936 | A-O 70 1/2 71 1/2 | 70 1/2 70 1/2 | 8 | 69 3/4 79 1/8 |
| Equip trust 4 1/2s 1917-25 | J-J 94 1/8 95 | 94 1/8 July '17 | | 90 1/8 99 3/4 | K C & M R & B 1st gu 5s 1929 | A-O 88 3/4 | 88 July '17 | | 88 90 |
| N Y Connect 1st gu 4 1/2s 1953 | F-A 94 1/8 95 | 94 1/8 July '17 | | 90 1/8 99 3/4 | St L S W 1st g 4s bond etfs 1989 | M-N 69 3/4 Sale | 69 3/4 70 | 10 | 68 7/8 80 |
| N Y N H & Hartford— | | | | | 2d g 4s income bond etfs 1989 | J-J 56 63 1/2 | 57 July '17 | | 57 65 1/2 |
| Non-conv debent 4s 1947 | M-S 79 5/8 | Sep '16 | | | Consol gold 4s 1932 | J-D 62 | 62 66 | 6 | 62 72 |
| Non-conv debent 3 1/2s 1947 | M-S 62 | 68 Dec '17 | | | 1st term & unit 5s 1952 | J-J 63 | 63 1/2 64 | 6 | 63 1/2 71 1/8 |
| Non-conv debent 3 1/2s 1954 | A-O 58 | 59 July '17 | | 59 68 | Gray's Pt Ter 1st gu g 5s 1947 | J-D 98 1/2 | 98 1/2 Jan '14 | | 62 1/2 65 |
| Non-conv debent 4s 1955 | J-J 58 1/2 69 | 57 July '17 | | 57 75 1/4 | S A & A Pass 1st gu g 4s 1943 | J-J 62 63 | 62 1/2 July '17 | | 100 1/8 100 1/8 |
| Non-conv debent 4s 1956 | M-N 56 58 | 58 July '17 | | 57 1/4 64 | S F & N P 1st sk fd g 5s 1919 | J-J 75 | 78 May '17 | | 78 82 1/2 |
| Conv debtenture 3 1/2s 1956 | J-J 96 Sale | 96 97 1/4 | 7 | 93 3/4 110 1/2 | Seaboard Air Line g 4s 1950 | A-O 75 1/4 75 3/4 | 75 1/2 July '17 | | 75 82 3/8 |
| Conv debtenture 6s 1948 | F-A 79 | Jan '17 | | 79 79 | Gold 4s stamped 1949 | F-A 59 1/2 60 | 59 1/2 60 | 4 | 58 1/2 68 |
| Cons Ry non-conv 4s 1930 | F-A 77 1/2 | 91 1/2 Jan '12 | | | Adjustment 5s 1949 | A-O 63 1/2 Sale | 63 1/2 63 1/2 | 1 | 62 1/2 70 1/2 |
| Non-conv debent 4s 1954 | J-J 79 1/2 | Apr '16 | | | Refunding 4s 1959 | M-S 86 7/8 | 87 Mar '17 | | 86 1/4 87 |
| Non-conv debent 4s 1955 | J-J 80 | 80 | | 80 92 | Atl Birm 30-yr 1st g 4s 1933 | A-O 88 | 88 Jan '17 | | 88 88 |
| Non-conv debent 4s 1955 | A-O 80 | 80 | | 88 1/8 88 3/8 | Car Cent 1st con g 4s 1949 | J-J 95 3/8 | 99 1/4 June '17 | | 99 1/4 99 1/4 |
| Non-conv debent 4s 1956 | J-J 82 | 80 | 1 | 72 78 1/2 | Fla Cent & Pen 1st g 5s 1918 | J-J 101 | 101 Dec '15 | | |
| Harlem R-Pt Ches 1st 4s 1954 | M-N 88 1/8 | Apr '17 | | | 1st land gr ext g 5s 1930 | J-J 97 1/4 | 103 3/4 Dec '16 | | |
| B & N Y Air Line 1st 4s 1955 | F-A 74 1/2 | Apr '17 | | | Consol gold 5s 1943 | J-J 97 100 1/8 | 100 Apr '17 | | 99 3/4 102 |
| Cent New Eng 1st gu 4s 1961 | J-J 105 1/2 | May '16 | | | Ga & Ala Ry 1st con 5s 1945 | J-J 98 | 99 June '17 | | 99 102 3/8 |
| Hartford St Ry 1st 4s 1930 | M-S 87 | July '14 | | | Ga Car & No 1st gu g 5s 1929 | J-J 99 1/4 | 100 1/4 June '17 | | 100 100 1/4 |
| Housatonic R cons g 5s 1937 | M-N 88 | Aug '13 | | | Scab & Roan 1st 5s 1926 | J-J 77 | 76 3/4 77 | 4 | 76 3/4 88 |
| Naugatuck RR 1st 4s 1954 | M-N 55 1/2 55 7/8 | 55 1/2 55 1/2 | 7 | 55 75 1/2 | Southern Pacific Co— | | | | |
| N Y Prov & Boston 4s 1942 | A-O 107 | Aug '09 | | | Gold 4s (Cent Pac coll) 1949 | J-D 81 1/4 Sale | 81 1/4 82 | 119 | 81 88 3/4 |
| N Y W Ches & B 1st ser 1 1/2s 46 | J-J 102 | 99 1/2 Mar '12 | | | Registered 1949 | J-D 98 1/2 Sale | 98 1/2 99 1/4 | 78 | 96 3/4 104 1/2 |
| N H & Derby cons cy 5s 1918 | M-N 67 | 67 | 10 | 6 83 | 20-year conv 4s 1929 | M-S 83 1/2 Sale | 83 1/2 84 1/2 | 49 | 82 93 7/8 |
| Boston Terminal 1st 4s 1939 | A-O 92 1/2 | 92 1/2 June '12 | | | Registered 1949 | F-A 86 | 89 85 7/8 | | 84 87 1/2 |
| New England cons 5s 1945 | J-J 77 1/2 | 91 1/2 Jan '12 | | | Mort guar gold 3 1/2s 1929 | J-D 80 | 84 Feb '17 | | 84 87 1/2 |
| Consol 4s 1945 | J-J 79 1/2 | Apr '16 | | 57 57 | Through St L 1st gu 4s 1954 | A-O 101 | 100 1/2 Feb '17 | | 100 102 |
| Providence Secur deb 4s 1957 | M-N 80 | 83 3/8 Feb '14 | | | G H & S A M & P 1st 5s 1931 | J-J 95 | 97 June '17 | | 96 1/2 98 1/2 |
| Prov & Springfield 1st 5s 1922 | J-J 86 | 86 | 3 | 85 93 1/8 | 2d exten 5s guar 1931 | J-J 95 1/8 | 100 1/4 Jan '16 | | |
| Providence Term 1st 4s 1956 | M-S 110 | 117 1/4 May '17 | | 118 1/4 134 | Gila V G & N 1st gu g 5s 1924 | M-N 93 5/8 99 1/2 | 99 1/2 Apr '17 | | 99 1/2 102 1/2 |
| W & Con East 1st 4 1/2s 1943 | M-S 119 | 120 3/8 120 3/8 | 3 | 117 1/4 136 3/4 | Hous E & W T 1st g 5s 1933 | M-N 103 | 103 1/2 103 | 103 | 103 106 1/2 |
| N Y O & W ref 1st g 4s 1992 | M-S 87 89 3/8 | 87 1/4 87 1/4 | 3 | 86 1/8 94 | 1st guar 5s red 1933 | M-N 91 1/2 | 95 3/8 92 1/2 | June '17 | 91 1/4 96 1/2 |
| Registered \$5,000 only 1992 | M-S 119 | 120 3/8 120 3/8 | 3 | 118 1/2 135 | H & T C 1st g 5s int gu 1937 | A-O 101 102 | 105 Jan '16 | | |
| General 4s 1955 | J-D 86 | 86 | 3 | 85 93 1/8 | Gen gold 4s int guar 1920 | J-J 101 102 | 105 Jan '16 | | |
| Norfolk Sou 1st & ref A 5s 1961 | F-A 110 1/8 | 122 Nov '16 | | 110 122 | Waco & N W div 1st g 6s '30 | M-N 99 | 99 7/8 May '17 | | 99 7/8 101 7/8 |
| Norfolk Sou 1st 5s 1941 | M-N 109 1/8 | 120 1/2 Nov '16 | 25 | 88 97 1/4 | A & N W 1st gu g 5s 1941 | J-J 100 1/4 | 105 3/8 109 | June '14 | |
| Norfolk & West gen gold 6s 1931 | M-A 110 1/8 | 122 Nov '16 | | 88 97 1/4 | Louisiana West 1st 6s 1921 | A-O 101 104 3/4 | 104 3/4 July '16 | | |
| Improvement & ext g 6s 1934 | F-A 86 | 86 | 3 | 85 93 1/8 | Morgan's La & T 1st 7s 1918 | A-O 161 | 162 105 | Jan '16 | |
| New River 1st gold 6s 1932 | A-O 110 1/8 | 122 Nov '16 | | 110 122 | 1st gold 6s 1920 | A-O 104 1/8 | 105 Oct '16 | | |
| N & W Ry 1st cons g 4s 1996 | A-O 88 Sale | 88 88 1/2 | 25 | 88 97 1/4 | Ore & Cal 1st guar g 5s 1927 | M-N 104 | 107 1/4 107 1/2 | Sept '16 | |
| Registered 1996 | A-O 86 | 86 | 3 | 85 93 1/8 | So Pac of Cal—Gu g 5s 1937 | J-J 93 1/2 | 93 1/2 June '17 | | 93 1/2 96 |
| Div'l 1st lien & gen g 4s 1944 | J-J 119 | 117 1/4 May '17 | | 117 1/4 136 3/4 | So Pac Coast 1st gu 4s g 1937 | A-O 80 1/2 | 81 3/8 80 1/2 | 11 | 79 7/8 89 1/4 |
| 10-25-year conv 4s 1932 | M-S 119 | 120 3/8 120 3/8 | 3 | 118 1/2 135 | San Fran Term 1st 4s 1950 | J-J 96 | 95 Nov '16 | | |
| 10-25-year conv 4 1/2s 1938 | M-S 87 89 3/8 | 87 1/4 87 1/4 | 3 | 86 1/8 94 | Tex & N O con gold 5s 1943 | J-J 86 1/4 87 3/4 | 85 7/8 87 | 40 | 84 7/8 95 |
| Pocah C & C joint 4s 1941 | J-D 99 3/8 | 103 Sept '16 | | 86 92 | So Pac RR 1st ref 4s 1955 | J-J 98 | 97 7/8 98 | 37 | 96 1/2 102 3/4 |
| C O & T 1st gu gold 5s 1922 | J-J 86 86 1/2 | 86 86 | 4 | 86 92 | Registered 1994 | J-J 65 1/2 66 | 65 1/2 66 3/8 | 72 | 65 1/4 77 |
| Seo V & N E 1st gu g 4s 1989 | M-N 88 1/8 Sale | 88 88 3/8 | 39 | 86 92 | Develop & gen 4s Ser A 1956 | A-O 68 75 | 77 1/2 Apr '17 | | 77 1/2 78 |
| Nor Pacific prior lien g 4s 1997 | Q-J 88 1/2 | 88 1/2 May '17 | | 88 93 | Mob & Ohio coil tr g 4s 1938 | M-S 95 96 1/2 | 95 3/8 96 1/2 | | 98 101 1/8 |
| Registered 1997 | Q-F 62 1/2 | 62 1/2 63 | 40 | 62 69 1/4 | Mem Div 1st g 4 1/2s 1996 | J-J 72 | 71 June '17 | | 71 84 |
| General lien gold 3s 1924 | Q-F 61 | 61 1/4 June '17 | | 61 67 1/4 | St Louis div 1st g 4s 1951 | J-J 100 7/8 | 104 102 3/8 | Sept '16 | |
| Registered 1924 | Q-F 83 | 90 1/2 May '17 | | 91 3/8 91 7/8 | Ala Cen 1st g 6s 1918 | J-D 98 3/4 | 98 1/2 Apr '17 | | 98 1/2 98 1/2 |
| St Paul-Duluth Div g 4s 1996 | J-D 104 | 104 3/4 June '17 | | 104 3/4 110 1/2 | Ala Gt Sou 1st cons A 5 | | | | |

| N. Y. STOCK EXCHANGE Week ending July 27. | | | | | | | | | | N. Y. STOCK EXCHANGE Week ending July 27. | | | | | | | | | |
|----------------------------------------------|----------|--------|---------|----------|---------------------------|---------|------------|--------------------|---------|----------------------------------------------|----------|---------|---------|---------|---------------------------|----------|------------|--------------------|------|
| Bonds | Interest | Period | Price | | Week's Range or Last Sale | | Bonds Sold | Range Since Jan. 1 | | Bonds | Interest | Period | Price | | Week's Range or Last Sale | | Bonds Sold | Range Since Jan. 1 | |
| | | | Friday | July 27. | Low | High | | Low | High | | | | Low | High | Friday | July 27. | | Low | High |
| Union Pacific (Conv.)— | F | A | 101 1/8 | 101 1/8 | 101 1/8 | 101 1/8 | 6 | 101 1/2 | 101 3/4 | Union Elec. L. & P. 1st 5s | M-S | 101 1/2 | 101 1/2 | 101 1/2 | 101 1/2 | 10 | 101 1/2 | 101 1/2 | |
| Ore Short Line 1st 4 5/8 | J | J | 101 3/8 | 101 3/8 | 101 3/8 | 101 3/8 | 19 | 101 1/2 | 101 3/4 | Ref in long & extension 5s | M-N | 101 1/2 | 101 1/2 | 101 1/2 | 101 1/2 | 1 | 98 | 101 1/8 | |
| 1st consol g 5s | J | J | 87 3/8 | 87 3/8 | 87 3/8 | 87 3/8 | 19 | 85 1/2 | 91 3/8 | United Fuel Gas 1st 4 5/8 | F-A | 97 1/2 | 98 | 93 | 93 | 14 | 89 1/2 | 96 1/2 | |
| Utah & Nor gold 5s | J | J | 92 | 100 | 102 | 102 | 19 | 88 1/2 | 92 1/2 | Utah Power & L. 1st 5s | F-A | 89 1/2 | 91 1/4 | 89 1/2 | 90 | 1 | 101 | 103 | |
| 1st extended 4s | J | J | 83 1/8 | 84 | 84 1/2 | 84 1/2 | 19 | 81 1/2 | 89 1/2 | Utah Elec. L. & P. 1st 5s | J-J | 100 1/8 | 101 | 101 | 101 | 1 | 99 | 101 | |
| Vandalia cons g 4s Ser A | F | A | 80 | 82 | 82 1/2 | 82 1/2 | 19 | 81 1/2 | 89 1/2 | Utah Gas & Elec. ref 5s | J-J | 97 | 100 1/8 | 99 | 99 | 1 | 102 | 106 | |
| Consol 4s Series B | M | N | 80 | 82 | 82 1/2 | 82 1/2 | 19 | 81 1/2 | 89 1/2 | Westchester L. & P. 1st 5s | J-D | 101 | 105 | 105 | 105 | 1 | 102 | 106 | |
| Vera Cruz & P. 1st 4 1/2s | J | J | 91 | 91 | 91 1/2 | 91 1/2 | 26 | 89 1/2 | 92 1/2 | Miscellaneous | | | | | | | | | |
| Virginian 1st 5s Series A | M | N | 103 1/8 | 103 1/8 | 103 1/8 | 103 1/8 | 26 | 101 1/2 | 103 1/2 | Adam's Ex. coll tr g 1s | M-S | 74 | 75 | 74 | 74 | 1 | 74 | 84 1/2 | |
| Wabash 1st gold 5s | M | N | 92 1/4 | 92 1/4 | 92 1/4 | 92 1/4 | 2 | 91 1/2 | 101 | Alaska Gold M. deb 6s A | M-S | 64 | 68 | 64 | 64 | 1 | 64 | 85 | |
| 2d gold 5s | F | A | 80 | 80 | 80 1/2 | 80 1/2 | 2 | 79 1/2 | 101 | Conv. deb 6s series B | M-S | 64 | 65 | 64 | 64 | 1 | 64 | 84 1/2 | |
| Debenture Series B | J | J | 80 | 80 | 80 1/2 | 80 1/2 | 2 | 79 1/2 | 101 | Armour & Co. 1st real est 4 1/2s | J-D | 90 3/8 | 90 3/8 | 90 1/2 | 91 1/2 | 31 | 89 3/8 | 94 1/2 | |
| 1st 10-yr g 5s | M | S | 66 | 66 | 66 1/2 | 66 1/2 | 1 | 65 1/2 | 77 1/2 | Booth Fisheries deb 4 1/2s | A-O | 90 | 90 | 90 | 90 | 1 | 90 | 94 | |
| 1st 10-yr g 4s | J | J | 66 | 66 | 66 1/2 | 66 1/2 | 1 | 65 1/2 | 77 1/2 | Braden Cop. M. coll tr 4 1/2s | F-A | 96 | 96 | 96 | 96 | 10 | 95 | 98 | |
| Des Moines Div 1st g 4s | J | J | 74 1/4 | 74 1/4 | 74 1/4 | 74 1/4 | 1 | 73 | 77 | Bush Terminal 1st 4s | A-O | 82 1/2 | 89 | 88 | 88 | 1 | 86 1/4 | 89 | |
| On Div 1st g 4 1/2s | A | O | 74 1/4 | 74 1/4 | 74 1/4 | 74 1/4 | 1 | 73 | 77 | Consol 5s | J-J | 85 | 87 | 86 3/4 | 86 3/4 | 1 | 86 3/4 | 93 1/2 | |
| Tol & Ch Div 1st g 4s | M | S | 84 1/4 | 84 1/4 | 84 1/4 | 84 1/4 | 2 | 84 1/4 | 84 1/4 | Bluffs 5s guar tax ex. | A-O | 82 1/2 | 82 1/2 | 82 1/2 | 82 1/2 | 3 | 82 1/2 | 90 1/4 | |
| Wash Terr 1st g 4 1/2s | F | A | 75 3/4 | 75 3/4 | 75 3/4 | 75 3/4 | 2 | 75 3/4 | 86 1/4 | Cerro de Pasco Copp. env 6s | M-N | 109 | 117 1/2 | 109 1/4 | 109 1/4 | 2 | 109 | 118 | |
| 1st 10-yr guar 4s | F | A | 85 1/2 | 85 1/2 | 85 1/2 | 85 1/2 | 2 | 85 1/2 | 86 1/4 | Chile Un. Stat. 1st g 4 1/2s A | J-J | 94 1/2 | 95 | 93 1/2 | 93 1/2 | 1 | 92 1/2 | 101 1/4 | |
| West Maryland 1st g 4s | A | O | 67 | 67 | 67 1/2 | 67 1/2 | 1 | 66 1/2 | 75 3/4 | Chile Copper 10-yr conv 7s | M-N | 121 1/2 | 124 | 122 | 122 | 5 | 122 | 132 | |
| West N. Y. & Pa. 1st g 5s | J | J | 101 | 101 | 101 | 101 | 4 | 99 | 103 1/4 | Coll tr & conv 6s ser A w. l. | M-N | 100 | 100 1/2 | 100 1/4 | 100 1/4 | 1 | 100 | 101 | |
| Gen. gold 4s | A | O | 85 1/2 | 85 1/2 | 85 1/2 | 85 1/2 | 1 | 85 1/4 | 86 | Computing Tab. Rec. 1st 6s | J-J | 85 | 86 | 86 | 86 | 1 | 85 1/2 | 87 1/2 | |
| Income 5s | M | S | 40 | 40 | 40 1/2 | 40 1/2 | 1 | 39 1/2 | 46 | Grady Cons. M. S. & P. con 6s A | M-N | 102 1/2 | 103 1/2 | 102 | 102 | 1 | 98 1/2 | 109 1/2 | |
| Western Pac 1st ser A 5s | M | S | 87 | 87 1/2 | 87 1/2 | 87 1/2 | 12 | 81 1/2 | 87 1/2 | Stamped | M-N | 102 | 108 1/2 | 102 | 102 | 1 | 100 | 109 1/4 | |
| Wheeling & L. E. 1st g 5s | A | O | 102 | 102 1/4 | 102 1/4 | 102 1/4 | 1 | 100 1/2 | 101 | Great Falls Pow. 1st 4 1/2s | M-N | 96 | 97 1/2 | 97 1/2 | 97 1/2 | 1 | 97 1/2 | 102 3/4 | |
| Wheel Div 1st gold 5s | J | J | 99 1/2 | 99 1/2 | 99 1/2 | 99 1/2 | 1 | 99 | 100 | Int. Mercan. Marine 1st 6s | A-O | 94 | 94 | 93 1/2 | 93 1/2 | 138 | 88 1/2 | 96 1/4 | |
| Exten. & Impt. gold 5s | F | A | 98 1/4 | 98 1/4 | 98 1/4 | 98 1/4 | 1 | 97 3/4 | 99 3/4 | Montana Power 1st 5s A | J-J | 95 | 95 1/2 | 95 1/2 | 95 1/2 | 6 | 95 | 100 1/4 | |
| Refunding 10s series A | M | S | 76 | 76 | 76 1/2 | 76 1/2 | 1 | 76 | 77 | Morris & Co. 1st 4 1/2s | J-J | 88 1/4 | 91 3/8 | 90 | 90 | 3 | 90 | 93 3/8 | |
| RR 1st consol 4s | M | S | 74 | 74 | 74 1/2 | 74 1/2 | 1 | 74 | 82 | Mtge. Bond (N. Y.) 4s ser 2 | A-O | 83 | 83 | 83 | 83 | 1 | 83 | 87 1/2 | |
| Trust co. of depts. | J | J | 77 | 77 | 77 1/2 | 77 1/2 | 1 | 76 | 82 | 10-20-yr 5s series 3 | J-J | 94 | 94 | 94 | 94 | 1 | 94 | 96 1/2 | |
| Winston-Salem S. B. 1st 4s | J | J | 79 | 79 1/2 | 79 1/2 | 79 1/2 | 1 | 78 1/2 | 83 1/2 | N. Y. Dock 50-yr 1st g 4s | F-A | 74 1/2 | 74 1/2 | 74 1/2 | 74 1/2 | 1 | 74 1/2 | 75 1/2 | |
| Wis. Cent. 50-yr 1st gen 4s | J | J | 81 | 81 | 81 1/2 | 81 1/2 | 1 | 81 | 88 1/2 | Niagara Falls Power 1st 5s | J-J | 99 1/2 | 101 1/2 | 101 1/2 | 101 1/2 | 1 | 100 | 103 | |
| Sup. & Dul. div. & term 1st 4s 3/8 | M | N | 83 1/4 | 83 1/4 | 83 1/4 | 83 1/4 | 1 | 86 | 91 | Ref. & gen. 5s | A-O | 101 1/8 | 102 | 101 1/2 | 101 1/2 | 1 | 101 1/2 | 103 | |
| Street Railway | | | | | | | | | | | | | | | | | | | |
| Brooklyn Rapid Tran. g 5s | A | O | 91 1/2 | 91 1/2 | 91 1/2 | 91 1/2 | 1 | 91 | 101 1/2 | Niag. Lock & O. Pow. 1st 5s | M-N | 93 1/2 | 93 1/4 | 93 1/4 | 93 1/4 | 1 | 94 1/2 | 94 1/2 | |
| 1st refund conv. gold 4s | J | J | 67 | 67 | 68 | 68 | 1 | 68 | 77 1/4 | Nor. States Power 25-yr 5s A | A-O | 90 | 90 | 90 | 90 | 2 | 90 | 94 1/2 | |
| 6-yr secured notes 5s | J | J | 98 1/4 | 98 1/4 | 98 3/8 | 98 3/8 | 58 | 97 1/2 | 101 1/8 | Ontario Power N. F. 1st 5s | F-A | 81 | 81 | 81 | 81 | 1 | 81 | 84 | |
| Bk. City 1st con 4s | J | J | 100 | 100 | 100 1/8 | 100 1/8 | 1 | 100 3/8 | 101 7/8 | Ontario Transm. 5s | M-N | 87 1/2 | 87 | 87 1/2 | 87 1/2 | 23 | 86 3/4 | 93 | |
| Bk. Q. C. & S. con 4 1/2s | M | N | 90 | 90 | 90 1/2 | 90 1/2 | 1 | 88 | 90 | Pub. Serv. Corp. N. J. gen 5s | A-O | 93 1/2 | 95 | 93 | 93 | 16 | 88 1/2 | 94 | |
| Bklyn. Q. C. & S. 1st 5s | J | J | 99 1/2 | 99 1/2 | 99 1/2 | 99 1/2 | 1 | 99 | 101 1/2 | Tennessee Cop. 1st conv 6s | M-N | 100 | 100 | 100 | 100 | 1 | 100 | 103 1/2 | |
| Bklyn. Un. El. 1st g 4 1/2s | F | A | 93 | 93 | 93 1/2 | 93 1/2 | 1 | 92 | 101 1/4 | Wash. Water Power 1st 5s | J-J | 100 | 100 | 103 1/2 | 103 1/2 | 52 | 99 1/4 | 103 3/8 | |
| Stamped guar 4 1/2s | F | A | 93 | 93 | 93 1/2 | 93 1/2 | 1 | 92 | 101 1/4 | Wilson & Co. 1st 25-yr 4 1/2s | A-O | 100 | 100 | 100 3/8 | 100 3/8 | 1 | 99 3/4 | 103 3/8 | |
| Kings County E. 1st g 4s | F | A | 77 1/2 | 77 1/2 | 77 1/2 | 77 1/2 | 1 | 75 | 86 3/4 | Manufacturing & Industrial | | | | | | | | | |
| Stamped guar 4s | F | A | 77 1/2 | 77 1/2 | 77 1/2 | 77 1/2 | 1 | 75 | 86 3/4 | Am. Ag. Chem. 1st c 5s | A-D | 100 1/8 | 100 1/8 | 101 1/4 | 101 1/4 | 3 | 99 1/2 | 104 1/2 | |
| Nassau Elec. guar. gold 4s | J | J | 70 | 70 | 70 1/2 | 70 1/2 | 1 | 70 | 74 1/2 | Conv. debent 5s | F-A | 99 3/4 | 99 3/4 | 100 | 100 | 21 | 99 | 105 | |
| Chicago Rys. 1st 5s | F | A | 90 | 90 1/2 | 90 1/2 | 90 1/2 | 5 | 91 1/8 | 97 1/4 | Am. Oil debenture 5s | M-N | 91 | 93 3/8 | 93 3/8 | 93 3/8 | 1 | 92 1/4 | 97 3/4 | |
| Conn. Ry. & L. 1st & ref. g 4 1/2s | J | J | 95 1/2 | 95 1/2 | 95 1/2 | 95 1/2 | 1 | 95 1/2 | 101 3/8 | Am. Hide & L. 1st s f g 6s | M-S | 101 | 101 | 101 1/2 | 101 1/2 | 8 | 101 | 104 1/2 | |
| Stamped guar 4 1/2s | J | J | 95 1/2 | 95 1/2 | 95 1/2 | 95 1/2 | 1 | 95 1/2 | 101 3/8 | Am. Sm. & R. 1st 30-yr 5s ser A d 47 | J-J | 92 1/8 | 92 1/8 | 92 1/2 | 92 1/2 | 62 | 91 1/2 | 92 3/8 | |
| Del. United 1st cons g 4 1/2s | J | J | 90 | 90 | 90 1/2 | 90 1/2 | 6 | 89 | 96 1/4 | Am. Thread 1st coll tr 4s | J-J | 98 | 98 | 98 1/2 | 98 1/2 | 16 | 95 3/8 | 99 1/2 | |
| Del. & Tr. 1st g 5s | M | S | 84 | 84 | 84 1/2 | 84 1/2 | 1 | 84 | 86 1/4 | Am. Tobacco 40-year g 6s | A-O | 119 | 119 | 119 | 119 | 1 | 119 | 119 1/2 | |
| Hud. & Manhat. 5s Ser. A | F | A | 58 3/4 | 59 3/4 | 59 1/2 | 59 1/2 | 2 | 58 | 69 1/4 | Gold 4s | F-A | 82 | 82 | 82 1/2 | 82 1/2 | 1 | 82 1/2 | 85 | |
| Adj. int. income 5s | 1957 | F | 12 1/4 | 13 | 12 1/4 | 12 1/4 | 20 | 12 1/2 | 25 1/2 | Am. Wrth. Paper 1st s f 5s | J-J | 88 1/4 | 89 3/4 | 88 | 89 1/2 | 24 | 86 | 92 | |
| N. Y. & Jersey 1st 5s | 1932 | F | 100 | 100 | 100 | 100 | 1 | 100 | 100 1/2 | Baldw. Loco. Works 1st 5s | M-N | 103 | 103 | 103 1/2 | 103 1/2 | 5 | 101 | 104 1/4 | |
| Interboro. Metro. coll 4 1/2s | 1958 | A | 63 3/4 | 63 3/4 | 63 3/4 | 63 3/4 | 40 | 61 1/2 | 73 1/2 | Cent. Leather 20-year g 5s | A-O | 98 | 98 | 97 1/2 | 97 1/2 | 62 | 97 1/2 | 103 | |
| Interboro. Rap. Tran. 1st 5s | 1966 | J | 93 1/8 | 93 1/8 | 93 1/8 | 93 1/8 | 154 | 91 1/4 | 99 3/8 | Consol. Tobacco 4s | F-A | 97 | 99 | 97 1/4 | 98 | 1 | 97 1/4 | 99 | |
| Manhat. Ry. (N. Y.) cons g 4s | 1990 | A | 83 | 83 | 83 1/2 | 83 1/2 | 9 | 81 1/8 | 94 | Corn Prod. Ref. s f g 5s | M-N | 98 | 98 | 98 | 98 | 10 | 96 1/2 | 99 1/2 | |
| Stamped tax-exempt | 1990 | A | 83 1/2 | 85 | 84 | 84 | 1 | 82 3/4 | 94 1/2 | 1st 25-year s f 5s | M-N | 100 1/2 | 101 1/8 | 100 3/4 | 100 3/4 | 5 | 100 | 102 | |
| Metropolitan Street Ry. | | | | | | | | | | | | | | | | | | | |
| Bway & 7th Av. 1st g 5s | 1943 | J | 92 | 94 | 94 | 94 | 1 | 94 | 100 | Cuban-Am. Sugar coll tr 6s | A-O | 69 1/4 | 69 1/4 | 66 1/2 | 69 1/4 | 137 | 59 | 70 | |
| Col. & 9th Av. 1st g 5s | 1993 | M | 90 | 95 | 95 | 95 | 1 | 95 | 100 | Dist. Sec. Cur. conv. 1st g 5s | A-O | 103 1/2 | 104 | 104 | 104 | 1 | 103 | 104 1/2 | |
| Lex. Av. & P. F. 1st g 5s | 1993 | M | 91 3/8 | 96 1/4 | 96 1/4 | 96 1/4 | 1 | 99 3/4 | 99 1/4 | E. I. du Pont Powder 4 1/2s | J-D | 90 | 85 1/2 | 85 1/2 | | | | | |

Main table with columns: SHARE PRICES—NOT PER CENTUM PRICES. (Saturday July 21, Monday July 23, Tuesday July 24, Wednesday July 25, Thursday July 26, Friday July 27), Sales of the Week Shares, STOCKS BOSTON STOCK EXCHANGE (Railroads, Miscellaneous, Mining), Range Since Jan. 1 (Lowest, Highest), Range for Previous Year 1916 (Lowest, Highest). Rows list various stocks like Boston & Albany, Boston Elevated, etc.

* Bid and asked prices. a Ex-dividend and rights. e Assessment paid. d Ex-rights. i Ex-dividend w Half-paid

Outside Stock Exchanges

Boston Bond Record.—Transactions in bonds at Boston Stock Exchange July 21 to July 27, both inclusive:

Table with columns: Bonds, Friday Last Sale Price, Week's Range of Prices (Low, High), Sales for Week, Range since Jan. 1. (Low, High). Includes entries like U S Liberty Loan 3 1/2s 1947, Amer Agric Chem 5s 1928, etc.

Chicago Stock Exchange.—Record of transactions at Chicago July 21 to July 27, compiled from official sales lists:

Table with columns: Stocks, Par., Friday Last Sale Price, Week's Range of Prices (Low, High), Sales for Week (Shares), Range since Jan. 1. (Low, High). Includes entries like American Radlator, Amer Shipbuilding, Booth Fish com new, etc.

x Ex-dividend. b Ex-50% stock div. c Ex-25% stock div. a Ex-rights.

Pittsburgh Stock Exchange.—The complete record of transactions at the Pittsburgh Stock Exchange from July 21 to July 27, both inclusive, compiled from the official sales lists, is given below. Prices for stocks are all dollars per share, not per cent. For bonds the quotations are per cent of par value.

Table with columns: Stocks, Par., Friday Last Sale Price, Week's Range of Prices (Low, High), Sales for Week (Shares), Range since Jan. 1. (Low, High). Includes entries like American Sewer Pipe, Amer Wind Glass Mach, Cable Consol Mining, etc.

x Ex-dividend.

Philadelphia Stock Exchange.—The complete record of transactions at the Philadelphia Stock Exchange from July 21 to July 27, both inclusive, compiled from the official sales lists, is given below. Prices for stocks are all dollars per share, not per cent. For bonds the quotations are per cent of par value.

Table with columns: Stocks, Par., Friday Last Sale Price, Week's Range of Prices (Low, High), Sales for Week (Shares), Range since Jan. 1. (Low, High). Includes entries like Alliance Insurance, American Gas of N J, American Milling, etc.

x Ex-dividend.

Baltimore Stock Exchange.—Complete record of the transactions at the Baltimore Stock Exchange from July 21 to July 27, both inclusive, compiled from the official sales lists, is given below. Prices for stocks are all dollars per share, not per cent. For bonds the quotations are per cent of par value.

Table with columns: Stocks, Par., Friday Last Sale Price, Week's Range of Prices (Low, High), Sales for Week (Shares), Range since Jan. 1. (Low, High). Includes entries like Arundel Sand & Grav, Baltimore Tube, Preferred, Chalmers Oil & Gas, etc.

Table of Bonds (Concluded) with columns for Friday Last Sale Price, Week's Range of Prices, Sales for Week, and Range since Jan. 1.

Table of Stocks (Con.) with columns for Friday Last Sale Price, Week's Range of Prices, Sales for Week, and Range since Jan. 1.

Volume of Business at Stock Exchanges

TRANSACTIONS AT THE NEW YORK STOCK EXCHANGE DAILY, WEEKLY AND YEARLY.

Table showing transactions at the New York Stock Exchange for the week ending July 27, 1917, categorized by Stocks, Railroad & Co., State, Mun. & Foreign Bonds, and U. S. Bonds.

Table comparing sales at the New York Stock Exchange for the week ending July 27, 1917, and the period from Jan. 1 to July 27, 1916.

DAILY TRANSACTIONS AT THE BOSTON, PHILADELPHIA AND BALTIMORE STOCK EXCHANGES.

Table showing daily transactions at the Boston, Philadelphia, and Baltimore stock exchanges for the week ending July 27, 1917.

New York "Curb" Market.—Below we give a record of the transactions in the outside security market from July 21 to July 27, both inclusive. It covers the week ending Friday afternoon:

It should be understood that no such reliability attaches to transactions on the "Curb" as to those on the regularly organized stock exchanges.

On the New York Stock Exchange, for instance, only members of the Exchange can engage in business, and they are permitted to deal only in securities regularly listed—that is, securities where the companies responsible for them have complied with certain stringent requirements before being admitted to dealings.

On the "Curb," on the other hand, there are no restrictions whatever. Any security may be dealt in and any one can meet there and make prices and have them included in the lists of those who make it a business to furnish daily records of the transactions.

Table of Stocks with columns for Friday Last Sale Price, Week's Range of Prices, Sales for Week, and Range since Jan. 1.

Table of Stocks (Cont.) with columns for Friday Last Sale Price, Week's Range of Prices, Sales for Week, and Range since Jan. 1.

| Mining (Concluded)—Par. | Friday Last Sale Price | Week's Range of Prices | | Sales for Week. Shares. | Range Since Jan 1. | | |
|-------------------------------|------------------------|------------------------|---------|-------------------------|--------------------|-----------------|---------------|
| | | Low. | High. | | Low. | High. | |
| Nixon Nevada..... | 35c | 25c | 35c | 9,300 | 25c | July 79c | |
| Ohio Copper new w l r..... | 1 1/2 | 1 1/4 | 1 7/16 | 24,500 | 1/2 | Feb 1 1/2 | |
| Portland Cons Cop r..... | 32c | 30c | 35c | 47,000 | 30c | July 1 1/2 | |
| Ray Hercules r..... | 5 | 3 1/2 | 3 3/4 | 200 | 3 1/2 | May 5 | |
| Red Warrior r..... | 1 | 3/4 | 3/4 | 300 | 3/4 | Apr 1 9-16 Feb | |
| Rex Consolidated..... | 23c | 23c | 25c | 13,500 | 23c | July 56c | |
| Richmond Min Mil & R r..... | 55c | 53c | 57c | 19,200 | 53c | June 1 1/2 | |
| Rochester Mines..... | 1 | 49c | 50c | 2,500 | 48c | July 72c | |
| Santa Rita Devel r..... | 1 1/2 | 1 1/4 | 1 1/2 | 1,500 | 3 16 | May 1/2 | |
| San Toy Mining..... | 11c | 13c | 13 1/2c | 2,300 | 1 1/2c | May 20c | |
| Seratch Gravel Gold M..... | 1 | 5 16 | 5-16 | 300 | 5-16 | July *13-16 Mar | |
| Sonorito Copper..... | 1 | 1 1/2 | 1 1/2 | 2,000 | 1 1/2 | Apr 2 | |
| Silver King of Arizona..... | 7-32 | 3-16 | 7-32 | 7,000 | 1/2 | May 13-16 Jan | |
| Silver Plek Cons r..... | 1 | 11c | 11c | 2,000 | 9 1/2c | July 26c | |
| Standard Silver-Lead..... | 11-16 | 21-32 | 11-16 | 3,000 | 3/4 | Feb 3/4 Jan | |
| Stewart Mining..... | 1 | 5-16 | 5-16 | 200 | 3/4 | Apr 11-16 July | |
| Success Mining r..... | 27c | 27c | 30c | 8,800 | 27c | July 60c | |
| Superior Cop (prosp) (†)..... | 1 1/2 | 1 1/2 | 1 1/2 | 1,600 | 1 | May 1 1/2 July | |
| Tonopah Belmont Devel r..... | 1 | 4 1/2 | 4 1/2 | 400 | 4 | May 4 1/2 Jan | |
| Tonopah Extension Min..... | 2 5-16 | 2 5-16 | 2 1/2 | 1,175 | 2 | May 4 1/2 Feb | |
| Tonopah Mining..... | 1 | 6 1/2 | 6 1/2 | 100 | 5 1/2 | Feb 7 Mar | |
| Tri-Bullion S & D..... | 5 | 1/2 | 1/2 | 700 | 1/2 | May 1/2 Ja | |
| Trinity Copper r..... | 25 | 7 1/2 | 7 1/2 | 800 | 7 | July 8 1/2 July | |
| Troy-Arizona Cop Co r..... | 22c | 20c | 21c | 4,900 | 20c | June 62c | |
| United Eastern..... | 1 | 4 1/2 | 4 1/2 | 6,135 | 3 1/2 | May 5 1/2 Jan | |
| United Mines of Arizona..... | 1 | 7-16 | 1/2 | 5,350 | 1/2 | Apr 1 1/2 Jan | |
| U S Tungsten r..... | 24c | 23c | 26c | 12,100 | *18c | Feb 26c Jan | |
| Unity Gold Mines..... | 5 | 3 1/2 | 4 | 1,900 | 2 1/2 | Jan 4 July | |
| Utah Nat Mines r..... | 1 | 2 | 2 1/2 | 7,000 | 65c | Apr 7 1/2 July | |
| Utica Mines r..... | 1 | 22c | 21c | 23,100 | 20c | July 30c June | |
| Verde Inspiration r..... | 1 | 66c | 66c | 500 | 64c | July 78c May | |
| West End Consolidated..... | 5 | 66c | 63c | 70c | 5,350 | 62c | Apr 84c Apr |
| Wilbert Mining..... | 1 | 24c | 23c | 25c | 8,500 | 14c | July 27c July |
| Yerrington Mt Cop..... | 1 | 25c | 25c | 28c | 40,800 | 20c | July 60c Mar |

* Odd lots. † No par value. ‡ Listed as a prospect. † Listed on the Stock Exchange this week, where additional transactions will be found. o New stock. r Unlisted. u Ex-cash and stock dividends. w When issued. z Ex-dividend. y Ex-rights. z Ex-stock dividend.

CURRENT NOTICE.

—The July 1917 number of the Hand-Book of Securities, issued this week by the publishers of the "Commercial and Financial Chronicle," contains a monthly range of prices for the year ended July 1 of stocks and bonds sold at the Stock Exchanges in New York, Boston, Philadelphia, Chicago and Pittsburgh. There is also a yearly range of prices for bonds and stocks sold on the New York Stock Exchange for the past 6 years and a yearly range for 3 1/2 years of Boston and Philadelphia prices. In addition, the book contains elaborate tables with details of securities, together with the earnings and fixed charges of the respective companies, and showing as nearly as practicable the surplus available to meet charges and dividends. There is a table of dividend payments for 9 1/2 years. The book contains 224 pages. Price one dollar, or to "Chronicle" subscribers 75 cents, including postage. Copies may also be had at the "Chronicle" office, 513 Monadnock Building, Chicago, or from Edwards & Smith, 1 Drapers Gardens, London.

—The public utility firm of John Nickerson Jr., 61 Broadway, this City, St. Louis and Boston, are offering and advertising in to-day's issue, \$350,000 Lockport Light, Heat & Power Co. 1-year 6% notes, due July 1 1918, at a price to yield 6 1/2% on the investment. See page advertisement for full particulars. Descriptive circular will be mailed to inquirers.

—S. W. Straus & Co., of New York and Chicago, recommend and offer for investment \$265,000 first mortgage 6% serial bonds of the Doanbrooke Building, Cleveland, Ohio; price, par and accrued interest. For details, see the firm's advertisement elsewhere in the "Chronicle."

New York City Banks and Trust Companies

| Banks-N Y | Bid | Ask | Banks | Bid | Ask | Trust Co's | Bid | Ask |
|--------------|------|------|---------------|-----|-----|-------------------|-----|------|
| America* | 545 | 555 | Manhattan* | 340 | 340 | New York | | |
| Amer Exch. | 237 | 243 | Mark & Felt | 240 | 255 | B'way Trust | 465 | 470 |
| Athletic | 175 | 182 | Mech & Met | 300 | | Central Trust | 780 | 790 |
| Battery Park | 185 | | Merchants | 245 | | Columbia C | 283 | 288 |
| Bowers* | 400 | | Metropolitans | 275 | 300 | Commercial | 100 | |
| Bronx Boro* | 150 | 200 | Metropol'n* | 175 | 185 | Empire | 290 | 300 |
| Bronx Nat. | 160 | 175 | Mutual* | 375 | | Equitable Tr | 360 | 365 |
| Bryant Park* | 145 | 160 | New Neth* | 205 | 215 | Farm L & Tr | 445 | 460 |
| Butch & Dr | 90 | 100 | New York Co | 200 | 300 | Fidelity | 205 | 215 |
| Canal | 360 | 370 | New York | 395 | 405 | Fulton | 260 | 275 |
| Canal & Phen | 225 | 233 | Pacific* | 370 | | Guaranty Tr | 372 | 378 |
| Chelsea Ex | 100 | 120 | Park | 460 | 475 | Hudson | 135 | 142 |
| Chemical | 385 | 395 | People's* | 200 | 220 | Law Tit & Tr | 108 | 115 |
| Citizens | 205 | 210 | Prod Exch* | 184 | 194 | Lincoln Tr | 100 | 110 |
| City | 450 | 460 | Public* | 210 | 240 | Metropolitan | 380 | 395 |
| Coal & Iron | 210 | 220 | Seaboard | 455 | | Mut'l Westchester | 125 | |
| Colonial* | 450 | | Second | 395 | 415 | N Y Life Ins | 925 | 950 |
| Columbia* | 315 | | Sherman | 120 | 130 | & Trust | 598 | 608 |
| Commerce | 170 | | State* | 100 | 110 | N Y Trust | 335 | 350 |
| Conv Exch* | 315 | 325 | 23d Ward* | 115 | 130 | Title Guar & Tr | 155 | |
| Canopol'n* | 85 | 95 | Union Exch | 150 | 190 | Transatlantic | 385 | 400 |
| East River | 60 | 70 | Unit States* | 500 | | Union Trust | 385 | 400 |
| Fifth Ave* | 4200 | 4700 | Wash B'ks* | 275 | | US Mtg & Tr | 425 | 440 |
| Fifth | 200 | 225 | Westch Ac* | 190 | | United States | 975 | 1010 |
| First | 990 | 1010 | West Side* | 195 | 205 | Westchester | 130 | 140 |
| Garfield | 180 | 185 | Versville* | 590 | 610 | | | |
| Gen-Anst* | 140 | 150 | Brooklyn | | | | | |
| German Ex | 390 | 410 | Looney Isl'd* | 125 | 135 | Bronx | | |
| Germania* | 200 | 225 | First | 255 | 170 | Brooklyn Tr | 590 | 610 |
| German | 220 | 225 | Flatbush | 140 | 155 | Franklin | 240 | 250 |
| Greenwich* | 345 | | Greenopol' | 155 | 165 | Hamilton | 265 | 275 |
| Guover | 690 | 700 | Hillside | 110 | 120 | Uggs Co | 650 | |
| Harriman | 250 | | Homeside* | 115 | | Manufact'g | 140 | 150 |
| Imp & Trst | 500 | 515 | Mechanics* | 125 | 130 | People's | 245 | 295 |
| Irving | 220 | 230 | Montank* | 90 | 103 | Queens C | 75 | 85 |
| Liberty | 950 | 975 | Nassau | 200 | 210 | | | |
| Lincoln | 300 | 320 | National City | 235 | 275 | | | |
| | | | North Side* | 175 | 200 | | | |
| | | | People's* | 130 | 140 | | | |

* Banks marked with a (*) are State banks. Sale at auction or at Stock Exchange this week. † New stock. ‡ Ex-rights. z Ex-100% stock dividend.

New York City Realty and Surety Companies

| | Bid | Ask | | Bid | Ask | | Bid | Ask |
|-------------|-----|-----|------------------|-----|-----|----------------|-----|-----|
| Allan R. M. | 70 | 77 | Lawyers Mtg | 123 | 128 | Realty Assoc | 85 | 93 |
| Amr Surety | 123 | 128 | Mtge Bond | 95 | 100 | (Brooklyn) | | |
| Bond & M Co | 240 | 250 | Nat Surety | 205 | 210 | US Casualty | 200 | |
| Realty Co | | | N Y Title & M Co | 85 | 90 | US Title G & I | | 85 |
| City Invest | 13 | 16 | | | | Wes & Bronx | | |
| | 58 | 65 | | | | Title & M Co | 170 | 180 |

Quotations for Surety Securities

All bond prices are "and interest" except where marked "†"

| Standard Oil Stocks | Per Share | RR. Equipments—Per Ct. | Basis | Bid | Ask |
|---------------------------|-----------|-------------------------------|-------|------|------|
| Anglo-American Oil new | £1 19 1/2 | Baltimore & Ohio 4 1/2s | | 5.05 | 4.75 |
| Atlantic Refining | 100 985 | Bull Roeb & Pittsburgh 4 1/2s | | 5.15 | 4.95 |
| Borne-Serymser Co. | 100 410 | Equipment 4s | | 5.15 | 4.95 |
| Buckeye Pipe Line Co. | 50 99 | Canadian Pacific 4 1/2s | | 5.40 | 5.00 |
| Chesbrough Mtg new | 100 390 | Caro Chichefield & Ohio 5s | | 5.75 | 5.00 |
| Colonial Oil | 100 50 | Central of Georgia 5s | | 5.50 | 5.00 |
| Continental Oil | 100 575 | Equipment 4 1/2s | | 5.50 | 5.00 |
| Crescent Pipe Line Co. | 50 38 | Chicago & Alton 4s | | 5.60 | 5.15 |
| Cumberland Pipe Line | 100 160 | Chicago & Eastern Ill 5 1/2s | | 6.50 | 5.50 |
| Eureka Pipe Line Co. | 100 207 | Equipment 4 1/2s | | 6.50 | 5.50 |
| Galena-Signal Oil com. | 100 147 | Chic Ind & Loulay 4 1/2s | | 5.50 | 5.00 |
| Preferred | 100 139 | Chic St Louis & N O 5s | | 5.05 | 4.75 |
| Illinois Pipe Line | 100 220 | Chicago & N W 4 1/2s | | 4.95 | 4.65 |
| Indiana Pipe Line Co. | 50 96 | Chicago R I & Pac 4 1/2s | | 5.85 | 5.25 |
| International Petroleum | £1 13 1/2 | Colorado & Southern 5s | | 5.60 | 5.00 |
| National Transit Co. | 12 50 14 | Erie 5s | | 5.45 | 5.05 |
| New York Transit Co. | 100 185 | Equipment 4 1/2s | | 5.45 | 5.05 |
| Northern Pipe Line Co. | 100 104 | Equipment 4s | | 5.45 | 5.05 |
| Ohio Oil Co. | 25 373 | Ifoeking Valley 4s | | 5.20 | 4.90 |
| Penn-Mex Fuel Co. | 25 47 | Equipment 5s | | 5.20 | 4.90 |
| Pierce Oil Corporation | 25 123 | Illinois Central 5s | | 4.95 | 4.70 |
| Prairie Oil & Gas | 100 520 | Equipment 4 1/2s | | 4.95 | 4.70 |
| Prairie Pipe Line | 100 280 | Kanawha & Michigan 4 1/2s | | 5.75 | 5.10 |
| Solar Refining | 100 335 | Louisville & Nashville 5s | | 1.90 | 1.65 |
| Southern Pipe Line Co. | 100 195 | Michigan Central 5s | | 5.05 | 4.89 |
| South Penn Oil | 100 300 | Miss St P & S S M 4 1/2s | | 5.00 | 4.75 |
| Southwest Pa Pipe Line | 100 108 | Missouri Kansas & Texas 5s | | 6.35 | 5.35 |
| Standard Oil (California) | 100 262 | Missouri Pacific 5s | | 5.75 | 5.10 |
| Standard Oil (Indiana) | 100 755 | Mobile & Ohio 5s | | 5.50 | 5.00 |
| Standard Oil (Kansas) | 100 475 | Equipment 4 1/2s | | 5.50 | 5.00 |
| Standard Oil (Kentucky) | 100 355 | New York Central Lines 5s | | 5.30 | 4.80 |
| Standard Oil (Nebraska) | 100 500 | Equipment 4 1/2s | | 5.30 | 4.80 |
| Standard Oil of New Jer. | 100 595 | N Y Ontario & West 4 1/2s | | 5.30 | 4.90 |
| Standard Oil of New Y'k | 100 292 | Norfolk & Western 4 1/2s | | 4.90 | 4.70 |
| Standard Oil (Ohio) | 100 440 | Equipment 4s | | 4.90 | 4.70 |
| Swan & Finch | 100 105 | Pennsylvania RR 4 1/2s | | 4.90 | 4.60 |
| Union Tank Line Co. | 100 102 | Equipment 4s | | 4.90 | 4.60 |
| Vacuum Oil | 100 383 | St Louis Iron Mt & Sou 5s | | 5.80 | 5.10 |
| Washington Oil | 10 30 | St Louis & San Francisco 5s | | 6.00 | 5.00 |
| | | Seaboard Air Line 5s | | 5.45 | 5.10 |
| | | Equipment 4 1/2s | | 5.45 | 5.10 |
| | | Southern Pacific Co 4 1/2s | | 5.00 | 4.75 |
| | | Southern Railway 4 1/2s | | 5.30 | 4.80 |
| | | Toledo & Ohio Central 4s | | 5.50 | 5.00 |

| Ordinance Stocks—Per Share. | Par | Bid. | Ask |
|------------------------------|-----|--------|---------|
| Aetna Explosives pref. | 100 | 35 | 40 |
| American & British Mtg. | 100 | 5 | 12 |
| Preferred | 100 | 25 | 35 |
| Atlas Powder common | 100 | 162 | 166 |
| Preferred | 100 | 100 | 101 |
| Baheock & Wilcox | 100 | 122 | 125 |
| Bliss (E W) Co common | 50 | 500 | 540 |
| Preferred | 50 | 68 | 76 |
| Canada Fdys & Forgings | 100 | 125 | 150 |
| Canadian Explosives com | 100 | | |
| Preferred | 100 | | |
| Carbon Steel common | 100 | 90 | 95 |
| 1st preferred | 100 | 93 | 98 |
| 2d preferred | 100 | 260 | 64 |
| Colt's Patent Fire Arms | | | |
| Mtg | 100 | 99 1/2 | 101 |
| duPont (E I) de Nemours | | | |
| & Co common | 100 | 260 | 262 |
| Debuture stock | 100 | 99 1/2 | 101 |
| Eastern Steel | 100 | 121 | 123 |
| Empire Steel & Iron com. | 100 | 48 | 52 |
| Preferred | 100 | 78 | 82 |
| Hercules Powder com. | 100 | 247 | 251 |
| Preferred | 100 | 117 | 120 |
| Hopkins & Allen Arms. | 100 | | |
| Preferred | 100 | 30 | 40 |
| Milliken Bros preferred | 100 | | |
| Niles-Bement-Pond com. | 100 | 148 | 153 |
| Preferred | 100 | 104 | 108 1/2 |
| Penn Seaboard Steel (no par) | 48 | 53 | |
| Phelps Dodge & Co. | 100 | 305 | 315 |
| Seovill Manufacturing | 100 | 570 | 610 |
| Thomas Iron | 50 | 29 | 45 |
| Winchester Repeat Arms | 100 | 900 | 1050 |
| Woodward Iron | 100 | | 65 |

| Public Utilities | Bid | Ask |
|----------------------------|-----|---------|
| Amer Gas & Elec com. | 50 | 110 |
| Preferred | 50 | 473 1/2 |
| Amer Lt & Trac com. | 100 | 306 |
| Preferred | 100 | 108 |
| Amer Power & Lt com. | 100 | 67 |
| Preferred | 100 | 88 |
| Amer Public Utilities com | 100 | 28 |
| Preferred | 100 | 64 |
| Cities Service Co com. | 100 | 274 |
| Preferred | 100 | 86 |
| Com'w'ith Pow Ry & L | 100 | 48 |
| Preferred | 100 | 76 |
| Elec Bond & Share pref. | 100 | 299 1/2 |
| Federal Light & Traction | 100 | 12 |
| Preferred | 100 | 48 |
| Great West Pow 5s 1946 J&J | 81 | 84 |
| Mississippi Riv Pow com | 100 | 111 1/2 |
| Preferred | 100 | 33 |
| First Mtge 5s 1951 J&J | 70 | 71 |
| North'n States Pow com. | 100 | 89 |
| Preferred | 100 | 96 1/2 |
| North Texas Elec Co com | 100 | 53 |
| Preferred | 100 | 77 |
| Pacific Gas & Eleo com. | 100 | 54 |
| 1st preferred | 100 | 89 |
| Paget Sd Tr L & P com. | 100 | 17 |
| Preferred | 100 | 65 |
| Republic Ry & Light | 100 | 33 |
| Preferred | 100 | 66 |
| South Calif Edison com. | 100 | 86 1/2 |
| Preferred | 100 | 103 |
| Southwest Pow & L pref. | 100 | 297 1/2 |
| Standard Gas & El (Del) | 50 | 91 1/2 |
| Preferred | 50 | 35 |
| Tennessee Ry L & P com | 100 | 53 1/2 |
| Preferred | 100 | 30 |
| United Gas & Elec Corp. | 100 | 5 |
| 1st preferred | 100 | 55 |
| 2d preferred | 100 | 6 |
| United Lt & Ry com. | 100 | 40 |
| 1st preferred | 100 | 68 1/2 |
| Western Power common | 100 | 14 |

Investment and Railroad Intelligence.

RAILROAD GROSS EARNINGS.

The following table shows the gross earnings of various STEAM roads 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 period from Jan. 1 to and including the latest week or month. We add a supplementary statement to show fiscal year totals of those roads whose fiscal year does not begin with January, but covers some other period.

It should be noted that our running totals (or year-to-date figures) are now all made to begin with the first of January instead of with the 1st of July. This is because the Inter-State Commerce Commission, which previously required returns for the 12 months ending June 30, now requires reports for the calendar year. In accordance with this new order of the Commission, practically all the leading steam roads have changed their fiscal year to correspond with the calendar year. Our own totals have accordingly also been altered to conform to the new practice. The returns of the electric railways are brought together separately on a subsequent page.

| ROADS. | Latest Gross Earnings. | | | Jan. 1 to Latest Date. | | ROADS. | Latest Gross Earnings. | | | Jan. 1 to Latest Date. | |
|----------------------|------------------------|---------------|----------------|------------------------|----------------|---------------------|------------------------|---------------|----------------|------------------------|----------------|
| | Week or Month. | Current Year. | Previous Year. | Current Year. | Previous Year. | | Week or Month. | Current Year. | Previous Year. | Current Year. | Previous Year. |
| Ala N O & Tex Pac | | \$ | \$ | \$ | \$ | New Or Great Nor | | \$ | \$ | \$ | \$ |
| Ala & Vicksburg | June | 166,788 | 135,825 | 973,744 | 863,297 | New York Central | May | 149,184 | 171,975 | 659,266 | 812,452 |
| Vicks Shrev & P | June | 152,868 | 127,572 | 992,209 | 814,368 | Boston & Albany | May | 18,410,402 | 17,298,002 | 82,134,989 | 80,374,792 |
| Ann Arbor | 2d wk July | 62,393 | 52,568 | 1,572,916 | 1,458,472 | n Lake Erie & W | May | 2,027,423 | 1,845,691 | 8,782,890 | 8,483,247 |
| Atch Topeka & S Fe | May | 138,252,900 | 119,679,919 | 64,862,467 | 54,848,213 | Michigan Central | May | 687,223 | 616,126 | 3,292,661 | 2,862,364 |
| Atlanta Birm & Atl | 2d wk July | 73,088 | 53,842 | 2,037,344 | 1,596,297 | Cleve C C & St L | May | 4,522,335 | 3,839,535 | 20,594,917 | 18,005,222 |
| Atlanta & West Pt. | May | 133,203 | 113,477 | 664,771 | 588,413 | Cincinnati North | May | 4,466,319 | 3,827,134 | 20,086,101 | 18,310,664 |
| Atlantic Coast Line | May | 3,576,813 | 2,990,986 | 18,744,433 | 16,255,596 | Pitts & Lake Erie | May | 181,913 | 155,954 | 881,840 | 733,675 |
| Charlot & W Car | May | 190,450 | 141,087 | 894,758 | 821,315 | Tol & Ohio Cent. | May | 2,177,993 | 2,070,424 | 9,536,139 | 9,567,630 |
| Lou Hend & St L | May | 188,011 | 142,418 | 858,772 | 697,051 | Kanawha & Mich | May | 613,798 | 485,718 | 2,666,531 | 2,246,381 |
| a Baltimore & Ohio | June | 11,272,774 | 10,345,418 | 61,170,347 | 55,628,376 | Tot all lines above | May | 320,271 | 327,940 | 1,302,512 | 1,500,471 |
| B & O Ch Ter RR | May | 180,597 | 165,770 | 802,362 | 740,974 | N Y Chic & St Louis | May | 3,340,675 | 3,046,524 | 14,927,557 | 14,204,446 |
| Bangor & Aroostook | May | 390,204 | 344,284 | 2,081,610 | 1,782,926 | N Y N H & Hartf. | May | 1,449,538 | 1,318,337 | 6,700,825 | 6,337,370 |
| Bessemer & L Erie | May | 1,075,513 | 1,145,220 | 3,400,547 | 3,200,515 | N Y Ont & Western | May | 7,338,618 | 6,866,229 | 33,745,623 | 31,408,710 |
| Birmingham South | May | 99,796 | 92,912 | 479,161 | 453,413 | N Y Susq & West | May | 756,263 | 722,212 | 3,304,919 | 3,423,791 |
| Boston & Maine | May | 5,096,819 | 4,775,109 | 23,066,948 | 21,748,915 | Norfolk Southern | May | 362,759 | 318,439 | 1,657,731 | 1,882,523 |
| Buff Roch & Pittsb | 3d wk July | 338,004 | 267,449 | 7,706,302 | 6,795,325 | Norfolk & Western | May | 436,576 | 382,268 | 2,187,428 | 1,952,403 |
| Buffalo & Susq RR | May | 152,762 | 118,569 | 672,886 | 686,038 | Northern Pacific | May | 5,522,881 | 5,293,540 | 25,208,590 | 24,154,172 |
| Canadian Nor Syst. | 3d wk July | 872,100 | 866,900 | 22,323,206 | 18,700,300 | Northwest'n Pacific | May | 7,772,123 | 6,533,155 | 33,776,578 | 29,874,000 |
| Canadian Pacific | 3d wk July | 2,950,000 | 2,641,000 | 79,723,797 | 70,457,112 | Pacific Coast Co. | April | 397,402 | 385,459 | 1,653,618 | 1,478,389 |
| Caro Clinchf & Ohio | April | 359,064 | 279,586 | 1,337,108 | 1,106,455 | Pennsylvania RR | May | 335,919 | 581,500 | 1,418,752 | 2,213,844 |
| Central of Georgia | May | 1,171,474 | 978,564 | 5,926,783 | 5,128,723 | Balt Ches & Atl | May | 2,222,969 | 1,979,249 | 10,037,428 | 9,259,999 |
| Cent of New Jersey | May | 3,250,883 | 2,825,361 | 14,612,930 | 13,810,952 | Cumberlnd Vall. | May | 90,344 | 88,511 | 357,051 | 350,327 |
| Cent New England | May | 514,696 | 451,827 | 2,213,654 | 1,930,559 | Long Island | May | 415,104 | 293,209 | 1,852,915 | 1,504,739 |
| Central Vermont | May | 388,932 | 371,863 | 1,708,588 | 1,826,943 | Mary'd Del & Va | May | 1,359,295 | 1,313,144 | 5,574,690 | 5,298,871 |
| Ches & Ohio Lines | 3d wk July | 1,058,131 | 918,604 | 28,865,851 | 27,135,684 | N Y Phila & Norf | May | 83,822 | 72,926 | 320,239 | 288,882 |
| Chicago & Alton | May | 1,727,019 | 1,369,246 | 7,909,374 | 6,700,600 | Phl Balt & Wash | May | 443,894 | 457,092 | 1,943,102 | 1,969,431 |
| Chic Burl & Quincy | May | 10,577,859 | 8,596,915 | 48,208,261 | 41,816,901 | W Jersey & Seash | May | 2,596,843 | 2,202,772 | 11,798,887 | 9,943,207 |
| b Chicago & East Ill | May | 1,767,630 | 1,297,111 | 8,249,484 | 6,728,468 | Pennsylvania Co. | May | 631,548 | 614,649 | 2,827,884 | 2,693,180 |
| c Chic Great West | 2d wk July | 332,962 | 290,298 | 8,423,324 | 8,026,065 | Grand Rap & Ind | May | 7,035,059 | 7,015,746 | 28,775,834 | 28,801,489 |
| Chic Ind & Louisv | 3d wk July | 175,330 | 148,196 | 4,892,656 | 4,338,235 | IPitts C C & St L | May | 519,361 | 481,471 | 2,526,426 | 2,286,854 |
| Chicago June RR | May | 280,786 | 236,719 | 1,335,091 | 1,131,429 | Total lines— | May | 6,302,110 | 5,353,678 | 29,285,704 | 25,423,220 |
| Chic Milw & St P | May | 9,917,911 | 9,110,463 | 42,871,791 | 42,079,992 | East Pitts & Erie | May | 282,064,83 | 251,887,98 | 1,266,795,93 | 1,158,477,46 |
| d Chic & North West | May | 9,475,477 | 8,068,707 | 41,339,598 | 37,904,668 | West Pitts & Erie | May | 140,302,28 | 130,082,96 | 61,431,346 | 57,243,242 |
| Chic Peoria & St L | May | 181,761 | 152,994 | 856,373 | 722,888 | All East & West | May | 422,367,11 | 381,970,94 | 1,881,094,0 | 1,730,909,89 |
| Chic Rock Isl & Pac | May | 7,022,641 | 5,975,044 | 33,365,096 | 29,267,363 | Pore Marquette | May | 2,086,308 | 1,820,082 | 4,222,295 | 3,695,708 |
| Chic R I & Gulf | May | 317,665 | 262,962 | 1,538,090 | 1,263,818 | Reading Co— | | | | | |
| d Chic St P M & Om | May | 1,789,039 | 1,578,669 | 8,282,334 | 8,111,938 | Phlla & Reading | May | 5,887,225 | 4,919,975 | 26,754,715 | 24,934,733 |
| Chic Terre H & S E | May | 312,251 | 181,469 | 1,416,133 | 1,083,595 | Coul & Iron Co. | May | 4,175,608 | 2,747,181 | 17,567,138 | 16,718,518 |
| Cin Ham & Dayton | May | 1,006,934 | 923,321 | 4,213,335 | 3,751,379 | Total both cos | May | 10,062,833 | 7,667,156 | 45,511,853 | 41,653,250 |
| Colorado Midland | May | 108,524 | 110,974 | 520,511 | 552,864 | Rich Fred & Potom | May | 428,871 | 340,778 | 1,943,773 | 1,590,500 |
| e Colorado & South | 3d wk July | 339,238 | 295,770 | 8,875,100 | 7,873,732 | Rio Grande South | 2d wk July | 12,158 | 9,584 | 311,779 | 276,609 |
| Cornwall & Lebanon | May | 46,316 | 40,608 | 214,346 | 202,357 | Rutland | May | 367,586 | 363,103 | 1,689,048 | 1,629,230 |
| Cuba Railroad | May | 562,969 | 681,003 | 1,907,442 | 2,990,282 | St Jos & Grand Isl. | May | 238,908 | 170,473 | 997,954 | 776,563 |
| Delaware & Hudson | May | 2,626,138 | 2,253,968 | 11,297,995 | 10,733,997 | St L Brownsv & M. | May | 299,652 | 217,383 | 1,688,922 | 1,030,171 |
| Del Lack & West | May | 5,052,622 | 4,463,151 | 22,484,767 | 20,515,395 | St L Iron Mt & So. | May | 3,849,055 | 2,930,572 | 17,226,721 | 13,461,458 |
| Deny & Rio Grande | 3d wk July | 488,600 | 463,700 | 14,771,415 | 12,708,029 | St Louis—San Fran | May | 4,766,723 | 4,370,670 | 22,852,758 | 20,230,990 |
| Denver & Salt Lake | 1st wk July | 45,902 | 43,320 | 953,169 | 860,237 | St Louis Southwest | 3d wk July | 312,000 | 242,000 | 8,863,973 | 6,676,341 |
| Detroit & Mackinac | 3d wk July | 26,034 | 22,082 | 710,529 | 673,765 | Seaboard Air Line | May | 2,506,326 | 2,085,324 | 12,771,168 | 11,152,309 |
| Detroit Tol & Iron | May | 205,190 | 205,242 | 1,043,167 | 928,641 | Southern Pacific | June | 160,793,23 | 135,676,69 | 91,070,039 | 72,596,917 |
| Det & Tol Shore L | May | 164,162 | 144,986 | 786,901 | 804,079 | k Southern Ry Syst. | 3d wk July | 2,150,257 | 1,646,524 | 59,317,115 | 52,417,120 |
| Dul & Iron Range | May | 836,230 | 922,228 | 3,130,223 | 2,577,153 | Ata Great South | May | 579,977 | 551,228 | 2,641,455 | 2,418,639 |
| Dul Missabe & Nor | May | 1,256,804 | 1,741,038 | 2,040,255 | 2,669,885 | Cinc N O & Tex P | May | 1,105,657 | 1,028,091 | 5,166,337 | 4,894,617 |
| Dul Sou Shore & Atl | 2d wk July | 87,466 | 76,227 | 2,234,128 | 1,871,004 | New Or L & N E | May | 401,421 | 332,384 | 1,879,048 | 1,590,734 |
| Duluth Winn & Pac | May | 181,651 | 137,053 | 991,350 | 867,470 | Mobile & Ohio | 3d wk July | 258,593 | 226,113 | 7,374,012 | 6,609,647 |
| Elgin Jollet & East | May | 1,409,242 | 1,276,882 | 6,240,813 | 5,912,660 | Georgia So & Fla | 3d wk July | 46,284 | 42,955 | 1,499,172 | 1,361,425 |
| El Paso & So West | May | 1,182,239 | 1,032,731 | 6,084,818 | 4,671,857 | Spok Port & Seat | May | 573,787 | 412,578 | 2,464,648 | 1,845,168 |
| Erie | May | 7,201,262 | 6,450,128 | 30,268,375 | 29,574,956 | Tenn Ala & Georgia | 3d wk July | 2,641 | 2,020 | 67,597 | 64,267 |
| Florida East Coast | May | 882,945 | 718,507 | 4,210,977 | 4,110,042 | Tennessee Central | May | 163,826 | 154,128 | 710,130 | 663,319 |
| Fonda Johns & Glov | May | 90,136 | 91,164 | 424,013 | 399,679 | Term RR Assn, St L | May | 309,558 | 311,906 | 1,425,293 | 1,535,167 |
| Georgia Railroad | May | 287,775 | 247,343 | 1,458,336 | 1,305,062 | St L M B Term. | May | 274,297 | 186,810 | 1,239,815 | 1,000,607 |
| Grand Trunk Pac | 3d wk June | 129,969 | 98,595 | 3,346,412 | 2,203,887 | Texas & Pacific | 3d wk July | 378,570 | 372,670 | 11,644,742 | 10,154,705 |
| Grand Trunk Syst. | 3d wk July | 1,358,019 | 1,140,226 | 34,625,879 | 30,868,495 | Toledo Peor & West | May | 119,794 | 102,362 | 625,008 | 576,760 |
| Grand Trunk Ry | 4th wk June | 1,708,073 | 1,384,402 | 24,080,566 | 20,975,493 | Toledo St L & West | 2d wk July | 131,092 | 141,256 | 3,526,110 | 3,099,443 |
| Grand Trk West | 4th wk June | 304,424 | 260,095 | 4,635,788 | 4,545,671 | Trin & Brazos Vall. | May | 80,098 | 61,005 | 388,312 | 347,595 |
| Det Gr H & Milw | 4th wk June | 91,748 | 91,529 | 1,663,114 | 1,628,645 | Union Pacific Syst. | June | 11,347,560 | 9,350,061 | 58,730,189 | 50,696,976 |
| Great North System | June | 8,308,002 | 7,133,078 | 39,889,459 | 35,874,994 | Virginian | May | 1,044,943 | 679,576 | 4,408,501 | 3,536,157 |
| Gulf Mobile & Nor | June | 183,175 | 173,605 | 1,020,487 | 1,050,790 | Wabash | June | 3,381,519 | 2,992,061 | 19,283,137 | 17,827,015 |
| Gulf & Ship Island | May | 164,754 | 175,912 | 803,199 | 835,180 | Western Maryland | 3d wk July | 284,265 | 229,989 | 7,041,061 | 6,183,616 |
| Hocking Valley | May | 957,945 | 759,599 | 3,733,583 | 3,825,629 | Western Pacific | May | 913,609 | 620,338 | 3,644,444 | 2,844,949 |
| Illinois Central | June | 7,179,178 | 5,905,514 | 41,619,163 | 34,760,982 | Western Ry of Ala. | May | 118,673 | 114,307 | 624,413 | 548,351 |
| Internat & Grt Nor | May | 1,143,216 | 834,715 | 4,667,237 | 3,895,556 | Wheel & Lake Erie | June | 1,086,880 | 958,234 | 4,701,829 | 4,780,874 |
| Kansas City South | June | 1,100,035 | 911,145 | 6,415,817 | 5,254,780 | Yazoo & Miss Vall. | June | 1,395,274 | 1,134,885 | 8,153,719 | 6,499,690 |
| Lehigh & Hud Riv | May | 208,073 | 189,334 | 910,725 | 821,816 | | | | | | |

Latest Gross Earnings by Weeks.—In the table which follows we sum up separately the earnings for the third week of July. The table covers 21 roads and shows 14.25% increase in the aggregate over the same week last year.

| Third week of July. | 1917. | | 1916. | | Increase. | Decrease. |
|--------------------------------|------------|------------|-----------|-------|-----------|-----------|
| | \$ | \$ | \$ | \$ | | |
| Buffalo Rochester & Pittsburgh | 338,004 | 267,440 | 70,564 | ----- | ----- | ----- |
| Canadian Northern | 872,100 | 866,900 | 5,200 | ----- | ----- | ----- |
| Canadian Pacific | 2,950,000 | 2,641,000 | 309,000 | ----- | ----- | ----- |
| Chesapeake & Ohio | 1,058,131 | 918,604 | 139,527 | ----- | ----- | ----- |
| Chicago Ind & Louisville | 175,330 | 148,196 | 27,134 | ----- | ----- | ----- |
| Colorado & Southern | 339,238 | 295,770 | 43,468 | ----- | ----- | ----- |
| Denver & Rio Grande | 488,600 | 463,700 | 24,900 | ----- | ----- | ----- |
| Detroit & Mackinac | 26,034 | 22,082 | 3,952 | ----- | ----- | ----- |
| Georgia Southern & Florida | 46,284 | 42,955 | 3,329 | ----- | ----- | ----- |
| Grand Trunk of Canada | ----- | ----- | ----- | ----- | ----- | ----- |
| Grand Trunk Western | 1,358,019 | 1,140,226 | 217,793 | ----- | ----- | ----- |
| Detroit Grand Hav & Milw. | ----- | ----- | ----- | ----- | ----- | ----- |
| Canada Atlantic | ----- | ----- | ----- | ----- | ----- | ----- |
| Minneapolis & St Louis | 248,940 | 217,921 | 31,019 | ----- | ----- | ----- |
| Iowa Central | ----- | ----- | ----- | ----- | ----- | ----- |
| Minneapolis St Paul & S S M | 705,181 | 701,140 | 4,041 | ----- | ----- | ----- |
| Missouri Kansas & Texas | 736,981 | 695,912 | 41,069 | ----- | ----- | ----- |
| Mobile & Ohio | 258,593 | 226,113 | 32,480 | ----- | ----- | ----- |
| St Louis Southwestern | 312,000 | 242,000 | 70,000 | ----- | ----- | ----- |
| Southern Railway System | 2,150,257 | 1,646,524 | 503,733 | ----- | ----- | ----- |
| Tennessee Alabama & Georgia | 2,641 | 2,020 | 621 | ----- | ----- | ----- |
| Texas & Pacific | 378,570 | 372,670 | 5,900 | ----- | ----- | ----- |
| Western Maryland | 284,265 | 229,989 | 54,276 | ----- | ----- | ----- |
| Total (21 roads) | 12,729,168 | 11,141,162 | 1,588,006 | ----- | ----- | ----- |
| Net increase (14.25%) | ----- | ----- | ----- | ----- | ----- | ----- |

For the second week of July our final statement covers 31 roads and shows 12.66% increase in the aggregate over the same week last year.

| Second week of July. | 1917. | | 1916. | | Increase. | Decrease. |
|--------------------------------|------------|------------|-----------|-------|-----------|-----------|
| | \$ | \$ | \$ | \$ | | |
| Previously reported (20 roads) | 12,276,328 | 11,104,027 | 1,172,301 | ----- | ----- | ----- |
| Ann Arbor | 62,393 | 52,568 | 9,825 | ----- | ----- | ----- |
| Atlanta Birmingham & Atl | 73,088 | 53,842 | 19,246 | ----- | ----- | ----- |
| Chicago Great Western | 332,962 | 290,298 | 42,664 | ----- | ----- | ----- |
| Duluth St. Paul & Atlantic | 87,466 | 76,227 | 11,239 | ----- | ----- | ----- |
| Louisville & Nashville | 1,488,230 | 1,128,610 | 359,620 | ----- | ----- | ----- |
| Mineral Range | 22,697 | 23,782 | 1,085 | ----- | ----- | ----- |
| Nevada-California-Oregon | 7,759 | 7,545 | 214 | ----- | ----- | ----- |
| Rio Grande Southern | 12,158 | 9,584 | 2,574 | ----- | ----- | ----- |
| Tennessee Alabama & Georgia | 2,465 | 1,471 | 994 | ----- | ----- | ----- |
| Teledo St. Louis & Western | 131,092 | 141,256 | 10,164 | ----- | ----- | ----- |
| Western Maryland | 283,160 | 229,989 | 53,171 | ----- | ----- | ----- |
| Total (31 roads) | 14,779,798 | 13,119,199 | 1,660,599 | ----- | ----- | ----- |
| Net increase (12.66%) | ----- | ----- | ----- | ----- | ----- | ----- |

Net Earnings Monthly to Latest Dates.—The table following shows the gross and net earnings with charges and surplus of STEAM railroad and industrial companies reported this week:

| Roads. | Gross Earnings | | Net Earnings | |
|-----------------------|-----------------|----------------|---------------|----------------|
| | Current Year. | Previous Year. | Current Year. | Previous Year. |
| Baltimore & Ohio b | June 11,272,774 | 10,345,418 | 2,869,019 | 3,204,471 |
| Jan 1 to June 30 | 61,170,347 | 55,628,376 | 14,446,621 | 14,146,974 |
| Illinois Central a | June 7,179,178 | 5,905,514 | 1,719,671 | 1,489,398 |
| Jan 1 to June 30 | 41,619,163 | 34,760,981 | 9,652,016 | 7,247,852 |
| Kansas City Sou b | June 1,100,035 | 911,145 | 417,730 | 349,202 |
| Jan 1 to June 30 | 6,415,817 | 5,254,780 | 2,526,594 | 2,012,761 |
| Southern Pacific a | June 6,079,323 | 13,567,669 | 6,012,586 | 4,820,944 |
| Jan 1 to June 30 | 91,070,039 | 72,596,917 | 28,874,522 | 20,413,135 |
| Union Pacific Syst. a | June 11,347,560 | 9,350,061 | 4,452,895 | 3,780,120 |
| Jan 1 to June 30 | 58,730,189 | 50,696,976 | 18,849,448 | 18,674,866 |
| Wabash b | June 3,381,519 | 2,992,061 | 1,075,356 | 966,790 |
| Jan 1 to June 30 | 19,283,137 | 17,827,015 | 5,760,010 | 5,715,608 |
| Yazoo & Miss Valley a | June 1,395,274 | 1,134,885 | 219,538 | 339,348 |
| Jan 1 to June 30 | 8,153,719 | 6,499,691 | 1,719,773 | 1,654,721 |

a Results here given are after deducting taxes.
b Results here given are before deducting taxes.

| Gross Earnings. | Net after Taxes. | Other Income. | Gross Income. | Fixed Charges. | Balance Surplus. | |
|-----------------------|------------------|---------------|---------------|----------------|------------------|-----------|
| | | | | | | \$ |
| Buffalo Roch & Pitts— | | | | | | |
| June '17 | 1,345,336 | 323,673 | 105,342 | 429,015 | 182,340 | 246,675 |
| '16 | 1,056,363 | 242,824 | 99,010 | 341,834 | 166,870 | 174,964 |
| 6 mos '17 | 6,783,538 | 1,151,185 | 645,321 | 1,796,506 | 1,076,329 | 720,177 |
| '16 | 5,993,006 | 1,498,931 | 599,861 | 2,098,792 | 1,052,284 | 1,046,508 |

ELECTRIC RAILWAY AND PUBLIC UTILITY COS.

| Name of Road or Company. | Latest Gross Earnings. | | | Jan. 1 to latest date. | |
|--------------------------|------------------------|---------------|----------------|------------------------|----------------|
| | Week or Month. | Current Year. | Previous Year. | Current Year. | Previous Year. |
| Adirond El Pow Corp | May | 122,558 | 117,048 | 668,908 | 628,107 |
| Atlantic Shore Ry | June | 16,496 | 28,423 | 129,221 | 145,921 |
| a Aur Elgin & Chic Ry | May | 178,494 | 174,517 | 811,757 | 768,988 |
| Bangor Ry & Electric | May | 65,428 | 63,989 | 350,723 | 319,127 |
| Baton Rouge Elec Co | May | 17,792 | 17,765 | 94,325 | 84,689 |
| Belt L Ry Corp (NYC) | April | 58,340 | 65,329 | 227,266 | 251,594 |
| Berkshire Street Ry | May | 87,825 | 84,466 | 418,803 | 375,308 |
| Brazilian Trac. L & P | May | 786,400 | 730,400 | 3,700,000 | 3,400,000 |
| Brock & Plym St Ry | May | 9,586 | 10,076 | 43,512 | 40,934 |
| Bklyn Rap Tran Syst | April | 2477,556 | 2344,098 | 9,594,594 | 9,017,434 |
| Cape Breton Elec Co | May | 36,030 | 30,278 | 174,884 | 149,138 |
| Cent Miss V El Prop. | May | 24,100 | 23,309 | 122,741 | 119,816 |
| Chattanooga Ry & Lt | May | 117,863 | 103,765 | 545,620 | 501,446 |
| Cities Service Co | June | 1388,561 | 740,849 | 9,820,797 | 4,065,155 |
| Cleve Painesv & East | May | 43,747 | 39,296 | 195,889 | 167,088 |
| Cleve Southw & Col. | April | 116,813 | 106,612 | 448,186 | 409,641 |
| g Columbia Gas & El. | June | 762,992 | 594,444 | 5,707,430 | 4,731,000 |
| Columbus (Ga) El Co | May | 84,410 | 66,695 | 426,572 | 334,878 |
| Colum (O) Ry, L & P | May | 316,374 | 277,688 | 1,607,371 | 1,428,905 |
| Com'w'th P Ry & Lt. | June | 1550,770 | 1322,295 | 9,272,735 | 8,087,833 |
| Connecticut Co | May | 811,351 | 800,058 | 3,902,262 | 3,678,610 |
| Consum Pow (Mich) | May | 444,153 | 361,938 | 2,297,073 | 1,894,563 |
| Cumb Co (Me) P & L | May | 236,728 | 223,429 | 1,162,548 | 1,056,329 |
| Dallas Electric Co | May | 170,225 | 151,437 | 911,294 | 799,425 |
| Dayton Pow & Light | June | 125,181 | 115,735 | 798,389 | 770,196 |
| g Detroit Edison | June | 868,769 | 716,740 | 5,997,501 | 4,850,260 |
| Detroit United Lines. | May | 1529,132 | 1392,801 | 7,210,966 | 6,298,567 |
| D D E B & Batt (Rec) | April | 37,813 | 42,299 | 142,494 | 160,283 |
| Duluth-Superior Trac | May | 125,550 | 107,921 | 636,153 | 538,687 |
| East St Louis & Sub. | May | 301,645 | 239,328 | 1,447,741 | 1,165,701 |
| Eastern Texas Elec | May | 74,233 | 65,335 | 378,041 | 320,939 |
| El Paso Electric Co | May | 103,175 | 84,029 | 540,334 | 452,748 |
| 42d St M & St N Ave | April | 148,735 | 163,898 | 564,719 | 629,640 |
| g Federal Lt & Trac. | May | 206,448 | 194,772 | 1,138,905 | 1,056,561 |

| Name of Road or Company. | Week or Month. | Latest Gross Earnings. | | Jan. 1 to latest date. | |
|--------------------------|----------------|------------------------|----------------|------------------------|----------------|
| | | Current Year. | Previous Year. | Current Year. | Previous Year. |
| Galv-Hous Elec Co. | May | 155,988 | 154,839 | 775,517 | 766,852 |
| Grand Rapids Ry Co | May | 107,618 | 111,126 | 540,416 | 531,037 |
| Great West Pow Syst | May | 323,929 | 295,301 | 1,637,410 | 1,512,983 |
| Hagers'n & Fred Ry | April | 44,979 | 39,306 | 176,505 | 148,370 |
| Harrisburg Railways | May | 93,431 | 95,765 | 458,151 | 451,379 |
| Havana El Ry, L & P | May | 564,237 | 498,275 | 2,696,060 | 2,417,062 |
| Honolulu R T & Land | April | 56,760 | 55,039 | 229,573 | 214,511 |
| Houghton Co Tr Co. | May | 26,466 | 25,963 | 142,501 | 129,922 |
| b Hudson & Manhat. | May | 523,147 | 502,544 | 2,630,661 | 2,484,255 |
| Illinois Traction | May | 1051,445 | 949,986 | 5,388,309 | 4,921,131 |
| Interboro Rap Tran. | May | 3511,497 | 3231,008 | 17,585,884 | 16,100,716 |
| Jacksonville Trac Co. | May | 56,762 | 53,732 | 290,040 | 266,239 |
| Keokuk Electric Co. | May | 19,388 | 19,155 | 97,478 | 97,997 |
| Key West Electric. | May | 11,712 | 9,487 | 55,831 | 47,304 |
| Lake Shore Elec Ry. | May | 141,530 | 130,172 | 659,926 | 583,317 |
| Lehigh Valley Transit | June | 248,707 | 206,616 | 1,330,862 | 1,166,970 |
| Lewis Aug & Waterv | May | 71,822 | 65,703 | 323,598 | 284,764 |
| Long Island Electric. | April | 18,877 | 17,857 | 67,186 | 64,178 |
| Louisville Railway | May | 268,675 | 274,583 | 1,271,778 | 1,257,968 |
| Milw El Ry & Lt Co. | June | 627,632 | 547,897 | 3,883,008 | 3,433,456 |
| Milw Lt, Ht & Tr Co | June | 184,599 | 160,906 | 1,022,056 | 822,604 |
| Mononahela Vall Tr | June | 242,482 | 116,717 | 1,252,444 | 734,252 |
| Nashville Ry & Light | May | 198,301 | 194,938 | 1,009,682 | 964,520 |
| Newp N&H Ry G&E | June | 111,929 | 91,596 | 553,648 | 476,923 |
| N Y City Interboro | April | 62,644 | 60,430 | 243,159 | 239,038 |
| N Y & Long Island | April | 34,713 | 33,904 | 123,182 | 118,727 |
| N Y & North Shore | April | 13,125 | 13,542 | 46,429 | 47,708 |
| N Y & Queens Co. | April | 97,223 | 119,093 | 392,765 | 440,421 |
| New York Railways | May | 1045,801 | 1192,036 | 5,042,052 | 5,597,572 |
| N Y & Stamford Ry. | May | 31,021 | 33,099 | 135,779 | 131,654 |
| N Y Westches & Bost | May | 49,535 | 48,450 | 228,164 | 211,303 |
| Northampton Trac. | June | 17,488 | 16,319 | 102,567 | 98,392 |
| Nor Ohio Elec Corp. | June | 527,232 | 443,392 | 3,121,605 | 2,411,289 |
| North Texas Electric | May | 180,238 | 150,755 | 884,820 | 756,693 |
| Ocean Electric (L I) | April | 7,677 | 7,486 | 24,722 | 24,077 |
| g Pacific Lt & P Corp. | April | 276,191 | 255,828 | 1,091,399 | 1,017,244 |
| g Paducah Tr & Lt Co | May | 23,265 | 24,203 | 126,863 | 127,383 |
| Pensacola Electric Co | May | 25,314 | 23,845 | 128,548 | 117,061 |
| Phila Rapid Transit | June | 2525,779 | 2312,970 | 14,696,468 | 13,422,370 |
| Phila & Western Ry. | June | 52,186 | 45,420 | 262,432 | 241,274 |
| Port (Or) Ry, L & P Co. | May | 474,433 | 445,223 | 2,372,408 | 2,208,312 |
| g Puget Sd Tr L & P. | May | 762,663 | 644,796 | 3,793,817 | 3,212,054 |
| g Republic Ry & Lt. | June | 375,346 | 321,024 | 2,229,371 | 1,933,918 |
| Rhode Island Co. | May | 489,768 | 493,297 | 2,317,707 | 2,228,505 |
| Richmond Lt & RR. | April | 33,036 | 29,607 | 127,077 | 112,708 |
| St Jos Ry, L H & P. | June | 117,819 | 105,132 | 744,711 | 668,138 |
| Santiago Elec Lt & Tr | April | 40,963 | 42,755 | 174,407 | 178,305 |
| Savannah Electric Co | May | 74,213 | 64,344 | 372,781 | 321,043 |
| Second Avenue (Rec) | April | 63,800 | 64,843 | 243 | |

| | Gross Earnings. | Net after Taxes. | Fixed Charges. | Balance, Surplus. |
|-----------------------------|-----------------|------------------|----------------|-------------------|
| Philadelphia Rapid Transit— | | | | |
| 12 mos to June 30 '17 | 28,553,614 | 12,549,443 | 9,765,573 | 2,783,870 |
| '16 | 25,839,344 | 11,466,916 | 9,794,212 | 1,672,704 |
| June '17 | 111,915 | 53,780 | 27,301 | 26,479 |
| '16 | 100,437 | 48,681 | 26,960 | 21,721 |
| Portland Gas & Coke— | | | | |
| 12 mos '17 | 1,290,620 | 607,687 | 326,386 | 281,301 |
| '16 | 1,262,886 | 617,936 | 318,758 | 299,358 |
| St Jos Ry, L,H&P.— | | | | |
| June '17 | 117,819 | 42,743 | 23,962 | 18,781 |
| '16 | 105,132 | 45,090 | 20,833 | 24,257 |
| 6 mos '17 | 744,711 | 290,657 | 143,774 | 146,883 |
| '16 | 668,138 | 303,531 | 124,248 | 179,283 |
| South Calif Edison— | | | | |
| May '17 | 305,685 | 184,110 | 90,964 | x130,181 |
| '16 | 431,917 | 227,959 | 84,098 | x147,259 |
| 5 mos '17 | 1,966,088 | 1,150,805 | 431,658 | x777,561 |
| '16 | 2,047,412 | 1,085,488 | 424,944 | x727,244 |
| West Penn Power— | | | | |
| June '17 | 314,458 | 89,843 | 38,341 | 51,502 |
| '16 | 228,286 | 99,996 | 38,341 | 61,652 |
| 6 mos '17 | 1,917,732 | 689,886 | 230,052 | 459,834 |
| '16 | 1,404,215 | 668,589 | 226,576 | 442,013 |
| West Penn Rys.— | | | | |
| June '17 | 637,180 | 245,914 | 167,024 | 78,890 |
| '16 | 514,013 | 238,369 | 173,392 | 64,977 |
| 6 mos '17 | 3,673,205 | 1,518,091 | 1,023,011 | 495,080 |
| '16 | 2,957,041 | 1,460,560 | 1,010,478 | 450,082 |

| | Gross Earnings. | Net Earnings | Fixed Chgs. & Taxes. | Balance, Surplus. |
|-------------------------|-----------------|--------------|----------------------|-------------------|
| Brooklyn Rapid Transit— | | | | |
| 12 mos to June 30 '17 | 29,504,019 | 12,762,602 | 7,995,178 | x5,195,239 |
| '16 | 27,948,772 | 12,254,864 | 7,081,738 | x5,611,832 |
| Lehigh Vall Trans.— | | | | |
| June '17 | 248,708 | 93,796 | 59,169 | x45,513 |
| '16 | 206,616 | 88,667 | 57,845 | x41,115 |
| 12 mos '17 | 2,671,669 | 1,010,362 | 714,160 | x446,229 |
| '16 | 2,333,408 | 1,023,675 | 712,205 | x442,677 |
| N Y Dock Co.— | | | | |
| June '17 | 448,155 | 221,445 | 109,763 | 111,682 |
| '16 | 349,734 | 133,121 | 92,185 | 40,936 |
| 6 mos '17 | 2,265,548 | 1,142,088 | 557,804 | 584,284 |
| '16 | 1,642,391 | 728,253 | 453,794 | 274,459 |
| No Ohio Elec Corp.— | | | | |
| June '17 | 527,232 | 191,137 | 124,571 | 66,566 |
| '16 | 443,392 | 217,506 | 114,560 | 102,946 |
| 6 mos '17 | 3,121,605 | 1,215,918 | 756,603 | 459,315 |
| '16 | 2,411,289 | 1,229,424 | 692,037 | 537,387 |
| Twin City Rap Tran— | | | | |
| June '17 | 853,196 | 311,206 | 145,846 | 165,369 |
| '16 | 853,191 | 341,709 | 140,000 | 201,709 |
| 6 mos '17 | 5,175,945 | 1,769,372 | 877,511 | 891,861 |
| '16 | 5,009,415 | 1,866,792 | 853,388 | 1,013,404 |

ANNUAL REPORTS

Annual, &c., Reports.—The following is an index to all annual and other reports of steam railroads, street railways and miscellaneous companies published since June 23.

This index, which is given monthly, does not include reports in to-day's "Chronicle."

| Steam Roads— | Page. | (Robt.) Galr Co. | Page. |
|-----------------------------------------------|---------|------------------|-------|
| Atlanta Birm. & Atlantic Ry. | 68 | 2639 | |
| C. R. I. & P. Ry. and prop'y co's | 67 | | 288 |
| Chic. Terre Haute & S. E. Ry. | 67 | | 71 |
| Chic. & Western Indiana RR. | 176 | | 184 |
| Cincinnati Indianap. & West. RR. | 68 | | *2640 |
| Denver & Rio Grande RR. | 283 | | *2639 |
| Duluth & Iron Range RR. | 283 | | 70 |
| Duluth Missabe & Northern Ry. | 284 | | 287 |
| Grand Rapids & Indiana Ry. | 69 | | 293 |
| Lake Erie & Western RR. | *2637 | | 285 |
| New Orleans Texas & Mexico Ry. | 67 | | |
| N. Y. Susquehanna & West. RR. | 69 | | 293 |
| Rutland RR. | *2637 | | 184 |
| Electric Roads— | | | |
| Cities Service Co. | 290 | | 75 |
| Galveston-Houston Electric Co. | 284 | | 70 |
| Pacific Gas & Electric Co. | 70, 185 | | 70 |
| Savannah (Ga.) Electric Co. | 177 | | *2644 |
| United Light & Railways Co. | 290 | | *2645 |
| Winnipeg Electric Ry. | *2638 | | 288 |
| Industrial Cos.— | | | |
| Aetna Explosives Co. (bal. sheet) | 291 | | 289 |
| Ajax Rubber Co., Inc. | 291 | | *2645 |
| Amer. Car & Foundry Co. | 69 | | 285 |
| Amer. Mfg. Co. (balance sheet) | 182 | | 286 |
| American Thread Co. | 71 | | 185 |
| Associated Gas & Elec. Co. | 287 | | 286 |
| Baldwin Co. (Planos) | 179 | | 179 |
| Bucyrus Co. | 284 | | 177 |
| Buffalo General Elec. Co. | 289 | | 288 |
| California Wine Association. | 179 | | 289 |
| Canadian Consol. Rubber, Ltd. | *2638 | | 295 |
| Canadian Cotton, Ltd. | 285 | | 295 |
| Canadian General Elec., Ltd. | 289 | | 179 |
| Central Foundry Co. | *2640 | | 177 |
| Central & So. Amer. Telegraph Co. (6 months) | *2643 | | 178 |
| City Investing Co., New York | 70 | | 286 |
| Cleve. & Sandusky Brewing Co. | 287 | | 287 |
| (Wm.) Cramp & Sons Ship & Engine Building Co. | 70 | | 295 |
| Detroit Edison Co. (balance sheet) | 292 | | 284 |
| Edison Elec. Illum. Co. (6 mos.) | 293 | | 179 |
| Federal Sgn System. | 179 | | 177 |
| Federal Sugar Refining Co. | 70 | | 186 |
| Federal Utilities, Inc. (bal. sheet) | 184 | | 186 |
| (F. W.) Woolworth Co. (6 mos.) | 188 | | 188 |

*Indicates Volume 104.

Chicago Burlington & Quincy RR.

(63d Annual Report—Year ending Dec. 31 1916.)

The annual report is given on subsequent pages, embracing the remarks of President Hale Holden, comparative income account, traffic and mileage statistics for two years, and also the detailed balance sheet. Compare map on page 31 of our "Railway & Industrial" Section.

TRAFFIC STATISTICS.

| | —Years ending Dec. 31— | —Years ending June 30— |
|---------------------------|------------------------|------------------------|
| | 1916. | 1915. |
| Average miles operated— | 9,370 | 9,368 |
| Operations— | | |
| Revenue pass. carried | 22,879,435 | 22,728,128 |
| Rev. pass. carr. 1 mile | 1097092168 | 1111848,183 |
| Rate per pass. per mile | 1.990 cts. | 1.838 cts. |
| Revenue freight (tons) | 39,278,135 | 32,996,554 |
| Rev. fr't 1 m. (000) | 10,923,326 | 8,899,951 |
| Rate per ton per mile | 0.708 cts. | 0.721 cts. |
| Av. No. tons per train m | 574.69 | 519.25 |
| Earn. per pass. train m. | \$1.51 | \$1.42 |
| Earn. per fr't train m. | \$4.07 | \$3.75 |
| Oper. revenues per mille. | \$11.653 | \$9.990 |

| | —Years ending Dec. 31— | —Years ending June 30— |
|------------------------------------|------------------------|------------------------|
| | 1916. | 1915. |
| Freight revenues | \$77,310,516 | \$64,211,845 |
| Passenger revenue | 21,833,534 | 20,438,622 |
| Mail, &c. | 10,047,151 | 8,939,255 |
| Gross earnings | \$109,191,204 | \$93,589,722 |
| Net after taxes | \$39,098,988 | \$29,175,934 |
| Other income | 2,991,317 | 1,304,867 |
| Total income | \$42,090,304 | \$30,480,802 |
| Int. on funded debt | \$6,960,493 | \$7,077,552 |
| Rents, &c. | 2,135,086 | 1,731,357 |
| Sinking fund | 1,864,287 | 1,783,800 |
| Additions, &c. | 8,864,595 | 3,340,669 |
| Fund for accrued taxes not yet due | 2,400,000 | |
| Miscell. approp'n of inc. | 6,000,000 | |
| Dividends (8%) | 8,867,128 | 8,867,128 |
| Balance, surplus | \$4,998,715 | \$7,680,295 |

| | Operations of Quincy Omaha & Kansas City R.R. | Balance, Sur. or def. |
|--------------|-----------------------------------------------|-----------------------|
| Dec. 31 1916 | Gross Earnings \$895,878 | \$108,396 |
| 1915 | Net (after Taxes) \$844,225 | 17,516 |
| | Other Income \$8,747 | 8,747 |
| | Rents Paid \$39,913 | \$39,913 |
| | | sur. \$81,456 |
| | | def. 12,460 |

GENERAL BALANCE SHEET.

[For further details of Dec. 31 1916 balance sheet see a subsequent page.]

| Assets— | Dec. 31 '16. | June 30 '16. | Liabilities— | Dec. 31 '16. | June 30 '16. |
|--------------------------------|--------------|--------------|-------------------------------------------|--------------|--------------|
| Road & equip't. | 453,315,910 | 447,346,163 | Capital stock | 110,839,100 | 110,839,100 |
| Invest. in affil. cos. | | | Funded debt | 176,487,900 | 179,858,500 |
| Stocks | 27,552,292 | 27,552,292 | Traffic, &c., bal. | 1,765,514 | 1,343,451 |
| Bonds | 1,238,123 | 1,331,123 | Accts. & wages | 6,397,245 | 6,609,154 |
| Advances | 1,797,535 | 1,786,774 | Matured inter-est, divs., &c. | 1,712,632 | 1,708,292 |
| Other investm'ts | 328,372 | 343,461 | Misc. accounts | 467,705 | 452,390 |
| Misc. phys. prop. | 1,463,711 | 1,463,711 | Accr'd int., &c. | 1,079,168 | 1,105,819 |
| Dep. mtg. prop. sold | 229,613 | 51,941 | Accrued taxes | 2,701,636 | 2,508,420 |
| Cash | 19,848,418 | 15,200,768 | Insur. reserves | 1,409,145 | 1,344,776 |
| Demand loans and deposits | 25,000 | 529,842 | Oper. reserves | 440,000 | 440,000 |
| Time deposits | 12,346,500 | 11,771,500 | Acer. deprec'n. | 35,969,880 | 34,045,923 |
| Loans & bills rec. | 4,318,801 | 4,270,708 | Unadjusted, &c., accounts | 1,945,435 | 1,560,835 |
| Traffic, &c., bal. | 788,948 | 747,888 | Add'ns to prop. | 40,527,499 | 35,102,227 |
| Agts. & conduc. | 3,896,880 | 3,013,530 | Funded debt re-tired | 15,436,693 | 15,177,229 |
| Mat'ls & supp. | 7,571,611 | 6,345,222 | Sink. fd. reserves | 24,079,659 | 23,825,069 |
| Misc. accounts | 2,900,220 | 2,457,073 | Approp. surplus not specifically invested | 8,564,857 | 9,556,893 |
| Sinking funds | 3,024 | 164,463 | Profit and loss | 114,481,547 | 105,088,276 |
| Unexting. disc't on fund. debt | 2,270,913 | 2,298,495 | | | |
| Other unadjust., &c., accounts | 4,409,743 | 3,891,400 | | | |
| Total | 544,305,614 | 530,566,354 | Total | 544,305,614 | 530,566,354 |

The annual report for the year ending June 30 1916 was published in full in V. 103, p. 1682, 1702. Compare V. 105, p. 72.

St. Louis-San Francisco Railway Company.

(Report as of December 31 1916.)

President W. B. Biddle, June 20, wrote in substance: The St. Louis-San Francisco Ry. Co. was incorporated in Missouri Aug. 24 1916 (per plan in V. 102, p. 896, 1061), and on Nov. 1 1916 came into possession and began the operation of the property covered by this report. As the company had no operations prior to Nov. 1 1916 the operations of the predecessor company have been included wherever necessary to round out the periods for comparative purposes.

Compare map in "Railway & Industrial Section."

[There was expended for maintenance of way and structures during the year \$7,403,385, or an average of \$1,408 per mile. Cross-ties for the year were 683,556, of which 368,776 were cresoted. Improvements made during the year consisted chiefly of 10,551ft. trestles filled account installation of permanent work or openings not required; 3,013 ft. of trestles built, new or old bridges extended to provide additional water area or drainage ditch crossings, 165 ft. of steel bridges strengthened for heavier power, 778 ft. of new steel bridges replacing timber trestles and 852 ft. of heavy steel bridges replacing lighter design. During the year 29,492 tons of new 90-lb. steel was laid in main tracks. There were 282.80 miles of track ballasted and 36.85 miles of side-tracks were added during the year.

There was expended for maintenance of equipment \$9,703,458. The average expenditure for repairs per locomotive was \$3,835, and for passenger cars \$905; freight cars \$109 and service cars \$62.]

| COMMODITY STATISTICS FOR CALENDAR YEARS (Tons Carried). | Agriculture. | Animal. | Mines. | Forests. | Manufac's. | Miscellan's |
|---------------------------------------------------------|--------------|---------|-----------|-----------|------------|-------------|
| 1916 | 3,317,120 | 701,546 | 8,660,087 | 3,067,467 | 4,137,041 | 1,386,763 |
| 1915 | 3,331,951 | 645,476 | 7,864,619 | 2,945,582 | 3,293,352 | 1,187,327 |

| TRAFFIC, &c., STATISTICS FOR CALENDAR YEARS. | Pass. Stat. | 1916. | 1915. | Freight Stat. | 1916. | 1915. |
|----------------------------------------------|-------------|------------|-----------------|---------------|------------|-------|
| No. pass. carr. | 14,078,498 | 12,427,313 | Rev. tons carr. | 21,270,024 | 19,268,307 | |
| do 1 m. (000) | 595,473 | 501,042 | do 1 m. (000) | 3,697,396 | 3,188,050 | |
| Rev. p. pass. m. | 2.20 cts. | 2.13 cts. | Rev. p. ton m. | 0.99 cts. | 0.97 cts. | |

The operating revenue for mile of road for 1916 was \$10,106, against \$8,473 for 1915.

CONSOLIDATED INCOME ACCOUNT YEAR ENDED DEC. 31 1916.

| | 4 Months to Oct. 31 '16. | 2 Months to Dec. 31 '16. | 6 Months to Dec. 31 '16. | 12 Months to Dec. 31 '16. |
|-------------------------|--------------------------|--------------------------|--------------------------|---------------------------|
| Average mileage oper. | \$5,257 | \$5,257 | \$5,257 | \$5,256 |
| Operating revenue— | | | | |
| Freight | 12,940,232 | 6,573,643 | 19,513,875 | 36,555,444 |
| Passenger | 5,014,748 | 2,413,783 | 7,428,531 | 13,113,727 |
| Mail | 331,139 | 175,144 | 506,282 | 1,012,157 |
| Express | 437,333 | 249,154 | 686,487 | 1,258,716 |
| Miscellaneous | 275,695 | 138,657 | 414,352 | 758,653 |
| Other than transport'n. | 132,841 | 70,009 | 202,850 | 421,302 |
| Total oper. revenue | 19,131,987 | 9,620,390 | 28,752,377 | 53,119,999 |
| Maint. of way, &c. | 2,623,549 | 1,183,036 | 3,806,585 | 7,403,385 |
| Maint. of equipment | 3,580,119 | 1,612,181 | 5,192,301 | 9,703,458 |
| Traffic expenses | 288,559 | 131,490 | 420,049 | 862,644 |
| Transportation expenses | | | | |

CONDENSED BALANCE SHEET AS AT DECEMBER 31 1916.

| | | | |
|--------------------------------------------------|---------------|--------------------------------------------------|--------------|
| Assets (Total, \$341,201,966)— | | Liabilities (Total, \$341,201,966)— | |
| Road and equipment..... | \$315,881,092 | Common stock..... | \$50,447,026 |
| Sinking funds..... | 616,277 | Preferred stock..... | 7,500,000 |
| Deposits in lieu of mortgaged property sold..... | 30,150 | Equipment trust oblig'ns..... | 6,094,000 |
| Miscell. physical prop'ty..... | 561,136 | Mortgage bonds..... | 170,551,340 |
| Invest. in affiliated cos.:..... | | Coll. tr. bonds & certfcs..... | 7,635,400 |
| Stocks pledged..... | 236,079 | Income bonds..... | 79,815,498 |
| Bonds pledged..... | 1,567,393 | Traffic, &c., balances..... | 1,349,705 |
| Advances..... | 48,623 | Accounts & wages payable..... | 4,197,569 |
| Other investments, notes..... | 79,655 | Miscellaneous..... | 341,275 |
| Cash..... | 2,429,362 | Int., &c., matured unpd..... | 6,483,465 |
| Special deposits..... | 6,481,585 | Unmat'ur. int., &c., accr..... | 2,994,926 |
| Loans & bills receivable..... | 32,577 | Tax liability..... | 433,101 |
| Traffic, &c., balances..... | 951,155 | Accrued depreciation..... | 480,166 |
| Agents and conductors..... | 631,161 | Unadjusted credits..... | 1,138,312 |
| Miscellaneous..... | 2,453,366 | Additions to property through income & surp..... | 18,814 |
| Material and supplies..... | 4,987,101 | Funded debt retired..... | |
| Deferred assets..... | 42,740 | through income & surp..... | 494,000 |
| Rents & insur. paid in adv..... | 66,522 | Sinking fund reserve..... | 616,277 |
| Other unadjusted debts..... | 4,105,989 | Profit and loss..... | 605,089 |

Note.—The accounts of the Qnanah Acme & Pacific Ry. and of the West Tulsa Belt Ry. are not included in the above balance sheet. These companies are operated separately, and for the six months ended Dec. 31 1916, in accordance with their reports, earned a surplus of \$7,719 over and above the interest on their bonds.—V. 105, p. 73.

St. Louis Southwestern Ry. Co. ("Cotton Belt Route").

(26th Annual Report—Calendar Year ended Dec. 31 1916.)

Chairman Edwin Gould, New York, April 16 1917, wrote:

Additions, &c.—The amount of expenditures made on account of, and charged to, "road and equipment—road," during the six months ended Dec. 31 1916 was \$142,006, of which there was appropriated from income \$132,580, representing expenditures made by the company, and from surplus \$9,426, on account of "donations"—like amounts being credited to "corporate surplus—additions to property through income and surplus."

Results.—The better earnings of the last fiscal year, while not in the judgment of the directors justifying any distribution to stockholders, have enabled the company to improve its financial position and to liquidate floating liabilities of \$785,000 accumulated as a result of former operations.

Funded Debt.—During the year there were issued \$120,000 equipment trust obligations, Series "F," Guaranty Trust Co. of New York, trustee on account of new rolling stock mentioned in the last report and put in service since Dec. 31 1916, viz.: 12 consolidation freight locomotives and 8 ten-wheel passenger locomotives. Old equipment trust obligations matured and paid, \$135,000. Net increase, \$285,000.

Data from Report of First V.-Pres. J. M. Herbert, St. Louis, Apr. 2 '17.

Report.—Inasmuch as the business for the fiscal year ended June 30 1916 has been fully presented in the preceding annual report (V. 103, p. 1299, 1406), the following statements (excepting income and profit and loss for the calendar years 1916 and 1915) are confined to the operations for the six months' period, July 1 to Dec. 31 1916, compared with the same period of 1915, and to the changes in the assets and liabilities as reflected in the general balance sheet as of Dec. 31 1916, compared with that of June 30 1916.

Results.—The total operating revenues for the 6 months' period amounted to \$7,906,459.74, an increase of \$1,625,681, or 25.88%, compared with the same period of preceding year. The total operating expenses were \$4,884,094, an increase of \$911,520, or 22.95%. An increase of \$1,625,681 (or 25.88%) in operating revenues was accomplished with an increase of only \$287,410 (or 15.81%) in transportation expenses. Notwithstanding increases of \$300,221, or 28.32%, in maintenance of equipment and \$227,705, or 36.07%, in maintenance of way and structures, the ratio of total operating expenses to total operating revenues was reduced from 63.25% for the preceding year to 61.77%.

Average Tonnage (incl. Co. materials) per Train Mile—System.

| | | | | | |
|---------|---------|---------|---------|---------|----------------|
| 1908-09 | 1910-11 | 1912-13 | 1914-15 | 1915-16 | Last 1/2 1916. |
| 301.61 | 320.16 | 349.49 | 345.21 | 386.40 | 394.12 |

These figures are for June 30 years and 6 mos. ended Dec. 31 1916.

In consequence of unprecedented freight congestion, especially in the East, the shipment of much of the 1916 crop of cotton was necessarily withheld until after Dec. 31 1916. The shortage of freight cars in the U. S. beginning in July 1916 and extremely acute by Sept. 1, reduced the supply of cars on this company's lines to approximately 50% of its ownership, which condition had a material effect on the company's revenues.

Rate Situation.—The financial results for the six months covered by this report were adversely affected, in no small degree, by increases in wages and in cost of materials and supplies. Since Dec. 31 1916 the constantly advancing prices of materials and supplies of all kinds, including fuel, growing out of the European conflict and various other causes, have acquired a momentum which has carried them to figures almost prohibitive. The railroads have also had to shoulder the numerous additional burdens, such as higher wages for trainmen and engineers, under the Adamson Law, effective Jan. 1 1917, necessary increases in the wages of other employees of all classes, higher rates of taxes, additional forms of taxation, &c.

It is hoped that both the Federal and State rate-making bodies, recognizing the acute predicament in which the railroads now find themselves, will speedily grant the necessary relief in the way of the prayed-for advances in rates.

Agricultural and Industrial.—The six months period covered by this report includes the harvest time for the 1916 crops. During this period the territory served by this company's lines has enjoyed unusual prosperity, due to good crops, high price of cotton, its by-products, and grains, and because of the fact that the farmers have practiced crop diversification. The nation-wide campaign to grow more feed and foodstuffs will, no doubt, be productive of good results during the 1917 crop season. The rice crop of Arkansas was the largest and best in the history of the industry, though shipments were largely delayed beyond Dec. 31 on account of the car shortage, &c. The demand for lumber and other forest products has been good.

Throughout the territory traversed by this company's lines, there has been a most noticeable continuation of industrial development.

Rolling Stock Rehabilitation Program.—A program is now in effect for the rehabilitation of freight equipment, extending over a period of three years. This program involves the dismantling and rebuilding of 4,650 box cars at the rate of 1,550 per annum, heavy maintenance repairs to 829 freight cars of various classes, the retirement (by scrapping or sale) and "writing out" of road and equipment—equipment account, of 537 light capacity (40,000 pound) freight cars of various classes, which are no longer fit for service on account of light capacity, old age and decay, and the equipping of freight-train cars owned with safety appliances, United States standard, all of which work is now being carried on at the company's shops.

At close of the period ended Dec. 31 1916, 616 box cars have been dismantled and rebuilt, and heavy repairs have been made to 313 cars of various classes, and 71 of the obsolete light capacity cars have been scrapped or sold and their original cost "written out" of the equipment account. The program for equipping cars with safety appliances is well under way and it is now anticipated that all freight cars will meet the requirements of the I. S. C. Commission not later than Mar. 1 1918.

Since Jan. 1 1917 contract has been let for the building of 125 steel under-frame 80,000-pound capacity box cars to fill the vacancies caused by destruction of a similar number of 60,000-pound capacity wooden box cars, covered by equipment trust agreements.

New Terminal.—The Valley Terminal Railway has been organized for the purpose of constructing a complete freight terminal at Valley Junction, in St. Clair County, Ill., adjoining East St. Louis. The capital stock of the Valley Term. Ry. (\$5,000 Dec. 31 1916) is owned by this co. Property (consisting of about 126 acres of land) has been acquired, plans for the track lay-out, engine house, machine and car repair shops, and various other buildings have been made, and at the date of this report work has been commenced and, if weather conditions permit, it is hoped the work may be completed in the early fall.

This terminal will connect with the Missouri Pacific-St. Louis Southwestern Joint Illinois main line, and the Terminal Railroad Association of St. Louis (through its subsidiary, the Illinois Transfer R.R.), at Valley Junction, Ill., and with both the Alton & Southern and Illinois Central railroads at the East End. At present it is the intention to lay about 14 miles of track.

CHARACTER OF STEEL RAIL IN MAIN TRACK.

| | | | | | | |
|-------------------|----------|--------|--------|--------|--------|----------|
| Miles. | 85-lb. | 75-lb. | 70-lb. | 60-lb. | 56-lb. | Total. |
| Dec. 31 1916-8.95 | 1,015.44 | 30.67 | 44.15 | 383.15 | | 1,512.36 |
| June 30 1916-8.95 | 1,015.44 | 30.67 | 44.15 | 383.15 | | 1,512.36 |

BALLAST AND BRIDGES IN MAIN TRACK.

| | | | | | | |
|----------------|--------|---------|----------|------------|-----------------|-----------|
| Miles. | Rock. | Gravel. | Cinders. | Burn Clay. | Soil, Ties, &c. | Total. |
| Dec. 31 1916-* | 189.33 | 633.88 | 81.74 | 212.42 | 409.97 | *1,527.34 |
| June 30 1916-* | 189.89 | 631.46 | 80.74 | 212.42 | 412.83 | *1,527.34 |

* Includes 14.98 miles in second main track.

OPERATIONS, EARNINGS, EXPENSES, CHARGES, &c.

| | | | |
|-------------------------|-----------------------|----------------------|----------------------|
| | —6 Mos. end. Dec. 31— | —Years end. Dec. 31— | —Years end. Dec. 31— |
| | 1916. | 1915. | 1916. |
| Average miles operated— | 1,754 | 1,754 | 1,754 |
| Operations— | | | |

| | | | | |
|--------------------------------|-------------|-------------|-------------|-------------|
| Passengers carried..... | 1,592,589 | 1,336,982 | 2,429,184 | 2,505,801 |
| Passengers carried 1 mile..... | 63,115,662 | 48,423,725 | 86,256,162 | 88,410,690 |
| Rate per pass. per mile..... | 2.53 cts. | 2.52 cts. | 2.56 cts. | 2.29 cts. |
| Tons freight moved..... | 2,249,528 | 1,985,160 | 3,745,130 | 3,181,267 |
| do do 1 mile..... | 509,290,370 | 443,822,333 | 891,104,359 | 747,474,244 |
| Rate per ton per mile..... | 1.15 cts. | 1.05 cts. | 1.03 cts. | 1.06 cts. |
| Earns. per pass. tr. mile..... | \$1.3370 | \$1.2127 | \$1.1086 | \$1.0310 |
| Earns. per frt. tr. mile..... | \$4.1190 | \$3.6125 | \$3.5721 | \$3.2543 |
| Gross earnings per mile..... | \$4.508 | \$3.581 | \$6.970 | \$6.060 |

a Not including company's freight.

| | | | | |
|------------------------|-------------|-------------|---------------|--|
| Freight revenues..... | \$5,838,628 | \$4,651,869 | | |
| Passenger..... | 1,594,466 | 1,222,176 | Not separated | |
| Mail, express, &c..... | 473,366 | 406,734 | | |

| | | | | |
|-----------------------------|-------------|-------------|---------------|--------------|
| Total oper. revenues..... | \$7,906,460 | \$6,280,779 | \$13,850,130 | \$11,275,024 |
| Maint. of way & struct..... | \$858,986 | \$631,281 | | |
| Maint. of equipment..... | 1,360,267 | 1,060,046 | | |
| Traffic expenses..... | 269,079 | 242,842 | Not separated | |
| Transportation..... | 2,104,831 | 1,817,421 | | |
| General, &c..... | 290,930 | 220,984 | | |

| | | | | |
|---------------------------|-------------|-------------|-------------|-------------|
| Total oper. expenses..... | \$4,884,094 | \$3,972,574 | \$9,318,305 | \$7,848,791 |
| Net earnings..... | \$3,022,366 | \$2,308,205 | \$4,531,825 | \$3,426,233 |
| Tax accruals..... | 306,615 | 289,877 | 615,814 | 598,793 |
| Uncollectibles..... | 1,323 | 2,280 | 2,377 | 3,458 |

| | | | | |
|---------------------------|-----------|-----------|-----------|-----------|
| Operating income..... | 2,714,428 | 2,016,048 | 3,913,634 | 2,823,982 |
| Hire of freight cars..... | 454,013 | 220,718 | 950,993 | 500,493 |
| Joint facility rents..... | 121,956 | 116,658 | 247,221 | 232,756 |
| Interest income..... | 90,582 | 86,530 | 173,958 | 167,391 |
| Other rents, &c..... | 81,039 | 74,321 | 156,825 | 227,154 |

| | | | | |
|-------------------------------|-----------|-----------|-----------|-----------|
| Gross income..... | 3,462,019 | 2,514,275 | 5,442,631 | 3,951,776 |
| Deductions— | | | | |
| Joint facility rents..... | \$247,679 | \$221,912 | \$472,807 | \$435,861 |
| Rent for leased roads..... | 138,650 | 138,525 | 277,279 | 276,937 |
| Miscellaneous rents..... | 46,749 | 45,425 | 90,679 | 77,141 |
| Interest on funded debt..... | 1,170,292 | 1,176,641 | 2,342,558 | 2,357,657 |
| Other interest..... | 7,076 | 35,375 | 25,444 | 57,068 |
| Miscellaneous..... | 6,313 | 5,846 | 11,699 | 11,099 |
| Invest. in physical prop..... | 132,580 | | 132,580 | |

| | | | | |
|-----------------------|-------------|-------------|-------------|-------------|
| Total deductions..... | \$1,749,338 | \$1,623,725 | \$3,353,045 | \$3,215,764 |
| Balance, surplus..... | \$1,712,680 | \$890,550 | \$2,089,585 | \$736,012 |

CONDENSED BALANCE SHEET (ENTIRE SYSTEM).

| | | | | | | | |
|--------------------------------------|-------------|--------------|-------------------------------------|--------------|-------------|--------------|--|
| Dec. 31 '16. | | June 30 '16. | | Dec. 31 '16. | | June 30 '16. | |
| Assets— | | S | | S | | S | |
| Road and equip..... | 94,875,888 | 94,864,382 | Common stock..... | 16,356,100 | 16,356,100 | | |
| Invest. in affil. cos..... | 4,548,445 | 4,507,671 | Pref. stock..... | 19,893,650 | 19,893,650 | | |
| Misc. investments..... | 18,120 | 18,326 | Bonds (see "Ry. & Ind. Sec.")..... | 56,124,250 | 55,839,250 | | |
| Cash..... | 1,298,856 | 619,620 | Loans & bills pay..... | | 785,000 | | |
| Special deposits..... | 978,628 | 443,323 | Accts. & wages..... | 1,212,951 | 1,181,643 | | |
| Mat'l & supplies..... | 1,470,472 | 1,477,715 | Traffic, &c., bals..... | 238,211 | 178,963 | | |
| Traffic, &c., bals..... | 226,383 | 180,530 | Int. & divs. due..... | 462,028 | 443,323 | | |
| Agents & cond'rs..... | 196,857 | 102,790 | Miscell. accounts..... | 485,347 | 372,006 | | |
| Loans & bills rec..... | 269,366 | 11,830 | Int. div. &c., accr..... | 272,082 | 272,205 | | |
| Misc. accounts..... | 768,657 | 654,898 | Taxes accrued..... | 310,012 | 284,549 | | |
| Accrued interest, dividends, &c..... | 55,251 | 56,773 | Operating reserves..... | 105,870 | | | |
| Insur. funds, &c..... | 53,653 | 49,033 | Accrued deprec'n..... | 3,585,472 | 3,501,222 | | |
| Unadjusted accts..... | 332,209 | 956,479 | Unadj. &c., accts..... | 253,105 | 154,684 | | |
| | | | Add'ns to prop. through income..... | 318,151 | 176,145 | | |
| | | | Profit and loss..... | 6,074,556 | 4,504,629 | | |
| Total..... | 105,692,785 | 103,943,370 | Total..... | 105,692,785 | 103,943,370 | | |

x After deducting \$108,986 loss on retired road and equipment and sun fires aggregating (net) \$33,768.

Securities issued or assumed, unpledged (deducted from book liability per contra), common stock, \$143,900; pref. stock, \$106,350, and funded debt, \$1,114,000; unpledged, \$4,364,250. Securities issued or assumed, pledged, (deducted from book liability per contra), funded debt, \$27,346,833.

The St. L.-S. W. Ry. is guarantor of the payment of the principal and interest, as the same matures (if default in payment be made by the issuing companies) of the following securities: (1) Gray's Point Term. Ry. mtge. bonds, \$1,343,000; (2) Central Ark. & E. RR. 1st M. bonds, \$1,085,000; (3) Shreveport Bridge & Term. Co. 1st M. bonds, \$450,000; (4) Terminal R.R. Assn. of St. Louis Gen. M. bonds—1-15th of \$24,859,000 (proportional int. on bonds and sinking fund guaranteed), \$1,657,267; (5) Memphis Union Station Co. 1st M. bonds (1-5th of \$2,500,000), \$500,000; (6) Stephenville North & South Tex. Ry. 1st M. bonds, \$2,607,000; (7) Paragould S. E. Ry. 1st Ref. M. bonds, \$511,000; (8) Ark. & Memph. Ry. Bridge & Term. Co. 1st M. bonds (1-3d of \$6,000,000), \$2,000,000, and (9) The Union Term. Co. (Dallas, Tex.) 1st M. bonds (1/2 of \$5,000,000), \$625,000. Of the amounts shown above \$843,000 of the Gray's Point Term. Ry. Co.'s mtge. bonds and \$184,000 of the Stephenville North & South Texas Ry. 1st M. bonds are owned by the St. L.-S.-W. Ry. and pledged under its First Term. & Unifying Mtge. and \$511,000 of the Paragould S. E. Ry. 1st Ref. Mtge. bonds are owned by the St. L.-S.-W. Ry. and held in its treasury unpledged.—V. 104, p. 765.

Toledo St. Louis & Western RR.

(Report for Year ended Dec. 31 1916.)

Receiver Walter L. Ross says in substance:

Results.—The gross operating revenue was \$5,958,987, an increase of \$820,266, or 15.96%, over 1915. Revenue from freight traffic was \$5,185,431, an increase of \$726,093, or 16.28%. In respect to efficiency in operation, attention is called to increase of 166,452 freight train miles, or 9.02%, while there was an increase of 127,026,025 in the revenue tons one mile, or 15.12%, as compared with previous year. The revenue per ton per mile was .00536c., an increase of .94%. The revenue from passenger traffic was \$463,875, an increase of \$112,103, or 31.87%.

Expenditures for maintenance of way and structures were \$754,243, an increase of \$109,732, or 17.03%. During the year 5,400 tons of new rail were placed in tracks, also 12,366 pairs of rail joints, 5,120 pairs of angle bars, 6,180 anti-creeper and 5,320 tie plates were used; 216,000 cross ties, of which 176,265 were placed in main track and 39,735 in side tracks. 26,500 yards of gravel and 23,500 yards of crushed stone were used. There was expended \$1,674 per mile of road for maintenance of way and structures.

Expenditures for maintenance of equipment were \$834,397, a decrease of \$74,280, or 8.17%. During the preceding year obsolete equipment retired represented a charge to operating expenses of \$213,871, which accounts in part for the net decrease of \$74,280 as above stated.

Improvements.—Expenditures for additions and betterments on equipments amounted to \$117,018 and on road \$161,119, making a total net addition to cost of road and equipment \$278,137.

General Remarks.—The results of operation show the largest operating revenues in the history of the road, there being an increase of \$820,266, or 15.96%, over 1915, regardless of the disturbed business and financial condition of the country. Operating expenses show an increase of \$198,242, or 5.45%. The ratio of operating expenses to gross revenues for 1916 was 64.32%, against 70.73% in 1915. The cost of materials and supplies of all kinds, including stationery, has increased enormously, due to the extraor

ordinary conditions prevailing in this country and in Europe. The mills have been congested with orders, deliveries have been slow and where it has been necessary to secure material to provide for emergencies in operation exorbitant prices have been demanded.

CHARACTERISTICS OF LINE—TOTAL MILES 450.58.

| | Curved Miles. | Tangent Miles. | Level Miles. | Ascending— | | Descending— |
|--------------|---------------|----------------|--------------|-------------------|-------------------|-------------|
| | | | | Sum in ft. Miles. | Sum in ft. Miles. | |
| Dec. 31 1916 | 50 | 400 | 19 | 3,426 | 220 | 3,608 |
| June 30 1916 | 50 | 400 | 19 | 3,426 | 220 | 3,608 |

COMPOSITION OF TRACK—TOTAL MILES 450.58.

| | -Fl. Bridges, &c.- | | -Miles of Ballast- | | | -Miles of Rail- | | |
|--------------|--------------------|-----------|--------------------|---------|---------|-----------------|--------|--------|
| | Steeled. | Trestles. | Rock. | Gravel. | Cinder. | 80-lb. | 75-lb. | 70-lb. |
| Dec. 31 1916 | 7,865 | 30,457 | 48 | 377 | 19 | 124 | 234 | 91 |
| June 30 1916 | 7,925 | 31,539 | 34 | 396 | 14 | 80 | 235 | 135 |

AVERAGE REPAIRS PER YEAR.

| | Per Mile Road. | Per Locomotive. | Per Pass. Car. | Per Freight Car |
|------|----------------|-----------------|----------------|-----------------|
| 1916 | \$1,673.94 | \$3,928.36 | \$768.84 | \$100.73 |
| 1915 | Not stated | 3,502.40 | 933.89 | 149.33 |

CLASSIFIED STATEMENT OF TONNAGE.

| Fiscal Year | Products (tons) of | | | | | Total All. |
|-------------|--------------------|----------|---------|----------|------------|------------|
| | Agriculture. | Animals. | Mines. | Forests. | Mfrs., &c. | |
| 1916 | 677,799 | 212,859 | 950,416 | 632,300 | 1,762,792 | 4,236,166 |
| 1915 | 669,661 | 221,784 | 915,645 | 581,086 | 1,357,361 | 3,745,537 |

| Equipment | Locomotives | | Passenger Cars | | Freight Cars | |
|-----------|-------------|------------------------|----------------|-------|------------------|--|
| | No. | Traction Power (lbs.). | Cars. | No. | Capacity (tons). | |
| Dec. 31 | 93 | 2,509,722 | 37 | 2,790 | 102,990 | |
| 1916 | 91 | 2,570,422 | 37 | 2,850 | 104,955 | |

TRAFFIC STATISTICS (Miles operated 451).

| Operations— | —Years ending Dec. 31— | | —Years ending June 30— | |
|-----------------------------------|------------------------|-------------|------------------------|-------------|
| | 1916. | 1915. | 1915. | 1914. |
| Passengers carried | 526,985 | 496,098 | 478,568 | 504,418 |
| Passengers carried one mile | 43,839,856 | 25,405,334 | 21,826,747 | 23,472,912 |
| Earnings per passenger per mile | 1.1 cts. | 1.4 cts. | 1.5 cts. | 1.6 cts. |
| Passenger earnings per train mile | \$0.84 | \$0.70 | \$0.68 | \$0.73 |
| Tons revenue freight carried | 4,236,166 | 3,745,537 | 3,600,543 | 3,615,910 |
| Tons freight carried one mile | 967,194,160 | 840,168,135 | 768,652,922 | 755,144,510 |
| Earnings per ton per mile | 0.536 cts. | 0.531 cts. | 0.518 cts. | 0.519 cts. |
| Freight earnings per train mile | \$2.58 | \$2.42 | \$2.26 | \$2.17 |
| Average tons per train mile | 480.91 | 455.44 | 435.57 | 419.57 |
| Gross earnings per mile | \$13,096 | \$11,293 | \$10,289 | \$10,183 |

INCOME ACCOUNT.

| Operating Revenues— | —Years ending Dec. 31— | | —Years ending June 30— | |
|---------------------------------|------------------------|--------------------|------------------------|--------------------|
| | 1916. | 1915. | 1915. | 1914. |
| Freight | \$5,185,432 | \$4,459,338 | \$3,984,042 | \$3,922,725 |
| Passenger | 463,875 | 351,772 | 330,384 | 369,455 |
| Mail, express and miscellaneous | 309,680 | 327,611 | 321,633 | 295,941 |
| Total operating revenues | \$5,958,987 | \$5,138,721 | \$4,636,059 | \$4,588,121 |
| Maint. of way and structures | \$754,243 | \$644,511 | \$573,700 | \$469,619 |
| Maintenance of equipment | 834,397 | 908,677 | 844,225 | 592,935 |
| Traffic expenses | 198,620 | 199,369 | 199,811 | 201,138 |
| Transportation expenses | 1,952,417 | 1,783,723 | 1,780,396 | 1,764,261 |
| General expenses, &c. | 93,127 | 98,282 | 98,822 | 110,190 |
| Total operating expenses | \$3,832,805 | \$3,634,563 | \$3,496,954 | \$3,138,146 |
| Net operating revenues | \$2,126,182 | \$1,504,158 | \$1,139,105 | \$1,449,975 |
| Dividends, &c., received | 112,808 | 108,546 | 143,693 | 343,166 |
| Total net income | \$2,238,990 | \$1,612,704 | \$1,282,798 | \$1,793,141 |
| Deduct— | | | | |
| Taxes, &c. | \$227,860 | \$202,336 | \$250,182 | \$201,836 |
| Hire of equipment—balance | 435,434 | 459,924 | 402,382 | 349,161 |
| Rentals—balance | 41,328 | 44,046 | 46,769 | *16,118 |
| Interest on bonds, &c. | 1,087,467 | 1,089,953 | 1,092,204 | 1,075,030 |
| Miscellaneous interest | 15,097 | 24,361 | 21,741 | *9,482 |
| Reserve funds | 9,920 | 15,140 | 17,424 | 20,208 |
| Total deductions | \$1,817,107 | \$1,835,761 | \$1,830,704 | \$1,674,835 |
| Balance, sur. or def. | sur.\$421,883 | def.\$223,057 | def.\$547,906 | sur.\$118,306 |

* These comparisons are slightly inaccurate, due to changes made in later years. x Includes charge to operating expenses account, obsolete equipment retired of \$213,871 in 1915. y Includes interest on A. & B. gold bonds of 1917 amounting to \$461,030, defaulted.
 Note.—Compare foot-notes to balance sheet below as to method of charging interest (in default since Aug. 1914) on \$11,527,000 4% collateral gold bonds of 1907, Series A & B, due 1917. The full interest charge for the year is included in the foregoing table.

BALANCE SHEET DEC. 31.

| Assets— | 1916. | 1915. | Liabilities— | 1916. | 1915. |
|----------------------------------|-------------------|-------------------|--------------------------------------|-------------------|-------------------|
| | \$ | \$ | | \$ | \$ |
| Road and equip. | 39,608,331 | 39,330,195 | Common stock | 9,995,000 | 9,995,000 |
| Misc. phys. prop. | 10,138 | 10,225 | Preferred stock | 9,952,600 | 9,952,600 |
| Inv. in affil. cos. | 12,741,441 | 12,748,441 | Fund. dt. (see "Rv. & Ind. Sec.") | 28,511,056 | 28,570,141 |
| Other investments | 850 | 850 | Loans & bills pay. | 250,000 | 400,000 |
| Cash in bank, &c. | 582,305 | 487,659 | Accts. and wages | 574,807 | 676,130 |
| Cash in transit | 232,184 | 247,092 | Miscellaneous | 293,073 | 413,627 |
| Special deposits | 4,313 | 8,198 | Int. mat'd unpaid | 1,328,368 | a864,992 |
| Traffic, &c., bal. | 299,583 | 276,921 | Unmat. Int. acc'd | 262,944 | b259,033 |
| Agts. & conduct'rs | 53,538 | 71,561 | Deferred liabilities | 17,119 | 18,360 |
| Miscellaneous | 424,409 | 428,847 | Tax liability | 188,626 | 186,625 |
| Mat'l & suppl's | 383,769 | 167,205 | Operating reserves | 103,276 | 103,276 |
| Deferred assets | 2,573 | 4,522 | Accrued deprec'n. | 365,329 | 271,101 |
| Unadj. fr't claims | 242,072 | 226,256 | Receiver, Toledo | | |
| Unexting. int. on equipment | 111,985 | 136,118 | St. L. & W. RR. | 1,138,842 | 979,791 |
| Tol. St. L. & W. RR. corp. acct. | 1,138,842 | 979,791 | Oth. unadj. credits | 2,393 | 1,792 |
| Unadjusted debits | 12,573 | 9,943 | Res. for guar. adv. to Tol. Ter. RR. | 122,840 | 130,720 |
| | | | Profit and loss | 2,742,633 | c2,310,636 |
| Total | 55,848,906 | 55,133,824 | Total | 55,848,906 | 55,133,824 |

a Includes interest for the month of July 1915 on gold bonds of 1917, amounting to \$38,423, which was not accrued currently, but which was charged to income at close of fiscal year ended June 30 1916. b Includes interest for the period Aug. 1 to Dec. 31 1915 on gold bonds of 1917, amounting to \$192,117, which was not accrued currently, but which was charged to income at close of fiscal year ended June 30 1916. c Includes interest for the period July 1 to Dec. 31 1915 on gold bonds of 1917, amounting to \$230,540, which was not accrued currently, but which was charged to income at close of fiscal year ended June 30 1916. d Of the \$10,000,000 Prior Lien 3 1/2% here included \$425,000 are in treasury.
 Securities issued or assumed (deducted from capital liabilities): 474 shares T. St. L. & W. RR. Co.'s pref. stock and 50 shares common stock and 425 prior lien bonds.
 The funded debt was increased during the year by the issue of (a) company's official car equipment notes, series 1916, \$27,938; (b) locomotive equipment notes, series 1916, \$83,000, and (c) receivers' collateral notes, series A, 1916, \$100,000. On the other hand, it was reduced by the redemption of matured obligations, as follows: Equipment trust notes, Mar. 1 1916 and Sept. 1 1916, \$100,000; locomotive equipment notes, series 1913, June 24 and Dec. 24 1916, \$15,016; freight car equipment notes, series 1914, monthly Jan. 16 to Dec. 16 1916, \$151,514; official car equipment notes, series 1916, Dec. 1 1916, \$3,492.—V. 103, p. 2239.

Central of Georgia Railway Co.

(22d Annual Report—Year ended Dec. 31 1916.)

C. H. Markham, Chairman of the Board, says in substance:

Results.—There was an increase of \$905,952, or 11.25%, in freight revenue, \$360,284, or 12.19%, in passenger revenue, and \$204,755, or 16.44%, in other operating revenues, making a total increase in revenues from operations of \$1,470,991, or 12.00%. Maintenance of way and structures were \$1,910,204, an increase of \$328,231, or 20.75%, over 1915, and maintenance of equipment expenses increased \$236,289, or 11.33%. The operating ratio for the year was 67.62, against 70.62 for 1915. Taxes increased \$80,508, or 12.89%.

Equipment Obligations.—Since June 30 1916 equipment obligations aggregating \$178,000 and Greenville & Newnan Main Line bonds and upper Cahaba Branch bonds aggregating \$30,000 matured and were paid. Equipment trust "I" has been fully paid off and the last installment of equipment trust "K" will be paid March 1 1917. The only other equipment obligations now outstanding are \$900,000 under equipment trust "L."

Dividends.—During the six months ended Dec. 31 no dividends were paid, but there was set aside from profit and loss a fund sufficient to pay for the period named a dividend of 3% on the preferred stock and 2 1/2% on the common stock.

Road and Equipment.—The expenditures for road and equipment (additions and betterments including improvements on leased railway property) during the six months ended Dec. 31 were \$743,265; (1) on way and structures, \$499,667, principally bridge trestles and culverts \$106,093 and signals and interlockers \$114,117, and (2) on equipment (net), \$243,598. The sum of \$127,439 was expended in construction of steel viaduct with concrete foundations over Fifth, Hazel, Fourth and Ash Streets, Macon, which practically completed the structure.

Roadway.—There were 15,2158 miles of track relaid with 90-lb. new steel rail and 17,3695 miles with 80-lb. new steel rail, making a total of 32,5853 miles of track relaid with new steel rail. The total mileage of track relaid with new and second hand steel rail was 37,7803. 5,35 miles of main track laid with 60-lb. steel rail, between Woodyard, Ga., and Dewey, Ala., were abandoned.

Equipment.—Eight new Mikado type and four new Pacific type locomotives were purchased, and one locomotive of obsolete type in need of general repairs was retired, making an increase of eleven locomotives with an increase of 597,145 lbs. in tractive power. Seventeen freight and work train cars were added, thirteen of which were built in the company's shops at Macon, 307 freight and work train cars were retired, and 56 freight and work train cars were changed in class, a decrease of 290 cars.

GENERAL TRAFFIC STATISTICS FOR CALENDAR YEARS.

| | 1916. | 1915. | 1914. | 1913. |
|-----------------------------|-------------|-------------|-------------|-------------|
| Average miles operated | 1,921.86 | 1,924.09 | 1,924.09 | 1,924.09 |
| Rev. freight (tons) carr. | 5,600,353 | 5,011,052 | 5,239,049 | 5,813,399 |
| Rev. fgt. (tons) carr. 1 m. | 907,370.746 | 786,420.113 | 781,642.880 | 869,197.978 |
| Aver. rev. per ton per m. | 0.99 cts. | 1.02 cts. | 1.06 cts. | 1.05 cts. |
| Earns. per fgt. tr. load | \$3.39 | \$3.10 | \$3.01 | \$2.97 |
| Aver. rev. (tr. load) tons. | 343.61 | 302.78 | 283.19 | 284.13 |
| Passengers carried | 4,511,520 | 4,188,644 | 4,727,066 | 5,276,333 |
| Passengers carried 1 m. | 164,830.331 | 145,495.911 | 164,140.032 | 179,258.315 |
| Aver. rev. per pass. per m. | 2.01 cts. | 2.03 cts. | 2.07 cts. | 2.13 cts. |
| Earns. per pass. train m. | \$0.86 | \$0.79 | \$0.88 | \$0.98 |
| Earns. per mile of road | \$7,141.59 | \$6,368.80 | \$6,758.79 | \$7,372.28 |

CENTRAL OF GEORGIA RAILWAY COMPANY INCOME STATEMENT

| Operating Revenues— | —Six Months ended— | | —Years ended Dec. 31— | |
|-----------------------------|--------------------|--------------------|-----------------------|---------------------|
| | June 30 '16. | Dec. 31 '16. | 1916. | 1915. |
| Freight | \$4,039,217 | \$4,919,160 | \$8,958,377 | \$8,052,424 |
| Passenger | 1,413,372 | 1,903,498 | 3,316,870 | 2,956,586 |
| Mail, express, &c. | 475,827 | 534,598 | 1,010,425 | 914,094 |
| Incidental | 159,852 | 279,619 | 439,471 | 331,049 |
| Total oper. revenues | \$6,088,268 | \$7,636,876 | \$13,725,144 | \$12,254,153 |
| Maint. of way, &c. | \$918,323 | \$991,881 | \$1,910,204 | \$1,581,973 |
| Maint. of equipment | 1,120,447 | 1,201,435 | 2,321,882 | 2,085,593 |
| Traffic | 221,389 | 235,977 | 457,366 | 409,462 |
| Transportation | 1,957,619 | 2,161,266 | 4,118,886 | 4,121,971 |
| Miscell. operations | 11,120 | 5,737 | 16,857 | 17,244 |
| General | 232,352 | 244,374 | 476,726 | 446,381 |
| Transport'n for invest. | Cr.8,064 | Cr.12,812 | Cr.20,876 | Cr.8,156 |
| Total oper. expenses | \$4,453,187 | \$4,827,859 | \$9,281,046 | \$8,654,468 |
| Net earnings | \$1,635,081 | \$2,809,017 | \$4,444,098 | \$3,599,685 |
| Taxes, &c. | 330,384 | 390,028 | 720,412 | 637,850 |
| Operating income | \$1,304,697 | \$2,418,989 | \$3,723,686 | \$2,961,835 |
| Hire of equipment | 188,456 | 199,452 | 387,909 | 210,193 |
| Rents, &c., received | 176,658 | 187,499 | 364,155 | 345,836 |
| Dividend income | 690,813 | 180,425 | 871,238 | 868,427 |
| Gross income | \$2,360,624 | \$2,986,365 | \$5,346,989 | \$4,386,292 |
| Rent for leased roads | \$184,363 | \$184,505 | \$368,868 | \$369,368 |
| Other rents, &c. | 151,136 | 147,383 | 298,521 | 286,884 |
| Interest on funded debt | 1,013,430 | 1,016,519 | 2,029,949 | 2,035,916 |
| Prof. divs. (6% p. a.) | 450,000 | 450,000 | 900,000 | 900,000 |
| Com. divs. (5% p. a.) | 125,000 | 125,000 | 250,000 | 250,000 |
| Total deductions | \$1,923,930 | \$1,923,408 | \$3,847,338 | \$3,842,168 |
| Balance, surplus | \$436,694 | \$1,062,957 | \$1,499,651 | \$544,124 |

In June 1916 dividends of 6% on the preferred stock and 5% on the common stock were paid for the year ended June 30 1916. In Dec. 1916 a reserve equal to 3% on the preferred and 2 1/2% on the common stock was set aside for dividends for the six months ended Dec. 31 1916.

BALANCE SHEET DEC. 31 1916 AND JUNE 30 1916.

| Assets— | Dec. 31 '16. | | June 30 '16. | | Liabilities— | Dec. 31 '16. | | June 30 '16. | |
|--------------------------------------|--------------|------------|-----------------------------------|------------|--------------|-----------------------|------------|--------------|----|
| | \$ | \$ | \$ | \$ | | \$ | \$ | \$ | \$ |
| Road & equip. | 63,613,566 | 63,004,312 | Common stock | 9,995,000 | 9,995,000 | 5,000,000 | 5,000,000 | | |
| Impts. on leased railway property | 257,546 | 123,535 | Preferred stock | 9,952,600 | 9,952,600 | 15,000,000 | 15,000,000 | | |
| Deposits in lieu of mtgd. prop. sold | 30,166 | 450,000 | Fund. dt. (see "Rv. & Ind. Sec.") | 28,511,056 | 28,570,141 | Equipment obligations | 938,000 | 1,026,000 | |
| Miscell. physical property | 427,909 | 421,364 | Loans & bills pay. | 250,000 | 400,000</ | | | | |

BALANCE SHEET DEC. 31.

| Assets— | 1916. | 1915. | Liabilities— | 1916. | 1915. |
|---------------------|------------|------------|---------------------|--------------|--------------|
| Road & equipm't. | 0,997,128 | 10,012,490 | Capital stock | 4,076,900 | 4,076,900 |
| Securities | 103,000 | 103,000 | Equip. obliga'tns. | 239,455 | 279,926 |
| Cash | 79,145 | 67,511 | 1st M. 4s, due | | |
| Special deposits | 50,486 | 50,266 | July 1 1917 | 4,895,000 | 4,895,000 |
| Traffic, &c., bals. | 30,148 | 34,974 | Loans & bills pay. | 718,000 | 818,000 |
| Agents & conduc. | 27,688 | 16,745 | Traffic, &c., bals. | 56,508 | 59,708 |
| Misc. acc'ts rec. | 40,503 | 36,992 | Accounts & wages | 119,715 | 154,096 |
| Material & suppl's | 103,752 | 88,621 | Miscellaneous | 18,969 | 18,713 |
| Unadjusted, &c., | | | Matured Int., &c. | 675,026 | 574,966 |
| debts | 53,620 | 62,260 | Tax liability | 84,978 | 75,290 |
| | | | Accr'd deprecia'n. | 516,678 | 303,592 |
| | | | Add'ns to prop'ty | | |
| | | | through income | 62,986 | 62,986 |
| | | | Profit & loss | deb. 969,741 | deb. 846,318 |
| Total | 10,494,470 | 10,472,858 | Total | 10,494,470 | 10,472,858 |

—See V. 105, p. 73.

Brooklyn Rapid Transit Co.

(Report for Fiscal Year ending June 30 1917.)

The remarks of President Williams will be found at length on subsequent pages. Below we give the usual comparative tables for several years. See map in the "Electric Railway Section" on pages 14 and 15.

RESULTS FOR YEARS ENDING JUNE 30.

| | 1916-17. | 1915-16. | 1914-15. | 1913-14. |
|--------------------------|--------------|--------------|--------------|--------------|
| Passengers carried | 760,519,397 | 728,465,567 | 689,822,507 | 659,147,381 |
| Revenue mileage | 98,593,632 | 98,748,451 | 92,909,994 | 87,535,247 |
| Earns. per revenue mile. | 28.8 cts. | 27.4 cts. | 27.4 cts. | 28.2 cts. |
| Transportation receipts | \$28,992,111 | \$27,557,279 | \$26,096,265 | \$25,246,453 |
| Miscellaneous | 511,908 | 391,493 | 331,241 | 311,797 |
| Total receipts | \$29,504,019 | \$27,948,772 | \$26,427,686 | \$25,558,250 |
| Maint. of way & struc. | \$2,505,288 | \$2,485,421 | \$2,391,815 | \$2,021,647 |
| Maint. of equipment | 2,496,349 | 2,508,370 | 2,401,841 | 2,315,990 |
| Oper. of power plant | 2,041,617 | 1,725,307 | 1,553,178 | 1,463,284 |
| Trainmen's wages | 5,605,535 | 5,084,649 | 4,787,574 | 4,520,023 |
| Operation of cars—misc. | 1,978,089 | 1,858,323 | 1,744,690 | 1,696,132 |
| Damages paid | 713,768 | 602,968 | 607,701 | 543,885 |
| Damages, legal expenses | 269,523 | 256,114 | 261,154 | 219,759 |
| General law expenses | 57,394 | 66,039 | 53,406 | 65,098 |
| General expenses | 768,991 | 797,652 | 819,754 | 822,857 |
| Freight & mail expenses | 304,666 | 302,103 | 338,414 | 325,055 |
| Am. Ry. Traff. Co. exp. | 199 | 6,961 | 854 | 823 |
| Total | \$16,741,417 | \$15,693,908 | \$14,960,381 | \$13,994,553 |
| Net revenue | 12,762,602 | 12,254,864 | 11,467,305 | 11,563,697 |
| Other income | 427,815 | 438,706 | 438,715 | 451,772 |
| Total income | \$13,190,417 | \$12,693,570 | \$11,906,020 | \$12,015,469 |
| Deduct—Taxes | \$2,351,104 | \$1,837,683 | \$1,700,035 | \$1,752,880 |
| Int. & rentals (net) | 5,644,074 | 5,244,055 | 4,693,424 | 4,946,884 |
| Dividends (6%) | 4,467,318 | 4,467,318 | 4,467,318 | 3,660,048 |
| Total deductions | \$12,462,497 | \$11,549,056 | \$10,860,777 | \$10,359,812 |
| Balance, surplus | \$727,920 | \$1,144,514 | \$1,045,243 | \$1,655,657 |

CONSOLIDATED BALANCE SHEET (B. R. T. SYSTEM) JUNE 30.

| Assets— | 1917. | 1916. | Liabilities— | 1917. | 1916. |
|----------------------|-------------|-------------|-----------------------|-------------|-------------|
| a Road & equip. | 140,211,840 | 139,701,652 | B. R. T. stock | 74,455,159 | 74,455,213 |
| Bklyn. City RR. | | | Stk. of constit. cos. | | |
| bonds b | 800,000 | 800,000 | not owned | 1,117,609 | 1,120,109 |
| Adv. to leased cos. | 11,513,173 | 11,308,660 | Funded debt (see | | |
| Dep. Bklyn. City | | | "El. Ry. Sup.") | 119,588,928 | 120,466,428 |
| RR. lease | *4,153,945 | 4,153,945 | Real est. mtges. | 438,062 | 438,062 |
| Cap. Exp. acct. of | | | Bills payable | d4,450,000 | d2,600,000 |
| subway & rapid | | | Acc'ts payable | e4,487,695 | e4,906,881 |
| tran. lines, &c. | c49,981,312 | 40,834,575 | Liberty bond loan | | |
| Material & suppl's | 1,416,553 | 1,144,466 | (employees) | 549,500 | |
| Acc'ts receivable | 693,785 | 788,028 | Taxes accrued | 684,119 | 608,638 |
| Bills receivable | 103,706 | 72,822 | Bond int. accrued | 601,867 | 616,421 |
| Investments | 784,283 | 574,542 | Int. & rents accr'd | 202,131 | 512,801 |
| Cash | 2,240,431 | 2,215,194 | Rap. tran. constr. | | |
| Emp. subscript'ns | | | & equip. acc'ts. | f685,173 | f365,732 |
| to Liberty bonds | 538,283 | | Proceeds from sale | | |
| Cash, constr. & | | | of real est., &c. | 230,947 | 1,184 |
| eq. subw'ys, &c. | 10,554,927 | 19,858,179 | Unearned disc't— | | |
| Insurance reserve | 898,935 | 839,098 | On N. Y. Mun. | | |
| City of New York | 1,019,700 | 1,000,000 | Ry. Corp. bds. | 1,732,050 | 1,732,050 |
| Sink fund C. I. & | | | RR. consols. | 125,000 | 125,000 |
| Bklyn. RR. | 17,393 | 17,393 | On C. I. & B. | | |
| City of N. Y. corp. | | | Insurance reserve | 950,363 | 890,526 |
| stock and State | | | Accr'd amort. of | | |
| Work. Compen. | | | cap. & s.f. accr'd | 2,180,616 | 2,228,070 |
| Commission | 171,160 | 172,408 | Special reserve | 1,000,364 | 1,254,487 |
| Litiga'n acc'ts, &c. | 150,691 | | Emp. lab. reserve | 98,790 | 28,861 |
| Unamort. debt dis- | | | Surplus | g11,967,273 | 11,562,654 |
| count, &c. | 117,188 | 120,312 | | | |
| Prepaid accounts | 178,343 | 311,842 | | | |
| Total | 225,545,646 | 223,913,118 | Total | 225,545,646 | 223,913,118 |

a Includes construction expenditure constituent companies not yet funded, \$2,577,397 in 1917, against \$2,138,552 in 1916. b These are deposited with trustee of B. R. T. Co. Refunding 4% bonds. c Includes in addition to capital expenditures the unapportioned debt discount chargeable to cost of construction and equipment, &c., under rapid transit contract, \$810,368. * Comprising \$2,000,000 Brooklyn Queens Co. & Suburban RR. 1st M. 5s at 103½ and \$250,000 1st Refund. 4s at par and \$25,000 B. R. T. 5s at par, \$1,627,000 Brooklyn City RR. consol. 5s at 103½ and \$125,000 Refunding 4s at par. d These are secured by deposit of B. R. T. Co. Refunding bonds. e Includes dividend payable July. f Payable from special fund (per contra). g After deducting certain debits—see a subsequent page.

In addition to the above assets there are the following treasury bonds and stocks available for sale, not included in assets or liabilities, viz.: B. R. T. capital stock (par), \$64,841, and bonds of B. R. T. and constituent companies (par), \$81,067,072.—V. 104, p. 2341, 2116.

Philadelphia Rapid Transit Co.

(Report for Fiscal Year ending June 30 1917.)

T. E. Mitten, Chairman of Executive Committee, Philadelphia, July 25, wrote in substance:

Notable Events.—The year was notable for the large increases in both gross and net earnings, the inauguration of dividends upon the capital stock and the resumption of active negotiations with the City of Philadelphia looking towards the operation by this company of the projected city-built subway and elevated system.

Results.—The gross earnings show an increase of \$2,714,270, or 10.50%, for the year, due to the continued commercial and industrial activity. The operating expenses, excluding taxes, show an increase of \$1,498,032, of which \$986,353 is represented by larger appropriations for maintenance and renewals and to the 2% fund.

The taxes show an increase of \$133,712. The Federal war tax measures now pending before Congress will, when finally enacted, probably embrace the full calendar year 1917, and that proportion of the total tax for the year applicable to the first six months will be met out of the surplus as herein reported for the fiscal year ended June 30 1917.

The surplus for the year, after deducting fixed charges, was \$2,783,870, as against \$1,672,704 for the preceding year.

Dividends Begun.—The year ended June 30 1917 has witnessed the inauguration of the payment of a return upon the capital stock. The stockholders, supplying nearly \$30,000,000 for this property, had waited from 8 to 14 years for any return upon money invested in all good faith for the

development of a transportation system to meet the requirements of the City of Philadelphia. This inauguration of dividends marks the successful consummation of the program of the Stotesbury management when it assumed control five years ago, looking to the improvement and development of the property.

Dividends Declared on Full-paid Capital Stock (\$29,950,550, to \$29,985,550) From surplus earnings of yr. 1915-16, div. payable Oct. 11 1916, 2% \$599,011 do year 1916-17, semi-ann. divs. payable Jan. 31 and

July 31 1917, 2½% (\$749,639) each 1,499,277
Rapid Transit Development.—After several public hearings, the joint committee of Councils on June 7 1917 reported to Councils with negative recommendation the contract as proposed by the company in Jan. 1917 (covering its offer of Dec. 20 1916), for the operation of the city's high-speed lines authorized by the ordinance approved July 20 1916. The Councils then requested the Director of the Department of City Transit to prepare a form of lease of the city high-speed lines to the Philadelphia Rapid Transit Co. This proposed form of contract has not yet been received.

The position taken by the Stotesbury management has always been that the company should contribute its utmost to the joint undertaking, but that if the burden which the city desired to impose upon the company was too great, then the company would be unable to join with the city in carrying out the city's plans. Speaking for this management, Mr. Stotesbury has said that if the terms offered by the city as a finality should preclude a reasonable return to the stockholders he would not feel justified in recommending its acceptance. (See also news item on a following page, and V. 104, p. 2118, 1703, 362; V. 103, p. 2342, 1981.)

Capital Account.—The additions (net) aggregated \$115,650, viz.:

Increases (aggregating \$765,140):
 Capital charges account, additions and betterments to property \$386,599
 Payments and accretions to sinking funds, &c., for retirement of capital obligations 378,541

Decreases, aggregating \$1,043,649 account of transactions during year:
 Paid from sink. fds. for retirement of bonds, car tr. cts., &c. \$349,000
 Proportion of near-side cars charged off against renewals 512,000
 Discount and commission amortized during year—net 42,105
 Amortization of 1910 strike expenses 140,543

Adjustments affecting prior years, recommended by City Comptroller:
 Recording property represented by real estate mtges., &c., of underlying cos., \$331,795, and interest accretions, &c., added to sinking funds, \$93,899; total, \$425,694; less adjustment of book value of securities, \$31,536 \$394,159

Bonds, &c.—The net decrease of \$560,741 is summarized as follows:

(1) Retired: Through sinking funds, &c. (bonds, car trust certificates, stock trust cts., and real estate mtges.) \$349,000
 Car trust certificates retired through the renewal fund 512,000

(2) Adjustments affecting prior years (net) 300,259
50-Year 5% Sinking Fund Gold Bonds of 1912.—these \$10,000,000 bonds have all been issued, including on June 30 1917:

Sold under special agreements reserving to the company the right of repurchase to Dec. 31 1917 \$7,200,000

Sold outright 585,000
 Bonds owned by the company held free in treasury 1,600,000

Bonds appropriated to renewal fund 580,000
 Purchased and canceled in accordance with the provisions of the sinking fund 35,000

Renewal Reserve and Renewal Fund.—The renewal fund as at June 30 1917 amounted to \$2,525,000, of which \$1,523,321 is in cash, the balance of \$1,001,679 consisting of securities, including \$580,000 par value of the Philadelphia Rapid Transit Co. 50-Year 5% Sinking Fund Gold Bonds of the issue of March 1 1912. The fund was increased during the year by \$671,972, the appropriation from income having been \$1,570,921, less charges of (a) \$512,000 to retire car trusts and (b) \$386,949 for renewals.

Surplus Account.—The surplus of \$4,345,900 shown in the balance sheet is stated after deducting the dividends paid Oct. 11 1916 and Jan. 31 1917 (see above), aggregating \$1,348,650, but not the semi-annual dividend of 2½% declared July 13 1917, payable July 31. There was also deducted \$77,296 (net) on account of adjustments, &c., for prior years.

INCOME ACCOUNT YEARS ENDING JUNE 30.

| | 1916-17. | 1915-16. | 1914-15. | 1913-14. |
|--------------------------|----------------|--------------|--------------|--------------|
| Passenger earnings | \$27,504,041 | \$24,871,255 | \$22,971,595 | \$23,356,876 |
| Other receipts | 1,049,574 | 968,089 | 872,011 | 898,937 |
| Total | \$28,553,614 | \$25,839,344 | \$23,843,606 | \$24,255,813 |
| Expenses— | | | | |
| Maintenance | \$2,712,121 | \$2,506,731 | \$2,435,415 | \$3,638,372 |
| Reserve for renewals | 1,570,921 | 1,369,171 | 1,141,126 | |
| Oper. of power plants | 1,694,151 | 1,441,422 | 1,417,240 | 1,557,965 |
| Operation of cars | 7,129,739 | 6,447,078 | 6,205,100 | 6,297,115 |
| General | 1,498,826 | 1,343,326 | 1,329,829 | 1,527,387 |
| Taxes | 1,398,413 | 1,264,701 | 1,348,723 | 1,278,406 |
| Total expenses | \$16,004,171 | \$14,372,428 | \$13,877,433 | \$14,299,245 |
| Net earnings | \$12,549,443 | \$11,466,916 | \$9,966,173 | \$9,956,567 |
| Interest | \$2,280,180 | \$2,308,780 | \$2,259,471 | \$2,161,696 |
| Rentals | 7,365,393 | 7,365,432 | 7,364,997 | 7,364,635 |
| Sink. fund city contract | 120,000 | 120,000 | 120,000 | 120,000 |
| Dividends | (5%) 1,499,278 | (2%) 599,011 | | |
| Total | \$11,264,851 | \$10,393,223 | \$9,744,468 | \$9,646,331 |
| Balance, surplus | \$1,284,592 | \$1,073,693 | \$221,705 | \$310,236 |

BALANCE SHEET JUNE 30.

| Assets— | 1917. | 1916. | 1915. |
|----------------------------------------------------------------------------|-------------|-------------|-------------|
| Leases, franchises, constr., equip., adv. to leased lines, sink. fund, &c. | 113,096,798 | 112,981,148 | 113,010,043 |
| Securities in treasury | x2,350,000 | x2,350,000 | |
| Cash after payment of all fixed charges due July 1 | 3,386,460 | 2,212,758 | 1,888,288 |
| Reserve fund for renewals | y2,525,000 | 1,875,000 | 1,250,000 |
| Supplies, material, prepaid items and accounts receivable | 1,602,636 | 1,532,551 | 1,119,081 |
| Total | 122,960,893 | 120,951,457 | 117,267,412 |
| Liabilities— | | | |
| Capital stock paid in | 29,991,585 | 29,978,875 | 29,978,875 |
| Bonds, mortgages, ground rents, &c. | 81,092,475 | 81,653,216 | 80,575,216 |
| Acc'ts. pay'le, pay-roll, accr. taxes, &c. | 1,343,301 | 967,734 | 795,983 |
| Accrued fixed charges, &c. | 2,477,729 | 2,477,729 | 2,477,729 |
| Accident reserves | 1,073,673 | 1,032,686 | 1,042,555 |
| Renewal reserve | 2,525,215 | 1,853,243 | 1,269,036 |
| Sinking fund reserves | 111,015 | | |
| Surplus | z4,345,900 | 2,987,975 | 1,128,018 |
| Total | 122,960,893 | 120,951,457 | 117,267,412 |

x Securities in treasury in 1917 include P. R. T. 5% bonds of 1912, \$1,600,000, and certificates of participation, \$750,000, representing \$882,000 P. R. T. 5% bonds of 1912. y Reserve fund for renewals includes cash \$1,523,321, and securities, \$1,001,679. z After adding \$63,248 other adjustments of earnings and expenses applicable to prior fiscal periods, &c. (net), and deducting \$140,543 amortization of 1910 strike expenses.—V. 104, p. 2453, 2119.

International Mercantile Marine Co.

(Report for Fiscal Year ended Dec. 31 1916, &c.)

The report, dated July 19 and signed by Harold A. Sander-son, Chairman, and P. A. S. Franklin, Pres., says in subst.:

Results.—In consequence of the receivership, which extended over the greater part of 1915 and 1916, no reports were submitted for the years 1914 and 1915.

The combined income account for the year 1916 shows a surplus of \$25,946,650 after meeting all fixed charges and operating expenses, in which latter are included all charges for repairs, maintenance and overhauls, as compared with a surplus of \$17,341,027 for the year 1915, an increase of \$8,605,623.

Combined Results of Operating the Company and Its Subsidiary Co's in 1916.

Gross earnings, after providing for British excess profits duty...\$88,449,726
 Operating and general expenses, including income tax and interest on debenture bonds of subsidiary companies..... 55,061,354

Net earnings before providing for interest on I. M. M. Co. bonds and depreciation on steamships.....\$33,388,373
 Deduct—I. M. M. Co. bond interest.....\$3,191,588
 Regular depreciation on steamships for 1916..... 4,169,487 7,361,077
 Net result (partially set aside for spec. and deferred deprec'n)\$26,027,296

The foregoing statement includes all the earnings of the Frederick Leyland & Co., Ltd., as about 42% of the preference shares and 99% of the ordinary shares are owned by the I. M. M. Co. It also includes the American Line, Red Star Line, White Star Line, Atlantic Transport Line, Dominion Line and Leyland Line.

Amount Actually Received by International Mercantile Marine Co. in 1916.

Total net income of I. M. M. Co. for year 1916.....\$24,021,608
 Deduct—I. M. M. Co. bond interest..... 3,191,588
 Depreciation on steamships directly owned..... 660,405
 Balance.....\$20,169,615

In this statement are embraced the earnings of steamers directly operated by the company, together with dividends paid by subsidiary companies partly out of 1915 earnings.

All British Steamers Requisitioned.—About April 1 1917 the British Government requisitioned all steamers owned by your British subsidiary companies not theretofore taken by it.

Taxation.—It was also decided by the British authorities to increase the excess profits duty from 60% to 80%, the latter rate effective from Jan. 1 1917. This changed policy will seriously affect the earnings of your foreign subsidiary companies, by whom about 89% of your tonnage is owned. We must also be prepared for additional taxation in the United States.

Dividend.—A regular semi-annual dividend of 3% was declared on the pref. stock, payable Aug. 1 1917. This dividend, with the dividend paid April 14 1917, will give the pref. stockholders 6% for the current year. (V. 104, p. 1049, 2347, 2556.)

Readjustment of Finances.—At the beginning of the year 1914 there was indicated a very serious loss in the earnings of your company and its subsidiaries, and after the outbreak of the European war in August 1914 the passenger business, upon which the earnings had largely depended, was almost wholly suspended. On April 3 1915, following default on the bond interest, Vice-Pres. P. A. S. Franklin was appointed receiver by the U. S. District Court for the Southern District of New York, and on Aug. 18 1915 Chauncey G. Parker was appointed receiver by the Chancery Court of N. J.

As the European war progressed there came about a most extraordinary change in the financial conditions of your company, due to the shortage of tonnage and the abnormal increase of freight rates, and the earnings of the company and of its subsidiaries reached a point far exceeding those of any previous period in its history.

At a special meeting of the stockholders held Sept. 29 1916 a plan of readjustment was approved. (V. 103, p. 582, 668, 1214.)

Under this plan an issue of \$50,000,000 First Mtge. & Coll. Trust sinking fund gold bonds was authorized, dated Oct. 1 1916, due Oct. 1 1941, and \$40,000,000 bearing interest at 6% were issued, of which \$503,000 remained in the treasury Dec. 31 1916, the entire issues of the 4½% and 5% bonds being retired, with the net result of a reduction of \$30,729,000 in fund. debt.

The stockholders also voted to increase the number of directors from 14 to 16 and to classify the board.

On Oct. 6 1916 the property held by the receivers was restored to your co. Voting Trust Ends.—The voting trust was terminated by the voting trustees Feb. 23 1915.

Obligations.—During Oct. 1916, as above stated, the bonded debt of the company was reduced from \$70,226,000 to \$39,497,000, in accordance with the plan of readjustment. In order to accomplish this it was necessary to borrow \$6,000,000, which loan has since been paid off.

The debenture bonds of constituent companies held by the public amounted on Dec. 31 1916 to \$10,879,714.

During 1914 the Oceanic Steam Navigation Co., Ltd. (White Star Line), issued \$7,275,000 additional 4½% debenture bonds, making a total amount issued of \$13,337,500, of which \$2,457,786 have been retired under the sinking fund provisions of the mortgage. (V. 99, p. 202.)

During the period between Dec. 31 1914 and Dec. 31 1916 the bonded debt of the parent and constituent companies was reduced as follows, without any increase in outstanding capital obligations:

Bonded Debt and Interest Charges of I. M. M. Co. and Sub. Cos. Dec. 31.

| | -Bonded Indebtedness- | | -Interest Charges- | |
|------------------------------------------------------------------------------|-----------------------|-------------------|--------------------|------------------|
| | Dec. 31 '14. | Dec. 31 '16. | Dec. 31 '14. | Dec. 31 '16. |
| I. M. M. Co. bonds (old bonds retired in full Oct. 6 1916) 5s & 4½s | \$70,226,000 | \$39,497,000 | \$3,248,330 | \$2,369,820 |
| Oceanic Steam Nav. Co., Ltd., debentures—less sk. fd., &c. | 12,076,063 | 10,879,714 | 543,423 | 489,587 |
| British & No. Atlantic Steam Nav. Co., Ltd., 4½% & 5% debts | 339,500 | None | 15,724 | None |
| Fred. Leyland & Co., Ltd., 4% debts, retired (except £3,300 covered by cash) | 1,504,470 | 60,179 | 640 | |
| Total | 84,146,033 | 50,376,714 | 3,867,656 | 2,860,047 |
| Reduction | | 33,769,319 | | 1,007,609 |

Operations.—Although steamers have been lost through submarines and raiders, the entire fleet was operated in 1916 with the loss of only one steamer from ordinary marine perils.

Grateful acknowledgment is also recorded of the protection afforded steamers by the British navy and of the very thorough manner in which the United States has supplied during the current year to each of your American flag steamers an efficient armed guard which enabled them to be operated, with passengers, cargo and mails, through the war zone.

Even after eliminating the very large premiums for war risk insurance, the cost of operating steamers during the year 1916 practically doubled, due to large increases in wages in all branches of the service and to the great advance in the cost of all supplies, equipment and repairs. The passenger business, due to present conditions and passport restrictions, has dwindled to comparatively insignificant proportions, while the freight traffic has grown both in volume and in revenue produced.

Service Through Panama Canal.—During the Panama-Pacific Exposition at San Francisco in 1915 the Finland and Kronland were operated between New York and San Francisco, via the Panama Canal. It is our intention to re-establish this line when trade conditions on the North Atlantic justify withdrawing the steamers from that service.

New Vessels.—Since Aug. 1914 only a comparatively small amount of tonnage under construction has been delivered, owing to delays and difficulties brought about by the European war. Your company and its subsidiaries now have under construction and ordered in Great Britain and the United States steamers of a gross registered tonnage amounting to 248,800.

Insurance.—By reason of the receivership the company's insurance fund was discontinued in April 1915, and all marine risks, which up to that time had been carried in the fund, were transferred to outside insurance co's.

On Jan. 1 1917 your directors decided to reopen the insurance fund and cover therein the marine insurance on all the steamers owned by the company and its subsidiaries, a large percentage of such risk being then insured with outside underwriters. The fund does not carry any war risk insurance. The steamers belonging to your company and its subsidiaries are insured at fair valuations against war risks through protective associations and with outside underwriters.

Purchase of Interest in Shipbuilding Corporation.—In view of the desirability of obtaining an interest in a modern, fully equipped shipyard in the United States, in order to secure for the company facilities for the advantageous construction of steamers under the American flag, your directors approved of the Atlantic Transport Co. of W. Va. availing of an opportunity to purchase an interest in the share capital of the N. Y. Shipbuilding Corporation, whose plant is located at Camden, N. J. Your company now has three steamers under construction at this plant. (V. 103, p. 2244, 2159, 2083, 1986, 1890.)

Purchase of Steamships.—In August 1915 an opportunity offered to acquire from the Pacific Mail S. S. Co. five steamships, which was availed of by the Atlantic Transport Co. of W. Va. on favorable terms. Subsequently three of these ships were sold at a material profit for service on the Pacific, and the Mongolia and Manchuria were placed in the New York-London service of the Atlantic Transport Co. (V. 101, p. 618.)

In Jan. 1917 the Atlantic Transport Co. of W. Va. purchased from the Great Northern S. S. Co. on favorable terms the American S. S. Minnesota.

Mail Contract.—The contract with the United States Government for the carriage of mails to Great Britain by your American Line steamers, which expired Oct. 12 1915, was renewed by the Post Office Department for a further period of 5 years from that date on the same terms and conditions.

Cash and Cash Assets.—On Dec. 31 1916 the "marketable stocks and bonds" and "cash," appearing under "current assets," (a) of your company and the constituent companies which it entirely owns, and (b) of the Leyland company, were as follows:

| | (a) | (b) | Total. |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|---------------------|---------------------|
| Marketable stocks and bonds | \$17,907,463 | \$24,487,830 | \$42,395,293 |
| Cash | 5,607,025 | 4,406,560 | 10,013,585 |
| Total | \$23,514,488 | \$28,894,390 | \$52,408,878 |
| Deduct—Amount payable for taxes and excess profits duty accrued to Dec. 31 1916 | | | 23,510,218 |
| Proceeds of British steamers lost or sold, in replacement of which other vessels must ultimately be secured, in order to adequately maintain services at their pre-war standard | | | 8,175,000 |
| Balance, including working capital | | | \$20,723,661 |

[The fleet as of June 30 1917 consists of 101 ships with a gross registered tonnage of 939,128, against 124 ships with a gross registered tonnage of 1,115,861 as of Dec. 31 1913. Steamers under construction and ordered June 30 1917, 248,800 gross tons.]

COMBINED EARNINGS OF THE COMPANY AND SUBSIDIARIES.

| Calendar Years— | 1916. | 1915. | 1914. |
|-----------------------------------------------------------------|---------------------|---------------------|---------------------|
| Gross earnings, after providing for British excess profits duty | \$60,602,010 | \$51,056,579 | \$43,378,527 |
| Miscellaneous earnings | 9,514,104 | 4,307,588 | 2,242,029 |
| Total earnings | \$70,116,114 | \$55,364,167 | \$45,620,556 |
| Operating & general expenses, including miscellaneous interest | 40,471,441 | 34,217,230 | 38,700,414 |
| Net earnings | \$29,644,673 | \$21,146,937 | \$6,920,142 |
| Fixed charges | 3,698,023 | 3,805,910 | 3,613,113 |
| Profit before providing for depreciation on steamships | \$25,946,650 | \$17,341,027 | \$3,307,029 |

The foregoing includes the earnings from operations, viz.: American, Red Star, White Star, Atlantic Transport and Dominion Lines, together with dividends received from the Leyland Co. and other partly owned companies. The surplus Dec. 31 1913 was \$1,268,997; adding profit for 1914, \$3,307,029; for 1915, \$17,341,027, and for 1916, \$25,946,650, makes a total of \$47,863,703, and deducting amounts appropriated for depreciation on steamships, 1914, 1915, 1916, \$23,134,501, and miscellaneous adjustments, \$43,030, leaves a surplus as shown by balance sheet of Dec. 31 1916 of \$24,686,172.

CONSOL. BALANCE SHEET DEC. 31 (Including Constituent Companies).

| | 1916. | 1915. | 1914. |
|----------------------------------------------------------------|--------------------|--------------------|--------------------|
| Assets— | | | |
| *Cost of properties | \$142,528,872 | \$171,067,052 | \$169,748,244 |
| Investments in— | | | |
| Frederick Leyland & Co., Ltd. | 11,965,177 | 11,965,177 | 11,965,177 |
| Other investments | 3,732,618 | 2,973,043 | 2,928,326 |
| Cash on hand, &c. | 5,607,025 | 12,117,860 | 4,251,478 |
| Accounts, &c., receivable | 18,379,489 | 7,766,651 | 5,058,672 |
| Bills receivable and loans | | 194,000 | |
| Agency balances | 434,331 | 378,850 | 480,719 |
| Marketable stocks and bonds | 17,907,363 | 10,746,998 | 479,104 |
| Inventories | 1,025,991 | 892,248 | 819,492 |
| National Line (current account) | | | 59,205 |
| Deferred charges | 2,707,537 | 2,905,413 | 3,033,872 |
| Total | 204,288,403 | 221,007,291 | 198,824,290 |
| Liabilities— | | | |
| a Preferred stock | \$51,725,500 | \$51,725,721 | \$51,725,721 |
| Common stock | \$49,872,000 | \$49,872,110 | \$49,872,110 |
| Capital stock of British & North Atlantic Steam Nav. Co., Ltd. | 243 | 243 | 243 |
| 1st M. & Collat. Trust 6% bonds | 39,497,000 | | |
| 5% 1st M. sinking fund bonds | | 17,632,000 | 17,632,000 |
| 4½% Mtge. & Collat. Trust bonds | | 52,594,000 | 52,594,000 |
| Debenture bonds of constituent companies held by public | 10,879,714 | 11,466,564 | 12,415,564 |
| Loans on mortgage | 365,156 | 378,812 | 392,306 |
| Loans, bills payable, &c. | 2,045,635 | 213,830 | 3,004,478 |
| Accounts payable | 13,152,696 | 11,503,305 | 3,359,639 |
| Agency balances | 203,036 | 589,684 | 281,937 |
| Interest accrued | 619,313 | 5,393,503 | 2,166,981 |
| Reserve for liabilities | 2,109,809 | 992,106 | 757,106 |
| Leyland Line current account | | | 49,832 |
| Miscellaneous reserves | 5,285,423 | 1,540,356 | 1,525,287 |
| Deferred credits | 3,846,706 | 2,556,929 | 2,080,617 |
| Surplus | 24,686,172 | 14,548,128 | 966,468 |
| Total | 204,288,403 | 221,007,291 | 198,824,290 |

* Combined undertakings and their properties at cost to the I. M. M. Co. In bonds, stocks and cash. a After deducting \$8,274,500 in treasury; dividends unpaid since Dec. 1 1902. b After deducting \$10,128,000 in treasury. As to the Oceanic Steam Navigation Co. (a sub. co. of the I. M. M. Co.) report for 1916, see below.—V. 104, p. 2556, 2347.

International Nickel Co., New York.
 (Results for Three Months ending June 30 1917.)

CONSOLIDATED INCOME ACCOUNT.

| | —3 Mos. end. June 30— | | —Years end. March 31— | |
|--------------------------------------------------------------------|-----------------------|----------------------|------------------------|------------------------|
| | 1917. | 1916. | 1917. | 1916. |
| Earnings of constituent cos. (mfg. and selling exp. deducted, &c.) | \$4,388,595 | \$3,959,134 | \$16,728,913 | \$14,091,612 |
| Other income | 69,268 | 66,362 | 250,695 | 249,354 |
| Total income | \$4,457,862 | \$4,025,396 | \$16,979,608 | \$14,340,966 |
| General expenses, &c. | 896,368 | 222,422 | 1,430,371 | 870,860 |
| Net Income | \$3,561,495 | \$3,802,974 | \$15,549,237 | \$13,470,106 |
| Deduct— | | | | |
| Depreciation of plants | \$487,678 | \$497,400 | \$936,000 | \$806,000 |
| Mineral exhaustion | | | 1,039,941 | 900,828 |
| Foreign cos. not included | | | 15,325 | 15,000 |
| Preferred dividends (1½%) | 133,689 | 133,689 | (6)534,756 | (6)534,756 |
| Common dividends | *2,510,076 | *3,316,763 | 10,040,304 | 9,431,803 |
| Per cent. | (6%) | (8%) | (24%) | (23%) |
| Total deductions | \$3,131,443 | \$3,977,857 | \$12,566,327 | \$11,688,386 |
| Balance, sur. or def. | sur. \$430,052 | df. \$174,883 | sr. \$2,982,910 | sr. \$1,781,720 |

* Dividends so marked are deducted by company from profit and loss, but are shown here for comparative purposes.

CONSOLIDATED BALANCE SHEET JUNE 30.

| | 1917. | 1916. | 1917. | 1916. |
|------------------------------|-------------------|-------------------|-------------------|-------------------|
| Assets— | | | | |
| Property account | \$46,124,208 | \$43,679,368 | \$41,834,600 | \$41,834,600 |
| Investments | 1,332,735 | 1,510,034 | 8,912,600 | 8,912,600 |
| Inventories at cost | 6,361,211 | 4,649,941 | 4,270,335 | 1,728,187 |
| Acc'ts receivable | 2,680,325 | 2,246,387 | 133,689 | 133,689 |
| Loans on call | 515,000 | 1,015,000 | 418,346 | |
| Certif. of deposit | 2,030,000 | 2,030,000 | | |
| Cash | 5,543,034 | 4,137,633 | 218,060 | 193,208 |
| Total | 64,586,516 | 59,268,364 | 61,586,516 | 59,268,364 |
| Liabilities— | | | | |
| Common stock | | | \$41,834,600 | \$41,834,600 |
| Preferred stock | | | 8,912,600 | 8,912,600 |
| Accounts payable | | | 4,270,335 | 1,728,187 |
| Pref. div. due May | | | 133,689 | 133,689 |
| Extra com. div. | | | 418,346 | |
| Accident and insurance funds | | | 218,060 | 193,208 |
| Profit & loss surp. | | | \$8,798,886 | 6,466,080 |
| Total | 64,586,516 | 59,268,364 | 61,586,516 | 59,268,364 |

a Before deducting the quarterly dividend of 6% paid June 1 1917, but after deducting from surplus April 1 1917, \$6,277,105, an extra dividend on common stock of 25 cts. per share, paid July 20 1917, amounting to \$418,346.—V. 104, p. 2227, 1902.

GENERAL INVESTMENT NEWS

RAILROADS, INCLUDING ELECTRIC ROADS.

Atlanta & Charlotte Air Line Ry.—Bonds Listed.—

The N. Y. Stock Exchange on July 11 directed that on and after July 16 1917 \$4,000,000 First Mtge. 30-year 5% bonds, Series B, due July 1 1944, be added to the list, making the total amount authorized to be listed \$14,500,000. There are also outstanding and listed \$5,500,000 Series A 4½s, due 1944. See V. 104, p. 1044, 1898.

Buffalo Rochester & Pittsburgh Ry.—Equipment Bonds Offered.—Colgate, Parker & Co. and Tilney, Ladd & Co., of N. Y., and Graham, Parsons & Co., Phila., are offering, at prices for average maturities to yield 5½%, an issue of \$1,600,000 5% Equipment Series "J" gold bonds, dated July 1 1917. Int. A. & O. Denom. \$1,000 e*.

Trustee, Guaranty Trust Co. of N. Y. Exempt from 4-mill Penn. State tax. These bonds mature in semi-annual installments of \$50,000 each from April 1 1918 to Oct. 1 1933, inclusive.

Security.—The direct obligation of the company and will be secured upon the following equipment, or, until the equipment is delivered, by cash to an amount at least 20% in excess of this issue: 6 heavy Mallet locomotives, 16 light Mallet locomotives, 5 Mallet locomotives, 3 Pacific type locomotives, 5 switching locomotives, 1 wrecking crane and 15 caboose cars. Title to this equipment will be vested in the trustee, as security for the bonds, until the entire issue has been paid.

Equity.—This equipment will cost \$2,065,000, thereby creating an original equity of over 22% for this issue.

Earnings.—For the six mos. ended Dec. 31 1916, net earnings were \$2,134,999 as against fixed charges, rentals, &c., of \$1,051,969. For the five years ended June 30 1916, annual net earnings averaged \$3,640,000 as against fixed charges, rentals, &c., of \$2,014,000. Since 1902 the company has paid annual dividends of 6% on its \$6,000,000 pref. stock, and annual dividends of at least 4% on its common stock, of which there is now outstanding \$10,500,000.—V. 104, p. 2116, 1483.

Central Jersey Traction Co.—Merger—Data.—

See United National Utilities Co. below.—V. 104, p. 451.

Chambersburg Greencastle & Waynesb. St. Ry.—Sale

See Hagerstown & Frederick Ry. below.—V. 92, p. 186.

Chesapeake & Ohio Northern RR.—Service.—

See Chesapeake & Ohio Ry. below.—V. 101, p. 1884.

Chesapeake & Ohio Ry.—New Line Opened.—

This company's new cut-off line, the Chesapeake & Ohio Northern RR., giving a direct route to the Great Lakes, by the use of 32 miles of trackage rights on the Norfolk & Western has been opened for service. The new line extends from Edgington, Ky., to Glen Jean, Ohio, including a \$2,000,000 bridge across the Ohio River at Sciotoville, Ohio. Total cost of the line it is stated was about \$4,000,000.—V. 105, p. 180.

Chicago Burlington & Quincy RR.—Called—Report.—

One hundred and sixty-five Denver Extension (Collateral Trust) 4% bonds of \$1,000 each and 32 of \$100 each, totaling \$168,200, have been called for payment Aug. 1 at par and int. at New England Trust Co., Boston. The outstanding indebtedness on this issue, which matures Feb. 1 1922, is \$953,160. The annual report appears on other pages of to-day's "Chronicle."—V. 105, p. 72.

Chicago Milwaukee & St. Paul Ry.—Reduction in Dividend on Common Stock—Official Statement.—The company has declared a semi-annual dividend of 2% on the \$117,406,000 common stock, payable (with the usual 3½% s.-a. on the pref. stock) Sept. 1 to holders of record Aug. 7. This is a reduction in the annual rate from 5% to 4%, the former rate having been maintained regularly on the common shares since 1911, except in Sept. 1915, when 2% was paid. From 1902 to 1911 7% was paid each year.

President Earling was quoted July 26 as saying:

A statement of earnings was presented at the meeting this afternoon which led the directors to decide that the only conservative thing to do was to reduce the common dividend to a 4% annual basis. The unfavorable showing of net earnings in that statement was due chiefly to the rapid and tremendous increase in expenses because of the leaps and bounds in the prices for fuel, materials and supplies and practically everything that the railroads have to buy.

In Washington, owing to severe heat, the winter-wheat crop will not be more than 65% of normal. In Montana there have been rains recently, which have helped crop conditions, which are about fair. In the more easterly States, namely, North and South Dakota, Minnesota, Wisconsin, Iowa and Illinois, all the crops are looking well.

General business is keeping up well.

A letter signed by V.-Pres. H. R. Williams to shareholders regarding the dividend reduction, sets forth the following data:

The cost of the Pacific Coast extension, slightly exceeding 3,000 miles in length, amounted to \$260,000,000. In addition, about 658 miles of second main line track has been built at an expenditure of \$36,000,000. This increase in mileage, track and terminal facilities has necessitated outlays for motive power and rolling stock amounting to \$61,000,000.

To meet these expenditures the company has issued from time to time an aggregate of \$234,000,000 mortgage bonds and \$125,800,000 stock. With the exception of about \$50,000,000 of the bonds, which bear interest at 5%, the interest rate ranges from 4% to 4½%. No short-time notes nor car trust certificates have been issued. The fixed charges, however, have increased approximately \$9,500,000.

The developments of the last two years have confirmed the judgment of the directors as to the necessity of the Puget Sound extension. If conditions affecting the operation of the railroads, particularly as to labor, material and supplies, had not radically changed within the last year or two, it is asserted that the St. Paul would easily have earned its interest charges, usual dividends and a substantial surplus. For the six months ended June 30 the increase in wages alone was approximately \$2,000,000.

Because of the radical change in operating conditions that has taken place, the board decided to pursue a conservative course and reduce the common stock dividend from 5% to 4%.

Relief for President.—The following is authoritative:

In line with the desire expressed by President Earling last autumn, that he be relieved of some of the duties of his office, the board on July 26, at its first full meeting since the annual meeting, authorized the President to appoint a committee to co-operate with him in making the changes in the by-laws and organization of the company to carry out his wishes. The President thereupon appointed P. A. Rockefeller, John D. Ryan and J. Ogden Armour.

Mr. Earling has not handed in his resignation and expressly stated that he would not sever his connection entirely with the company. It is indicated that he will remain with the road probably as Chairman of Board as soon as necessary changes in the by-laws and organization are effected.—V. 105, p. 72.

Chicago North Shore & Milwaukee RR.—Serial Notes

Offered.—The National City Co., N. Y., and Halsey, Stuart & Co., Chicago, are offering at 99½ for one year maturities, 99 for two-year maturities, and 98½ for three-year maturities, an issue of \$885,000 6% serial gold notes, of which \$180,000 due in one year are unsecured, and the balance, \$705,000, are secured by deposit of Chicago North Shore & Milwaukee RR. First Mtge. bonds, \$460,000 of such bonds

being deposited to secure \$345,000 notes due in two years, and \$480,000 bonds being deposited to secure \$360,000 notes due in three years. A circular shows:

The bonds are dated July 1 1917. Due: \$180,000 July 1 1918; \$345,000 July 1 1919; \$360,000 July 1 1920. Int. J. & J. in N. Y., or Chicago. Denom. \$1,000, \$500 and \$100 (1918 maturity in \$1,000 denom. only) e*. Callable, all or part, upon 30 day's published notice, the one-year notes at 100 and int., the two-year notes at 100½ and int., and the three-year notes at 101 and int. for the first two years of their life and at 100½ and int. thereafter. Interest now payable without deduction of the normal Federal income tax. Trustee, Continental & Commercial Trust & Sav. Bank, Chic.

Digest of Letter of Chairman Insull, Chicago, Ill., July 23 1917.
Company.—Owns and operates the electric railroad property connecting the cities of Evanston, Ill., and Milwaukee, Wis., with a branch line extending from Lake Bluff, Ill., to Arca, Ill., the entire property embracing 84.54 miles of road and 167.60 miles measured as single track. There is also pledged in the interest of this company, as additional security for its First Mtge. bonds, the entire capital stock of the Chicago & Milwaukee Electric Ry. Co. of Wis., which owns the terminal facilities in Milwaukee.

Capitalization.—Capital stock is nominal sum of \$100,000, made up of 170,000 participation certificates, no face value expressed.

| | | |
|----------------------------------------------------------------|--------------|-------------|
| First Mortgage 5% gold bonds, due 1936 | \$10,000,000 | \$4,060,000 |
| 6% serial gold notes (this issue) | 885,000 | 885,000 |
| General Mortgage 5% gold bonds, due 1936 | 1,500,000 | 460,000 |
| Equipment Trust 6% notes, due serially Jan. 1 1918—Jan. 1 1927 | 170,000 | 161,500 |

Of the authorized amount of Gen. Mtge. bonds (\$1,500,000) \$1,180,000 were issued, of which amount \$240,000 have since been canceled and retired, \$460,000 are outstanding, and the remaining \$480,000 are in the treasury, and may be re-issued only with the consent of the P. U. Comm. of Ill. and the Railroad Comm. of Wisconsin.

Of the authorized amount of Equipment Trust 6% notes (\$170,000) \$8,500 have been paid and canceled at maturity.

Purpose of Issue.—These notes will be used for capital expenditures made or to be made subsequent to July 1 1916.

Security.—A direct obligation of the company; the \$345,000 maturing in 1919, and the remaining \$360,000 due 1920 are specifically secured as above shown.

Security of Pledged 1st M. Bonds.—For description of this issue see V. 103, p. 1031.

Earnings.—Consolidated statement of the earnings and expenses of the property for the 12 months ending July 31.

| | | |
|---------------------------------------------------------------------------|-------------|-------------|
| 12 Months ending July 31— | *1917. | 1916. |
| Total operating revenue | \$1,447,627 | \$1,102,817 |
| Net, after taxes and maintenance | 446,631 | 338,249 |
| Miscellaneous income | 1,689 | 41,655 |
| Net, available for interest charges, deprec., &c. | 448,321 | 379,904 |
| Annual int. on \$4,060,000 First M. 5s and \$885,000 6% serial gold notes | 256,100 | |

For full data relative to this company, its properties, franchises, &c., and description of bonds see V. 103, p. 1031.—V. 104, p. 2342.

Chicago & Western Indiana RR.—Collateral Gold Notes

Offered.—J. P. Morgan & Co., First National Bank, National City Co., and Harris, Forbes & Co., are offering at 99¾ and int., to yield about 6¼%, \$15,000,000 one-year 6% Collateral gold notes, dated Sept. 1 1917, due Sept. 1 1918. Int. M. & S. at the office of J. P. Morgan & Co. Coupon notes in denominations of \$1,000, \$5,000 and \$10,000. Authorized issue limited to \$15,000,000. Redeemable, in whole but not in part, at 100½ and int., on sixty days' notice. Bankers Trust Co., N. Y., trustee. See advertising pages.

Digest of Letter from Pres. Howard G. Hetzler, Chic., July 24 1917.

Purpose of Issue.—To retire \$12,935,000 notes which will mature Sept. 1 and, in anticipation of the sale of long-term bonds, to provide funds for additions made necessary by the growth of traffic handled in Chicago and by municipal requirements such as elevation and rearrangement of tracks. The portion of the proceeds applicable to such improvements, until so expended, will be held under the First & Refunding Mortgage, and will provide for capital requirements for the ensuing year.

Security.—These notes are to be secured by the deposit of \$21,000,000 Series "A" 5% First & Refunding bonds of 1912, such bonds being part of \$22,250,000 of Series "A" bonds secured by the mortgage. The remainder \$1,250,000, are to be pledged to secure \$1,000,000 notes to be taken by the Belt Railway Co. of Chicago, an affiliated corporation, in connection with expenditures on the "Belt Railway" division.

First & Ref. Mtge.—The First & Ref. Mtge. is a first lien on the company's "clearing yard," constructed to simplify freight interchange at Chicago and reduce the operating costs of railroads entering that city. The so-called "clearing yard" includes about 1,810 acres, having about 150 miles of yard tracks and other facilities and represents an actual cash expenditure of about \$10,000,000.

In addition, the First & Ref. Mtge. is a junior lien on all the remaining property of the company, including 137.7 miles of main tracks and 237 miles of freight and passenger yard and siding tracks and other facilities owned in fee. In a recent appraisal the real estate owned, alone, was valued as railroad property at \$96,057,951. The total valuation as of Mar. 1 1917, including construction, additions and improvements, was \$128,011,827. The company's total debt, including all prior liens and the notes, but excluding the First & Ref. Series "A" bonds, pledged as collateral security, amounts to \$66,000,000.

Company's Two Divisions.—(a) Passenger terminal and main tracks leading thereto, and (b) its "Belt Railway" division utilized entirely for freight interchange between the railroads entering Chicago. This "Belt Ry." division, which includes the "clearing yard" above mentioned, is controlled by and operated in the interest of the following companies:

| | |
|-----------------------------------|------------------------------|
| Pennsylvania Co. | Minn. St. P. & S. S. M. Ry. |
| Atch. Top. & Santa Fe Ry. | Chic. & Eastern Illinois RR. |
| Illinois Central RR. | Chic. Ind. & Louisville Ry. |
| Chicago Burlington & Quincy RR. | Erie RR. |
| Chicago Rock Island & Pacific Ry. | Grand Trunk Western Ry. |
| Chesapeake & Ohio RR. of Ind. | Wabash RR. |

Operating Company.—These twelve companies control the operation of the "Belt Railway" division through an operating company, called the Belt Railway Co. of Chicago, all of whose stock is owned by the twelve companies. Through this operating company these roads have a 50-year exclusive lease of the "Belt Railway" division, under which the annual rentals payable to the C. & W. Ind. RR. are made up of interest at an agreed rate on the original valuation of the "Belt Railway" division, plus interest at the rate paid by the C. & W. Ind. RR. on all funds borrowed for improvements and betterments to the division. The operating company also pays all maintenance charges and taxes. The present rental payable to the C. & W. Ind. RR. is \$1,229,513 annually, of which \$798,899 is payable directly to the trustee of the First & Ref. Mtge. in monthly installments.

Of the twelve roads mentioned above, the last five own all of capital stock of the C. & W. Ind. RR., and, in addition to their interest in the "Belt Railway" division, they jointly use the station terminal properties, including the "Dearborn Station" and its connecting tracks, for all their freight and passenger business under 999 year leases, in force many years.

Supplemental Lease.—The five proprietary companies are to execute a further supplemental lease with the company, providing for a joint and several obligation to pay the sinking fund of \$159,060 annually on the Series "A" 5% bonds; also the interest on the entire amount of Series "A" bonds, except interest on an amount (not exceeding \$1,000,000) of bonds, the proceeds of which may be expended on property leased exclusively to one of the proprietary companies, in which event the interest on the bonds so applied to such exclusive property becomes the sole obligation of the lessee thereof.

The Atchison Topeka & Santa Fe, although owning no stock of the C. & W. Ind. RR., also uses the company's tracks and station under a long term lease providing for a fixed annual rental, plus a proportionate share of expenses and taxes and cost of improvements. These six railroad companies, including the Atchison, are obligated to pay rentals as an absolute condition of the handling of their Chicago passenger business, over the

leased property while the same condition exists as to all the six companies except the Atchison as regards their freight business.
For additional data in the above connection see V. 101, p. 693.—See also annual report in V. 105, p. 176.

Cincinnati Hamilton & Dayton Ry.—Sale Confirmed.—U. S. District Judge Hollister in Cincinnati on July 17 declined to set aside the confirmation of the sale of the Ironton branch. The Delphos division was recently ordered resold as an entirety. It was shown to the Court that the portion of the Ironton division sold to Joseph Joseph & Brothers Co., Cincinnati, for scrap, does not serve more than 500 persons, all of whom are served by a competing line of railway; whereas the portion of the Delphos division sold to the Joseph Co. served 20 towns and several thousand persons.

The U. S. District Court in Ohio has already, it is stated, approved the acquisition by the Baltimore & Ohio of the main line from Cincinnati to Toledo, and terminals, from Dayton to Wellston, with branches to River-ton and Buckeye Furnace, from Ironton Junction to Berlin, Hamilton to East Middletown, Troy to Piqua, Deshler to Findlay, Tontogany to North Baltimore and the Ilono Ave. RR.—V. 105, p. 72.

Cleve. Southwest. & Colum. Ry.—Bonds Extended.—The Ohio P. U. Commission has granted this company permission to extend from Aug. 1 1917 to Aug. 1 1922, payment of the \$100,000 First Mtge. 6% gold bonds of the Elyria & Oberlin Electric Ry., a controlled property.—V. 105, p. 186.

Delaware & Hudson Co.—Secured Gold Notes Placed.—Kuhn, Loeb & Co. and the First National Bank have purchased and placed privately an issue of \$9,000,000 3-year 5% secured gold notes, due Aug. 1 1920. Interest F. & A. Coupon notes in denomination of \$1,000 each. Entire issue (but no part thereof) is redeemable on any interest date on 60 day's notice upon payment of a premium equal to 1/4% for each six months until maturity of the notes.

The notes are secured by pledge with the United States Mortgage & Trust Co., trustee, of the following collateral:
\$7,300,000 face value Del. & Hudson Co. Ref. M. 4% gold bonds, due 1943.
3,500,000 face value Albany & Susquehanna RR. Co. First Mortgage 3 3/4% gold bonds, due 1946.
400,000 par value Alb. & Susq. RR. Co. guaranteed stock.
500,000 par value Rensselaer & Saratoga RR. Co. guaranteed stock.—V. 105, p. 290.

Denver & Rio Grande RR.—Deposits of Common and Pref. Stock Called for.—The protective committee for pref. and common stock, John W. Platten, Chairman, urges the deposit of both classes of stock with the depository, United States Mortgage & Trust Co., N. Y. See adv. pages.

The committee states that it is imperative that holders of stock unite for the protection of their interests, in view of the judgment for \$38,000,000 entered against the company in favor of the old Western Pacific bondholders. Compare V. 104, p. 2116.—V. 105, p. 283, 180.

Erie RR.—Application to List.—Application has been made to list \$19,627,100 4% 50-year, series D, Convertible bonds of this company, due April 1 1953.—V. 104, p. 2553, 1898.

Grand Trunk Ry.—President.—Vice-Pres. H. G. Kelley has assumed the duties of Pres. E. J. Chamberlin, who has been granted three months leave of absence.—V. 105, p. 180.

Hagerstown & Frederick (Md.) Ry.—Purchase.—The directors voted on July 19 to acquire the assets or control of the Chambersburg Greencastle & Waynesboro Electric Ry. and to authorize the issuance of notes and securities in payment therefor.

It is stated that the holders of a majority of the \$600,000 capital stock (\$300,000 non-cum. pref.) of the Chambersburg Co. have agreed to the sale of this 30-mile line extending from Chambersburg to Pen-Mar, and also an electric light and power plant in Waynesboro.—V. 104, p. 2010, 1800

Illinois Central RR.—Vice-President.—T. J. Foley succeeds W. L. Park as Vice-President.—V. 105, p. 73.

Interborough Rapid Transit Co.—New Line Opened.—See Rapid Transit in New York below.—V. 104, p. 2452.

Jersey Central Traction Co.—Merger Data.—See United National Utilities Co. below.—V. 104, p. 2235.

Kansas City & Pacific RR.—Coupons.—The interest matured Feb. 1 1917 on the First Mtge. Guar. 4% Gold Bonds, due 1990, will be paid on presentation of coupons on and after July 31 1917, but payment of interest due Aug. 1 1917 will be deferred.—V. 104, p. 256.

Kentucky Securities Corporation.—New Stock.—Under resolution adopted by the directors on June 29 1917, the holders of both the \$2,154,920 pref. and \$2,052,287 com. stock of record July 17 1917 are entitled to subscribe on or before Aug. 15 for \$345,000 new pref. stock, being the remainder of the authorized issue of \$2,500,000, in amounts equal to 8.2% of their holdings, at the subscription price of 82 1/2% of par value (\$100) plus accrued dividends at the rate of 6% per annum from July 1 1917. Payments must be made in full on or before Aug. 15 1917, or, at the option of the holder, as follows: \$22 50 per share Aug. 15 1917; \$20 per share Oct. 1 1917; \$20 per share Jan. 1 1918, and \$20 per share April 1 1918. Interest will be allowed at 6% per annum upon all partial payments. Total authorized stock, \$2,500,000 each common and pref. Responsible bankers have agreed to purchase so much of the preferred stock as may not have been subscribed for by the stockholders on or before Aug. 15 1917. Chandler & Co., Phila., are quoted as stating that the proceeds will be used for improvements.—V. 104, p. 73.

Kings Lake Shore RR. (California).—Bonds—Stock.—This company, organized in May last to construct a 21-mile standard gauge railroad from Corcoran, Kings County, Cal., through agricultural territory, has been authorized by the California RR. Comm. to make a mortgage to secure an issue of \$500,000 First Mtge. 6% 20-year bonds, of which \$311,000 are now issuable with \$104,000 stock each to be sold at par.

Long Island RR.—Stock Stricken from List.—The capital stock has been dropped from the list of the N. Y. Stock Exchange, substantially all of the shares not previously owned by the Pennsylvania RR. having been acquired by that company under plan of Feb. 13. See V. 104, p. 663, 1899, 2452.—V. 105, p. 290.

Marshall & East Texas Ry.—Sale.—Judge Gordon Russell in the U. S. District Court at Sherman, Tex., on July 18 issued an order directing the sale of this property at an upset price of \$675,000, at Marshall, Tex. on Sept. 4. Compare V. 104, p. 1899.

Mexico Tramways Co.—Sub. Company Payment.—The Mexico Electric Tramways on July 10 began paying in London coupons Nos. 36, 37 and 38, due July 1 1916, Jan. 1 and July 1 1917, respectively, on the outstanding \$400,000 5% First Charge "A" debentures.—V. 103, p. 2078.

Missouri Kansas & Texas Ry.—Guaranteed Interest.—See Kansas City & Pacific RR. above.—V. 105, p. 73.

Missouri Pacific RR.—Listing of Securities of Reorganized and Consolidated Company.—The New York Stock Exchange on July 10 authorized the listing of the following new securities at once or on notice that they have been distributed and are in the hands of the public, viz.:

| | On July 11. | On Notice. | Total. |
|----------------------------------------|--------------|--------------|--------------|
| Convertible pref. stock v. t. c. | \$32,668,000 | \$39,132,100 | \$71,800,100 |
| Common stock v. t. c. | 34,941,000 | 47,898,500 | 82,839,500 |
| 1st & Ref. bds. Ser. A due Feb. 1 1965 | | 24,238,000 | 24,238,000 |
| do do Ser. B, due Jan. 1 1923 | | 13,641,000 | 13,641,000 |
| do do Ser. C, due Aug. 1 1926 | | 9,044,000 | 9,044,000 |
| Gen. Mtge. 4% bonds due Mar. 1 '75 | | 51,350,000 | 51,350,000 |

Of the foregoing amounts, \$222,000 pref. stock, \$6,424,000 1st & Ref. Series A bonds and \$1,775,000 Gen. Mtge. 4s are issuable only when and as the following old bonds are retired (see plan in V. 101, p. 130; V. 103, p. 406), viz.: (a) \$5,840,000 Mo. Pac. Ry. consol. 1st 6s, due Nov. 1 1920, exchangeable for 110% in new Series A 5s; (b) \$216,000 Lexington Div. 1st Mtge. 5s, due Aug. 1 1920, exchangeable for 100% in new 5% pref. stock; (c) \$1,632,000 Cent. Branch U. P. Ry. 1st Mtge. 4s, due June 1 1948, and \$143,000 Cent. Branch Ry. 1st Mtge. 4s, due Feb. 1 1919, both lots exchangeable for 100% in new Gen. Mtge. 4s; (d) \$6,000 Leroy & Caney Valley 1st 5s, due July 1 1926, exchangeable for 100% in new 5% pref. stk.—V. 105, p. 181.

Nashville-Gallatin Interurban (Elec.) Ry.—Sale.—Chancellor James B. Newman in Part II of the Chancery Court at Nashville, Tenn., on July 20 handed down a decree ordering the sale of this company's property to the highest bidder on Sept. 25 at the Davidson County courthouse. The terms of the sale will be 1-3 cash and the balance in six and twelve months, with interest bearing notes and a lien retained upon the property to secure payment.

The road is sold subject to lien of 1917 taxes and to whatever liability may be involved in five damage suits for personal injuries now pending against the road.—V. 103, p. 2429.

North Jersey Rapid Transit Co.—Rate Increase.—The P. U. Commission at Trenton on July 21 granted this company permission to increase its rate of fare from 5 to 6 cents in each of its five zones.

The company, which was incorporated in 1908, operates between Paterson, N. J., and Suffern, N. Y., a distance of 15 miles. It has been unable to pay the interest upon its bonded debt, and has been in receiver's hands for several years. The deficit at the end of the year 1916, it is reported, amounted to \$151,546, being the result of six years' business. The company's outstanding capital stock Dec. 31 1915 was \$800,000 and 1st M. 5s \$800,000. H. H. Parmelee is receiver.

Northern Pacific Ry.—Mr. Elliott Elected Chairman of Executive Committee.—Howard Elliott, former President of the N. Y. N. H. & H. RR., has been elected Chairman of the executive committee, of this company.—V. 104, p. 2641, 1381.

Orleans-Kenner Electric Ry., New Orleans.—Receiver.—Upon the application of J. D. Purcell, representing certain security holders, Leigh Carroll has been appointed receiver of this property, operating a 16-mile line between New Orleans and Kenner, La. It is understood that these proceedings are of a friendly nature as offering a means to a satisfactory readjustment of the company's affairs.

Harry K. Johnson and Mr. Purcell are said to be the chief owners of the issue of \$250,000 First Mtge. 6% gold bonds, the greater part of which, it is said, stands pledged to Bertron, Griscom & Co., New York, for money advanced.

The company has outstanding \$250,000 capital stock of a total issue of \$3,000,000.

Philadelphia Rapid Transit Co.—Commission Approves Construction of High-Speed Lines—Annual Report.—The Pennsylvania P. S. Commission on July 23 granted the Philadelphia city authorities permission to construct all of the high-speed transit lines contemplated under the original Taylor transit program (V. 102, p. 2342), including:

(a) North and South Broad St. subways; (b) Chestnut St. subway; (c) 29th St. Parkway; (d) Subway delivery loop; (e) Darby elevated; (f) continuation of Frankford elevated.

On July 25 Director Twining, after a conference with Mayor Smith and Dr. William Draper Lewis in the Mayor's office, let six contracts, involving an expenditure of approximately \$15,000,000 for the construction of the main lines of the high-speed transit system. The contracts were let upon bids submitted by the contractors six months ago, irrespective of the rapid advance in prices.

All except one of the city's rapid transit measures, recently presented to the State Legislature, are reported to have failed.

The "Philadelphia Record" of July 27 says: The transit situation now hinges upon three factors: (1) The completion of the lease with the Rapid Transit Company; (2) the verdict of the steel mills as to whether they will supply the material for the subway construction at the figures and options given six months ago, when the bids were submitted to the city; (3) the action of the contractors to whom the awards were made at prices which it is conceded cannot be met at the present time.

See "Annual Report" on a preceding page.—V. 104, p. 2453.

Pittsburgh Shawmut & Northern RR.—New Receiver's Certificates.—Holders of receiver's certificates of indebtedness maturing Aug. 1 and Sept. 1 1917 are in receipt of the following from Receiver Frank Sullivan Smith, under date of July 28 1917:

In accordance with orders of the Supreme Court of N. Y. and of the U. S. District Court for the Western District of Penna., the receiver of the railroad company and the mortgaged properties of Shawmut Mining Co. and The Kersey Mining Co. will issue for exchange on the dates of maturity of the receiver's certificates maturing Aug. 1 and Sept. 1 1917, concurrently with paying all interest due, new two-year receiver's certificates duly authorized by the courts and by the P. S. Commissions of New York and Pennsylvania, the certificates bearing even date with the obligations maturing, with the privilege of call at any interest date at par and interest, upon notice, interest payable semi-annually at the rate of 6% per annum. The new certificates, together with accrued interest, will be deposited with Columbia Trust Co., N. Y., on or before the dates of the certificates maturing.

Copies of the orders and petitions upon which the same were granted may be had by any holder of certificates upon application to the receiver or to the trust company.—V. 105, p. 290.

Pittsburgh & West Virginia Ry.—Listed.—The N. Y. Stock Exchange has directed that on and after July 18 1917 \$9,070,800 preferred stock and \$30,236,000 common stock be listed, making total listed \$39,306,800 pref. stock and \$30,500,000 common stock. The Stock Exchange list of July 27 shows listed interim certificates as follows: Common, \$29,206,200; preferred, \$8,761,500.

Earnings.—For 3 months ending March 31 1917:

| | Wab.-Pitts. Term. Ry. | West Side Bell RR. | Consolidated. |
|--------------------|-----------------------|--------------------|---------------|
| Operating revenues | \$298,903 | \$152,180 | \$451,084 |
| Gross income | 59,846 | 65,946 | 125,793 |
| Underlying charges | 22,298 | 34,051 | 56,349 |
| Net income | \$37,548 | \$31,896 | \$69,444 |

—V. 104, p. 2553, 1490.

Puget Sound Traction, Light & Power Co.—Labor Troubles.—Stone & Webster on July 21 issued the following:

Tremendously increased activity in shipbuilding and other industries, together with increasing cost of living, has resulted in acute agitation among all classes of workmen in Western Washington. This agitation extended itself recently to the motormen and conductors of Puget Sound Traction, Light & Power Co. in Seattle and also to the trainmen of the Tacoma Railway & Power Co. in Tacoma, Wash.

In both cities very material increases in wages have been voluntarily granted during the past seven months, amounting in the case of six-year men to a 20% raise. In spite of this, further large increases were recently asked by the men. These requests were the subject of informal conferences in Seattle between the company officials and the men, and formal arbitra-

tion proceedings had been agreed upon in accordance with the provisions of the company's franchise when the Tacoma men demanded reinstatement of discharged employees. The Tacoma men struck and were followed in sympathetic strike by the Seattle trainmen, despite the pending arbitration proceedings.

It has thus far been impossible for the company to operate any cars in Seattle. Operation will, of course, be resumed as quickly as conditions make it possible. A few cars have been run in Tacoma. The city officials in Seattle have very properly taken the position that the running of the cars is a public necessity. They have first sought to secure their operation through the courts and application has been made for a receiver.

This action is simply an attempt to force settlement of the labor situation and the company's counsel feels that the application for a receiver has no legal foundation to support it.—V. 105, p. 290.

Rapid Transit in New York.—Operations, &c.—

On Monday, July 23, the *Interborough Rapid Transit Co.* began the operation of its Second Ave. elevated trains over the Queensboro Bridge to a connection with the new rapid transit lines in the Borough of Queens, extending to Astoria on the north and to Corona on the northeast. The Queens lines in the past have been operated by trains from the Queensboro Subway, running from a connection in Manhattan with the first subway at the Grand Central Station in 42d St. Under the new operation subway trains will be withdrawn from the Astoria service, and the elevated trains from the Second Ave. (Manhattan) line substituted. This will give to Queens both elevated and subway service from Manhattan and the Bronx at a single fare.

Preparations are being made to open the Broadway subway from Canal St. to 14th St. about Aug. 1, and every effort is being made to have the remainder of the line between 14th St. and Times Square ready for operation in the fall.

See annual report of Brooklyn Rapid Transit in full on subsequent pages.—V. 104, p. 2453, 2343.

Rochester Syracuse & Eastern RR.—Sale.—

The sale of this company's property at foreclosure under a judgment of the Supreme Court of N. Y. will be held Aug. 28, and it is expected that it will be bid in by the bondholders. The plan of reorganization has been accepted by the holders of certificates of deposit representing \$4,564,000 of the First Mtge. bonds and, it is expected, will take effect at once. Compare plan V. 104, p. 2642, 2119.

San Antonio (Tex.) Public Service Co.—Merger.—

The San Antonio Public Service Co. has been incorporated in Texas with a capital stock of \$4,700,000 for the purpose of taking over and operating the properties of the San Antonio Gas & Electric Co. and the San Antonio Traction Co., both recently controlled by the Southern Light & Traction Co. a subsidiary of the American Light & Traction Co. See page 111 of "Electric Railway" Section. The new company is also authorized in its charter to construct a system of interurban electric railways out of San Antonio, and it is reported will build a line between San Antonio and Austin, a distance of about 85 miles. The new company is headed by Emerson McMillin, New York, who is Chairman of the board of directors of the American Light & Traction Co.

San Antonio Traction Co.—Successor.—

See San Antonio Public Service Co.—V. 100, p. 1673.

Southern Light & Traction Co.—Successor.—

See San Antonio Traction Co. above.—V. 98, p. 1073.

Southern Pacific Co.—New Office Building.—

The new Southern Pacific Building in San Francisco, described as the largest office structure west of Chicago, is 92% complete, and arrangements are being made for its occupancy. The company's staff of 2,500 officials and employees will be moved from the Flood Building to the new building, which is located at the foot of Market St. Among the many latest appliances provided is a pneumatic tube delivery system modeled on the lines of a telephone exchange.—V. 104, p. 2119, 2012.

Toledo Peoria & Western Ry.—Time Extended.—Report.

Holders of this company's First Mtge. 4% bonds (\$1,895,000 outstanding) are notified that a majority of the outstanding bonds owned by the public having been deposited with the committee, the time for deposit has been extended until Aug. 15 1917, after which date no bonds will be received except upon payment of a penalty. See "Annual Reports" on a preceding page and Compare V. 105, p. 73.

Underground Elec. Rys. of London, Ltd.—Int. Paym't.

Notice is given that interest on the 6% income bonds due 1948 (\$6,330,050 outstanding) for the half-year ended June 30 1917 at 2% (free of British income tax) will be paid on and after Sept. 1 at the London County & Westminster Bank, Ltd., 41 Lothbury, London, E.C.: at the N. Y. Trust Co., N. Y., or at the Associate Cassa in Amsterdam. See official announcement in V. 104, p. 1046, in regard to reduction of semi-annual interest from 3% to 2%.

Certificates Now Ready.—

Holders of scrip for the 5% 3-year Secured Notes can now obtain the definitive certificates in lieu thereof at the Union of London & Smiths Bank, Ltd., 2 Prince's St., London, E. C. 2.—V. 104, p. 2453, 1587.

United National Utilities Co.—Sub. Co. Merger.—

The following official data relative to the consolidation of the Jersey Central Traction Co. and the Central Jersey Traction Co. has been received by the "Chronicle":

The merger between the Jersey Central Traction Co. and Central Jersey Traction Co. was approved by the Commission, the capitalization of the resultant consolidated company being as follows:

| | | |
|-----------------------------|--------------------------|-----------|
| First M. bonds auth., \$5,- | Pref. stock issued..... | \$600,000 |
| 000,000; issued..... | Common stock issued..... | 531,400 |
| \$800,000 | | |

Application was then made to the P. S. Commission of N. J. for the merger of Middlesex & Monmouth Electric Light, Heat & Power Co. into the Monmouth Lighting Co., which merger was approved. The capitalization of the resultant merged company (Monmouth Ltg. Co.) being—

| | | | |
|----------------------------------------------------|------------------------|-----------|-----------|
| Common stock..... | Authorized. Outst'd'g. | \$500,000 | \$305,000 |
| First Mortgage Collateral Trust 5% gold bonds..... | | 3,000,000 | 561,000 |

The Monmouth Lighting Co. has purchased from the Jersey Central Traction Co. the power house, transmission lines and sub-stations owned and operated by the Jersey Central Traction Co., a power contract being negotiated and executed for the sale of power from Monmouth Lighting Co. to Jersey Central Traction Co.

The outstanding common stock of Monmouth Lighting Co., namely 3,050 shares, was issued by the American Railways Co., which in turn is owned and controlled by United National Utilities Co.

Officers of the Monmouth Lighting Co. and Jersey Central Traction Co. are: Pres., Van Horn Ely; V.-Pres., C. L. S. Tingley; Gen. Mgr. & V.-Pres., H. J. Crowley; Sec. & Treas., Walter W. Perkins.—V. 104, p. 2236.

United Power & Transportation Co.—Dividend.—

This company has declared a dividend of \$1 23 per share, payable July 3 to stock of record July 27. This compares with a dividend of \$1 55 per share declared in Jan. last.—V. 104, p. 560.

United Rys. Co. of St. Louis.—Deposit of Bonds.—

The protective committee for the 4% First General Mortgage gold bonds, Breckinridge Jones, Chairman, is calling for the deposit of these bonds with the depositaries below named under agreement dated July 9 1917.

Committee of holders of First Gen. Mtge. bonds: Breckinridge Jones, David R. Francis Jr., Allen G. Hoyt, A. H. S. Post, F. H. Ecker and H. B. Collins, with Hord Hardin as Secretary, N. W. corner 4th and Pine Sts., St. Louis, Mo. Depositaries for said bonds: Mississippi Valley Trust Co., St. Louis; Farmers' Loan & Trust Co. of N. Y.; Mercantile Trust & Deposit Co., Baltimore.

Statement by Committee as of July 9 1917.

Committees representing the city of St. Louis and the United Rys. Co. of St. Louis are conferring and have partially agreed upon a plan of adjustment of the difficulties existing between the city and the company.

The proposed ordinance provides for a fixed valuation and a drastic reduction in capitalization. There is danger that the adjustment of the differences between the city and the company and also the necessary financing of the railway company's indebtedness may imperil the position of the bonds issued under the First General Mortgage. It is deemed advisable that the holders of the First General Mortgage bonds should unite for the protection of their interests. Compare V. 105, p. 291.

Plans.—The St. Louis "Globe-Democrat," July 21, said:

Alderman Tamme yesterday introduced two ordinances embodying United Railways compromise plans, and the measures will be sent to a committee at a special meeting Monday at 10 a. m. in order that public hearings may be conducted while the aldermen are in vacation.

Bill No. 1 outlines the partnership scheme between the city and the United Railways, under which the city would extend the franchises for fifty years and abolish the mill tax, provided the company gave it a measure of control, four of twelve directors, and divided its surplus earnings 50-50, after paying 6% profits on an earning value of \$60,000,000. There is no minimum guaranty in this bill, to assure the city of any certain income as a partner.

Bill No. 2 provides for a 50-year franchise to the company, without a partnership, provided the company agrees to pay the city 3% on its gross earnings. It creates a committee of one representative from each side and a third to be selected by the Court of Appeals in the event of a deadlock, that shall have power to pass on extensions, betterments, rapid transit development and other operating matters.

Bill No. 2 also provides that the city shall have the right to purchase the company properties for \$60,000,000 at the end of the first ten years or every five years thereafter. To this agreed sale value is to be added from time to time, such capital expenditures for expansions as are made by the company and whenever any portion of its lines are abandoned the value of this portion, after deducting the scrap value of the rails, shall be deducted from the \$60,000,000 valuation agreed upon.

Isidore Newman & Son, New Orleans, representing a substantial amount of the securities have issued a circular dated July 24, recommending a readjustment by one of the following methods:

(1) Readjustment based on settlement with city involving (a) a new 50-year franchise, a valuation of the property at \$60,000,000, and re-capitalization with that as basis; (b) a 6% return on said valuation; (c) one-half of earnings above this 6% to go to city; or as an alternative, 3% of gross; (d) city representation in management.

(2) Readjustment without settlement with city, based upon payment of mill tax and retention of present general franchise running until 1939, and perhaps till 1948 (in case long pending suit ends favorably).—V. 105, p. 291.

United States Public Service Co.—Bonds.—

The Guaranty Trust Co. is now prepared to exchange the outstanding \$2,750,000 temporary Series 1 6% First Lien gold bonds of this company for the definitive engraved bonds. See offering by Wm. P. Bonbright & Co. in V. 104, p. 1597.

INDUSTRIAL AND MISCELLANEOUS.

Alabama Power Co.—Five-Year Notes Offered.—Harris, Forbes & Co., N. Y.; Harris, Forbes & Co., Inc., Boston; Harris Trust & Savings Bank, Chicago, and Coffin & Burr, Boston, are offering, at 99½ and int., \$1,900,000 Five-Year 6% secured gold notes dated July 1 1917, due July 1 1922. Int. J. & J. in New York.

The notes are callable on four weeks' notice at 101½ and int. prior to July 1 1918, at 101¼ thereafter prior to July 1 1919, at 101 and int. thereafter prior to July 1 1920, at 100¾ thereafter prior to July 1 1921, at 100½ and int. thereafter. Denom. \$1,000 c*. Trustee, New York Trust Co.

Data from Pres. James Mitchell, Birmingham, Ala., July 21 1917.

Company.—The company serves, directly and indirectly, the major part of the urban population of Northern Alabama, including the so-called "Birmingham District," comprising a total population estimated at over 325,000. The property of the company includes a new 90,000 h. p. hydro-electric plant—one of the largest in the South—and a new 15,000 h. p. steam turbine plant, together with a comprehensive transmission system, aggregating 755 miles. The company also controls, largely through subsidiary companies, hydro-electric possibilities aggregating several hundred thousand horse power.

Outstanding Capitalization.

Capital stock (owned by Alabama Trac., Light & Power Co.)... \$18,751,000
Five-Year 6% secured notes, due 1922..... 1,900,000
First Mortgage 5s, due 1946 (authorized, \$100,000,000)..... *8,000,000

*\$2,639,000 additional bonds are deposited as security for the 5-yr. notes.

Security.—These notes, in addition to being the direct obligations of the company, are secured by the pledge of \$2,639,000 face value of its First Mtge. 5% bonds. The authorized issue of these notes is \$5,000,000, and the remaining notes may only be issued as additional First Mtge. bonds are pledged in the foregoing ratio.

Earnings for the Year Ending June 30 1917.

Gross earnings.....\$1,778,141 | Fund. dt. int., incl. this iss. \$514,000
Net, after taxes..... 1,162,729 | Balance..... \$648,729

For description of property, security, issues, &c., compare previous offering, V. 102, p. 1250.—V. 104, p. 2453, 2344.

Alabama Trac., Lt. & Pow. Co., Ltd.—Sub. Co. Notes.—

See Alabama Power Co. above.—V. 104, p. 2446, 2344.

Aluminum Co. of America.—Report—Status.—The following published data, it is understood, were obtained at a recent hearing in Washington relative to costs and prices of aluminum (see editorial columns of issue of July 7, page 22):

Business.—The company did a gross business of \$25,940,427 in 1916 from the sale of 86,589,744 lbs. of aluminum at an average price of 29.96 cts. per lb. In addition the company supplied to its subsidiary, the United States Aluminum Co., 24,821,061 lbs. of aluminum which was fabricated by the latter concern.

Stock Data.—The \$20,000,000 outstanding capital stock is held by about 300 persons. A nominal market price quotation in New York for the shares on which 10% dividends are being paid, is \$700 bid, \$800 asked.

Production.—The annual capacity of the company is 155,000,000 lbs. of aluminum in the U. S. and 20,000,000 lbs. in Canada, a total of 175,000,000 lbs. With no importations since the outbreak of the war, this company has been called upon to furnish the entire requirements of America, whereas formerly 40% of the requirements here was imported from France and England.

In the refining of aluminum this company has no competition in the U. S. Bauxite, the base of aluminum, comes chiefly from Arkansas. It takes about six tons of bauxite to make one ton of aluminum.

Prices.—For 1918 delivery the company has named 37 cts. a pound as its price, although it has sold at 60 cts. The April average was 35 cts. As to costs the company maintains strict secrecy although officials admit that it costs \$3 50 to put a ton of bauxite on the cars at the mines in Arkansas (V. 105, p. 22).

Capital.—Although capitalized for but \$20,000,000, the company has a plant investment of over \$80,000,000, the difference representing to-day's surplus. Approximately \$70,000,000 of undivided profits has gone back into the property since the company was organized. For table showing dividends paid since 1899 see V. 105, p. 182.

American Hide & Leather Co.—Earnings.—

| | | | | |
|--------------------------|-----------------------|------------------------|-------------|-------------|
| | —3 Mos. end. June 30— | —12 Mos. end. June 30— | | |
| | 1917. | 1916. | 1917. | 1916. |
| Net earnings..... | \$428,257 | \$509,264 | \$2,441,011 | \$2,304,492 |
| Bond interest..... | \$60,795 | \$66,675 | \$250,850 | \$273,890 |
| Sinking fund..... | 37,500 | 37,500 | 150,000 | 150,000 |
| Int. on sink. fund bonds | 67,080 | 61,200 | 260,650 | 237,610 |

Balance, surplus..... \$262,882 \$343,889 \$1,779,511 \$1,642,992
Net current assets June 30 1917, \$12,341,754. Bonds in hands of public, \$3,450,000.

* After charging replacements, renewals and interest on loans. These results are subject to minor adjustments.

Pres. Theodore S. Haight and Treas. George A. Hill say the statement for the 3 and 12 months ending June 30 1917 has been prepared on the same accounting basis as heretofore. A revision of the valuation of finished leather to conform to a basis of cost approved by the company's auditors would increase this valuation by an amount about equal to the anticipated excess profits tax and N. Y. State franchise tax.—V. 104, p. 2643, 1900.

American Ice Co.—Directorate Increased.

This company has increased its directorate from 9 to 15 members on account of the passing out of existence of the American Ice Securities Co. (which see below). The additional members are: Robert W. Kelly, L. L. Mann, Robert M. Thompson, Charles Kittle, D. H. Morris, Henry H. Head, Walter Lee and John F. Harris. Robert Hooper and William West have resigned.

An executive committee has been elected composed of Wesley M. Oler, President of the company; Joseph Wayne Jr., E. Passmore, D. H. Morris and Robert W. Kelly.—V. 105, p. 74.

American Linen Co., Fall River.—Extra Dividend.

An extra dividend of 1% has been declared, along with the regular 1½%, both payable Aug. 1 to holders of record July 20. A like amount was paid May 1.—V. 104, p. 1705.

American Light & Traction Co.—Merger.

See San Antonio Public Service Co. under "RRs" above.—V. 104, p. 1800.

American Malting Co., N. Y.—Accumulated Earnings—Dividends—To Cancel \$1,422,000 First Preferred Stock.

Following the meeting of the board on July 26, it was stated that the directors had reached no conclusion regarding plans for the paying off of the 33 1-3% of back dividends on the \$7,136,800 First Pref. Stock, it being thought wiser to wait a month or more, when the full results of operations for the fiscal year ending Aug. 31 will be at hand and the general situation can be gauged more accurately. According to present estimates, the net profits for the year 1916-17, after deducting interest, taxes, &c., but not preferred dividends, it is stated, will approximate \$1,000,000, as against \$408,000 for 1915-16 and \$11,000 for 1914-15. The outlook for an exceptionally fine barley crop is reported to be excellent.

At the meeting of the board to be held on Aug. 29, it is proposed to cancel the \$1,422,000 first pref. stock which has been bought in during the past year at an average price of \$43.375 per share, reducing the outstanding issue to \$7,136,800. In the same period also the company has reduced its bonded debt from \$1,889,000 6s to \$900,000 5s.

Two plans for taking care of the aforesaid accumulated dividends are understood to be receiving particular consideration: (1) To issue \$2,378,930 of 6% scrip in settlement of the accumulation; (2) to pay off the accumulation, or the greater part thereof, gradually in cash. Leading interests are said to favor the second suggestion as more conservative.—V. 105, p. 182.

American Smelting & Refining Co.—Listing.

Application has been made to list this company's \$46,256,400 First Mtgo. 30-year 5% bonds, series A, due April 1 1917.—V. 105, p. 74.

American Sumatra Tobacco Co., N. Y.—Stock Increase—Exchange of Stock.

The stockholders will vote Aug. 6 1917 on the following proposals: (1) That the pref. stock be increased from \$1,000,000 to \$2,000,000; (2) that there be issued so much of said increase of pref. stock and so much of the remaining unissued common stock as will be necessary to purchase all (9,950 shares, par \$100), but at least 70% of the stock of the Connecticut Tobacco Corporation, by exchanging one share of stock of that corporation for one share of pref. stock of the American company, and, in addition, at the option of stockholders of the Connecticut company, ¼ of a share of common stock of the American company, or \$15 in cash. Compare V. 105, p. 291, 182.

American Water Works & Elec. Co., Inc.—Dividend.

In accordance with the plan to refund back dividends (see V. 104, p. 1803; V. 105, p. 182), this company has declared a quarterly dividend of 1¼% on the \$5,450,000 7% cumulative 1st pref. stock, payable Aug. 25 to holders of record Aug. 20.—V. 105, p. 291, 182, 74.

Appalachian Corporation (of Georgia)—Bond Issue.

—This corporation has appointed the Whitney Central Trust & Savings Bank of New Orleans as co-transfer agents with the Guaranty Trust Co. of N. Y. for their preferred and common stocks, and the Hibernian Bank & Trust Co. of New Orleans as co-registrar with the Bankers Trust Co. of N. Y.

This company has created a deed of trust to the Central Trust Co. of N. Y. to secure an issue of \$10,000,000 6% 20-year bonds.

Arkansas Anthracite Coal & Land Co. (of Dela.)—Pref. Stock Offered.

—Morgan & Finlay, New York, are offering at par flat (\$25 a share) the unsold portion of the new \$100,000 7% participating, cum. pref. stock. A circular shows:

Preferred as to assets and dividends up to 105% plus dividends. Sinking fund of 5 cents per ton of coal mined, for purchase and cancellation of the pref. stock up to 105% and dividends, beginning Jan. 1 1920. Participates share and share alike with the common stock after 7% has been paid on the common (par \$25). Red. at 105%; divs. Q.-J. No bonds; mtg. dt., \$15,000.

Property located in Logan and Johnson counties, Ark., estimated to contain over 25,000,000 tons of anthracite coal. The company owns two plants—plant No. 1, capacity of 10,000 tons per month, and Plant No. 2, when it is completed, to have a capacity of at least 15,000 tons per month, also private railways into its mines, 2,500 acres of farming surface, and possibly oil and gas deposits underlying property. Property leased to an operating company; annual rental, guarantees income equivalent to 30% on the pref. stock, and on the completion of Plant No. 2 an income equivalent to 60% will be guaranteed to the preferred stock. President, James K. Gearhart.

Artillery Fuse Co.—Stock Dividend.

Press reports state that this company has declared a dividend of 100% on its \$100,000 capital stock. The company declared a stock dividend of 200% in Feb. last after 9 months' business.—V. 104, p. 953.

Asbestos Corp. of Canada, Ltd.—Earnings.—6 Mos. to June 30 1917.

Net profits.....\$224,560 | Pref. dividends (2%).....\$80,000
Bond interest.....75,000 | Balance, surplus.....69,560

As no mention is made of the company's usual provision out of earnings for renewals and betterments, presumably the appropriation under that head is deferred until the end of the year.—V. 104, p. 561, 455.

Ashtabula (Ohio) Water Supply Co.—Bonds Offered.

Geo. A. Fernald & Co., Boston, are offering, at 99 and int., \$275,000 First Mtgo. 5% gold bonds dated June 1 1917, due June 1 1937, but callable after June 1 1922 at 105 and int.

Interest J. & D. at the office of the trustee, Columbia Trust Co., N. Y.

Capitalization.
Stock, common, \$300,000; 6% preferred, \$288,800.....\$588,800
First mortgage 5% bonds.....275,000

These bonds are issued to retire the present outstanding bonds, amounting to \$202,000 [\$82,000 (closed) 1st M. 20-year 5s and \$120,000 (closed) Gen. Mtgo. 20-year 5s, both due July 1 last] and to extend the mains and improve the plant, including a new pump and an addition to the pumping station.

The Company.—In operation for 30 years, takes its water supply from Lake Erie and has a modern filtration system, with a capacity of 6,000,000 gals. per day. The distribution system consists of over 52 miles of mains, the greater portion of which is heavy cast iron pipe. The present capacity of the pumping station is 11,000,000 gals. per day, which will this year, from the proceeds of the present bond issue, be increased to 16,000,000 gals., by the installation of a 5,000,000 gallon Allis-Chalmers Cross Compound Pump. Valuation of property over 2½ times the amount of first mortgage bonds. Population, over 25,000 in 1915.

Earnings for the Calendar Year 1916.

Gross earnings.....\$100,224 | Net earnings.....\$53,119
Oper. exp., incl. taxes.....47,105 | Interest on \$275,000 bonds.. 13,750
—V. 85, p. 470.

Autosales Gum & Chocolate Co.—Foreclosure Sale.

Judge Mayer in the U. S. District Court at New York has signed a decree of foreclosure and sale in the suit brought by the Guaranty Trust Co., as trustee, against this company. The sale is to be held on a date to be fixed by the receivers, at the N. Y. County Court House. Upset price, \$1,000,000. Compare plan, V. 104, p. 2345.—V. 105, p. 74.

Bath Shipbuilding Works.—Capitalization, &c.

In connection with the recent purchase of the properties of the Bath (Me.) Iron Works, we learn that the capitalization of the new company will be as follows: (a) \$1,500,000 First Mtgo. 15-year sinking fund 6% bonds; (b) \$500,000 7% pref. stock; and (c) \$1,000,000 common stock.

The replacement value of the property as reported by the Moulton Engineering Co. shows replacement value plus quick assets of \$2,700,000. Compare V. 105, p. 182.

Brompton Pulp & Paper Co.—Earnings for 6 Mos. to April 30 1917.

Net earnings, \$617,263; bond interest, \$45,989; balance.....\$571,274
Pref. divs. (3½%), \$70,000 com. divs. (2½%), \$175,000; total.. 245,000

Balance, surplus (see below)*.....\$326,274
*According to the official report, this sum is after setting aside \$150,000 for contingencies and war taxes.—V. 105, p. 292.

Buffalo Gas Co.—Sale.

About \$5,900,000 of the \$6,000,000 outstanding bonds of this company have been sold at 40 by the bondholders' protective committee to Pittsburgh interests represented by L. H. Gethofer, President of the Pittsburgh Trust Co., possibly acting, it is thought, for the Buffalo Natural Gas Co.—V. 104, p. 1266, 2345.

Butler Bros., Chicago.—Stock Increase.

The shareholders will vote Aug. 28 to ratify a proposal to increase the authorized capital stock from \$15,000,000 to \$20,000,000, stockholders to have the right to subscribe at par to the new stock in the ratio of one new share for every three held. Subscription rights to the new stock are payable on or before Sept. 25.

Pres. Stillwell is quoted substantially as follows: "After our capital becomes \$20,000,000 our surplus will be \$8,338,952. The directors believe the company can continue to pay the regular quarterly dividend at the rate of 10% a year on the larger capital. The company sold \$6,000,000 10-year serial notes last February and part of the proceeds was appropriated for the company's new building at Chicago. When new shares are issued the capital stock will have doubled in a little over one year. When the stock was increased last year from \$10,000,000 to \$15,000,000 half of the increase was offered to stockholders at \$100 a share, and half was distributed as a stock dividend.—V. 104, p. 954, 865.

By-Products Coke Corp.—Extra Dividend.

This company has declared an extra dividend of 1% in addition to the usual quarterly 1½%, both payable Aug. 15.—V. 104, p. 1898, 767.

California Petroleum Corp.—New Director.

Jacques Weinberger, of William Salomon & Co., has been elected a director to succeed the late George G. Henry.—V. 104, p. 949.

Canadian Car & Foundry Co., Ltd.—Approval Sought.

Press reports state that in conformity with the desire expressed by the management of this company that American stockholders should have representation on the board, stockholders in this country are being asked in a circular letter to approve the election of A. Hicks Lawrence of N. Y. Holders representing over \$1,000,000 of the stock have indicated their approval.—V. 105, p. 292.

Canadian Locomotive Co., Ltd.—Initial Dividend on Common Stock—Request for Proxies.

This company has declared an initial dividend of 1½% on the \$2,000,000 outstanding common stock, payable, along with the usual quarterly 1¼% on the \$1,500,000 cum. pref. stock, on Oct. 1 to holders of record Sept. 10. Sir Henry Pellatt and M. J. Haney, President of the Home Bank of Canada, are seeking proxies for use at the annual meeting Sept. 20, and it is rumored have in mind an ultimate merger with other companies, among them possibly the Steel & Radiation Co.

President Aemilius Jarvis says: "As to any discussion of amalgamation with other companies, we feel that the locomotive business stands by itself, and that it would be unwise to link up with companies which perhaps would have not such good prospects for the postbellum period as we have.

Condensed Extracts from Circular Issued by the Management.
The present board of directors do not feel that post-war conditions are likely to be more difficult than those they have already surmounted. The past statements of the company show conclusively that they have managed its affairs conservatively and efficiently and the 1917 statement (when it appears) will again abundantly confirm this and show the company to be in stronger and more prosperous condition than at any period of its history.

The wisdom of the policy pursued has been amply verified by the fact that this company is one of the very few industrial corporations in Canada that continued its preferred dividend during the years 1913, 1914 and 1915. The directors have felt it imprudent to pay a dividend on the common stock while large expenditures were being made on property and plant, and while the company was borrowing from the banks. They also felt that it was unwise to declare such a dividend until the surplus of the company was in such a position as to justify the conclusion that the payment of a dividend on the common stock when begun could be continued with a reasonable degree of permanency.—V. 103, p. 1116.

Central Dist. Teleph. Co., Pittsb.—Bonds Canceled.

This company has canceled through the sinking fund, as of July 18, \$22,000 1st M. 30-year 5s, leaving \$9,903,000 outstanding.—V. 104, p. 2454, 767.

Central Leather Co.—Earnings for 3 & 6 Mos. end. June 30:

| | 3 Months | | 6 Months | |
|-----------------------------------------------------------------------------------|-------------|-------------|--------------|-------------|
| | 1917. | 1916. | 1917. | 1916. |
| Total net earnings (all properties *)..... | \$6,171,473 | \$4,641,377 | \$14,023,397 | \$8,540,286 |
| Exp. & losses of all cos., except bond interest.. | 1,199,054 | 1,025,886 | 2,267,715 | 1,925,563 |
| Balance..... | \$4,972,419 | \$3,615,491 | \$11,755,682 | \$6,614,723 |
| Income from invest'ts.. | 7,940 | 8,074 | 18,853 | 22,546 |
| Total..... | \$4,980,359 | \$3,623,565 | \$11,774,535 | \$6,637,269 |
| Deduct—Int. on 1st M. bds \$459,552 | \$459,552 | \$459,552 | \$919,104 | \$919,104 |
| Preferred dividends—(1¼%) \$82,732 (1¼%) \$82,732 (3½%) \$116,546 (3½%) \$116,546 | | | | |
| Common dividends—(3¼%) \$1,290,279 (2) \$794,018 (4½%) \$1,191,027 | | | | |
| Surplus for period.... | \$2,647,795 | \$1,787,263 | \$7,903,428 | \$3,361,674 |

*Total net earnings are stated after deducting operating expenses, including those for repairs and maintenance, approximately \$598,265 for the quarter and \$1,018,597 for the six months.
Total surplus June 30 1917, \$20,287,093.—V. 104, p. 2555, 1705.

Charleston Light & Water Co.—Purchase Bonds Upheld.

See Charleston in "State & City" Department on subsequent pages.—V. 104, p. 1389.

Cincinnati Gas & Electric Co.—First and Refunding Bonds Offered.

A. B. Leach & Company are offering at 97½ and interest an additional block of \$2,500,000 of this company's First and Refunding (now First) Mtgo. 5% 40-year sinking fund gold bonds (Series "A") of 1916, making the total amount now out \$8,936,000.

Data from Letter of Pres. Charles D. Jones, Cincinnati, O., July 14.

Purpose of Issue.—The 1st & Ref. M. bonds outstanding have been issued chiefly to provide funds for the construction of a new electric generating station in Cincinnati (with initial capacity of 60,000 k.w. and ultimate capacity of 240,000 k.w.); the remainder to retire an underlying issue of Cincinnati Edison Electric Co. bonds, which matured June 1 1917, and for additions and improvements.

Capitalization, Taking into Account the Present Issue of \$2,500,000 Bonds.

| | | |
|-------------------------------------------------|--------------|--------------|
| Capital stock | Authorized | Outstanding |
| 1st & Ref. M. 5% 40-yr. sinking fund gold bonds | \$36,000,000 | \$35,056,300 |
| | 15,000,000 | 8,936,000 |

Security.—Upon the recent retirement of the Cincinnati Edison Electric Co. bonds the 1st & Ref. M. bonds became a first and only mortgage on the entire properties of the company, except some small parcels of real estate not used in the operation of the system which are to be sold. These properties have a valuation very largely in excess of the company's bonded debt. The bonds are followed by capital stock having a current market value of more than \$28,000,000.

The properties are operated by the Union Gas & Electric Co. under a 99-year lease dated Sept. 1 1906. Provision is also made for renewal and replacement and an ample depreciation fund. Performance of lessee company is guaranteed by deposit of \$3,000,000 in cash and securities with trustees, which amount is to be gradually increased to \$3,750,000.

Earnings.—Cash rental received from the lessee for the year ended June 30 1917 was \$1,871,879 interest charges on the 1st & Ref. M. 5% bonds now outstanding require only \$446,800.

Under terms of the lease these rentals are to be augmented by a sum equivalent to the increase in company's fixed charges. It should be noted also that the earning power will be substantially increased through the construction of the new power station, one of the largest and finest in the country. In respect of these considerations it is essential that recognition be taken of the fact that approximately 75% of the interest charges shown are incurred on account of bonds issued for the construction of the new power station, which as yet is unproductive of any earnings.

For full descriptive statement made to the N. Y. Stock Exchange, see V. 104, p. 1428.—V. 105, p. 292, 74.

Continental Can Co., Inc.—Listing New Stock.

The N. Y. Stock Exchange on July 14 directed that on and after July 16 the \$2,000,000 common stock offered at par to shareholders last June be added to the list, on official notice of issuance and payment in full, making the total amount listed and authorized to be listed \$10,000,000. Compare V. 104, p. 555, 2455, 2555, 2643.

Corn Products Refining Co.—Earns 6 Mos. end. June 30:

| | | | |
|-----------------------------|---------------|-------------|-------------|
| Six Months to June 30— | 1917. | 1916. | 1915. |
| Current profits | \$9,344,076 | \$3,130,819 | \$2,061,202 |
| Bond interest, deprec., &c. | 2,202,413 | 836,791 | 785,278 |
| Preferred dividends | (3½)1,043,942 | (2½)745,672 | (2½)745,672 |

| | | | |
|------------------|-------------|-------------|-----------|
| Balance, surplus | \$6,097,721 | \$1,548,356 | \$530,252 |
|------------------|-------------|-------------|-----------|

In Jan., April and July 1917 paid 1¼% (quar.) and 5% quar. on account accumulations, leaving unpaid 4 1-16%. V. 104, p. 1147, 1706, 2555.

Frederick P. Fisher, Treasurer, has sent the following to the shareholders: "Stockholders should realize that these unusually large profits are due to abnormal conditions and must not be regarded as an index to normal earnings."

"Two dividends of 5% each on the preferred stock paid April 16 and July 16 1917 on account of unpaid accumulated dividends, amounting to \$2,982,690, were declared and paid out of surplus and profits of the corporation accrued prior to Mar. 1 1913."

President Edward T. Bedford stated that the export business had fallen off greatly and that the plants were grinding but 80,000 bushels daily, as against 180,000 bushels during the first six months' period. Corn, he explained, has had several advances and is now selling in the neighborhood of \$2 20 per bushel, as against 65 and 70c., the pre-war prices.

The Peking plant is only running on half time, while the Edgewater plant is closed down entirely. Mr. Bedford stated that England was not buying and in view of the curtailment of production the earnings for the next quarter could hardly be expected to be at the recent high rate.

The net earnings of over \$7,000,000 for the first six months is the greatest showing that the Corn Products Co. has made in its eleven years of activity.—V. 104, p. 2555.

Cosden & Co.—Consolidation—New Securities Ready Aug. 2.

The plan for consolidation of Cosden & Co. and Cosden Oil & Gas Co., prepared by Haitgarten & Co. and Eugene Meyer Jr. & Co., has been carried into effect. More than 94% of the aggregate par value of all the outstanding securities of the two companies has been deposited with the Central Trust Co. of New York under the plan.

The bankers announce that receipt holders will be entitled to receive on or after Aug. 2 1917, at the office of the Central Trust Co. in New York, or at the office of the Equitable Trust Co. in Baltimore, the securities of the new Cosden & Co. in exchange for the deposited securities (compare plan, V. 104, p. 2018).—V. 105, p. 183.

Curtiss Aeroplane & Motor Corp.—Government Orders—Patent Agreement.

Press reports state this company is assured of orders for 1918 from the United States Government for aeroplanes and parts, to the value of \$159,000,000 to \$200,000,000. Enlargements to the company's plant at Buffalo are in contemplation, options on additional acreage having been procured. A new plant is to be built that will increase the company's capacity 600%. It is expected that the extension work will be completed by Jan. 1 next.

In connection with patents, &c., the following published statement, quoting an officer of the Curtiss Co., is given:

"An agreement has been reached for cross-licensing in the aeroplane industry, similar to the agreement existing in the automobile industry. The Government has bought no aeroplane patents and shows no signs of buying them.

"Royalties will be paid on all aeroplanes manufactured, but those royalties will be paid by the manufacturers and not by the Government.

"The groups of patents owned by the Curtiss Aeroplane & Motor Corporation and the Wright-Martin Aircraft Co. go into the agreement at an identical valuation, both companies during the life of their patents to receive royalties to aggregate the same amount, not to exceed \$2,000,000.

"All patent litigation between those two companies, or between the companies and the cross-licensing association, ceases automatically. The aeroplane industry is free from the restrictions of patent litigation, at least for the duration of the war."—V. 105, p. 183, 74.

(William) Davies Co., Ltd.—Status—Denial.

The company, by adv. appearing in the "Financial Post of Canada," of Toronto, over the name of Gen. Mgr. E. C. Fox, refutes statements made by the Canadian Department of Labor, and asserts that in 1916 the net profits on bacon was 2-3 of 1 cent, not 5 cents per pound. The adv. adds:

"The company, being a private concern, has followed the practice of all private corporations, except when it made a bond issue in 1911, in that it has not published reports of its assets and liabilities or profit and loss. The present circumstance, however, in which a Government official has led the public to false conclusions, makes it advisable for this company to publish particulars of its business.

For the last fiscal year ending March 27 1917 the company bought and killed 1,043,000 head of live stock (cattle, hogs and sheep). This, plus purchases of outside meats, produced 160,000,000 lbs. of meat. The company handled 6,550,000 lbs. of butter and cheese, 5,650,000 dozens of eggs, and manufactured 26,500,000 tins of canned goods. The net profits on these were 0.68c. (or 2-3 of a cent) per pound on meats, 1.04c. on butter and cheese, 1.04c. per dozen on eggs, and 0.47c. (or slightly less than ½c.) per tin on canned goods. These profits include profits on all by-products derived from these accounts. During the year the company served at its retail stores 7,500,000 customers, the average purchase of each customer was 35c., and the net profit upon each sale was ⅓ of 1c. The turnover of the company from all its operations for the last fiscal year ending March 27 1917 was \$40,000,000. The net percentage of profit upon this turnover, after deducting war tax, was 1.69%, or, including war tax, 3.45%. The company has assets of \$13,385,000, of which \$3,865,000 is tied up in fixed investments. To provide for the increased volume of business the company expended \$750,000 in buildings and equipment during the year.

The company offered to the Imperial authorities to place the output of its factory with respect to bacon supplies, canned beef and pork and beans at the service of the authorities, on the basis of cost plus an agreed percentage. These offers were successively declined and the company has therefore secured War Office business by open competition with the world.—Compare V. 93, p. 167; V. 105, p. 183.

Davis Coal & Coke Co.—Purchase.

See Monongalia Coal Lands Co. below.

Davison Chemical Co., Balt.—Earnings for 6 Mos. to June 30 1917.

Manufacturing profits, after deducting gen. exp., insur. & taxes—\$654,661
Int. accrued & disc., with reserve for depr., repairs & renewals—208,251

Net income for 6 months to June 30 1917—\$446,410
—V. 104, p. 1267, 1048.

Denver Union Water Co.—Valuation.

See Denver in "State & City" Dept. on sub. pages.—V. 104, p. 1147.

Denver United Breweries, Ltd.—Interest Reduced.

In the Chancery Division in London on July 11 Mr. Justice Astbury sanctioned a modified scheme of arrangement between the company and its debenture stockholders, by which for the period from Jan. 1 1917 to June 30 or July 31 1919 the interest rate on the £168,300 1st M. 6% debentures will be reduced to 3% p. a. (1¼% J. & J.). No dividends to be distributed until the interest is paid. Central Trust Co. is mortgage trustee.

H. E. Wright, for the company, spoke of the fact that the State of Colorado had gone in for prohibition, and that there was no immediate prospect of the repeal of prohibition, as the question could not again be submitted to the electors till 1918. In the meantime the company, it is stated, has undertaken the manufacture of non-alcoholic beverages in order to keep in operation. Common stock, £200,000; 8% cum. pref. stock, £200,000—par £10.—V. 105, p. 292.

Doanbrooke Building, Cleveland, O.—Bonds Offered.

S. W. Straus & Co., Inc., are offering, by advertisement on another page, an issue of \$265,000 First Mtge. 6% serial bonds, dated June 20, secured by a direct closed mortgage on a modern apartment building and land favorably located in Cleveland, Ohio. A full description of this issue and the property was published last week. See V. 105, p. 292.

Downey Shipbuilding Corp.—Final Payment.—Plant Purchased.—Contract.

Wallace Downey, President and chief stockholder has paid \$1,300,000 as a final payment on the contract for steel fabricating plant of Milliken Bros., Inc., on Staten Island. Mr. Downey is quoted as saying:

We have a contract with United States Emergency Fleet Corporation to build ten 7,500-ton steel steamships. We are going to begin to install shipbuilding ways and to make other shipbuilding additions. Milliken Bros., Inc., will be converted into a shipbuilding company entirely. We take over its 600 employees at once, and will increase the number to 5,000. Property acquired consists of 160 acres of land, with a water frontage of 1,800 feet. (See annual report of old Milliken Co. in V. 105, p. 286.)—V. 105, p. 292.

Equitable Life Assurance Society.—Mutualization.

See statement under heading "Mutualization of the Equitable Life Assurance Society" on a preceding page.—V. 89, p. 1485.

Federal Shipbuilding Co.—New Project for Ship Construction in N. J. Formed by U. S. Steel Corp.

This company was incorporated in New Jersey July 23 to build and operate ships, air craft, submarines, &c., with \$3,000,000 authorized capital stock. The company is formed by interests affiliated with the U. S. Steel Corporation.

Construction of a plant on the Newark (N. J.) meadows on a tract of 148 acres fronting on Newark Bay, has been commenced. It is stated that the project will be financed out of the earnings of the Steel Corporation. Completion of the plant is expected in six months, at which time the company will have facilities for the construction of 10 large freighters at one time.

Fifth Avenue Coach Co., N. Y.—New Route.

This company has announced that it has established its seventh route by operating motor buses from the Pennsylvania station by way of Fifth Ave., 57th St., Broadway and St. Nicholas Ave. to Fort George. Only a single fare will be charged. The buses running on this new route will be distinguished by the number "8."—V. 104, p. 2121.

Freeport, Texas (Sulphur) Co.—Extra Dividend.

An extra dividend of \$2 per share has been declared on the stock along with the regular quarterly \$1 per share, both payable Aug. 15 to holders of record Aug. 10.

General Chemical Co., New York.—Monthly Earnings.

| | | | | |
|---------------------|---------------------|-------------|---------------------|-------------|
| | —3 Mos. to June 30— | | —6 Mos. to June 30— | |
| | 1917. | 1916. | 1917. | 1916. |
| Net profits | \$2,740,978 | \$2,970,101 | \$5,558,938 | \$5,864,030 |
| Insurance fund | \$75,000 | \$30,000 | \$150,000 | \$60,000 |
| Depreciation, &c. | 500,000 | 500,000 | 1,000,000 | 1,000,000 |
| Preferred dividends | (2%)228,125 | (2)228,125 | (4)486,250 | (4)486,250 |
| Common dividends | (2%)314,652 | (1½)196,659 | (4)629,304 | (3)393,318 |

| | | | | |
|------------------|-------------|-------------|-------------|-------------|
| Balance, surplus | \$1,623,201 | \$2,015,318 | \$3,323,385 | \$3,954,463 |
|------------------|-------------|-------------|-------------|-------------|

—V. 104, p. 1595, 366.

(B. F.) Goodrich Co.—Six Months' Profits—Dividends.

The books were closed on July 1 to determine the earnings for the first six months of 1917. While not yet audited by public accountants, the company's auditor has submitted a statement showing that after proper provision for maintenance charges, depreciation, doubtful accounts, and all known outstanding current liabilities and accruals, the net profits for the period amounted to approximately \$5,200,000 (against \$4,800,000 for the corresponding period in 1916), exclusive of provision for excess profits tax not yet ascertainable.

The usual quarterly dividends have been declared, namely, 1¼% on the \$27,300,000 pref. and 1% on the \$60,000,000 common, payable Oct. 1 and Nov. 15, respectively.—V. 104, p. 2346, 1493.

Greene-Cananea Copper Co.—Dividend.

This company has declared a dividend of \$2 per share only upon the \$100 shares, payable Aug. 27 to holders of record Aug. 15. Stockholders who have not converted their holdings into \$100 par value should do so without delay, in order that they may receive their dividend promptly.

The following is announced: "This dividend is the first dividend of the company since the sale to it of the assets of Greene Consolidated Copper Co. The Greene-Cananea Copper Co. now receives its dividend direct from this Mexican corporation instead of through the Greene Consolidated Copper Co. as formerly. Therefore holders of Greene Consolidated Copper Co. stock who have not yet converted their shares into Greene-Cananea Co. stock will do so before the stock becomes ex-dividend on Aug. 15 if they wish to participate in this dividend."—V. 105, p. 71.—V. 104, p. 2556.

Guaranty Securities Corporation, N. Y.—Dividend, &c.

The board of directors on July 20 declared a second quarterly dividend of 2%, this for quarter ended June 30, payable on July 25 to shareholders of record June 30. At the same time the semi-annual audit of the corporation by Price, Waterhouse & Co., certified public accountants, was presented, showing during the past three months an increase in undivided profits from \$86,415 to \$216,078 and other corresponding developments in the business. Dividend No. 1, also 2%, was paid in April last.

The company was incorporated in N. Y. State in April 1916 as successor of the Guaranty Securities Co. of Toledo, a company with a successful record in the business of financing purchases of automobiles. The present capital stock is \$1,000,000, which, it is understood, will be increased to \$2,000,000; par, \$100 a share. As against assets of \$12,881,269, consisting chiefly of purchase money notes and acceptances (\$10,084,673) and cash resources (\$2,125,754), the balance sheet of Dec. 31 1916 shows: Capital stock, \$1,000,000; collateral trust notes and debentures, \$7,554,500; distributors' and dealers' deferred certificates, \$2,772,422, representing interest in purchase money notes and acceptances; bank loans, \$1,035,000; accounts payable, \$278,240, &c. The President is Geo. C. Van Tuyl Jr. Pres. of Metropolitan Trust Co., N. Y. Office, Equitable Building, N. Y.

Gulf States Steel Co.—Earnings (Net Oper. Income).

| | | | |
|----------------|-----------|---------------------|-------------|
| 1917—June—1916 | Increase | 1917—6 Months—1916. | Increase. |
| \$398,122 | \$186,313 | \$211,809 | \$2,063,833 |
| | | | \$1,010,254 |

—V. 105, p. 184.

Indian Refining Co.—Accumulated Dividends.—
This company has declared a dividend of 7% on the pref. stock, payable Aug. 20 to holders of record Aug. 4. This payment covers the accumulated dividends due for four quarters ending Sept. 15 1916.—V. 105, p. 75.

International Textbook Co., Scranton, Pa.—Earnings—Report.—Supplementing the report for fiscal period ending Dec. 31 1916, which shows for the 7 1/4 months (May 31 1916 to Jan. 8 1917) gross income \$2,332,107 and net earnings \$163,749 President Ralph E. Weeks, Scranton, Pa., May 21 wrote in substance:

Cash receipts of the International Textbook Co. and the International Corresp. Schools for the 12 weeks, Jan. 9 to Apr. 2, inc. \$1,025,516
Operating expenses, exclusive of the reserve for copyright revisions, interest charges and depreciation on plant and equipment 898,162

Balance available for reserves, investment in sub-companies and reduction of debt \$127,354
During this same period the active accounts owing the International Correspondence Schools from students increased from 60,174 to 63,805, and the active balance due increased from \$3,252,381 to \$3,661,190. Total increase in accounts, 3,631. Total increase in active balances, \$408,809.

Average Net Amount of Business Secured each Week Day for this Period.
1917-----\$19,995 41 1914-----\$18,704 01 1911-----\$15,075 66
1916-----13,785 71 1913-----18,940 10 1910-----16,038 72
1915-----15,829 42 1912-----15,127 95 1909-----15,437 50

The Woman's Institute of Domestic Arts and Sciences, Inc., in Jan., Feb. and March enrolled 2,073 students. The courses sold amounted to \$100,460. The cash receipts during the same period were \$36,675. The operating expenses amounted to \$46,714. During the period the scholarship accounts receivable increased \$49,416. After deducting reserves for undelivered instruction and lapses, the net worth of the contracts represented by this increase is conservatively estimated at \$17,609. This, added to the cash receipts, makes the gross earnings total \$54,285. The net earnings for the three months amounted to \$7,570.

The sales of the Technical Supply Co. (owned by the International Textbook Co.) in Jan., Feb. and March 1917 amounted to \$124,087 and net profits \$20,882.

The Foster Building Corp. (owned by the International Textbook Co.), rental income for Jan., Feb. and March 1917 amounted to \$18,432, and operating expenses, including an apportionment of taxes of \$3,535, \$24,607. A large part of the first floor of the building has not as yet been rented.

The Victor Typewriter Co. (owned by the International Textbook Co.) has dismantled its plant in N. Y. City and has moved into a part of the instruction and printery building of the International Textbook Co. in Scranton, which was available and well adapted for manufacturing.

["Certain unscrupulous brokers" having induced some of the stockholders to enter into deals with them that have resulted in the loss of their stock and gain to the brokers, the management cautions the shareholders against efforts to disturb their holdings.]—V. 103, p. 492, 324.

Lockport Light, Heat & Power Co.—Note Offering.—
John Nickerson Jr., New York, is offering, by advertisement on another page, at a price to yield 6 1/2%, an issue of \$350,000 one-year 6% gold notes, dated July 16 1917.

This company does the entire electric-light and power, and gas and steam heating business in the city of Lockport, N. Y. The company has outstanding these notes, \$750,000 bonds and \$150,000 capital stock.

Gross earnings for the twelve months ending April 30 1917 amounted to \$352,528; net, after taxes, \$100,575, and balance of \$63,075 (after bond interest applicable to the \$21,000 interest on these notes). Further data regarding this issue will be given another week.—V. 102, p. 1350.

Manhattan Electrical Supply Co., Inc., N. Y.—
Six Mos. ending June 30— 1917. 1916. Increase. Per Cent.
Gross sales-----\$2,529,757 \$2,211,272 \$318,485 14%
—V. 104, p. 2644, 2347.

Massachusetts Gas Co.—New Officers.—
James L. Richards has been elected President to succeed C. M. Weld, who has been elected Chairman of the Board.
Mr. Richards has also been elected Chairman of the Board of Boston Consolidated Gas Co., East Boston Gas Co., Newton & Watertown Gas Light Co. and Citizens Gas Light Co. of Quincy.—V. 104, p. 2644.

Matthews Iron & Steel Co.—Stock Offering.—Fanning, Buck & Co., N. Y., are offering the \$1,000,000 capital stock, par \$5, of this enterprise, being organized in Georgia, to manufacture pig iron, steel products, &c.

Digest of Letter from Pres. H. S. Matthews, Rome, Ga., June 16 1917.
Organization.—Being organized in Ga. to manufacture high grade pig iron adapted to the making of best quality foundry castings and to manufacture steel, and produce, buy and sell iron ores.

Property.—A completely equipped blast furnace in regular operation, on 30 acres of land at Rome, Ga.; capacity 85 to 110 tons of pig iron per day. The company also holds, under lease, about 1,000 acres of red and brown ore lands within 17 to 25 miles of the plant, connected by rail, two miles of which is owned by the Matthews company. The company also controls its own limestone supply. Titles to all of the above are free and clear, with the exception of a lien of \$75,000, payable \$15,000 yearly, beginning Aug. 1919.

The annual capacity of the furnace is 30,000 tons of pig iron and 150,000 tons of red and brown ores. Practically the entire output of pig iron for the remainder of 1917 has been sold.

Profits.—Net profits from pig iron already sold for the six months to Jan. 1 1918, will be \$210,000; profit from ores already sold will be \$40,000—total, \$250,000. Estimate of profits for first six months of 1918 are \$340,000, or a total of \$590,000 for the 12 months.

Dividend.—The company will be immediately placed on a 10% dividend basis, payable quarterly, the first dividend of 2 1/2% being payable Oct. 15 to stockholders of record Oct. 1 1917.

Directors (and Officers).—H. S. Matthews, Rome, Ga. (Pres.), J. W. Porter, Birmingham, Ala. (V.-Pres.), Y. A. Dyer, Rome (Secy.), H. S. Hoyt, N. Y.; Edward S. Spring, N. Y.; H. H. Melville, N. Y.; J. B. Knox, N. Y.; Chas. B. Whitworth, Nashville, Tenn. (Treas.), and Graham Wright, Rome, Ga.

Memphis Consolidated Gas & Electric Co.—Merger Pending.—"Memphis Appeal" of July 21 says:

Within a few days the Memphis Consolidated Gas & Electric Co. and the Merchants' Power Co. will go out of business and a new corporation which will be known as the Memphis Gas & Electric Co. will take over their real estate, assets and liabilities. This new concern is formed under the stipulations of the agreement made last fall when the price of gas and electricity was reduced (V. 103, p. 2433).

The President of the new company is William M. Flook. L. G. Van Ness will be the senior Vice-President and the resident directing officer. Another Vice-President will be C. K. Stieg. J. F. Ramier will be General Manager. V. A. Henderson will be Secretary and J. W. Clapp Treasurer. All of the officers except Mr. Flook are now connected with one or the other of the present companies.—V. 103, p. 2433.

Memphis Gas & Electric Co.—Merger Plan.—
See Memphis Consol. Gas & Elec. Co. above.

Merchants' & Miners' Transportation Co.—Bonds.—
The trustees of this company will purchase at 103 1/2% \$1,000,000 of this company's \$3,600,000 outstanding 6% First Mtge. Sinking Fund gold bonds of 1916.—V. 104, p. 2557.

Michigan Sugar Co.—Extra Dividend—Treasurer.—
An extra dividend of 2% has been declared on the common stock, along with the regular quarterly 2%, and also the regular quarterly 1 1/2% on the preferred.

Secretary F. R. Hathaway has also been elected Treasurer, to succeed H. A. Douglas, resigned.—V. 103, p. 411.

Monmouth Lighting Co.—Consolidation.—
See United National Utilities Co. under RRs. above.—V. 104, p. 2238.

Middlesex & Monmouth (N. J.) Elec. Lt. Heat & Power Co.—Consolidation Data.—
See United National Utilities Co. under RRs. above.—V. 104, p. 2238.

Monongalia Coal Lands Co.—Sale of Assets.—
The stockholders on July 16 accepted the offer of the Davis Coal & Coke Co. whereby the assets of the Monongalia Coal Lands Co. are to be sold to that company. Thereafter the Monongalia company will wind up its affairs, distributing the remaining assets pro rata to its stockholders. [See plan of Western Maryland Ry., V. 103, p. 1700, in accordance with which this company was organized.]—V. 105, p. 76.

Motor Products Corp.—Sales.—Press reports state:
6 Months ending June 30— 1917. 1916. Increase.
Sales-----\$5,033,617 \$3,096,924 62 1/2%
—V. 104, p. 1595, 1391.

Narragansett Electric Lighting Co., Providence.—
Charter Amendment—Stock Increase—Additional Securities.—

The shareholders will vote July 30 on (a) accepting the amendments to the charter passed by the General Assembly at its January 1917 session, one relating to the right of eminent domain in the State of Rhode Island, and the other permitting the increase of capital stock to \$12,000,000; (b) increasing the capital stock and issuing additional securities at the present time to the amount of \$1,700,000.

[The present capital stock outstanding is \$8,500,000. A new issue of \$1,700,000 (stock or convertible debentures) would mean a subscription ratio of 1 in 5.]—V. 104, p. 768.

Narragansett Mills Corp.—Extra Dividend.—
An extra dividend of 1 1/2% has been declared on the stock, in addition to the regular quarterly 1 1/2%, both payable Aug. 1 to stock of record July 24.—V. 104, p. 1707.

National Acme Co.—Six Months' Earnings.—
6 Months to June 30— 1917. 1916. Inc. or Dec.
Net sales-----\$9,494,733 \$8,541,033 Inc. \$953,700
Net profit-----\$2,510,002 \$2,839,882 Dec. \$329,880

Regarding the decrease in net profits, in the face of a heavy increase in business, it is pointed out that much of the falling off in profits, compared with a year ago, is due to the provision which was made for the excess profits tax. Deduction for this tax was not necessary in 1916.

Net earnings for the first six months of 1917 were equivalent to \$5 01 per share, or at the annual rate of \$10 02 per share.—V. 104, p. 2645, 2456.

National Carbon Co.—Possible Merger.—
See Union Carbide Co. below.—V. 104, p. 2015.

National Refining Co., Cleveland.—Extra Dividend.—
An extra dividend of 2 1/2% has been declared on the common stock along with the regular quarterly 1 1/2%, both payable Aug. 15 to holders of record July 31. A like amount was paid May 15.—V. 104, p. 367.

National Tube Co.—Plant Sale.—
See Walworth Mfg. Co. below.—V. 94, p. 986.

New York Dock Co.—Dividends Resumed.—
This company has declared a dividend of 2% on its \$10,000,000 preferred stock, payable Aug. 15 to holders of record Aug. 6. The last previous dividend, of 1%, was paid Oct. 16 1911.

Hanson & Doyle, N. Y., are offering a limited amount of this company's pref. stock and have issued a circular descriptive thereof. See adv. pages. The earnings of this company for June appear on a preceding page in this issue.—V. 104, p. 1897, 1805.

Owens Bottle-Machine Co.—Listed.—
The N. Y. Stock Exchange on July 25 agreed to list an additional \$500,000 7% Cum. Pref. Stock, on official notice of issuance and payment in full, making the total amount listed \$7,757,400.

This new stock is issued in part payment for all of the property of Kanawha Manufacturers Gas Co. at \$115 per share, plus accrued divs. from April 1 1917. The total purchase price is substantially \$600,000, of which \$575,000 is to be paid by this stock listed and the remainder is to be paid in dividends accruing since April 1 1917, and in cash. The Kanawha Co. was incorporated Dec. 15 1915 with an authorized capital of \$300,000, (subsequently increased to \$600,000). It owns the natural gas rights on about 6,688 acres of land in Cabin Creek District of Kanawha County, W. Va., with 6 gas wells, &c., and a 23-mile pipe line from said wells to the factories now being erected by the Owens Bottle-Machine Co. and the Libbey-Owens Sheet Glass Co. at Kanawha City, near Charleston, W. Va.

Results.—For 6 mos. to Mar. 31 1917 and Year ending Sept. 30 1916:

| | 6 Mos. '17. | 12 Mos. '16 | 6 Mos. '17. | 12 Mos. '16. |
|-----------------------------------------------|-------------|-------------|---------------------|----------------------------|
| Net from sales | \$353,266 | \$982,946 | Total income | \$2,422,849 \$3,436,199 |
| Royalties received | 886,080 | 1,361,791 | Expenses, &c | 245,161 332,117 |
| Dividends received | 255,540 | 1,037,351 | Carr. to cap. surp. | 833,400 |
| Interest, &c., rec'd | 94,562 | 54,111 | Res. for redemp'n | of pref. stock-----217,722 |
| Profit from sale of C. Boldt Co. common stock | 833,400 | ----- | Preferred divs. | 579,505 { 282,426 |
| | | | Common divs. | 1,715,500 |
| Total income | \$2,422,849 | \$3,436,199 | Balance, surplus | \$547,062 \$1,106,155 |

Pacific Mills, Boston.—Earnings 6 Mos. to June 30 1917.
6 Mos. to June 30— 1917. 1916. Increase.
Net sales-----\$18,018,218 \$13,917,544 \$4,100,674
Net profits-----\$2,125,341 \$1,215,557 \$909,784
—V. 104, p. 2645, 956.

Pan-American Petroleum & Transport Co.—Listed.—
The N. Y. Stock Exchange has listed an additional \$500,000 7% cum. pref. stock, making the total listed \$10,500,000.

Earnings.—For two months ending Feb. 28 1917:
Divs. of Buena Fe Pet. Co. \$274,807 | Balance ----- \$262,114
Less office, &c., expenses 12,693 | Add int. on open acc'ts, &c. 6,176
Balance ----- \$262,114 | Total ----- \$268,290

New Director.—
Jacques Weinberger of William Salomon & Co. has been elected a director of this company and subsidiaries, to succeed the late George G. Henry.—V. 105, p. 294.

Pepperell Mfg. Co.—Extra Dividend.—
An extra dividend of 4% has been declared on the \$7,668,000 stock, along with the regular semi-annual 4%, both payable Aug. 1 to holders of record July 24. An extra div. of \$1 per share was paid July 3.—V. 104, p. 2645.

Peruvian Exploration Co.—Sale.—
This company's assets, consisting of 2,500,970 shares of stock (par \$5) of the Peru Gold Placers, Inc., is advertised to be sold at public auction on July 30 at Wilmington, Del. Notice is also given that the company has been dissolved.

Philadelphia Electric Co.—Reduction of Gold Trust Certificates Under Plan.—As of July 20 1917 the amounts of Gold Trust Certificates listed on the Philadelphia Stock Exchange had been reduced as follows, to conform with the amounts deposited for cancellation under circular dated July 16 1916:

| | Listed. | Reduction. | Still Listed. |
|--------------------------------------|--------------|--------------|---------------|
| Phila. Electric 5% gold tr. certfs. | \$11,267,300 | \$10,856,036 | \$411,264 |
| Phila. Electric 4% gold tr. certfs. | 15,013,600 | 14,587,440 | 426,160 |
| Edison Electric 5% stock tr. certfs. | 1,994,300 | 1,976,700 | 17,600 |

Compare plan, &c.; V. 103, p. 326, 1416; V. 104, p. 261, 367, 565, 2113.—V. 105, p. 294.

Pittsburgh Coal Co. (of Pa.).—Listing of Stock.—The N. Y. Stock Exchange directed on July 11 that on and after July 16 1917 the \$36,000,000 6% cumulative preferred stock and \$32,169,200 common stock be admitted to the list, on official notice of issuance in exchange for outstanding preferred and common stock of Pittsburgh Coal Co. (New Jersey), respectively, or certificates of deposit representing the same.

Earnings.—4 mos. to Apr. 30 1917 and calendar years:

| Period— | Gross Earnings | S.Fds., &c., of Coal L's. | Res'v for Deprec. | Bond Interest. | Preferred Divs. | Surplus Earnings. |
|-------------|----------------|---------------------------|-------------------|----------------|-----------------|-------------------|
| 1913 (yr.) | 6,421,703 | 1,555,089 | 1,284,206 | 856,139 | 1,353,590 | 1,372,679 |
| 1914 (yr.) | 4,201,070 | 810,076 | 1,204,240 | 815,696 | 1,353,590 | 17,469 |
| 1915 (yr.) | 4,219,837 | 841,318 | 1,132,509 | 592,486 | 1,353,590 | 299,934 |
| 1916 (yr.) | 5,592,799 | 976,595 | 1,087,623 | 384,654 | 1,350,897 | 1,793,028 |
| '17(4 mos.) | 3,650,280 | 312,559 | 374,467 | 126,828 | 675,000 | 2,161,425 |

Total—24,085,689 4,495,637 5,083,046 2,775,803 6,086,667 5,644,534
Note.—These are the earnings of the Pittsburgh Coal Co. (Pa.) the stock of which constituted the only asset of the Pittsburgh Coal Co. (N. J.). All of the stocks of the other subsidiary companies of the "Pittsburgh Coal Co." group are owned by Pittsburgh Coal Co. (Pa.).—V. 105, p. 185.

Pittsburgh Rolls Corp. (Steel & Iron).—Chartered.—

This corporation was incorporated in Virginia on July 24 with \$3,000,000 auth. cap. stock. See offering of bonds by Wm. M. Imbrie & Co. V. 105, p. 77.

Plymouth Cordage Co.—Dividend Deferred—New Director.—Pres. A. P. Loring has issued the following statement:

Since the vote authorizing the issue of 40,000 shares of stock was passed by the stockholders (V. 105, p. 185), amendments to the law have been proposed that would make this issue of stock heavily taxable in the hands of the stockholder as income. Under the circumstances the directors think it expedient to hold the issue of this stock in abeyance.

C. G. Rice succeeds W. P. Putnam as director.—V. 105, p. 185, 77.

Portage Rubber Co., Barberton, Ohio.—Stock Increase.—Shareholders will vote Aug. 23 on an amendment to the charter looking toward an increase in the authorized capital stock as outlined below, such amendment not to affect the rights of the 80 shares of pref. stock now outstanding.

Data from Letter of Pres. James Christy, Dated July 14 1917.

Results.—The affairs of the company [incorporated in Ohio Feb. 16 1910] are in a most prosperous condition. Sales for the past six months were almost equal to the entire business of last year and indications are that the present year will be the most successful in the company's history.

Dividend Increased.—The directors recently declared a quarterly dividend of 3% on the outstanding common stock, payable Aug. 15 1917, an increase from the 8% annual rate theretofore being paid. Earnings, we believe, will be sufficiently large in the future to enable the company to declare regular quarterly common dividends of not less than 3%, and in addition accumulate a surplus available for future dividends, &c. A year ago the stockholders were advised that sales for the year preceding had increased more than 100% over a corresponding period theretofore.

Good-Will, &c.—Surplus profits have warranted a reduction in the item of good-will and patents of \$100,000 during the past year, and earnings during the present year are expected to warrant a further reduction, if not to wipe out entirely this item, now carried at \$300,000.

Capitalization.—After increasing the capital stock on July 11 1916, the company had an authorized common capital stock of \$2,000,000, \$500,000 of which was outstanding and \$1,000,000 of pref. stock, convertible into common stock, all outstanding. Since then the entire pref. stock, except 80 shares, has been exchanged for common and the company has sold to stockholders \$500,000 common stock, so that there is now issued and outstanding \$2,000,000, the entire authorized common stock, and in the treasury practically \$1,000,000 of auth. pref. stock.

Stock Increase.—In order to meet the demands of the rapidly expanding business for a number of years to come, the directors are of the opinion that the charter should be amended so as to change the unissued pref. stock into \$500,000 common stock, and \$492,000 7% cumulative pref. stock redeemable at 112 and div. The company is to maintain net quick assets of not less than 125% of, and total net assets of not less than 200% of, the total amount of redeemable pref. stock outstanding.

In the event that the charter is amended as proposed, and as soon as the unissued \$1,000,000 of stock is subscribed, it is recommended that the company increase the (authorized) capital stock to \$5,000,000 of common stock and \$5,000,000 of pref. stock; and that the stockholders waive their rights to subscribe to any part of the increased pref. stock so as to enable the company to dispose of it to the public at not less than par. Shareholders have the right, until Oct. 1, to make payment in part or full for subscriptions for common and pref. shares.

[Officers of the company are: James Christy, Pres.; M. S. Long, V.-Pres.; B. J. Wildman, Sec.; W. W. Wildman, Treas. & Mgr.]

Producers & Refiners Corp.—New Co.—Stock Offering.

Otis & Co., Cleveland, are offering on a basis of one share of pref. stock with a bonus of 3/4 of a share of common, the capital stock of this new company having various large oil lease holdings. Capitalization consists of \$3,000,000 7% cumulative convertible pref. stock authorized and outstanding, and \$17,000,000 common stock of which \$10,000,000 is issued; all stock par \$10. The company has taken over the property of the Economy Oil & Refining Co., with refinery at Blackwell, Okla. The company holds in Kan. and Okla. leases on 25,000 acres; in Colo. on 7,000 acres; in New Mexico on 50,000 acres, in Wyo. on 40,000 acres. It is stated that every interest which has made leases to the company remains in the company through holding common stock.

Directors are: F. E. and W. L. Kistler, Merritt W. Gano, director of the Denver National Bank; E. P. Shove, Sec.-Treas. of the Ray Consolidated Copper Co.; William A. Otis and Charles A. Otis of Otis & Co., and others.

Provincial Light, Heat & Power Co.—Redemption.—

Twenty (\$20,000) First Mtge. 40-year 5% bonds of 1906 have been drawn for redemption on Sept. 1 at 105 and int. at the National Trust Co., Ltd., Montreal.—V. 103, p. 412.

Pullman Motor Car Co., York, Pa.—Sale.—

Press reports state that this company's plant was sold at a receiver's sale on July 24 to N. Y. and Phila. capitalists for \$408,597.—V. 104, p. 2348.

Republic Iron & Steel Co.—Earnings 6 Mos. to June 30.

| | —3 Months ending— | | —6 Mos. end. June 30— | |
|-------------------------|-------------------|-----------------|-----------------------|-------------------|
| | June 30 '17. | Mar. 31 '17. | 1917. | 1916. |
| Net earnings | \$8,778,343 | \$5,836,181 | \$14,614,524 | \$6,779,703 |
| Int. & income from inv. | 60,554 | 41,675 | 102,229 | 43,323 |
| Total income | \$8,838,897 | \$5,877,856 | \$14,716,753 | \$6,823,026 |
| Depreciation, &c. | \$260,789 | \$252,498 | \$513,287 | \$500,328 |
| Exhaustion of minerals | 79,700 | 51,580 | 122,290 | 118,172 |
| Interest on bonds | 193,935 | 205,262 | 399,197 | 436,451 |
| Excess of profits tax | 1,183,056 | 1,021,589 | 2,204,645 | — |
| Preferred dividend | (1 3/4) 437,500 | (1 3/4) 437,500 | (3 1/2) 875,000 | (6 1/2) 1,625,000 |
| Common dividend | (1 1/2) 407,865 | (1 1/2) 407,865 | (3) 815,730 | — |
| Balance, surplus | x\$6,285,042 | x\$3,501,562 | \$9,786,604 | \$4,143,076 |

*After deducting maintenance and repairs of plants amounting to \$830,650 for the 2d quarter and \$721,334 for the 1st quarter in 1917. x The following surplus (available for dividends) is divided as follows:

| Month— | 1917. | 1916. | Month— | 1917. | 1916. |
|----------|-------------|-----------|--------|-------------|-------------|
| January | \$1,543,177 | \$378,845 | April | \$1,950,637 | \$1,053,026 |
| February | 1,215,073 | 742,219 | May | 2,720,919 | 1,234,411 |
| March | 1,588,678 | 1,018,377 | June | 2,458,851 | 1,341,198 |

1st quarter—\$4,346,927 \$2,139,441 2d quarter—\$7,130,406 \$3,628,635
 The total (surplus) for 6 months ending June 30 1917 was \$11,477,333, against \$5,768,076.

Finished and semi-finished orders on hand June 30 1917 amounted to 528,976 tons, against 593,018 tons on hand on March 31 1917.

These results are subject to change at the end of the year, when the accounts are finally audited.—V. 105, p. 295.

Racine (Wis.) Water Co.—Suit Delays Sale.—

Suit was filed in the U. S. District Court of the Eastern District of Wisconsin on July 25 by the Farmers' Loan & Trust Co. of N. Y., as trustee for the First Mtge. bondholders, to restrain the sale of the property to the city of Racine for the amount fixed by the city's proceedings before the Wisconsin Railroad Commission, namely \$1,015,000. The 1st M. 5% bonds outstanding aggregate \$1,121,000. The City Council, as stated in the "Chronicle" of May 26 (V. 104, p. 2157), authorized the issuance of \$1,020,000 bonds for the purchase of the plant and for supplies. The aforesaid purchase price would yield the holder of each \$1,000 of 1st M. bonds not over 90.55%, and the trustee contends that the same is inadequate and confiscatory and that the proceedings are invalid and unconstitutional.—V. 104, p. 2239.

Roanoke (Va.) Water Works Co.—Notes Offered.—

Liggett, Hitchborn & Co., Inc., have offered at 98 and int., yielding about 5 3/4%, \$200,000 3-year 5% gold notes, dated Nov. 1 1916, due Nov. 1 1919. Int. M. & N. Trustee, Commercial Trust Co., Phila., Pa. Tax refundable in Pa. A circular shows:

Roanoke.—The third city in Va. Population est., 45,000; 1890, 16,159.
Capitalization— Auth. Outst'g. Capitalization— Auth. Outst'g.
 1st M. 6% bds. \$1,500,000 \$800,000 6% pref. stock. \$550,000 \$550,000
 Notes (this issue) 200,000 200,000 Common stock. 250,000 250,000
 Water supply is secured from exceedingly clear water springs, yielding 6,000,000 gallons every 24 hours, and flows by gravity in a 3,000,000 gallon storage basin from which it is pumped into the mains, and to a 2,000,000 gallon reserve distributing reservoir at a 1,122 ft. elevation. Connected services number 7,550 meters. Flat rate 270.

Earnings for the Year Ending Sept. 30 1916.

| | | | |
|---------------------------|-----------|------------------------|----------|
| Gross earnings | \$129,027 | Int., incl. this issue | \$58,000 |
| Net, after oper. expenses | 87,431 | Balance | 29,431 |

Valuation.—As of July 1 1913, this was placed at \$1,139,038. This report has been brought up to Dec. 30 1915, all additions and extensions having been charged into "operating expenses."
 As to further description of property, water supply, &c., see V. 102, p. 349.

Rochester Ry. & Light Co.—Stock Increase.—

This company on July 24 filed a certificate at Albany increasing its auth capital stock from \$9,500,000 (par \$100) to \$10,250,000. See V. 104, p. 664.

Salmon Falls Mfg. Co.—Resumption of Dividends.—

This company has declared a dividend of \$3 per share upon the common stock, payable Sept. 1 to holders of record Aug. 20. This is the first dividend upon the common stock since the financial reorganization in Feb. 1914.

(J. H.) Sanford Coal Co.—Bonds Called.—

Fifteen First Mtge. 15-year 6% sinking fund gold coupon bonds dated March 2 1914 have been called for payment Sept. 1 at 102 1/2 and int. at Colonial Trust Co., Pittsburgh.—V. 99, p. 613.

Saxon Motor Car Corp.—Dividend Passed.—

The directors on July 24 voted to omit the quarterly dividend of 1 3/4% on the \$6,000,000 capital stock, usually payable at this time, in order to conserve the company's cash resources.

"Financial America" of N. Y., on July 27, said in substance: "There is no hope of resumption of dividends prior to June 30 1918, according to a director who has just returned from Detroit. The dividend was passed this week on account of the depression in the motor industry which has interfered seriously with the output of the corporation and this director stated that production is still far below normal though an increase in sales has been noted in the last month."

"A number of banking firms of Chicago, Detroit and the East have agreed to advance the company working capital of \$1,000,000, but as yet it has been unnecessary to complete the loan and if conditions continue to show improvement the money will not be required. Much of the financial embarrassment of the company has been caused by the large contracts for raw materials into which it entered in anticipation of a heavy demand for cars and on which it has had to make payments while production was falling off. However, this director stated that these materials can be utilized at any time and that in view of the advancing costs of the factors entering into the manufacture of automobiles the supplies on hand which have been a handicap are likely to prove valuable assets." See committee V. 105, p. 77.

Scovill Mfg. Co.—Extra Dividend Increased.—

An extra dividend of 15% has been declared payable Aug. 1 to holders of record July 25. This additional dividend, which is payable monthly, was formerly 10%. The last regular dividend (quar.) of 2% was paid July 2.—V. 104, p. 1269.

Semet-Solvay Co.—Extra Dividend.—

An extra dividend of 2% has been declared on the stock along with the regular quarterly 2%, both payable Aug. 15 to holders of record July 31. A like amount was paid May 15.—V. 104, p. 2558.

Simmons Co., Kenosha, Wis. (Bed Mfrs.).—Pref. Stock Offered.—Lee, Higginson & Co. are offering at 95, yielding about 7.35%, a new issue of \$2,000,000 7% eum. pref. (a.&d.) stock, par \$100. Divs. Q.-F. The bankers report:

The stock is callable, all or part, for sinking fund, on any div. date upon 60 days' notice at 110 and accrued divs. The amount of pref. stock auth. may not be increased without consent of 75% of pref. outstanding. Remaining auth. pref. stock, \$1,000,000, may be issued in amounts not exceeding 60% of value of additions and equipment when (a) net assets, depreciation deducted and not including "patents, trade-marks and good-will," are at least 2 1/2 times the par value of the pref. stock, including that to be issued; (b) when net earnings are twice pref. divs. incl. that to be issued.

Sinking fund beginning July 1 1919 of not less than 10% of annual profits. No common dividend may be paid which would reduce net quick assets below 120% of pref. outstanding. Pref. has no vote unless four quarterly dividends are in arrears, in which case it will vote until default is cured. All pref. stock must consent to any change in the above provisions.

Data from Letter of Pres. Z. G. Simmons, Kenosha, Wis., July 25 1917.

Organization.—Incorporated in Delaware in Dec. 1915 as successor of the Simmons Mfg. Co. of Wis. This business, established more than 35 years ago, was incorporated in 1884 as the Northwestern Wire Mattress Co., and in 1895 as The Simmons Mfg. Co. A small sales company is owned entirely and all statements herein refer to the two combined. In 1915 Simmons Co. acquired all the assets, &c., of the Rudgear-Merle Co. of San Francisco, manufacturers of bedsteads and ornamental iron work.

Business.—The business is the manufacture of iron and steel bedsteads, brass bedsteads, wire mattresses, couches and other metal work, with sales in 1916 of more than 2,700,000 units. Output of metal beds constitutes about one-fifth of the country's total production.

Capitalization.— Authorized. Outstand'g.
 Pref. stock, 7% cum. (to provide add'l work'g cap.) \$3,000,000 \$2,000,000
 Common stock. 7,000,000 6,500,000

Funded debt consists of \$397,000 First Mtge. Sinking Fund 6% bonds which were assumed with the purchase of the Rudgear-Merle Co. property in San Francisco. The plants at Kenosha are free of encumbrances. No renewal or substitution of this mortgage without consent of 75% of pref.

Property.—The main plant at Kenosha, Wis., occupying 75 acres of floor space, consists of 68 buildings, and includes steel rolling and tube mills completed in 1916, foundry, power plant, machine shops, &c. All of the buildings have been built since 1893, and many are of steel, brick and concrete. The company owns land for expansion, and owns docks and harbor frontage on Lake Michigan, sufficient for present and future needs. The company also owns plant at San Francisco, Cal., and the subsidiary sales company owns or leases buildings used for branch offices or warehouses in 26 cities, including New York, Chicago, St. Paul, Detroit, Indianapolis, Cincinnati, Cleveland, Pittsburgh, Philadelphia, Boston, Baltimore, Atlanta, Denver, Los Angeles, San Francisco, Portland and Seattle. Employees number about 2,800 at Kenosha, about 500 at San Francisco and 60 local sales representatives.

Financial Condition as of Dec. 31 1916, but Incl. Proceeds of This Issue.

| | |
|-----------------------------------------------------------------------|--------------|
| Assets— | |
| Real estate, plants and equip., less res'v'e for deprec. of \$940,969 | \$4,272,689 |
| Other investments | 215,615 |
| Current assets, notes and accounts receivable, less reserves, | |
| \$2,015,616; cash (including proceeds of this issue) \$2,366,301; | |
| inventories, \$3,499,949; total | 7,881,866 |
| Deferred assets | 91,846 |
| Liabilities— | |
| Total assets, not incl. valuation for patents, trade-marks and | |
| good will | \$12,462,016 |
| Liabilities— | |
| First M. 6% s. f. bonds on San Francisco property, due 1933 | \$397,000 |
| San Francisco real estate contract, due 1921 | 110,000 |
| Current liabilities: Notes payable, \$2,523,500; accounts payable, | |
| \$433,552; accrued taxes and interest, \$167,893; total | 3,124,945 |
| Total liabilities except capital stock and surplus | \$3,631,945 |
| Excess of assets over liabilities | \$8,830,071 |

Gross Sales and Net Profits for Calendar Years.

| | | | | | |
|---------|-------------|-------------|-------------|-------------|--------------|
| | 1912. | 1913. | 1914. | 1915. | *1916. |
| Sales | \$5,652,808 | \$6,305,208 | \$5,677,475 | \$6,537,712 | \$10,458,677 |
| Profits | 695,208 | 463,726 | 395,034 | 745,402 | 1,815,625 |

* Includes Rudgear-Merle Co., absorbed on Jan. 1 1916. During the last ten years net profits have aggregated \$5,854,235, out of which it has paid cash dividends of \$2,187,193, retaining \$3,667,042 profits invested in the business. Rate of div. on com. is 6% p. a.—V. 103, p. 583.

Sinclair Oil & Refining Corp.—Stock Increase—Notes.

The shareholders on July 24 ratified the action of the directors authorizing the increase in the capital stock from \$1,000,000 shares to 1,500,000 shares, increasing the declared capital from \$5,000,000 to \$7,500,000. The issuance of the \$20,000,000 3-year 7% gold notes was also approved. See statement by Pres. Sinclair addressed to the shareholders published in full in V. 105, p. 187, 185, 77.

Singer Mfg. Co., New York.—Extra Dividend of \$12 per Share in Stock of English Co.—President Douglas Alexander in circular dated July 19 says in substance:

Digest of Resolution Unanimously Adopted by Board July 19 1917. Whereas, this company is the registered holder of 1,500,000 shares, par value of £1 each, of the capital stock of the Singer Mfg. Co., Ltd. (of Great Britain and Ireland), which it acquired April 27 1905 out of its accumulated surplus profits on hand on that day, and has ever since held as part of such profits; and

Whereas, the directors deem it wise to now distribute such shares to the shareholders at its cost value to this corporation, viz., \$4.80 per share.

Resolved, That an extra dividend of \$12 per share is hereby declared payable at the convenience of the directors to shareholders of record at the close of business on July 19 1917 by the distribution of 1,500,000 shares of £1 each of the capital stock of the Singer Mfg. Co., Ltd., in the proportion of 2½ shares of the British company to one share of this company, such dividend to be represented by a duly executed transfer by the Singer Mfg. Co. of N. J., or by warrants or certificates of interest exchangeable for a duly executed transfer by the said company for the number of full shares to which each shareholder is entitled and for scrip of the Singer Mfg. Co. of N. J. for any fraction of a share to be exchangeable when surrendered in amounts aggregating one or more full shares of the Singer Mfg. Co. Ltd. [The New Jersey Co. has \$60,000,000 stock outstanding (par \$100), on which dividends have long been paid, since Sept. 1916 at rate of 10% p. a. (2½% Q.-M.) with a "Red Cross" distribution of 1% July 3 1917].

The Singer Mfg. Co., Ltd., is organized under the laws of Great Britain and has a capital of £2,000,000, divided into shares of £1 each. It owns and operates the company's factory at Singer, near Clydebank, Scotland, and is engaged in the manufacture of Singer sewing machines.—V. 105, p. 77.

Solvay Process Co.—Extra Dividend.—

This company has declared an extra dividend of 2% along with the regular quarterly 2%, both payable Aug. 15 to holders of record July 31.—V. 104, p. 2348.

Standard Oil Co. of Indiana.—Extra Dividend.—

The usual extra dividend of 3% has been declared on the \$30,000,000 stock, along with the regular quarterly 3%, both payable Aug. 31 to holders of record Aug. 6. A like amount was paid in May last.—V. 104, p. 1708.

Stewart-Warner Speedometer Corporation.—Earnings.— Press reports state:

| | | | | |
|-------------------------------|--------------|--------------|--------------|--------------|
| Quarters ending— | Mar. 31 '17. | Mar. 31 '16. | June 30 '17. | June 30 '16. |
| Net profits avail. for divs.— | \$542,000 | \$572,000 | \$657,000 | \$703,000 |

Studebaker Corporation.—Status.—"The Wall Street Journal" of July 24 says:

Studebaker is understood to have materially lowered its production schedules. During the first weeks following the entrance of the United States into the War Studebaker had a large number of unsold cars piled up on its hands. Dealers simply laid down on deliveries, and cars in shipment to dealers were in many cases not accepted on arrival at their destination.

Studebaker is said to have worked off the greater part of these accumulated cars and is gauging its production to its selling power. For all of 1917 it would seem as if expectation of a 55,000 to 60,000 car output was not extravagant.

Up to July 1 the company had sold and received cash for about 37,000 cars. The remaining five months ought to witness the sale of at least 1,000 cars weekly.

Comment has at times been made that the book value of Studebaker's \$30,000,000 common is but \$78 per share. That argument had some force when the stock was selling at 180 or 190, but obviously does not apply with a discount of \$30 per share from its book value.

It is claimed by those who know the actual amount of money that has gone into the Studebaker plants that there is between \$10,000,000 and \$12,000,000 more of plant value than the \$13,437,000 figures at which the physical assets are carried in the balance sheet. And \$12,000,000 would be equal to an additional \$40 per share on the common stock.

Opinion is slipping back to the basis that at their meeting for dividend consideration Studebaker directors will make a clean sweep of any dividend payment and conserve earnings for reduction of floating debt.—V. 104, p. 2646, 949.

Stutz Motor Car Co. of America.—Earnings.—

The Stutz Motor Car Co. of Indiana, whose entire capital stock is owned by this company, reports for the 6 months ending June 30 1917: Net sales, \$2,489,621; cost of sales, \$1,843,456; gross profits \$646,165 Selling, administration and general expenses 50,317 Interest and discount earned Cr. 25,927

Net profit for six months ending June 30 1917—*\$621,775 *The net profit as above for six months of 1917 compares with a surplus of \$649,000 for entire year 1916.—V. 104, p. 2656, 661.

Tennessee Copper Co.—Callable at 110, Not 100.—

The indenture securing the First Mortgage 6% 10-year convertible sinking fund gold bonds contains the following: "The copper company may, at its option, on Nov. 1 1918 or on any semi-annual interest date thereafter, redeem all or any of the bonds secured hereunder at 110% of the principal amount thereof, together with accrued interest thereon."—V. 104, p. 2123.

Tennessee Copper & Chemical Corp.—Bonds.—

See Tennessee Copper Co. above.—V. 104, p. 2123.

(John R.) Thompson Co.—Retire Prof. Stock.—

In accordance with the provisions of this company's articles of incorporation calling for the annual retirement of \$50,000 pref. stock, commencing 1917, shareholders on July 1 last were requested to make offers for the above purpose. The stock is callable at 125%.—V. 101, p. 2150.

Toledo Furnace Co.—Stock Increase.—

Press reports state that this company has increased its auth. capital from \$2,000,000 to \$4,000,000, the new capital to be used for improve-

ments on the plant, a new office building, laboratory and a store house.—V. 105, p. 78.

Tooke Bros., Ltd.—New Director.—

F. H. Phippen of Toronto, has been elected a director.—V. 104, p. 2656.

(The) Trenton Potteries Co.—Extra Dividend.—

An additional dividend of ½ of 1% has been declared on the non-cum. pref. stock along with the regular quarterly 1½%, both payable July 25 to holders of record July 19. A like amount was paid April 25.—V. 104, p. 1708, 262.

Union Carbide Co.—Merger Rumors, &c.—"Chicago Herald" July 22 said:

It has been evident for some time that some development was in contemplation of more than ordinary interest both to stockholders of Union Carbide and in National Carbon. Yesterday it was reported that Union Carbide has practically completed arrangements to take over the National Carbon. The rate of exchange is to be one share of Union Carbide, which closed last night at 186½, for two and one-half of National Carbon. It was practically impossible to get any confirmation of this report. Rumors of this kind have been current before affecting National Carbon. There have also been rumors in the last few days that Union Carbide would cut another "melon" shortly, probably of 10% in Liberty Loan bonds and as much in cash. Like other rumors, there is no confirmation.—V. 104, p. 2349.

United Dyewood Corp.—New Director.—

F. N. B. Close has been elected a director.—V. 104, p. 2562.

United States Rubber Co.—Bonds Listed.—

The N. Y. Stock Exchange has authorized the listing of the \$60,000,000 outstanding First & Refunding Mortgage 5% bonds, series "A," due Jan. 1 1947, on official notice of issuance in exchange for outstanding Central Trust Co. of N. Y. interim receipts and certificates for such bonds (V. 104, p. 262, 1806).

Purposes for which the Proceeds of the \$60,000,000 Bonds Have Been Used,

| | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|
| (1) Cash deposited to retire the following obligations maturing on or before Dec. 1 1918 (this refunding has already been partially accomplished): (a) U. S. Rubber Co. 6% bonds of 1908, due Dec. 1 1918, \$16,000,000; (b) Eureka Fire Hose Mfg. Co. 5% debentures due Dec. 1 1918, \$970,000; (c) Canadian Consol. Rubber Co., Ltd., 5% debentures, due Dec. 1 1918, \$2,500,000; (d) Morgan & Wright 5% debentures, issued under indenture dated Dec. 1 1915, due Dec. 1 1918, \$5,000,000; (e) Mechanical Rubber Co. 6% 1st M. bonds, due Jan. 1 1918 (\$687,000), less sinking fund deposited with trustee for said bonds (\$459,852), \$227,148 | \$24,697,148 |
| (2) To pay current notes and loans | 26,703,866 |
| (3) For additional working capital, discounts and premiums in connection with refunding and for other corp. purposes | 8,598,986 |

Partly Estimated Earnings.—3 months ending Mar. 31 1917

| | |
|------------------------------------------------------------------------------------------------------|-------------|
| (including sub. cos.): | |
| Net income prior to interest charges | \$4,494,293 |
| Interest charges, \$992,951; part of discount and expenses in connection with refunding, \$1,349,844 | 2,342,795 |
| Dividends U. S. Rubber Co.: First pref. (8%), \$1,233,822; second pref. (6%), \$6,054 | 1,239,876 |
| Dividends to minority stockholders of subsidiary companies | 6,226 |

Surplus for 3 mos. ending Mar. 31 1917 (partly estimated)---- \$905,396 —V. 104, p. 2562, 2250.

United States Steel Corp.—Sub. Co. Sale—Plant.—

See Walworth Mfg. Co. below and Federal Shipbuilding Co. above.—V. 105, p. 186, 78.

Vacuum Oil Co., Rochester, N. Y.—Death of President.

The death of Pres. C. M. Everest on July 23 is announced.—V. 104, p. 1392, 1384.

Victor Typewriter Co.—Status.—

See International Textbook Co. above.—V. 103, p. 499.

Walworth Manufacturing Co.—Common Stock Offered.—

Hayden, Stone & Co. are offering at \$18 per share, par \$20, 125,000 shares of the common stock of this company, manufacturers since 1842 of cast iron fittings, steam tools, &c. A circular shows:

Arrangements have been made to have the Walworth company take over the plant and business at Kewanee, Ill., of the National Tube Co., one of the subsidiaries of the U. S. Steel Corp.

Capitalization of Enlarged Company.

| | | |
|-------------------------------------------|------------------------------|-----------------------|
| 1st M. 1 to 20-yr. serial 5s. \$2,000,000 | 200,000 sh's com., par \$20. | \$4,000,000 |
| 6% cum. pref. stk., par \$50 | 1,000,000 | Surplus about 800,000 |

Data from Letter of Pres. Howard Coonley dated July 18 1917.

Organization.—This business was started in 1842 as Walworth & Nason, and was incorporated in Mass. in 1872. It was the first industry in this country to manufacture cast iron fittings and has been a pioneer in the steam, water and gas supply business. In 1849 the company began the production of pipe and has developed many tools and appliances such as the Stillson wrench and Van Stone joint. Present line includes various types of cast iron and malleable iron fittings, brass valves and fittings, iron and steel valves up to 24-inch sizes, steam tools and power plant material. The Kewanee plant is now manufacturing goods similar to the Walworth products and has in addition specialties which will greatly strengthen our hold on the trade.

Properties.—The original property in the South Boston District, Mass., occupies 14 acres having both water and rail facilities. The buildings containing some 466,000 sq. ft. of floor area occupy less than half the property. The new plant in Illinois has a working floor area of 773,000 sq. ft., with 38 acres and splendid railroad facilities.

Output.—Production of the combined plants is at present in excess of 43,000 gross tons of finished materials per year. In addition to this the Walworth company is said to be one of the largest distributors in the country of steel and iron pipe, &c.

Assets and Liabilities of Enlarged Co. as of June 30 (subj. to final adjustment.)

| | | | |
|--------------------|-------------|---------------------|-------------|
| Assets— | | Liabilities— | |
| Real estate | \$2,250,000 | Bonds | \$2,000,000 |
| Machinery | 2,750,000 | 6% pref. stock | 1,000,000 |
| Net working assets | 2,835,000 | Common stock | 4,000,000 |
| | | Surplus | 835,000 |

Total each side-----\$7,835,000

Earnings.—Combined earnings of the two businesses for the five years prior to Jan. 1 1917, have averaged \$463,739. Combined profits for 1917 after liberal write-offs, but before allowances for any excess profits tax, are estimated at upwards of \$1,750,000. After deduction of prior charges this is equal to \$8 per share on the common stock. Normal profits are looked for in excess of \$1,000,000 a year, which after prior charges, equals \$4 per share. Our present sales of approximately \$12,000,000 annually should be substantially increased from year to year.

The bankers report that application will be made to list these shares on the Boston Stock Exchange. Compare V. 105, p. 78.

Warwick Mills.—Dividend Increased.—

The semi-annual dividend has been increased from 3% to 4% and is declared payable Aug. 1 to holders of record July 25.—V. 104, p. 368.

White Sewing Machine Co., Cleveland.—New Stock.

This company has filed a certificate in Ohio increasing the authorized capital stock from \$2,500,000 to \$3,000,000.—V. 102, p. 1902.

Whitman Mills of New Bedford.—Extra Dividend.—

This company has declared an extra dividend of 1% along with the regular quarterly 2%, both payable Aug. 15 to holders of record Aug. 7.—V. 89, p. 477.

Reports and Documents.

CHICAGO BURLINGTON & QUINCY RAILROAD COMPANY

SIXTY-THIRD ANNUAL REPORT FOR THE YEAR ENDED DECEMBER 31 1916.

Chicago, January 1 1917.

To the Stockholders of the Chicago Burlington & Quincy Railroad Company:

As of July 1 1916 there was issued the Sixty-Second Annual Report of your Company, covering the year ended June 30 1916. Since then the Inter-State Commerce Commission has changed its fiscal year, for which carriers are required to make reports, to end December 31 instead of June 30 as heretofore. A similar change in the fiscal year has been made by most of the railroads of the country and your Directors took similar action at meeting held January 24 1917.

It has seemed best, for purpose of future comparisons, to make this report cover the fiscal year ended December 31 1916, and the figures are so presented herein. There are included, however, for the six months period ended December 31 1916, an Income Account Statement, and tables showing Changes in Equipment, Revenue Freight Carried and Investment in Road and Equipment.

COMPARATIVE INCOME STATEMENT, YEARS ENDED DECEMBER 31.

| Per Ct. | 1916. | OPERATING REVENUES. | 1915. | Per Ct. |
|-------------------------------|------------------|-----------------------------------------|-----------------|---------|
| 70.80 | \$77,310,516 00 | Freight | \$64,211,845 33 | 68.61 |
| 20.00 | 21,833,534 25 | Passenger | 20,438,621 92 | 21.84 |
| 2.47 | 2,691,304 66 | Mail | 2,593,884 14 | 2.77 |
| 2.61 | 2,854,713 02 | Express | 2,436,064 43 | 2.60 |
| 2.06 | 2,250,015 47 | Miscellaneous | 1,983,640 41 | 2.12 |
| 1.97 | 2,149,529 24 | Incidental | 1,847,742 06 | 1.98 |
| .09 | 101,591 85 | Joint facility | 77,924 14 | .08 |
| 100.00 | \$109,191,204 49 | Total operating revenue | \$93,589,722 43 | 100.00 |
| OPERATING EXPENSES. | | | | |
| 11.17 | \$12,203,996 81 | Maintenance of way and structures | \$12,025,216 06 | 12.85 |
| 15.62 | 17,053,851 51 | Maintenance of equipm't | 14,833,787 07 | 15.85 |
| 1.52 | 1,662,805 07 | Traffic | 1,577,138 03 | 1.69 |
| 29.32 | 32,014,949 04 | Transportation | 28,810,984 20 | 30.79 |
| .93 | 1,013,164 78 | Miscellaneous operations | 846,608 48 | .90 |
| 2.02 | 2,203,307 74 | General | 2,033,345 36 | 2.17 |
| Cr. .84 | Cr. 916,370 29 | Transportation for investment—Cr. | | |
| 59.74 | \$65,235,704 66 | Total operating expenses | \$60,127,079 20 | 64.25 |
| 40.26 | \$43,955,499 83 | Net operating revenue | \$33,462,643 23 | |
| | \$4,820,197 37 | Railway tax accruals | \$4,262,551 56 | |
| | 36,314 88 | Uncollectible railway revs | 24,157 35 | |
| | \$4,856,512 25 | | \$4,286,708 91 | |
| | \$39,098,987 58 | Operating income | \$29,175,934 32 | |
| NON-OPERATING INCOME. | | | | |
| | \$1,578,114 13 | Rents | \$925,698 49 | |
| | 1,413,202 63 | Miscellaneous interest | 379,168 88 | |
| | \$2,991,316 76 | Total non-operating income | \$1,304,867 37 | |
| | \$42,090,304 34 | Gross income | \$30,480,801 69 | |
| DEDUCTIONS FROM GROSS INCOME. | | | | |
| | \$2,065,577 91 | Rents | \$1,629,870 64 | |
| | 6,960,493 46 | Interest on funded debt | 7,077,551 97 | |
| | 752 94 | Interest on unfunded debt | 6,072 27 | |
| | 55,163 52 | Amortization of discount on funded debt | 82,592 32 | |
| | 13,590 86 | Miscellaneous income charges | 12,822 16 | |
| | \$9,095,578 69 | Total deductions | \$8,808,909 36 | |
| | \$32,994,725 65 | Net income | \$21,671,892 33 | |
| DISPOSITION OF NET INCOME. | | | | |
| | \$1,864,286 81 | Appropriations for: Sinking funds | \$1,783,800 38 | |
| | 8,867,128 00 | Dividends | 8,867,128 00 | |
| | 8,864,595 48 | Additions and betterments | 3,340,669 28 | |
| | 2,400,000 00 | Fund for accrued taxes, not yet due | | |
| | 6,000,000 00 | Miscellaneous appropriations of income | | |
| | \$27,996,010 29 | | \$13,991,597 66 | |
| | \$4,998,715 36 | Income balance | \$7,680,294 67 | |

CAPITALIZATION.

CAPITAL STOCK.

| Number of Shares. | Total Par Value Authorized and Outstanding. | Dividends Declared During the Year. | |
|-------------------|---------------------------------------------|-------------------------------------|----------------|
| | | Rate. | Amount. |
| 1,108,391 | \$110,839,100 00 | 8% | \$8,867,128 00 |

The capital stock outstanding remained without charge during the year.

FUNDED DEBT.

| Nominally Issued. | Actually Issued. | | | Interest Accrued During Year on Bonds "Actually Outstanding." |
|-------------------|------------------|-------------|-----------------------|---------------------------------------------------------------|
| | Reacquired. | | Actually Outstanding. | |
| In Treasury. | In Treasury. | Pledged. | In Sinking Funds. | |
| | \$9,873,000 | \$3,885,400 | \$31,000 | \$23,466,700 |
| | | | | \$6,960,493 46 |

The funded debt outstanding was reduced \$4,838,000 This reduction was in bonds purchased and—

| | |
|-----------------------------------|-------------|
| Held in the treasury | \$2,952,500 |
| Held by Trustees of sinking funds | 1,319,500 |
| Canceled and retired | 566,000 |
| | \$4,838,000 |

MILEAGE.

MILEAGE OF ROAD OPERATED ON DECEMBER 31 1916.

| STATE. | Line Owned. | | | Operated Under Lease or Contract. | Total Mileage Operated. |
|--------------|-------------|-------------------|----------|-----------------------------------|-------------------------|
| | Main Line. | Branches & Spurs. | Total. | | |
| Colorado | 214.11 | 180.25 | 394.36 | 34.97 | 429.33 |
| Illinois | 891.48 | 783.53 | 1,675.01 | 114.06 | 1,789.07 |
| Iowa | 371.68 | 993.44 | 1,365.12 | 73.44 | 1,438.56 |
| Kansas | 12.71 | 246.61 | 259.32 | .82 | 260.14 |
| Minnesota | 23.61 | | 23.61 | 14.84 | 38.45 |
| Missouri | 593.62 | 528.68 | 1,122.30 | 13.15 | 1,135.45 |
| Montana | 134.38 | | 134.38 | 49.54 | 183.92 |
| Nebraska | 1,364.76 | 1,485.58 | 2,850.34 | 22.37 | 2,872.71 |
| South Dakota | 48.88 | 231.07 | 279.95 | | 279.95 |
| Wisconsin | 222.33 | | 222.33 | .53 | 222.86 |
| Wyoming | 571.54 | 120.91 | 692.45 | 30.76 | 723.21 |
| Total | 4,449.10 | 4,570.07 | 9,019.17 | 354.48 | 9,373.65 |

LINE OWNED.

| STATE. | Miles of Road. | Second Track. | Third Track. | Yard Track & Sidings. | Total. |
|--------------|----------------|---------------|--------------|-----------------------|-----------|
| Colorado | 394.36 | | | 144.82 | 539.18 |
| Illinois | 1,675.01 | 412.94 | 42.40 | 992.22 | 3,122.57 |
| Iowa | 1,365.12 | 243.55 | | 353.38 | 1,962.05 |
| Kansas | 259.32 | | | 25.05 | 284.37 |
| Minnesota | 23.61 | 2.25 | | 37.13 | 62.99 |
| Missouri | 1,122.30 | 112.12 | | 434.78 | 1,669.20 |
| Montana | 134.38 | | | 34.91 | 169.29 |
| Nebraska | 2,850.34 | 17.96 | | 719.20 | 3,587.50 |
| South Dakota | 279.95 | | | 62.62 | 342.57 |
| Wisconsin | 222.33 | 136.65 | | 76.84 | 435.82 |
| Wyoming | 692.45 | | | 212.51 | 904.96 |
| Total | 9,019.17 | 925.47 | 42.40 | 3,093.46 | 13,080.50 |

The increases during the year were:

| | |
|------------------|------------|
| In road owned | 3.45 miles |
| In line operated | .40 miles |

TAXES.

| | 1916. | 1915. | Increase (+) or Decrease (-). |
|--------------------------|----------------|----------------|-------------------------------|
| Colorado | \$299,308 12 | \$260,248 06 | +\$39,060 06 |
| Illinois | 1,007,460 77 | 996,333 36 | +11,127 41 |
| Iowa | 550,365 16 | 554,041 13 | -3,675 97 |
| Kansas | 80,220 64 | 67,211 30 | +13,009 34 |
| Minnesota | 32,604 31 | 32,528 25 | +76 06 |
| Missouri | 296,094 75 | 403,578 10 | -107,483 35 |
| Montana | 58,124 72 | 72,670 50 | -14,545 78 |
| Nebraska | 1,074,782 38 | 1,079,838 13 | -5,055 75 |
| South Dakota | 166,068 03 | 108,277 83 | +57,790 20 |
| Wisconsin | 255,473 54 | 265,208 08 | -9,734 54 |
| Wyoming | 309,444 33 | 206,803 24 | +102,641 09 |
| Other States | 199 51 | 280 55 | -81 04 |
| Total States | \$4,130,146 26 | \$4,047,016 53 | +\$83,129 73 |
| United States Government | \$690,051 11 | \$215,535 03 | +\$474,516 08 |
| Grand Total | \$4,820,197 37 | \$4,262,551 56 | +\$557,645 81 |

The large increase in the United States Government tax was due principally to the change of rate from one per cent to two per cent of the net income.

STATISTICS OF OPERATIONS.

The large increase in Operating Revenues, and the increased efficiency of operation, resulted in reducing the operating ratio from 64.25 in 1915 to 60.58 in 1916. This operating ratio of 1916 was further reduced to 59.74 by the deduction from Operating Expenses of the credit for "Transportation for Investment" (a recent requirement by the Inter-State Commerce Commission.)

Increased efficiency of operation is shown by an increase of 22.7% in ton miles of revenue freight being carried with increases of only 11.7% in freight train miles and of 10.8% in freight train car miles.

STATISTICS OF OPERATIONS.

| ITEM. | 1916. | 1915. | Increase (+) or Decrease (-). |
|------------------------------------------|-------------|------------|-------------------------------|
| Average mileage of road operated (miles) | 9,370.39 | 9,368.00 | +2.39 |
| Train-Miles— | | | |
| Freight— | | | |
| Ordinary | 18,185,157 | 16,282,873 | +1,902,284 |
| Light | 124,153 | 111,143 | +13,010 |
| Total freight | 18,309,310 | 16,394,016 | +1,915,294 |
| Passenger | *17,965,959 | 17,714,045 | +251,914 |
| Mixed | 697,909 | 745,955 | -48,046 |
| Special | 23,065 | 35,199 | -12,134 |
| Total transportation service | 36,996,243 | 34,889,215 | +2,107,028 |
| Work service | 864,423 | 876,051 | -11,628 |
| Locomotive-Miles— | | | |
| Freight— | | | |
| Principal | 18,331,202 | 16,411,285 | +1,919,917 |
| Helper | 824,914 | 675,270 | +149,644 |
| Light | 876,031 | 767,720 | +108,311 |
| Total Freight | 20,032,147 | 17,854,275 | +2,177,872 |

* Includes 64,600 motor train miles.

| ITEM. | 1916. | 1915. | Increase (+) or Decrease (-). |
|------------------------------------|------------------|-----------------|----------------------------------|
| Locomotive-Miles (Con.)— | | | |
| Passenger— | | | |
| Principal | 17,901,359 | 17,649,101 | +252,258 |
| Helper | 133,119 | 201,075 | -67,956 |
| Light | 336,858 | 354,349 | -17,491 |
| Total Passenger | 18,371,336 | 18,204,525 | +166,811 |
| Mixed train— | | | |
| Principal | 698,060 | 746,059 | -47,999 |
| Helper | 1,265 | 3,236 | -1,971 |
| Light | 5,819 | 5,994 | -175 |
| Total mixed train | 705,144 | 755,289 | -50,145 |
| Special— | | | |
| Principal | 23,070 | 35,199 | -12,129 |
| Helper | 1,820 | 5,363 | -3,543 |
| Light | 793 | 2,996 | -2,203 |
| Total Special | 25,683 | 43,558 | -17,875 |
| Train switching | 1,098,367 | 1,016,172 | +82,195 |
| Yard switching— | | | |
| Freight | 9,458,909 | 8,049,742 | +1,409,167 |
| Passenger | 668,073 | 656,343 | +11,730 |
| Total Yard Switching | 10,126,982 | 8,706,085 | +1,420,897 |
| Total transportation service | 50,359,659 | 46,579,904 | +3,779,755 |
| Work service | 1,592,852 | 1,628,187 | -35,335 |
| Locomotive Ton-Miles— | | | |
| Freight train service | 3,041,175,324 | | |
| Mixed train service | 34,266,388 | | |
| Passenger train service | 1,687,271,789 | | |
| Special train service | 2,513,066 | | |
| Total transportation service | 4,765,226,567 | | |
| Car-Miles— | | | |
| Freight train— | | | |
| Loaded | 529,042,014 | 454,886,356 | +74,155,658 |
| Empty | 213,131,101 | 215,377,659 | -2,246,558 |
| Sum of loaded and empty | 742,173,115 | 670,264,015 | +71,909,100 |
| Freight train— | | | |
| Caboose | 18,548,221 | 16,604,846 | +1,943,375 |
| Total freight train | 760,721,336 | 686,868,861 | +73,852,475 |
| Passenger-train— | | | |
| Passenger | †45,919,278 | 44,958,989 | +960,289 |
| Sleeping, parlor and observation | 28,220,580 | 29,805,419 | -1,584,839 |
| Dining | 4,958,023 | 4,987,581 | -29,558 |
| Other | 38,203,438 | 36,199,709 | +2,003,729 |
| Total passenger train | †117,301,319 | 115,951,698 | +1,349,621 |
| Mixed train— | | | |
| Freight, loaded | 3,135,961 | 3,042,826 | +93,135 |
| Freight, empty | 1,032,206 | 1,158,933 | -126,727 |
| Caboose | 34,819 | 30,724 | +4,095 |
| Passenger | 1,184,995 | 1,232,510 | -47,515 |
| Sleeping, parlor and observation | 73,042 | 2,580 | +70,462 |
| Dining | 106 | 106 | |
| Other passenger-train | 296,594 | 356,891 | -60,297 |
| Total mixed train | 5,757,617 | 5,824,570 | -66,953 |
| Special train— | | | |
| Freight—loaded | 284,393 | 297,077 | -12,684 |
| Freight—empty | 46,868 | 15,206 | +31,662 |
| Caboose | 21,688 | 30,351 | -8,663 |
| Passenger | 99,261 | 103,742 | -4,478 |
| Sleeping, parlor and observation | 152 | 13,919 | -13,767 |
| Dining | 59 | 2,639 | -2,580 |
| Other passenger-train | 1,117 | 8,131 | -7,014 |
| Total special train | 453,541 | 471,065 | -17,524 |
| Total transportation service | 884,233,813 | 809,116,194 | +75,117,619 |
| Work service | 3,568,785 | 4,018,593 | -449,808 |
| Freight Service— | | | |
| Tons— | | | |
| Revenue freight | 39,278,135 | 32,996,554 | +6,281,581 |
| Non-revenue freight | 9,052,606 | 8,996,409 | +56,197 |
| Total tons | 48,330,741 | 41,992,963 | +6,337,778 |
| Ton miles— | | | |
| Revenue freight | 10,923,326,440 | 8,899,951,312 | +2,023,375,128 |
| Non-revenue freight | 1,814,590,652 | 1,675,195,298 | +139,395,354 |
| Total ton miles | 12,737,917,092 | 10,575,146,610 | +2,162,770,482 |
| Passenger Service— | | | |
| Passengers carried—revenue | 22,879,435 | 22,728,128 | +151,307 |
| Passenger miles—revenue | 1,097,092,168 | 1,111,848,183 | -14,756,015 |
| Revenues and Expenses— | | | |
| Freight revenue | \$77,310,516 00 | \$64,211,845 33 | +\$13,098,670 67 |
| Passenger revenue | 21,833,534 25 | 20,438,621 92 | +1,394,912 33 |
| Passenger service train revenue | 28,133,797 61 | 26,130,477 74 | +2,003,319 87 |
| Operating revenues | \$109,191,204 49 | \$93,589,722 43 | +\$15,601,482 06 |
| “ expenses | 65,235,704 66 | 60,127,079 20 | +5,108,625 46 |
| Net operating revenues | \$43,955,499 83 | \$33,462,643 23 | +\$10,492,856 60 |
| Averages per Mile of Road— | | | |
| Freight-train miles | 1,954 | 1,750 | +204 |
| Passenger-train miles | 1,917 | 1,891 | +26 |
| Mixed-train miles | 74 | 80 | -6 |
| Special-train miles | 2 | 3 | -1 |
| Transportation service train-miles | 3,947 | 3,724 | +223 |
| Work-train miles | 92 | 94 | -2 |
| Locomotive-miles—transportation | 5,374 | 4,972 | +402 |
| Freight service car-miles | 81,670 | 73,809 | +7,861 |
| Passenger service car-miles | 12,695 | 12,561 | +134 |
| Freight revenue | \$8,250 51 | \$6,854 38 | +\$1,396 13 |
| Passenger service train revenue | 3,002 41 | 2,789 33 | +213 08 |
| Operating revenues | 11,652 79 | 9,990 36 | +1,662 43 |
| “ expenses | 6,961 90 | 6,418 35 | +543 55 |
| Net operating revenues | 4,690 89 | 3,572 01 | +1,118 88 |

† Includes 64,600 motor car miles.

| ITEM. | 1916. | 1915. | Increase (+) or Decrease (-). |
|----------------------------------------------|-----------|-----------|----------------------------------|
| Aves. per Mile of Rd.—(Con.) | | | |
| Ton-miles— | | | |
| Revenue freight | 1,165,728 | 950,038 | +215,690 |
| All freight | 1,359,380 | 1,128,859 | +230,521 |
| Passenger-miles—revenue | 117,081 | 118,686 | -1,605 |
| Averages Per Train-Mile— | | | |
| Loaded freight car-miles— | | | |
| Freight trains | 28.89 | 27.75 | +1.14 |
| Mixed trains | 4.49 | 4.08 | +0.41 |
| Empty freight car-miles— | | | |
| Freight trains | 11.64 | 13.14 | -1.50 |
| Mixed trains | 1.48 | 1.55 | -0.07 |
| Ton-miles— | | | |
| Revenue freight | 574.69 | 519.25 | +55.44 |
| All freight | 670.16 | 616.99 | +53.17 |
| Passenger train car-miles— | | | |
| Passenger trains | 6.53 | 6.55 | -0.02 |
| Mixed trains | 2.23 | 2.13 | +0.10 |
| Revenue passenger-miles | 58.78 | 60.23 | -1.45 |
| Freight revenue | \$4.07 | \$3.75 | +\$0.32 |
| Passenger service train revenue | 1.51 | 1.42 | +0.09 |
| Operating revenues | 2.95 | 2.68 | +0.27 |
| “ expenses | 1.76 | 1.72 | +0.04 |
| Net operating revenues | 1.19 | .96 | +0.23 |
| Averages Per Locomotive Mile— | | | |
| Train-miles—freight trains | .91 | .92 | -.01 |
| Car-miles—freight trains | 37.98 | 38.47 | -.49 |
| Train-miles—pass. trains | .98 | .97 | +0.01 |
| Car-miles—pass. trains | 6.39 | 6.35 | +0.04 |
| Train-miles—mixed trains | .99 | .99 | |
| Car-miles—mixed trains | 8.17 | 7.71 | +0.46 |
| Train-miles—special trains | .90 | .81 | +0.09 |
| Car-miles—special trains | 17.66 | 10.81 | +6.85 |
| Averages per Loaded Freight Car-Mile— | | | |
| Ton-miles— | | | |
| Revenue freight | 20.53 | 19.44 | +1.09 |
| All freight | 23.94 | 23.09 | +.85 |
| Freight revenue | \$145.27 | \$140.22 | +\$5.05 |
| Averages per Car-Mile— | | | |
| Passenger-miles—revenue | 14.55 | 14.63 | -.08 |
| Passenger revenue | \$289.58 | \$269.72 | +\$19.86 |
| Miscellaneous Averages— | | | |
| Miles hauled— | | | |
| Revenue freight | 278.10 | 269.72 | +8.38 |
| Non-revenue freight | 200.45 | 186.21 | +14.24 |
| All freight | 263.55 | 251.83 | +11.72 |
| Miles carried—revenue | | | |
| passengers | 47.95 | 48.92 | -.97 |
| Revenue— | | | |
| Per ton of freight | \$1.96828 | \$1.94602 | +\$0.02226 |
| Per ton-mile of freight | .00708 | .00721 | -.00013 |
| Per passenger | .95429 | .89927 | +0.05502 |
| Per passenger-mile | .01990 | .01838 | +0.00152 |
| Operating ratio | %59.74 | %64.25 | -%4.51 |

INVESTMENT IN ROAD AND EQUIPMENT DURING THE YEAR.

| ACCOUNT. | New Lines and Extensions. | Add'tns and Betterments Charged to Road and Equipment. | | Total. |
|----------------------------------------------|---------------------------|--------------------------------------------------------|---------------------------|----------------|
| | | | Appropriated from Income. | |
| Engineering | \$11,027 30 | | \$143,054 91 | \$154,082 21 |
| Land for transportation purposes | Cr.5,668 12 | \$282,962 58 | | 277,294 46 |
| Grading | 197,889 53 | | 927,500 17 | 1,125,389 70 |
| Tunnels and subways | 26,715 40 | | | 26,715 40 |
| Bridges, trestles and culverts | 225,890 01 | | 838,013 04 | 1,063,903 05 |
| Ties | 20,661 99 | | 268,362 56 | 289,024 55 |
| Rails | 33,106 44 | | 563,043 64 | 596,150 08 |
| Other track material | 18,610 61 | | 466,828 28 | 485,438 89 |
| Ballast | 12,497 45 | | 209,143 21 | 221,640 66 |
| Track laying and surfacing | 44,294 19 | | 331,992 16 | 376,286 35 |
| Right-of-way fences | 6,468 11 | | 36,831 18 | 43,299 29 |
| Snow and sand fences and snow sheds | 886 63 | | 2,993 95 | 3,880 58 |
| Crossings and signs | 7,156 11 | | 157,439 39 | 164,595 50 |
| Station and office buildings | 25,099 55 | | 236,703 08 | 261,802 63 |
| Roadway buildings | 637 30 | | 3,014 36 | 3,651 66 |
| Water stations | 3,172 58 | | 114,751 20 | 117,923 78 |
| Fuel stations | Cr.422 92 | | 44,615 91 | 44,192 99 |
| Shops and engine-houses | Cr20,553 13 | | 933,401 78 | 912,848 65 |
| Storage warehouses | | | 518 87 | 518 87 |
| Wharves and docks | | | 10,967 13 | 10,967 13 |
| Telegraph and telephone lines | 2,327 36 | | 25,856 69 | 28,184 05 |
| Signals & interlockers | 338 34 | | 332,967 77 | 333,306 11 |
| Power plant buildings | | | 71,619 96 | 71,619 96 |
| Miscellaneous structures | 17 58 | | 93,635 10 | 93,652 68 |
| Paving | | | Cr.7,009 35 | Cr.7,009 35 |
| Roadway machines | | | 9,645 21 | 9,645 21 |
| Roadway small tools | | | 467 18 | 467 18 |
| Assessments for public improvements | | | 136,604 59 | 136,604 59 |
| Other expenditures— | | | | |
| Road | 6,136 91 | | 538,106 72 | 544,243 63 |
| Shop machinery | | | 77,359 24 | 77,359 24 |
| Power plant machinery | | | 104,569 44 | 104,569 44 |
| Unapplied construction material and supplies | | | 33,412 47 | 33,412 47 |
| Total expenditures for road | \$616,289 22 | \$282,962 58 | \$6,706,409 84 | \$7,605,661 64 |
| Steam locomotives | | | Cr.126,799 96 | Cr.126,799 96 |
| Freight-train cars | | | 417,389 63 | 417,389 63 |
| Passenger-train cars | | | 445,921 27 | 445,921 27 |
| Floating equipment | | | Cr.5,462 44 | Cr.5,462 44 |
| Work equipment | | | 102,077 16 | 102,077 16 |
| Miscellaneous equipment | | | 895 60 | 895 60 |
| Total expenditures for equipment | | | \$834,021 26 | \$834,021 26 |
| Law | \$100 00 | | | \$100 00 |
| Interest during construction | 36,353 57 | | 137,147 77 | 173,501 34 |
| Other expenditures— | | | | |
| General | 2,750 00 | | | 2,750 00 |
| Total general expenditures | 39,203 57 | | 137,147 77 | 176,351 34 |
| Grand Total | \$655,492 79 | \$282,962 58 | *\$7677,578 87 | \$8,616,034 24 |

* Of this amount \$1,175,999 31 was charged to previously appropriated surplus. The total of appropriations made as of June 30 1916 and December 31 1916 was (vide pages 5 and 23—pamphlet report) \$8,864,595 18, which covered Additions and Betterments for 6 months to December 31 1915, \$2,363,015 92, for 12 months to December 31 1916, \$6,501,579 56.

During the year there was a further expenditure of \$94,680 for land for Chicago Terminals, making the total expended \$5,120,634.

For the reconstruction of the Missouri River bridge at Kansas City, there was expended during the year \$711,179, of which \$694,338 was charged to Operating Expenses and the balance to Additions and Betterments. This makes the total expended to date \$1,012,768. It is estimated that charges subsequent to Jan. 1 1917 will amount to \$402,000, making the total cost for the bridge \$1,414,768.

There has been expended during the year for track elevation at Aurora, Ill., \$222,963, most of which was chargeable to Additions and Betterments, the total charge to date being \$1,003,584. The estimated further cost is \$2,061,592, making the estimate for completed work \$3,065,176.

The building of the new Chicago Union Passenger Station requires a rebuilding of your Company's freight terminals at Chicago, and during the year there was expended on temporary freight terminals \$161,860, and on the permanent work \$20,089.

During the year the work on new shops and additional tracks at West Burlington has been carried along at an expenditure of \$911,408, most of which was charged to Additions and Betterments. The estimated further cost is \$544,301, making the total estimated cost at completion, \$1,455,709.

Second track has been constructed during the year:

| | |
|-----------------------------------|-----------|
| Steward Jct. to Flag Centre, Ill. | \$164,628 |
| On Beardstown Division | 525,740 |
| On La Crosse Division | 372,454 |
| Forbes to Curzons | 288,726 |

Making a total of \$1,351,548

and the estimated cost of completing these pieces of double track will bring the total to \$2,921,165.

Work has been continued on the Chalco-Yutan Cut-Off at an expenditure during the year of \$438,440, making the total expended to date \$638,216 and leaving an estimated further expenditure of \$130,000 to complete the work.

On New Line and necessary side tracks between Guernsey and Thermopolis, there has been expended \$335,824, making the total amount expended \$858,757, leaving an estimated expenditure of \$20,000 to complete the work.

As indicated, the operations reflected in the accompanying statements and report are those for the year ended December 31st, 1916, during part of which numerous items of expense have been affected by increased cost of materials and labor. These increases will affect the Operating Expenses throughout the whole of the year 1917; and there will also be large additional expenses now accruing through the increase in wages resulting from the "so-called" Adamson Law, effective Jan. 1 1917, and through increases in other wages which have been granted or are in process of negotiation. The 1917 figures will also reflect the more recent increases in cost of locomotive fuel and materials and supplies, accruing on account of economic and other conditions affecting the country as a result of the European War and conditions related thereto. Pending revenue measures likewise indicate a substantial increase in taxes payable during the coming year.

Following is the report of the General Auditor with statements prepared by him.

By order of the Board of Directors,
HALE HOLDEN, *President.*

GENERAL BALANCE SHEET DEC. 31 1916.

| ASSETS. | |
|---------------------------------------------------|------------------|
| Investments: | |
| Property investment—Road and equipment: | |
| Road | \$373,469,973 19 |
| Equipment | 79,495,314 91 |
| General expenditures | 350,621 62 |
| | \$453,315,909 72 |
| Sinking funds: | |
| Book assets | \$23,469,723 71 |
| Par value of Company's own issues included | 23,466,700 00 |
| | 3,023 71 |
| Deposits in lieu of mortgaged property sold | 229,613 05 |
| Miscellaneous physical property | 1,463,710 90 |
| Investments in affiliated companies: | |
| Stocks | \$27,552,292 12 |
| Bonds | 1,238,122 93 |
| Advances | 1,797,535 34 |
| | 30,587,950 39 |
| Other investments: | |
| Stocks | \$9,127 91 |
| Bonds | 152,538 00 |
| Notes | 166,671 54 |
| Miscellaneous | 35 00 |
| | 328,372 45 |
| Total Investments | \$485,928,580 22 |
| Current assets: | |
| Cash | \$19,848,417 83 |
| Demand loans and deposits | 25,000 00 |
| Time deposits | 12,346,500 00 |
| Loans and bills receivable | 4,318,801 21 |
| Traffic and car-service balances receivable | 788,947 88 |
| Net balance receivable from agents and conductors | 3,896,880 26 |
| Miscellaneous accounts receivable | 2,900,219 54 |
| Material and supplies | 7,571,610 83 |
| | \$51,696,377 55 |
| Deferred assets: | |
| Working fund advances | \$26,114 38 |
| Other deferred assets | 313,300 00 |
| | \$339,414 38 |
| Total deferred assets | \$339,414 38 |
| Unadjusted debits: | |
| Insurance premium paid in advance | \$36,646 51 |
| Discount on funded debt | 2,270,913 56 |
| Other unadjusted debits | 4,033,682 22 |
| | \$6,341,242 29 |
| Total unadjusted debits | \$6,341,242 29 |
| Grand total | \$544,305,614 44 |

| LIABILITIES. | |
|----------------------------------------------------------|------------------|
| Capital stock: | |
| Common stock | \$110,839,100 00 |
| Long term debt: | |
| Bonds held by the public | \$176,487,900 00 |
| Bonds held by trustees, account sinking funds | 23,466,700 00 |
| Bonds owned by the Company, unpledged | 13,758,400 00 |
| Bonds owned by the Company, pledged | 31,000 00 |
| Total | \$213,744,000 00 |
| Less bonds held by or for the Company, included in above | 37,256,100 00 |
| Total long-term debt | \$176,487,900 00 |
| Current liabilities: | |
| Traffic and car-service balances payable | \$1,765,513 62 |
| Audited accounts and wages payable | 6,397,244 63 |
| Miscellaneous accounts payable | 435,338 74 |
| Interest matured unpaid | 1,707,081 00 |
| Dividends matured unpaid | 551 25 |
| Funded debt matured unpaid | 5,000 00 |
| Unmatured interest accrued | 1,079,167 50 |
| Other current liabilities | 32,366 49 |
| Total current liabilities | \$11,422,263 23 |
| Unadjusted credits: | |
| Tax liability | \$2,701,635 78 |
| Insurance reserves | 1,409,144 70 |
| Operating reserves | 440,000 00 |
| Accrued depreciation—Equipment | 35,969,880 45 |
| Other unadjusted credits | 1,945,434 90 |
| Total unadjusted credits | \$42,466,095 83 |
| Corporate surplus: | |
| Additions to property since June 30 1907 through income | \$40,527,499 29 |
| Funded debt retired through income | 15,436,692 85 |
| Sinking fund reserves | 24,079,659 03 |
| Appropriated surplus not specifically invested | 8,564,856 78 |
| Profit and loss | 114,481,547 43 |
| Total corporate surplus | \$203,090,255 38 |
| Grand total | \$544,305,614 44 |

INCOME ACCOUNT.

| OPERATING INCOME. | |
|---------------------------------------------------------|------------------|
| Railway operating revenues: | |
| Transportation: | |
| Freight | \$77,310,516 00 |
| Passenger | 21,833,534 25 |
| Excess baggage | 248,822 67 |
| Parlor and chair car | 2,393 89 |
| Mail | 2,691,304 66 |
| Express | 2,854,713 02 |
| Other passenger train | 47,483 90 |
| Milk | 455,545 22 |
| Switching | 1,458,247 48 |
| Special service train | 37,522 31 |
| | \$106,940,083 40 |
| Incidental: | |
| Dining and buffet | \$678,284 43 |
| Hotel and restaurant | 100,130 24 |
| Station and train privileges | 8,260 33 |
| Parcel room | 15,438 48 |
| Storage—Freight | 42,365 15 |
| Storage—Baggage | 18,891 74 |
| Demurrage | 388,408 57 |
| Telegraph and telephone | 258,556 09 |
| Stock yards | 326,798 52 |
| Rent of buildings and other property | 141,264 52 |
| Miscellaneous | 171,131 17 |
| | \$2,149,529 24 |
| Joint facility—Cr | \$106,359 14 |
| Joint facility—Dr | 4,767 29 |
| | \$101,591 85 |
| Total railway operating revenues | \$109,191,204 49 |
| Railway operating expenses: | |
| Maintenance of way and structures | \$12,203,996 81 |
| Maintenance of equipment | 17,053,851 51 |
| Traffic | 1,662,805 07 |
| Transportation | 32,014,949 04 |
| Miscellaneous operations | 1,013,164 78 |
| General | 2,203,307 74 |
| Transportation for investment—Cr | 916,370 29 |
| | \$65,235,704 66 |
| Net revenue from railway operations | \$43,955,499 83 |
| Railway tax accruals | \$4,820,197 37 |
| Uncollectible railway revenues | 36,314 88 |
| | \$4,856,512 25 |
| Total operating income | \$39,098,987 58 |
| NON-OPERATING INCOME: | |
| Hire of equipment | \$946,286 33 |
| Joint facility rent income | 445,698 16 |
| Income from lease of road | 2,902 12 |
| Miscellaneous rent income | 171,994 24 |
| Miscellaneous non-operating physical property | 9,931 03 |
| Miscellaneous income | 1,302 25 |
| Dividend income | 40,353 04 |
| Income from funded securities | 32,041 19 |
| Income from unfunded securities and accounts | 1,337,350 59 |
| Income from sinking funds | 3,457 81 |
| | 2,991,316 76 |
| Gross income | \$42,090,304 34 |
| DEDUCTIONS FROM GROSS INCOME: | |
| Hire of equipment | \$221,792 24 |
| Joint facility rents | 1,734,964 75 |
| Rent for leased roads | 35,153 70 |
| Miscellaneous rents | 21,530 26 |
| Miscellaneous tax accruals | 13,585 26 |
| Separately operated properties—Loss | 52,136 96 |
| Interest on funded debt | 6,960,493 46 |
| Interest on unfunded debt | 752 94 |
| Amortization of discount on funded debt | 55,163 52 |
| Miscellaneous income charges | 5 60 |
| | 9,095,578 69 |
| Net income | \$32,994,725 65 |
| DISPOSITION OF NET INCOME: | |
| Income applied to sinking funds | \$1,864,286 81 |
| Dividend appropriations of income: | |
| 2 per cent Mar. 25 1916 | \$2,216,782 00 |
| 2 per cent June 25 1916 | 2,216,782 00 |
| 2 per cent Sept. 25 1916 | 2,216,782 00 |
| 2 per cent Dec. 26 1916 | 2,216,782 00 |
| | 8,867,128 00 |
| Income appropriated for investment in physical property | 8,864,595 48 |
| Fund for accrued taxes—not yet due | 2,400,000 00 |
| Miscellaneous appropriations of income | 6,000,000 00 |
| | \$27,996,010 29 |
| Income balance transferred to profit and loss | \$4,998,715 36 |

BROOKLYN RAPID TRANSIT COMPANY

ANNUAL REPORT—FOR THE YEAR ENDING JUNE 30 1917.

85 Clinton Street,
Brooklyn, N. Y., July 23 1917.

The operations of the system for the year ending June 30 1917, with comparison for the preceding fiscal year, are shown generally in the following table:

COMPARATIVE STATEMENT OF THE RESULTS OF THE OPERATIONS OF THE BROOKLYN RAPID TRANSIT SYSTEM FOR YEARS ENDED JUNE 30 1917 AND 1916.

| | 1917. | 1916. | Increase (+) or Decrease (—). |
|---------------------------------------------------------------------------------------------|---------------|---------------|----------------------------------|
| | \$ | \$ | \$ |
| Gross Earnings from Operation | 29,504,018 96 | 27,948,771 81 | +1,555,247 15 |
| Operating Expenses | 16,741,417 19 | 15,693,907 81 | +1,047,509 38 |
| Net Earnings from Operation | 12,762,601 77 | 12,254,864 00 | +507,737 77 |
| Income from Other Sources | 427,814 75 | 438,705 88 | —10,891 13 |
| Total Income | 13,190,416 52 | 12,693,569 88 | +496,846 64 |
| Less Taxes and Fixed Charges | 7,995,178 23 | 7,081,737 70 | +913,440 53 |
| Net Income | 5,195,238 29 | 5,611,832 18 | —416,593 89 |
| Surplus at Beginning of Year | 11,562,654 04 | 10,621,966 45 | +940,687 59 |
| Total | 16,757,892 33 | 16,233,798 63 | +524,093 70 |
| Other Credits to Surplus during year | 22,603 07 | 69,958 05 | —47,354 98 |
| Total | 16,780,495 40 | 16,303,756 68 | +476,738 72 |
| Of this amount there has been appropriated: | | | |
| Accounts written off | 5,515 97 | 6,330 75 | —814 78 |
| Adjustment of Expenses prior years* | 1,088 36 | 8,621 97 | —9,710 33 |
| Supercession and Depreciation | 289,022 50 | 66,247 94 | +222,774 56 |
| Loss from operation of Employees' Restaurants | 5,631 86 | 2,338 35 | +3,293 51 |
| Adjustment of Special Franchise and Real Estate Taxes | 135 37 | 183,970 44 | —183,835 07 |
| Expenses in connection with Thompson Legislative Investigation of Public Service Commission | | 4,850 00 | —4,850 00 |
| Allowance to Employees in Military Service | 17,345 1 | 1,425 19 | +15,920 62 |
| Christmas Gratuities to Employees | 29,341 29 | | +29,341 29 |
| Dividend on B. R. T. Co.'s Stock outstanding | 4,467,318 00 | 4,467,318 00 | |
| Total Appropriations | 4,813,222 44 | 4,741,102 64 | +72,119 80 |
| Balance Sheet Surplus | 11,967,272 96 | 11,562,654 04 | +404,618 92 |

*Credit.

The year's surplus applicable for dividends was \$5,195,238 29—equivalent to 6.97 per cent on Brooklyn Rapid Transit Company's stock outstanding.

The gross revenue from operation was \$29,504,018 96, a gratifying increase of \$1,555,247 15, or 5.56 per cent.

The operating expenses were increased by the same influences which have prevailed generally throughout the country in cumulative force since the breaking out of the European war, namely the rising prices of labor and materials. These expenses aggregated \$16,741,417 19, an increase of \$1,047,509 38, or 6.67 per cent—most of which increase was represented by higher wages. The percentage of operating expense to transportation revenue was 56.74, as compared with 56.15 for the preceding year. The charges to maintenance of way and structure and equipment aggregated \$5,001,637 33, a slight increase over the charges for the preceding year. The amount expended, however, was less than the amount charged by \$120,376 02, which balance was carried to the credit of reserves. The large increase in the cost of power was due primarily to two factors, namely the higher cost of coal, and the necessity for purchasing outside power because of delay on the part of the Public Service Commission in approving arrangements for the supply of power for rapid transit lines.

The burden of taxation continues to increase, the amount charged for the year being \$2,351,104 16, which is 27.94 per cent more than for the preceding year.

Deductions from operating income were swelled by the addition of \$442,863 36 to interest on account of new rapid transit properties placed in operation. Other interest and rental deductions were somewhat less than for the preceding year, making the net deductions \$400,018 89 greater.

The remaining surplus is \$416,593 89 less than for the preceding year. In other words, out of an addition of \$1,555,247 15 in gross operating revenue, while \$507,737 77

was saved in net revenue, the additional charges for taxes and interest absorbed all of this saving and considerably more. Nevertheless the company was able to maintain its dividend rate of 6 per cent, and add a substantial amount to the system's surplus.

It is gratifying to note that the operations of the company's rapid transit lines in conjunction with those provided by the city under the provisions of the contracts of March 19 1913, resulted for the year ending June 30 1917 in earning not only the first preferential of \$3,500,000 (which accrues under the contracts to the operator and is applicable to interest on obligations outstanding prior to the date of the contracts, and to dividends), but within \$250,371 77 of interest at the rate of 6 per cent on the cost of new properties placed in operation since March 19 1913. This deficit is cumulative and becomes a charge against future earnings before the city receives interest on its investment. The total deficiency from the beginning of temporary operation on August 4 1913 to June 30 1917 is \$1,037,276 78, all of which, notwithstanding that it is subsequently to be made good, has been absorbed as it accrued in the respective annual statements of the system. These results have been attained before the completion of the combined system and without the addition of any new lines which contribute materially to net earnings. The showing is indicative of the possibilities of the completed system and justifies the previously expressed confidence that it will only be a short time after complete operation when all of the operator's preferentials will have been earned and the city will begin to get interest on its investment. The Broadway subway, which is expected to contribute largely to this result, will be partially opened for operation during the next few months, but unfortunately the completion of the entire line with its resulting benefits will be still longer deferred.

SPECIAL BURDENS ON SURFACE LINES.

The street surface railroad companies of the system have applied to the Public Service Commission for a modification of its order of March 17 1914, establishing certain rules and regulations regarding the issuance of transfers.

This order was accepted under protest and without waiving any legal rights, and upon the understanding that in case the effects should be adverse the companies would apply to the Commission for relief. The Commission's order required the establishment of over three hundred additional transfer points, and became effective June 1 1914. Under the new regulations the passenger receipts of these companies have remained practically stationary, while during the three years preceding the order the average increase in passenger revenue had been over \$600,000 per year. The number of transfer passengers carried, however, has increased from 146,000,000 in 1913 to nearly 173,000,000 in 1917, and the average fare per passenger has consequently decreased from 3.41 cents in 1913 to 3.26 cents in 1917. The cost of operation has of course materially increased, and the actual rate of return for the year ending June 30 1917, upon the book value of the properties used in operation has been only 5.5984 per cent, without any reservation for contingencies. Clearly, therefore, relief is needed. To the extent that the Commission's order compels a return of less than what the courts have declared to be confiscatory of property, it is probably invalid. It is not to the interest, however, either of the company or of its patrons, that return on a public utility property should be limited to a rate which is merely within the limit of constitutionality. For sixty years the statutes of New York forbade a reduction of rates which would bring the return upon capital expended to less than 10 per cent, and when that law was repealed some years ago and power was given to the Public Service Commission to fix rates, there was no legislative intention to abolish the principle of encouraging the business of transportation, but, on the other hand, the Legislature specifically restricted the Public Service Commissions in their exercise of rate-making powers by requiring that they should give due regard "to a reasonable average return upon capital actually expended and to the necessity of making reservation out of income for surplus and contingencies." To comply with this requirement a much larger return is called for than 6 per cent, anything less than which the courts have decided would be confiscatory of

property. New capital cannot be obtained for the necessary improvements and enlargement of transit unless it is assured of an adequate return and is protected by fair official regulation.

Brooklyn and Queens are largely undeveloped territories. Many square miles of available land offer opportunity for housing a great population. Partially developed sections need additional improvements. Fully developed sections require relief from congestion. Municipal expansion and progress in large cities cannot exist without transportation. From the beginnings of growth in Brooklyn and Queens the measure of progress has been the growth of transportation. The expansion of facilities has inevitably been followed by increasing valuations of land, construction of new buildings, enlargement of industry and increase of population.

For twenty-two years our system has led this march of municipal progress. The rate of progress has encouraged investors in our securities. Their returns have as yet been almost negligible, but conservative financing and hope of the future have maintained confidence. In the meanwhile many hundreds of millions of dollars have been added to the two boroughs' wealth, and a million and a half of inhabitants to their population. This wonderful growth can be continued only if transportation does its share. Transportation cannot do its share without credit. Credit can only come with net income. More largely and vitally interested than any of our security holders in establishing for our properties a reasonable net income is every inhabitant of the greater city. To him the dividends on transit progress have been immediate and cumulative.

Increased expenditures are necessary for ample compensation to labor and for maintaining a proper standard of upkeep and service. All these cannot be possible without an adequate return to those who furnish the money.

The relief which the companies have asked is the right to charge a moderate sum for certain transfers. The abuse of the transfer privilege is one of the worst things which confronts our operations. Properly restricted transfers encourage traffic, as do low fares, but there is a limit beyond which such concessions cannot be safely made, and to that limit and beyond the Commission's order has forced us. We do not wish to be compelled to ask for an increase in the unit fare of five cents, as have the surface companies of the State outside of New York City, but we are firmly convinced that the prodigal use of transfers, as now permitted, is an injury both to our properties and to the public, and that it should be materially restricted either by an abolition of many of the transfers or by a moderate charge therefor.

RAPID TRANSIT PROGRESS UNDER CITY CONTRACTS.

It has been extremely fortunate, both for the city and for the operators under the Dual System Contracts for the extension of rapid transit, that the principal contracts for construction and equipment were placed prior to the beginning of the present period of high prices. Otherwise the contracts could not have been entered into, and the extension of transportation facilities would have been indefinitely postponed.

This is illustrated forcibly in connection with the contracts let by the New York Municipal Railway Corporation, which is carrying on the work for the Brooklyn Rapid Transit System. The quantity of structural steel contracted for, in discharging our obligations under the city agreements, has been approximately 120,000 tons—covering substantially all the requirements. The average price of this steel delivered was \$42 34 per ton. The cost to-day would be considerably more than twice as much per ton, besides the correspondingly increased cost of erection. The five hundred steel subway cars which we have contracted for, and about four hundred of which have been delivered, would have cost about 40 per cent more than the actual price. Deliveries of structural steel or other materials and of equipment would, of course, now be impossible within any reasonable period.

Contracts for substantially all our part of the construction and equipment contemplated by the joint arrangement with the city have been let—the principal exceptions being the continuation of the third-tracking of the Fulton Street Elevated from Nostrand Avenue to Brooklyn Bridge, which the Public Service Commission has refused to allow to proceed, although most of the steel required therefor has been furnished; the ordering (under option) of one hundred additional steel subway cars; signal and line equipment for the 14th Street-Eastern line and for the 60th Street Tunnel to Queens; line equipment of the Culver Line; structural additions to

the Coney Island Terminal, and increase in yard and shop facilities.

The requirement to supply a power generating plant for rapid transit lines has been suspended by the city and in lieu thereof arrangements have been entered into with the Interborough Rapid Transit Company and with the Transit Development Company for purchasing power in Manhattan and Brooklyn, respectively. The Transit Development Company is a constituent company of the Brooklyn Rapid Transit System, and, in order to enable it to furnish power for the rapid transit and surface lines in Brooklyn and Queens, will largely increase its generating capacity.

On May 28 1917 the elevated extension to Jamaica was placed in operation between Cypress Hills and Richmond Hill, and the remainder is expected to be ready for traffic during the latter part of this year.

The Coney Island Terminal work has been completed to a point of permitting operation of two tracks on the new structure from Sheepshead Bay to Culver Terminal, and while the other portions have been delayed on account of the non-delivery of steel, it is believed that the main portion of this terminal construction will be completed during the year 1917, and that the entire terminal will be ready for use during the summer of 1918, with the exception of the connection with the city-built Culver line, the construction of which is likely to be still further deferred for at least a year on account of the difficulty of obtaining steel.

The entire third-tracking of the Broadway Elevated was placed in operation between Marcy Avenue and Manhattan Junction on December 23 1916.

The work of equipping the city-built subways has been undertaken even before the work of construction was completed by the city, and has progressed satisfactorily. Considerable work has been done in providing substations and equipment thereof, and transmission lines.

The Public Service Commission, acting for the city, has completed the West End Elevated line, and operation thereon, which was begun in June, 1916, between the Fourth Avenue Subway at 38th Street and 84th Street, was extended to 25th Avenue on July 29 1916, and to the Coney Island connection on July 21 1917.

The completion of the other lines which are being constructed by the city for operation in connection with our system is still more or less uncertain. It is expected that the Broadway subway in Manhattan will be ready for operation between Canal Street and 14th Street in the early part of August. This will mean no relief in Manhattan, and will enable merely an extension of the Fourth Avenue Subway service via the Manhattan Bridge and Canal Street subway to Union Square. These portions of the Broadway subway between Whitehall Street and Canal Street, and between 14th Street and 42d Street, will, it is expected by the Public Service Commission, be ready for operation in October or November of the current year. The portion of the Broadway line north of 42nd Street and extending through Seventh Avenue, 59th and 60th Streets to the Queensborough Tunnel, will probably not be ready for traffic until late in the year 1918.

The Montague Street tunnel connecting the Broadway subway with the Fourth Avenue subway in Brooklyn will probably not be finished and ready for operation until the summer of 1918, and the connection between the Fourth Avenue subway and the Brighton Beach line should be ready about the same time.

The work of the city on the 14th Street-Eastern line is far behind, no contracts having yet been let for the elevated portion between Bushwick and East New York. No relief from the operation of this line is in sight for at least two years.

The completion of the new Queensborough Tunnel line connecting with the Broadway subway at 60th Street and with the Astoria and Corona lines in Queens is still remote. The construction contract calls for the work being finished in February, 1919.

No contract has yet been let by the Public Service Commission for the extension of the Centre Street Loop through Nassau-Broad Street, Manhattan, connecting with the Montague Street tunnel. This extension will furnish the link of a very important loop service from Brooklyn into lower Manhattan, via the Manhattan Bridge and Montague Street tunnel and will do very much toward improving transit between Brooklyn and lower Manhattan. The Commission excuses its delay in letting a contract for this extension on the ground of present difficulties with respect to costs, uncertainty of deliveries of material and scarcity of labor.

RESULTS OF OPERATIONS UNDER JOINT ARRANGEMENT WITH CITY.

Under the terms of our contracts with the city what is called "temporary operation" began on August 4 1913, when portions of the Centre Street Loop tracks were opened for traffic. As lines have since been placed in operation from time to time the results have been steadily expanding, and are indicated in the table presented below, which covers the full period of such operation and separately the operations for the year ending June 30 1917. As compared with the preceding fiscal year the joint revenue increased \$1,467,-762 24. The operating expenses increased \$743,250 42, leaving a gain in net revenue of \$724,511 82. Taxes, however, increased \$290,528 39. After deducting from the net revenue the company's preferential of \$3,500,000 (reserved to the operator under the contract with the city) the amount of net income applicable to interest on the new investment of both company and city was \$858,451 04, as compared with \$424,467 61 last year. As provided in the contract this net income is applied first to the payment of the company's interest. Down to June 30 1917 the joint system's future earnings are indebted to the New York Consolidated Railroad Company (the operator) for \$1,037,276 78 deficiency in interest. The city's deficits are, contrary to rules of accounting applied to railroad companies, added to the cost of construction during the period of "temporary operation."

The table of operations is as follows:

RESULT OF OPERATIONS OF NEW YORK CONSOLIDATED RAILROAD COMPANY, LESSEE, UNDER THE PROVISIONS OF CONTRACT NO. 4, DATED MARCH 19 1913, BETWEEN THE NEW YORK MUNICIPAL RAILWAY CORPORATION AND THE CITY OF NEW YORK.

| | Year ending June 30 1917. | For the period August 4 1913 to June 30 1917. |
|-----------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|-----------------------------------------------|
| Revenue— | | |
| Passenger Revenue..... | \$11,100,527 19 | \$36,827,671 58 |
| Charter Cars and Miscellaneous Transportation Revenue..... | 730 00 | 4,085 72 |
| Advertising..... | 116,952 50 | 328,875 77 |
| Other Car and Station Privileges..... | 77,833 61 | 228,890 46 |
| Rent of Buildings and Other Property.... | 23,952 07 | 100,375 56 |
| Rent of Tracks and Terminals..... | 28,035 95 | 132,135 81 |
| Miscellaneous..... | 23,251 08 | 44,314 77 |
| Total..... | \$11,371,282 40 | \$37,666,349 67 |
| Deductions— | | |
| Rentals..... | \$67,460 00 | \$306,806 66 |
| Taxes..... | 723,049 64 | 2,215,814 17 |
| Operating Expenses, exclusive of Maintenance..... | 4,520,113 06 | 14,975,199 15 |
| Maintenance Fund..... | 1,361,766 93 | 4,515,661 28 |
| Depreciation Fund..... | 340,441 73 | 1,128,915 27 |
| Company's First Preferential..... | 3,500,000 00 | 13,680,107 51 |
| Total..... | \$10,512,831 36 | \$36,822,504 04 |
| Net over First Preferential..... | \$858,451 04 | \$843,845 63 |
| Company's Second Preferential as per Engineer's Determination of Cost..... | \$969,104 63 | \$1,741,404 23 |
| Reserve in respect of lines in operation—anticipating Chief Engineer's Determination of Cost..... | 139,718 18 | 139,718 18 |
| Total Second Preferential..... | \$1,108,822 81 | \$1,881,122 41 |
| Deficit (*) in Company's Preferentials..... | \$250,371 77 | \$1,037,276 78 |
| Interest (†) Paid by City on its Cost of Construction of Property Placed in Operation Plus Sinking Fund at Rate of 1 Per Cent Per Annum..... | \$2,238,516 28 | \$3,557,244 39 |
| Total Deficit..... | \$2,488,888 05 | \$4,594,521 17 |

(*) To be made good from future net income before payment of City's interest and Sinking Fund charges.

(†) Deficits in City's charges during temporary operation to be added to the Cost of Construction of City Owned Lines.

EMPLOYEES' SUBSCRIPTIONS TO LIBERTY BONDS.

The participation of employees of the system in the Government Liberty Loan was particularly gratifying. The number of employees making subscriptions was 7,744, and the total number of bonds subscribed for was \$578,850. Of these bonds 10,755 were in \$50 denomination. Subscriptions came from every department, and were encouraged by the partial payment plan offered by the company, whereby to those who chose to avail themselves of this plan installments on account of subscriptions are deducted weekly or monthly from the pay rolls—the period of payment extending over one year in the case of certain employees, and over two years in the case of other employees. By this method not only was the volume of subscriptions made large, but employees were encouraged to set aside a portion of their earnings in a thrift fund. In order to finance the transaction the company borrowed the amount necessary to pay for the bonds originally, with the privilege of reducing its loan from week to week as installments on the purchase price are received from subscribers.

EMPLOYEES' WELFARE WORK.

For various activities in the interest of the health, social entertainments, life insurance and welfare of its employees, the companies of the system expended during the year \$132,-803 78, including the application to these items of \$13,487 36 received from the collection of fidelity bond premiums. Of this amount \$32,653 68 was for pensions, and \$35,559 50 was for life insurance.

On June 30 1917 6,246 employees were members of the Group Insurance Plan—a net increase of 497. During the fiscal year the beneficiaries of deceased employees were paid the sum of \$61,000 under the terms of the policies.

RELATIONS BETWEEN COMPANY AND EMPLOYEES.

Throughout the labor disturbances in the summer and autumn of 1916, which temporarily interfered with the operations of most of the transportation lines of the city, our employees gave renewed evidence of their loyalty and co-operation. They repelled the efforts of outside agitators to stir up discord and to paralyze service. The sympathetic relations which had prevailed for years between men and management remained unbroken. In order that these ties might be strengthened and a fuller opportunity given for mutual consultation, the functions of the Employees' Benefit Association (comprising practically all employees) were enlarged by provision for the election by secret ballot of trustees representing the various departments of the system, who will be the spokesmen of their fellow employees, respectively, in working out in conjunction with heads of departments the improvement of working conditions. These departmental trustees meet periodically and have already accomplished much towards the purposes for which they were elected.

FIRE INSURANCE.

The Insurance Reserve Fund was increased during the year by \$59,836 84, and amounted on June 30th last to \$898-934 92. The average amount of reinsurance in effect during the year was \$25,046,494 38, upon which the premiums made an average rate of 23.8. On account of certain adjustments this rate was somewhat sub-normal.

The fire losses during the year aggregated \$1,959 47, of which \$399 73 was paid out of the Reserve Fund, and the remainder through reinsurance.

Inspection for prevention of fire has been rigid and systematic, and this accounts for the very small percentage of loss.

FREIGHT OPERATION.

The South Brooklyn Railway Company has continued to conduct the freight operations of the system. These have been interfered with considerably during the past year by reconstruction work on lines and terminals, and by the competition of automobile trucks in the carriage of beer, ice and asphalt. The freight revenues were \$505,556 09, an increase of \$12,386 04, and the operating expense was \$304,666 22.

Several new sidings at manufacturing plants have been installed, and there seems to be a tendency on the part of Brooklyn manufacturers to take further advantage of the facilities which are offered. This is particularly true in outlying territories where freight operation can be conducted without interference with the regular passenger business of the system.

MISCELLANEOUS IMPROVEMENTS, RENEWALS AND REPAIRS.

Additions, renewals and even ordinary maintenance work have been restricted and hampered by the prevailing conditions affecting the supply of labor and materials. Not only is the work done more expensively, but on account of the impossibility or delay of getting material, much desirable work has had to be postponed. This is particularly true in renewals of track, where only a part of the reconstruction program has been carried out because of the failure to get rail. This condition seems likely to continue for at least another year.

Among the various expenditures for maintenance and construction during the fiscal year (other than construction and equipment expenditures on rapid transit lines referred to in a preceding part of this report, are the following:

The 30,000 K.W. Turbo Unit and Condenser Outfit, contracted for in January 1916 for the Williamsburgh Power Station, which was to have been received in August 1916, was not delivered until recently. The condenser has been installed and the turbo unit is being erected and is expected to be ready for service about the first of October.

Plans have been made for a further increase in power facilities by a reconstruction of the so-called Eastern Power Station, and two 35,000 K.W. Turbo Units for this station have been contracted for, to be delivered during May and November of 1919.

During the year 18 Taylor stokers were installed in the Williamsburgh Power Station, making 24 in operation; 8

blower equipments have been installed, 4 of which are now in service. Orders have been placed for 36 additional stokers and 4 blower equipments, making a total of 72 stokers for the station. In the same station the rebuilding of coal downtakes for 18 boilers and the rebuilding of ash downtakes for 11 boilers have been completed; the main steam header was rebuilt; the work of rebuilding the auxiliary steam piping in the boiler room on account of increase in the working steam pressure is about one-half completed; 42 feed-water regulators have been ordered to be installed on the boilers in order to provide automatic regulation of the feed water, which will result in more efficient operation of the boilers and auxiliaries.

At the Central Power Station two coal bridges have been constructed, with a capacity of handling 125 tons of coal per hour. One of these bridges is in operation and the second is under way. The slip on the north side of the station was redredged to provide for the entrance of barges in connection with the proposed storage of coal on the north side of the slip.

The Richmond Hill Substation was increased from 2,000 K.W. to 3,500 K.W.; the Corona Substation from 1,500 K.W. to 2,000 K.W.; the Essex Street Substation from 3,000 K.W. to 5,000 K.W.; the Parkville Substation from 4,000 K.W. to 6,000 K.W.—part of these increases in capacity being provided by transfer of rotaries from other substations.

Additional switchboard panels have been installed in the Tompkins and Myrtle Substations, and additional switchboard equipment has been ordered for the Coney Island Substation.

During the year there were removed from the system 49.71 miles of overhead direct current feeders, of which 11.02 miles were reinstalled in other parts of the system; 25.09 miles of underground feeders were removed, and 14.69 miles reinstalled in other parts of the system.

There were renewed 97.40 miles of trolley wire, and 1,309 feet of conduit line were constructed on Avenue H from the Brighton Beach line to Ocean Avenue.

There were 862 trolley poles installed during the year; 419 removed, 181 reset, 375 reinforced and 2,480 repainted.

On May 4 1917 the surface railroad operating headquarters at Ridgewood were transferred to the new terminal at Fresh Pond Road, and the former property is available for sale.

Various improvements and repairs were made in buildings and other structures.

Approximately 11½ miles of surface track were reconstructed, involving the entire removal of the old track structure and foundation, and its replacement with new 7-inch standard grooved girder rail, on wood ties, with cast welded joints and tie rods, and the installation of new pavement on concrete foundation.

The surface track overhauled and repaved amounted to 12,652 lineal feet of single track.

The new lines of surface track constructed during the year aggregated 56,465 feet measured as single track. This construction was at the following locations:

| | |
|-----------------------------------------------------------------------------------|----------|
| Palmetto St., St. Nicholas Ave. to Myrtle Ave..... | 944 feet |
| Flatbush Ave., Ave. N to Ave. U..... | 8,673 " |
| Eighth Ave., 39th St. to Bay Ridge Ave..... | 15,432 " |
| Fresh Pond Road, Lutheran Line to Metropolitan Ave..... | 3,652 " |
| Metropolitan Ave., Dry Harbor Road to Jamaica Ave..... | 18,041 " |
| Surf Ave., West 8th St. to West 5th St..... | 591 " |
| New 110th St., Brighton Beach..... | 4,932 " |
| Line on Ralph, Mill and Kemble Aves., to Atlantic Gulf & Pacific Co.'s plant..... | 4,200 " |

With the exception of the new street at Brighton Beach and the line leading to the Atlantic Gulf & Pacific Company at Mill Island, the above construction was 7-inch grooved girder rail with sheet asphalt pavement on Surf Avenue, 5-inch granite block pavement with sand foundation on Flatbush Avenue, and standard 5-inch granite on concrete foundation on the remainder of the lines.

We repaved city streets to the extent of 122,111 square yards of pavement, divided as follows:

| | | |
|--------------------------------|---------|--------------|
| New granite on concrete..... | 74,758 | square yards |
| New granite on sand..... | 4,903 | " " |
| Recut granite on concrete..... | 12,589 | " " |
| Recut granite on sand..... | 3,907 | " " |
| Wood block..... | 11,234 | " " |
| Sheet asphalt..... | 14,720 | " " |
| | 122,111 | " " |

Twenty-one pieces of surface track special work were installed; 75 renewed, and 33 repaired. Twelve electric switches were installed.

The single track on Adams Street, north of Front Street, comprising 230 lineal feet, was removed; also approximately 2,640 feet of single track from property conveyed to the Brighton-by-the-Sea at Brighton Beach.

A dump track for disposal of snow was installed at the dock at the foot of Fulton Street.

Surface storage tracks were removed from the storage yard at Ocean Avenue and Avenue Z, upon expiration of the lease of that property.

The new drawbridge over Coney Island Creek at Stillwell Avenue and the connecting tracks were placed in operation.

On the elevated lines 16,862 lineal feet of structure were repainted; 21,998 ties were renewed, besides 106,832 lineal feet of guard rail, and 58,170 lineal feet of footwalk.

The rail and special work renewals on the elevated lines consisted of renewing 41,426 feet of 80-lb. running rail; 4,488 feet of 100-lb. running rail; 702 feet of guard rail, besides various frogs and switches.

The equipment of all surface passenger cars with air brakes required by order of the Public Service Commission was completed with the installation of 128 complete and 122 partial air-brake equipments on double-truck open cars; there were also installed 24 geared hand brakes, completing this installation.

Whiting electrically driven cranes were installed on three cars, displacing derricks and pillar cranes.

Considerable work was done in the repairing, repainting and overhauling of equipment, the number of surface cars passing through the shops for this purpose, or for damage in operation, being 3,280, and number of elevated and subway cars 1,184.

For experimental purposes four surface passenger cars were equipped with enclosed platforms, the doors of which are interlocked with the power control of the car.

Various machinery was added to the shop equipment.

Three hundred pairs of Brill 22-E maximum traction trucks were equipped with inside hung brake riggings, and 87 pairs of the same class of trucks on cars of the Coney Island & Brooklyn Railroad Company were equipped with fixed wheel guards.

INCREASE IN NUMBER OF STOCKHOLDERS.

The number of stockholders at the date of closing the books for dividends in June, 1917, was 9,187, an increase of 149 as compared with the similar date of 1916.

RESERVE ACCOUNTS.

Reserves have been added to during the year as follows:

| | |
|----------------------------------|--------------|
| Insurance..... | \$59,836 84 |
| Amortization of Capital, &c..... | 173,229 61 |
| Employers' Liability..... | 90,451 23 |
| Total..... | \$323,517 68 |

As against these additions, however, payments have been made on account of Employers' Liability amounting to \$20,522 55, and charges to Amortization of Capital, &c., on account of property retired, aggregate \$474,807 12, thereby reducing the accumulated reserves as shown in the balance sheet by \$171,811 99. The adjustments for property retired (which are reflected both in this statement, in the direct charges to profit and loss, and in the capital accounts, are somewhat abnormal, being increased considerably by the discarding of obsolete power house equipment, no longer required transmission lines and by the removal of car fenders.

CONSTRUCTION EXPENDITURES.

On account of the construction and equipment of rapid transit lines under contracts with the City, the New York Municipal Railway Corporation has expended during the year an additional amount of \$9,146,736 03, making the total expenditures to June 30 1917 as follows:

| | |
|---------------------------------------------------------------------------------|-----------------|
| On account of contribution to City-owned lines..... | \$11,149,308 00 |
| On account of equipment of City-owned lines..... | 8,373,233 79 |
| On account of additions, extensions and improvements of existing railroads..... | 30,458,769 53 |
| Total..... | \$49,981,311 32 |

The other companies of the system have expended during the year for additions and improvements \$1,249,326 53, of which \$546,824 33 was for track and roadway (including extensions), \$122,772 71 for electric line, \$256,318 12 for power plant, \$174,657 27 for cars and electrical equipment, \$72,581 20 for buildings and fixtures, \$48,608 43 for real estate, and the remainder for miscellaneous purposes. As against these charges, however, credits have been made for properties displaced aggregating in value \$957,200 82, leaving a net addition to the property accounts of other companies \$292,125 71.

BROOKLYN RAPID TRANSIT REFUNDING MORTGAGE FOUR PER CENT BONDS.

| | |
|-----------------------------------------------------------------------------------|-----------------|
| Authenticated to July 1 1916..... | \$55,705,000 00 |
| Authenticated during year..... | 223,000 00 |
| | \$55,928,000 00 |
| Converted into stock..... | 29,619,000 00 |
| Net Authenticated and Outstanding..... | \$26,309,000 00 |
| In hands of the Public..... | \$3,459,000 00 |
| In possession of the B. R. T. System..... | \$22,850,000 00 |
| As follows: | |
| *Collateral to \$60,000,000 00 6-yr. 5% Notes..... | \$10,000,000 00 |
| Collateral to Bills Payable..... | 6,690,000 00 |
| In Treasury B. R. T..... | 4,583,000 00 |
| In Treasury N. E. RR..... | 587,000 00 |
| Deposited with City of New York by The N. E. RR. Co..... | 15,000 00 |
| Deposited with Trustee of The Nassau Electric Railroad Consolidated Mortgage..... | 725,000 00 |
| Guaranty Fund Brooklyn City Railroad Lease..... | 250,000 00 |
| | \$22,850,000 00 |

* \$2,265,000 par value of these notes have been converted into New York Municipal Railway Corporation's five per cent first mortgage bonds, as permitted prior to January 1 1916 by the terms of the trust agreement.

Detailed statements of operation, various statistics and consolidated balance sheet are appended hereto.

The Board of Directors desires to express its appreciation of the loyalty and efficiency of its employees during the past year, particularly in view of the trying conditions of the times through which we are passing.

By order of the Board,

T. S. WILLIAMS,
President.

(For tables of comparative earnings, disbursements, &c., and balance sheet, see page 386.)

The Commercial Times.

COMMERCIAL EPITOME

Friday Night, July 27 1917.

General trade still feels the effects of the uncertainties that hang over it. Not but that there is considerable wholesale and jobbing business. And the retail business has been stimulated by warm weather. But at a time when the Government is the chief buyer in many branches of business and labor and raw materials continue scarce, trade with consumers in the walks of private business is naturally restricted, especially as the future of prices is so uncertain. The common impression is that the Government will not pay what it deems unsatisfactory prices. It is investigating the question of cost of production in iron, steel and other trades and meantime business in these commodities to a certain extent lags, although many industries are very busy on old orders. Just what the Government will do in regulating prices of foodstuffs, notably grain, remains to be seen. Naturally this depends upon the ultimate provisions in the Food Control bill. About this there has been a clash, owing to the "rider" on the original bill calling for a committee of ten, half from the Senate and half from the House, to supervise the carrying out of the provisions of the bill, an amendment which it is supposed may, if insisted upon, cause it to be vetoed by the President. The uncertainty as to just what will be done and when, undoubtedly hurts trade in various branches of business. The disasters to the Russian arms have also had a certain effect as tending to prolong the war. They may conceivably throw an unexpected burden upon this country. Already a new loan of \$5,000,000,000 is suggested by the Secretary of the Treasury. It was probably in contemplation in any case, but for all that it tends with other things to bring the seriousness of the great war home to the American people with increasing force. Also the cost of living continues high. There have been some complaints of drought in the spring wheat regions of North Dakota and parts of Canada. Visible supplies of wheat, corn and oats in this country are smaller than usual. Though the cotton crop outlook has improved, the season is still late and the plant is small. On the other hand, the prospects for the grain crops on the whole are better. Also the fact that the U. S. Government is believed to have taken up the question of ocean freight rates with the Allies may presage an increase in exports. They have been seriously hampered by the scarcity of ocean tonnage and the inevitable high rates of freight. These have militated very noticeably against the export trade in cotton, for instance, for some time past. It is believed, too, that when the Food Control bill, or something similar which shall finally settle the whole question, has been passed, trade in various commodities will improve. Meanwhile many of the great industries are active despite the summer heat. It is true that strikes are numerous, especially in the lumber and copper mining industries. But, on the other hand, the ending of the shipbuilding muddle, through the elimination of both Goethals and Denman, ought to stimulate business in steel. Collections meanwhile are fair to good and railroads are moving an unprecedented tonnage. Trade at cantonment points is very brisk. To sum up, business conditions in this country are still sound and the outlook seems not unpromising for a good fall trade.

LARD higher; prime Western, 20.95c.; refined to the Continent, 22c.; South America, 22.50c.; Brazil, 23.50c. Futures advance, owing partly to a rise in hogs and corn and packers' buying apparently against cash sales. Lard also sympathized with the other provisions. Shorts covered. Realizing sales caused reactions from time to time. Liverpool at one time reported lard quiet with supplies exceeding consumption and purchases for future delivery small. But ocean freights may be lowered by the action of the Allies. A downward turn came later, owing to a decline in grain and cottonseed oil, which offset rising prices for hogs due to light receipts. Packers have bought on reactions and a rally occurred. To-day prices were lower.

DAILY CLOSING PRICES OF LARD FUTURES IN CHICAGO.

| | Sat. | Mon. | Tues. | Wed. | Thurs. | Fri. |
|--------------------|------------|-------|-------|-------|--------|-------|
| July delivery | cts. 20.40 | 20.55 | 20.30 | 20.55 | 20.47 | 20.30 |
| September delivery | 20.62 | 20.75 | 20.47 | 20.72 | 20.67 | 20.50 |

PORK higher; mess, \$43@43 50; clear, \$40@42 50; beef products, firm; mess, \$29@30; extra India mess, \$45@46. Cut meats, lower; pickled hams, 10 to 20 lbs., 19 7/8@22 1/8c.; pickled bellies, 27@28c. Butter, creamery, 39 1/4@40c. Cheese, State, 21 3/4@22c. Eggs, fresh, 38@39c. To-day prices were lower.

COFFEE lower. No. 7 Rio, 9 1/2c.; No. 4 Santos, 10 1/8@10 1/4c.; fair to good Cucuta, 11@11 1/2c. Futures weakened under liquidation, with primary receipts larger, stocks increasing and Brazil evidently more disposed to sell. Also spot demand has generally been small. Brazil ocean freight rates have been higher, but the Allies, it seems, are to bring about lower rates on the ocean. To-day prices closed 2 points lower to 1 point higher, with sales of 12,750 bags. Closing prices were as follows:

| | | | | | |
|----------|----------------|----------|----------------|-------|----------------|
| July | cts. 7.68@7.70 | December | cts. 7.87@7.88 | March | cts. 8.01@8.02 |
| August | 7.68@7.70 | January | 7.91@7.92 | April | 8.06@8.07 |
| October | 7.82@7.83 | February | 7.96@7.97 | May | 8.11@8.12 |
| November | 7.84@7.85 | | | June | 8.16@8.17 |

SUGAR higher; centrifugal, 96-degrees test, 6.77@6.83c.; molasses, 89-degrees test, 5.77@5.83c.; granulated, 7.75@8.50c. Futures were firmer, with spot raw sugar sustained, refined steadier, the statical position rather strong, invisible supplies only fair and consumption likely to increase as the fruit season progresses. Some of the largest refiners are said to be over-sold. Speculation, however, has been moderate. To-day prices advanced on a stronger raw sugar market and trade buying. Closing prices were 2 points lower to 8 points higher, with sales of 17,650 tons. Closing prices were as follows:

| | | | | | |
|-----------|----------------|----------|----------------|-------|----------------|
| August | cts. 5.82@5.83 | November | cts. 5.74@5.75 | March | cts. 4.88@4.90 |
| September | 5.81@5.82 | December | 5.46@5.47 | April | 4.90@4.92 |
| October | 5.75@5.77 | January | 5.10@5.11 | May | 4.93@4.95 |
| | | February | 4.89@4.91 | | |

OILS.—Linseed higher; city raw, American seed, \$1 15; city boiled, American seed, \$1 16; Calcutta \$1 40. Lard prime \$1 86@1 90. Coconut, Cochin, 21c., Ceylon 18c. Corn 14c. Palm, Lagos, 17 1/2c. Soya bean, 12 1/4@14c. Cod, domestic, 86@88c. Spirits of turpentine 42@42 1/2c. Strained rosin, common to good, \$5 85. Cottonseed oil unchanged on the spot at 13.75c. Closing prices were as follows:

| | | | | | |
|-----------|------------------|----------|------------------|----------|------------------|
| July | cts. 13.60@14.00 | Oct | cts. 13.70@13.72 | Jan | cts. 13.53@13.55 |
| August | 13.58@13.65 | November | 13.51@13.53 | February | 13.55@13.70 |
| September | 13.74@13.78 | December | 13.52@13.51 | | |

PETROLEUM higher; refined in barrels \$10 30@\$11 35, bulk \$5 5 @ \$6 50, cases \$13 25@\$14 25. Naphtha, 73 to 76 degrees, in 100-gallon drums and over, 45c. Gasoline firm; motor gasoline in steel barrels to garages 24c.; to consumers 26c.; gasoline, gas machine, steel, 41c.; 72 to 76 degrees, steel and wood, 38c.; 68 to 70 degrees, 28@32c. The Mid-continent field has developed some gushers. Towanda, Butler County, Kansas, has a well, it is said, which started at 20,000 bbls. or more a day, defective tonnage facilities preventing an accurate gauge, and another well on the same lease gave 10,000 bbls. per day. Kansas is a big centre of production. The mid-continent field is certainly more promising to all present appearances than ever. Gasoline is to be made in the Calgary field. Closing prices were as follows:

| | | | | | | |
|-------------------|--------|------------------|-------|--------|--------------------|--------|
| Pennsylvania dark | \$3 10 | North Lima | ----- | \$1 88 | Illinois, above 30 | |
| Cabell | ----- | South Lima | ----- | 1 88 | degrees | ----- |
| Mercer black | 2 18 | Indiana | ----- | 1 78 | Kansas and Okla- | \$1 92 |
| Crichton | ----- | Princeton | ----- | 1 92 | homa | ----- |
| Corning | ----- | Somerset, 32 deg | ----- | 2 20 | Caddo, La., light | 1 90 |
| Wooster | ----- | Ragland | ----- | 1 00 | Caddo, La., heavy | 1 00 |
| Thrall | ----- | Electra | ----- | 1 70 | Canada | ----- |
| Strawn | ----- | Moran | ----- | 1 70 | Humble | ----- |
| De Soto | ----- | Plymouth | ----- | 1 88 | Henrietta | ----- |

TOBACCO.—Old tobacco has been quiet. Buyers are after new tobacco in Connecticut, and it is understood that high prices are being paid for Havana seed and broad leaf. The crop in Connecticut is now said to be looking well. The next big event will be the inscription of Sumatra and Java tobacco to be held in this city on August 3. At the latest sale in Amsterdam, about the same prices as recently were paid. American buyers took 2,000 bales. When the tobacco can be shipped is another matter. There may be considerable delay. The weekly Government report states that conditions during the week were favorable for the plant, and the crop was promising in most districts, except some root rot reported in Wisconsin.

COPPER firmer after being weaker at one time. Lake here on the spot, 27 1/2@28c.; electrolytic, 26 1/2@27c.; for third quarter electrolytic, 26@26 1/2c. Buying has generally been cautious, awaiting developments. London early in the week dropped £5, the first change there in many months. Latterly there has been rather more inquiry here. Refinery production for June is estimated at 200,000,000 lbs.; total output for first half of this year estimated at 1,055,000,000 lbs.; total production of new refined copper in 1916 was 2,259,000,000 lbs. Lead higher on the spot at 10 3/4@11c. Business halts awaiting further developments. Only a small routine business is being done. Spelter higher at 8 1/2c. The demand has at times increased somewhat, imparting a steadier tone now and then. Besides, it is asserted that prices have recently come pretty close to the cost of production. Tin easier; spot 62 3/4@62 1/2c. Late in the week London advanced £1 for spots and futures. Here there was moderate business of all grades. Arrivals are 2,365 tons; afloat, 3,454 tons.

PIG IRON has been quiet. Very many look for lower prices under the Government's investigation into the question of cost of production. Private buying is greatly restricted, owing to the belief that lower prices are inevitable even though available supplies are small.

STEEL is believed to be tending downward, owing to the Government's investigation into the subject of production costs. Most of the business is with the Government. Production continues at top speed in filling old Government orders. In fact, the Government requires all the steel that it can secure. But private consumption is just as certainly smaller. New business in fact has fallen off sharply. Everybody is awaiting the next move by the Government. The ending of the shipbuilding muddle through the resignations of Gen. Goethals and Mr. Denman, is taken in some quarters to mean an early increase in the Government demand for plates and structural shapes. It is supposed that the Government may want during the coming year about half the production of the ship plate mills of the United States. France, Russia, Italy and Japan are all buying plates, wire, rails, &c. In some quarters there is less fear of drastic United States Government control as to prices, &c.

COTTON

Friday Night, July 27 1917.

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 40,474 bales, against 41,665 bales last week and 42,332 bales the previous week, making the total receipts since Aug. 1 1916 6,884,501 bales, against 7,134,101 bales for the same period of 1915-16, showing a decrease since Aug. 1 1916 of 249,600 bales.

| | Sat. | Mon. | Tues. | Wed. | Thurs. | Fri. | Total. |
|------------------|-------|-------|-------|-------|--------|--------|--------|
| Galveston | 510 | 366 | 380 | 1,437 | 224 | 786 | 3,703 |
| Texas City | | | | | | | |
| Port Arthur | | | | | | | |
| Aransas Pass, &c | | | | | | | |
| New Orleans | 632 | 813 | 2,206 | 1,294 | 239 | 1,025 | 6,209 |
| Mobile | | | 50 | 48 | | 432 | 530 |
| Pensacola | | | | | | | |
| Jacksonville | | | | | | 200 | 200 |
| Savannah | 2,523 | 553 | 792 | 2,459 | 1,050 | 1,206 | 8,583 |
| Brunswick | | | | | | 1,200 | 1,200 |
| Charleston | 1 | 2 | | | | 215 | 218 |
| Wilmington | | | | 1 | 1 | | 2 |
| Norfolk | 882 | 1,252 | 2,586 | 17 | 88 | 80 | 4,905 |
| N'port News, &c | | | | | | | |
| New York | | 697 | 1,191 | | | | 1,888 |
| Boston | 270 | 584 | 2,264 | 1,254 | 526 | 1,010 | 5,908 |
| Baltimore | | | | | | 6,523 | 6,523 |
| Philadelphia | 420 | | | 120 | | 65 | 605 |
| Totals this week | 5,238 | 4,267 | 9,469 | 6,630 | 2,408 | 12,462 | 40,474 |

The following shows the week's total receipts, the total since Aug. 1 1916 and the stocks to-night, compared with last year:

| Receipts to July 27. | 1916-17. | | 1915-16. | | Stock. | |
|----------------------|------------|-------------------|------------|-------------------|---------|---------|
| | This Week. | Since Aug 1 1916. | This Wcek. | Since Aug 1 1915. | 1917. | 1916. |
| Galveston | 3,703 | 2,649,740 | 6,485 | 2,420,571 | 105,348 | 65,723 |
| Texas City | | 243,518 | | 299,512 | 14,451 | 8,708 |
| Port Arthur | | 41,447 | | 58,988 | | |
| Aransas Pass, &c | | 50,641 | | 85,393 | | 66 |
| New Orleans | 6,209 | 1,527,351 | 10,990 | 1,409,378 | 171,483 | 122,408 |
| Mobile | 530 | 110,629 | 1,461 | 161,077 | 5,834 | 13,642 |
| Pensacola | | 31,381 | | 64,502 | | |
| Jacksonville | 200 | 60,281 | 215 | 43,184 | 3,200 | 1,027 |
| Savannah | 8,583 | 905,823 | 5,243 | 1,041,895 | 69,833 | 67,772 |
| Brunswick | 1,200 | 158,870 | 4,573 | 144,132 | 25,500 | |
| Charleston | 218 | 173,578 | 22 | 265,039 | 6,386 | 27,130 |
| Georgetown | | | | 728 | | |
| Wilmington | 2 | 87,628 | 2,130 | 221,698 | 48,100 | 55,068 |
| Norfolk | 4,905 | 543,509 | 4,259 | 665,976 | 57,829 | 28,708 |
| N'port News, &c | | 15,468 | | 82,982 | | |
| New York | 1,888 | 37,828 | | 27,450 | 57,788 | 118, 13 |
| Boston | 5,908 | 101,284 | 803 | 88,841 | 8,466 | 10,698 |
| Baltimore | 6,523 | 138,962 | 3,248 | 50,588 | 23,924 | 2,350 |
| Philadelphia | 605 | 6,563 | | 2,167 | 3,987 | 860 |
| Totals | 40,474 | 6,884,501 | 39,429 | 7,134,101 | 602,129 | 522,873 |

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

| Receipts at— | 1917. | 1916. | 1915. | 1914. | 1913. | 1912. |
|-----------------|-----------|-----------|------------|------------|--------|-------|
| Galveston | 3,703 | 6,485 | 17,970 | 4,323 | 4,737 | 2,876 |
| Texas City, &c. | | | 747 | | 201 | |
| New Orleans | 6,209 | 10,940 | 6,481 | 3,458 | 3,622 | 2,205 |
| Mobile | 530 | 1,461 | 490 | 131 | 67 | 235 |
| Savannah | 8,583 | 5,243 | 3,485 | 1,322 | 2,053 | 1,445 |
| Brunswick | 1,200 | 4,573 | | | | |
| Charleston, &c | 218 | 22 | 324 | 235 | 152 | 9 |
| Wilmington | 2 | 2,130 | 281 | 24 | 37 | 160 |
| Norfolk | 4,905 | 4,259 | 1,904 | 3,077 | 2,394 | 1,171 |
| N'port N., &c. | | | | 3,561 | 669 | |
| All others | 15,124 | 4,266 | 276 | 223 | 595 | 176 |
| Tot. this week | 40,474 | 39,429 | 31,958 | 16,354 | 14,527 | 8,277 |
| Since Aug. 1. | 6,884,501 | 7,134,101 | 10,420,912 | 10,525,841 | | |

The exports for the week ending this evening reach a total of 31,819 bales, of which 17,736 were to Great Britain, 1,368 to France and 12,715 to other destinations. Exports for the week and since Aug. 1 1916 are as follows:

| Exports from— | Week ending July 27 1917. | | | | From Aug. 1 1916 to July 27 1917. | | | |
|---------------|---------------------------|---------|--------|---------|-----------------------------------|---------|-----------|-----------|
| | Great Britain. | France. | Other. | Total. | Great Britain. | France. | Other. | Total. |
| Galveston | | | | | 967,731 | 136,718 | 496,620 | 1,601,069 |
| Texas City | | | | | 78,617 | 115,532 | 28,725 | 222,874 |
| Port Arthur | | | | | 40,667 | | | 40,667 |
| Eagle Pass | | | | | | | 1,150 | 1,150 |
| New Orleans | | | 3,360 | 3,360 | 563,823 | 216,196 | 249,584 | 1,029,603 |
| Mobile | | | | | 75,619 | | 400 | 76,019 |
| Pensacola | | | | | 36,676 | | 100 | 36,776 |
| Savannah | | | | | 171,852 | 158,652 | 112,093 | 442,597 |
| Brunswick | | | | | 121,134 | | | 121,134 |
| Charleston | | | | | 16,307 | | 2,900 | 19,207 |
| Wilmington | | | | | 5,000 | 19,355 | 56,381 | 80,736 |
| Norfolk | 1,086 | | | 1,086 | 58,567 | 47,066 | 1,300 | 106,933 |
| N'p't News | | | | | 913 | | | 913 |
| New York | 5,299 | 1,368 | 9,355 | 16,022 | 183,749 | 267,430 | 316,200 | 767,379 |
| Boston * | | | | | 112,843 | 23,913 | 3,765 | 140,521 |
| Baltimore * | 11,351 | | | 11,351 | 167,571 | 2,384 | 6,025 | 175,980 |
| Philadel'a * | | | | | 36,253 | | 5,302 | 41,555 |
| Port'd, Me. | | | | | 148 | | | 148 |
| San Fran. * | | | | | | | 181,798 | 181,797 |
| Wash'g'n * | | | | | | | 370,378 | 370,378 |
| Pembina | | | | | | | 150 | 150 |
| Total | 17,736 | 1,368 | 12,715 | 31,819 | 2,637,470 | 987,246 | 1,832,871 | 5,457,587 |
| Tot. '15-'16 | 52,722 | 28,311 | 50,675 | 131,708 | 2,836,141 | 910,876 | 2,237,158 | 5,984,175 |
| Tot. '14-'15 | 14,196 | 10,116 | 39,431 | 63,743 | 3,806,963 | 679,241 | 3,853,873 | 8,340,007 |

* Totals since Aug. 1 include exports during June, not previously reported.

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.

| July 27 at— | On Shipboard, Not Cleared for— | | | | | Total. | Leaving Stock. |
|-------------|--------------------------------|---------|----------|--------------|-------------|--------|----------------|
| | Great Britain. | France. | Germany. | Other Con't. | Coast-wise. | | |
| Galveston | 16,422 | | | | 9,848 | 26,270 | 79,078 |
| New Orleans | 10,460 | 2,278 | | 7,392 | 404 | 20,534 | 150,949 |
| Savannah | 7,000 | | | | 1,200 | 8,200 | 61,633 |
| Charleston | | | | | | | 6,386 |
| Mobile | 4,751 | | | | | 4,751 | 1,083 |
| Norfolk | | | | | 881 | 881 | 56,948 |
| New York | 1,000 | 4,000 | | 2,000 | | 7,000 | 50,788 |
| Other ports | 4,000 | | | | | 4,000 | 123,628 |
| Total 1917 | 43,633 | 6,278 | | 9,392 | 12,333 | 71,636 | 530,493 |
| Total 1916 | 32,806 | 8,349 | 100 | 25,957 | 3,133 | 70,345 | 452,528 |
| Total 1915 | 12,735 | 3,885 | 100 | 37,464 | 4,900 | 59,084 | 691,228 |

Speculation in cotton for future delivery has been quiet, and prices, owing to a better outlook for the crop and the grave news from Russia, have declined. Beneficial rains have fallen in Texas. The impression is growing that the Government report on Aug. 1 will be more favorable than at one time seemed likely. Spot markets have been reported easier. Some Southern hedge selling has tended to depress futures here. New crop offerings have increased. Liverpool has been a steady seller. Wall Street and the West have been selling. The tendency has been to liquidate, in the expectation of lower prices. Cotton goods have been reported less active. The mills are said not to be so crowded with orders as they were. The Government seems to be the only good buyer. There has been less talk of possible peace this year. The mutiny among her troops has stung Russia to the pitch of establishing a practical dictatorship under Kerensky. There has been less trading in July of late. Recently it was at a premium of 180 points over October, but it fell later to 118 points, though much of the time it has been around 150 points. It is still insisted in not a few quarters that supplies are ample, that the carry-over into next season will be much larger than at one time seemed likely, and that the crop this season may turn out to be a surprise for those who have been predicting another partial failure. The Government statement on Aug. 1 usually shows a deterioration during July of two or three per cent. This year many look for an improvement. The June 25th condition was 70.3%. On August 1st last year it was 72.3, a sharp fall from the condition on June 25th last year of 81.1. The decline was of course due largely to rains and floods in the Carolinas and Georgia in July last year. Of late there has been a rumor that the National Ginners' Association puts the condition at 73 or an improvement of 2.7% since the last Government report. Meanwhile, there has at times been less buying by trade interests. Speculation is slow under the present large margins demanded. The new crop is close at hand. The exports are still small. The U-boat menace has by no means disappeared. The mutiny among Russia's great army with its grave possibilities of further disasters means to most people a prolongation of the war. Always in the background too is the possibility of Government regulation of the cotton trade in some form or other, calculated to restrict the movement of prices either of the raw or manufactured commodity. On the other hand, there was at one time persistent talk to the effect that the Eastern belt was getting too much rain, especially in Georgia and the Carolinas. It has given rise to fears of grass and weevil. Complaints of weevil have increased from Alabama. Also, it is said that, despite the recent rains and showers in Texas they were not enough, and that the supply of sub-soil moisture in that State is so deficient that unless there is more rain soon, the plant will again be suffering. Everywhere throughout the belt the plant is small and under ordinary circumstances this calls for a late fall, or in other words, an unusually late date of killing frost. And the month of August is yet to be faced. Often there is considerable deterioration in August. It remains to be seen whether the usual or the unusual will occur this year. As to exports, some are more hopeful. It is stated that the Allies with the United States as a partner, have agreed to regulate ocean freights, looking to a larger supply of tonnage and lower rates. Practically prohibitive rates have undoubtedly had much to do with restricting exports which have latterly been over half a million bales less than up to this time last season. Meanwhile, the domestic consumption continues large. An excellent monsoon in India has improved the general crop prospects there greatly and by increasing the buying capacity of India will tend to help Lancashire's trade to say nothing of that of the United States and Japan. Japanese interests by the way have been good buyers here. They are said to have bought new crop cotton ahead freely in Texas. The cotton manufacturing industry in Japan has been greatly expanded by the war, at the expense to some extent of Lancashire. Japanese mills have also sold heavily to the armies. Today prices fell 60 points on good weather, better crop reports, the Russian news, Liverpool and Southern selling and general liquidation. A rather favorable Government report is expected on Aug. 1. Middling upland closed at 25.20c., a decline of 155 points for the week. The official quotation for middling upland cotton in the New York market each day for the past week has been:

| July 21 to July 27— | Sat. | Mon. | Tues. | Wed. | Thurs. | Fri. |
|---------------------|-------|-------|-------|-------|--------|-------|
| Middling uplands | 26.40 | 25.70 | 25.65 | 25.45 | 25.80 | 25.20 |

FUTURES.—The highest, lowest and closing prices at New York for the past week have been as follows:

| | Saturday, July 21. | Monday, July 23. | Tuesday, July 24. | Wed'day, July 25. | Thurs'dy, July 26. | Friday, July 27. | Week. |
|------------|-----------------------|---------------------|----------------------|----------------------|-----------------------|---------------------|-----------|
| July— | | | | | | | |
| Range | 26.00 | 25.47-00 | 25.00-40 | 24.85-07 | | | 24.85-00 |
| Closing | 25.90 | 25.20-35 | 25.00 | | | | |
| August— | | | | | | | |
| Range | | 25.06-65 | 24.65-90 | 24.68-25 | 25.05-50 | 24.78-87 | 24.65-65 |
| Closing | 25.50 | 24.90 | 24.75 | 25.20-25 | 25.27 | 24.78 | |
| September— | | | | | | | |
| Range | 25.10 | 24.10-45 | 23.83 | 23.94-00 | 24.60-73 | 24.68 | 23.83-110 |
| Closing | 24.73 | 24.05 | 24.02 | 24.41-45 | 24.58 | 23.97 | |
| October— | | | | | | | |
| Range | 24.53-05 | 23.79-59 | 23.61-08 | 23.75-50 | 24.07-61 | 23.75-40 | 23.61-105 |
| Closing | 24.53-67 | 23.85-88 | 23.82-87 | 24.25-27 | 24.42-47 | 23.80-83 | |
| November— | | | | | | | |
| Range | | | | | | | |
| Closing | 24.45 | 23.83-87 | 23.75 | 24.09 | 24.30 | 23.68 | |
| December— | | | | | | | |
| Range | 24.43-93 | 23.77-49 | 23.61-03 | 23.65-33 | 23.90-40 | 23.54-18 | 23.54-93 |
| Closing | 24.43-45 | 23.83-87 | 23.75-82 | 24.05-08 | 24.23-28 | 23.61-65 | |
| January— | | | | | | | |
| Range | 24.40-94 | 23.78-48 | 23.58-00 | 23.57-24 | 23.82-27 | 23.40-00 | 23.40-94 |
| Closing | 24.40-43 | 23.80-86 | 23.70-80 | 23.96-99 | 24.10-13 | 23.52-58 | |
| March— | | | | | | | |
| Range | 24.65-05 | 23.95-55 | 23.75-13 | 23.70-43 | 24.03-48 | 23.60-17 | 23.60-105 |
| Closing | 24.60 | 24.05-06 | 23.78-85 | 24.12 | 24.28-30 | 23.64-67 | |
| May— | | | | | | | |
| Range | 24.75-12 | 24.21-65 | 24.00-20 | 23.86-28 | 24.11-55 | 23.76-30 | 23.76-112 |
| Closing | 24.72 | 24.23-22 | 23.95-00 | 24.26-27 | 24.43-44 | 23.79 | |

f 26c. l 25c. j 24c.

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

| | 1917. | 1916. | 1915. | 1914. |
|------------------------------------------------------------------------|-----------|-----------|-----------|-----------|
| Stock at Liverpool | 2,37,000 | 616,000 | 1,462,000 | 856,000 |
| Stock at London | 26,000 | 34,000 | 43,000 | 5,000 |
| Stock at Manchester | 25,000 | 48,000 | 99,000 | 68,000 |
| Total Great Britain | 318,000 | 698,000 | 1,604,000 | 929,000 |
| Stock at Hamburg | *1,000 | *1,000 | *2,000 | 39,000 |
| Stock at Bremen | *1,000 | *1,000 | *82,000 | 310,000 |
| Stock at Havre | 163,000 | 229,000 | 266,000 | 239,000 |
| Stock at Marseilles | 3,000 | 12,000 | 8,000 | 4,000 |
| Stock at Barcelona | 86,000 | 92,000 | 57,000 | 33,000 |
| Stock at Genoa | 16,000 | 127,000 | 329,000 | 44,000 |
| Stock at Trieste | *1,000 | *1,000 | *3,000 | 59,000 |
| Total Continental stocks | 271,000 | 463,000 | 747,000 | 728,000 |
| Total European stocks | 589,000 | 1,161,000 | 2,351,000 | 1,657,000 |
| India cotton afloat for Europe | 17,000 | 62,000 | 52,000 | 162,000 |
| Amer. cotton afloat for Europe | 144,000 | 353,915 | 174,485 | 92,740 |
| Egypt, Brazil, &c., afloat for Europe | 23,000 | 11,000 | 12,000 | 43,000 |
| Stock in Alexandria, Egypt | 77,000 | 21,000 | 143,000 | 107,000 |
| Stock in Bombay, India | 1,012,000 | 769,000 | 737,000 | 767,000 |
| Stock in U. S. ports | 602,129 | 522,873 | 750,312 | 227,428 |
| Stock in U. S. interior towns | 382,645 | 356,017 | 450,365 | 120,139 |
| U. S. exports to-day | 5,155 | 22,185 | 2,294 | 455 |
| Total visible supply | 2,851,929 | 3,278,990 | 4,672,456 | 3,176,816 |
| Of the above, totals of American and other descriptions are as follows | | | | |
| American— | | | | |
| Liverpool stock | 176,000 | 509,000 | 1,198,000 | 618,000 |
| Manchester stock | 12,000 | 42,000 | 80,000 | 46,000 |
| Continental stock | *229,000 | *379,000 | *605,000 | 575,000 |
| American afloat for Europe | 144,000 | 353,915 | 174,485 | 93,470 |
| U. S. ports stocks | 602,129 | 522,873 | 750,312 | 227,482 |
| U. S. interior stocks | 382,645 | 356,017 | 450,365 | 120,139 |
| U. S. exports to-day | 5,155 | 22,185 | 2,294 | 455 |
| Total American | 1,550,929 | 2,174,990 | 3,260,456 | 1,679,816 |
| East India, Brazil, &c.— | | | | |
| Liverpool stock | 91,000 | 107,000 | 264,000 | 238,000 |
| London stock | 26,000 | 34,000 | 43,000 | 5,000 |
| Manchester stock | 13,000 | 6,000 | 19,000 | 22,000 |
| Continental stock | *42,000 | *94,000 | *142,000 | 153,000 |
| India afloat for Europe | 17,000 | 62,000 | 52,000 | 162,000 |
| Egypt, Brazil, &c., afloat | 23,000 | 11,900 | 12,000 | 43,000 |
| Stock in Alexandria, Egypt | 77,000 | 21,000 | 143,000 | 107,000 |
| Stock in Bombay, India | 1,012,000 | 769,000 | 737,000 | 767,000 |
| Total East India, &c. | 1,301,000 | 1,104,000 | 1,412,000 | 1,497,000 |
| Total American | 1,550,929 | 2,174,990 | 3,260,456 | 1,679,816 |
| Total visible supply | 2,851,929 | 3,278,990 | 4,672,456 | 3,176,816 |
| Middling Upland, Liverpool | 19.15d. | 8.15d. | 5.34d. | 6.66d. |
| Middling Upland, New York | 25.20c. | 13.30c. | 9.30c. | 12.50c. |
| Egypt, Good Brown, Liverpool | 32.50d. | 12.63d. | 7.85d. | 9.10d. |
| Peruvian, Rough Good, Liverpool | 20.00d. | 13.75d. | 10.90d. | 8.75d. |
| Broach, Fine, Liverpool | 18.50d. | 7.95d. | 5.15d. | 5 13-16d. |
| Tinnevely, Good, Liverpool | 18.68d. | 7.97d. | 5.27d. | 5 1/2d. |

* Estimated. a Revised.

Continental imports for past week have been 45,000 bales. The above figures for 1917 show a decrease from last week of 116,925 bales, a loss of 427,061 bales from 1916, a decline of 1,820,527 bales from 1915 and a falling off of 324,887 bales from 1914.

NEW YORK QUOTATIONS FOR 32 YEARS.

The quotations for middling upland at New York on July 27 for each of the past 32 years have been as follows:

| | | | | | | | |
|--------|-------|--------|-------|--------|-------|--------|-------|
| 1917-c | 25.20 | 1909-c | 12.65 | 1901-c | 8.12 | 1893-c | 8.00 |
| 1916 | 13.25 | 1908 | 10.80 | 1900 | 10.00 | 1892 | 7.38 |
| 1915 | 9.70 | 1907 | 12.90 | 1899 | 6.12 | 1891 | 8.00 |
| 1914 | 13.09 | 1906 | 10.90 | 1898 | 6.06 | 1890 | 12.25 |
| 1913 | 11.95 | 1905 | 11.05 | 1897 | 7.94 | 1889 | 11.31 |
| 1912 | 13.25 | 1904 | 10.70 | 1896 | 7.19 | 1888 | 10.81 |
| 1911 | 13.50 | 1903 | 13.50 | 1895 | 7.00 | 1887 | 10.38 |
| 1910 | 15.85 | 1902 | 9.06 | 1894 | 7.00 | 1886 | 9.50 |

MARKET AND SALES AT NEW YORK.

| | Spot Market Closed. | Futures Market Closed. | SALES. | | |
|-----------|------------------------|------------------------------|--------|----------|--------|
| | | | Spot. | Contract | Total. |
| Saturday | Quiet, 35 pts. dec. | Irregular | | | |
| Monday | Quiet, 70 pts. dec. | Steady | 1,200 | | 1,200 |
| Tuesday | Quiet, 5 pts. dec. | Irregular | | | |
| Wednesday | Quiet, 20 pts. dec. | Steady | 1,400 | | 1,400 |
| Thursday | Quiet, 35 pts. adv. | Barely steady | 300 | | 300 |
| Friday | Quiet, 60 pts. dec. | Irregular | | | |
| Total | | | 2,900 | | 2,900 |

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

| Towns. | Movement to July 27 1917. | | | Movement to July 28 1916. | | | |
|------------------|---------------------------|-----------|--------------------------|---------------------------|---------|--------------------------|--------|
| | Receipts. | | Ship- ments. Week. | Receipts. | | Ship- ments. Week. | |
| | Week. | Season. | | Week. | Season. | | |
| Ala., Eufaula | 10 | 9,936 | | 16 | 17,851 | 236 | 9,593 |
| Montgomery | 203 | 47,756 | 1,125 | 365 | 127,735 | 1,380 | 42,177 |
| Selma | 34 | 21,891 | 387 | 60 | 56,537 | 294 | 16,231 |
| Ark., Helena | 10 | 74,448 | 174 | | 53,849 | 234 | 1,143 |
| Little Rock | 275 | 236,467 | 599 | 331 | 170,863 | 802 | 7,472 |
| Pine Bluff | 309 | 154,911 | 3,682 | 4 | 112,281 | 394 | 4,045 |
| Ga., Albany | 6 | 19,233 | 29 | 3 | 22,151 | 56 | 652 |
| Athens | 35 | 101,998 | 1,200 | 110 | 123,568 | 330 | 8,250 |
| Atlanta | 1,705 | 335,312 | 11,494 | 2,901 | 185,294 | 4,059 | 38,073 |
| Augusta | 727 | 377,341 | | 590 | 390,960 | 7,956 | 49,977 |
| Columbus | 19 | 62,371 | 187 | | 77,409 | 612 | 12,874 |
| Macon | 220 | 173,039 | 1,749 | 25 | 44,812 | 2,792 | 1,971 |
| Rome | 76 | 59,870 | 400 | 62 | 64,729 | 350 | 3,584 |
| La., Shreveport | 375 | 149,750 | | 232 | 120,063 | 207 | 5,735 |
| Miss., Columbus | 4 | 7,323 | | 9 | 20,619 | 18 | 859 |
| Greenville | | 56,359 | 500 | | 62,855 | 204 | 2,000 |
| Greenwood | 300 | 115,129 | 800 | 40 | 108,404 | 418 | 3,500 |
| Meridian | 244 | 26,387 | 308 | 456 | 54,068 | 1,181 | 5,035 |
| Natchez | 18 | 34,847 | 131 | 21 | 25,103 | 729 | 2,182 |
| Vicksburg | 15 | 16,950 | 35 | 4 | 26,953 | 1 | 408 |
| Yazoo City | | 19,287 | 360 | | 30,155 | 627 | 2,900 |
| Mo., St. Louis | 4,238 | 908,889 | 6,444 | 6,040 | 744,387 | 6,553 | 9,040 |
| N.C., Gr'nboro | 300 | 85,014 | 500 | 500 | 105,546 | 1,000 | 7,500 |
| Raleigh | 58 | 12,466 | 100 | 97 | 13,701 | 75 | 81 |
| O., Cincinnati | 4,429 | 195,254 | 2,967 | 3,072 | 275,677 | 1,673 | 13,980 |
| Okla., Ardmore | | 52,543 | | | 44,970 | | 229 |
| Chickasha | | 80,493 | | 43 | 94,698 | 206 | 2,742 |
| Hugo | | 29,597 | | | 12,615 | | |
| Oklahoma | | 39,887 | | 34 | 29,030 | 16 | 2,131 |
| S.C., Greenville | 1,359 | 148,648 | 3,981 | 11,884 | 142,098 | 472 | 8,799 |
| Greenwood | | 16,432 | | | 19,131 | | 3,774 |
| Tenn., Memphis | 5,287 | 1,326,678 | 24,713 | 161,302 | 3,098 | 969,364 | 9,257 |
| Nashville | 1 | 2,445 | 12 | | 6,684 | | 1,025 |
| Tex., Abilene | | 62,168 | 134 | 112 | 69,405 | | |
| Brenham | 5 | 24,256 | 89 | 41 | 20,638 | 16 | 625 |
| Clarksville | | 44,006 | 200 | | 28,501 | 243 | 282 |
| Dallas | 954 | 130,480 | 472 | 592 | 100,189 | 487 | 6,705 |
| Honey Grove | | 39,649 | | 9 | 29,089 | | 9 |
| Houston | 3,286 | 2,521,675 | 8,479 | 27,935 | 5,752 | 2,102,632 | 8,197 |
| Paris | | 144,548 | | | 96,835 | 50 | 150 |
| San Antonio | 22 | 43,644 | | | 51,083 | | 2 |
| Total, 41 towns | 24,524 | 8,012,435 | 71,251 | 382,645 | 25,871 | 6,852,535 | 51,125 |

Note.—Our Interior Towns Table has been extended by the addition of S towns. This has made necessary the revision of the Visible Supply Table and a number of other tables.

The above totals show that the interior stocks have decreased during the week 46,727 bales but are to-night 26,628 bales more than at the same time last year. The receipts at all towns have been 1,347 bales less than the same week last year.

OVERLAND MOVEMENT FOR THE WEEK AND SINCE AUG. 1.—We give below a statement showing the overland movement for the week and since Aug. 1, as made up from telegraphic reports Friday night. The results for the week and since Aug. 1 in the last two years are as follows:

| | —1916-17— | | —1915-16— | |
|---------------------|-----------|------------------|-----------|------------------|
| | Week. | Since Aug. 1. | Week. | Since Aug. 1. |
| Shipped— | | | | |
| Via St. Louis | 6,444 | 908,099 | 6,553 | 751,477 |
| Via Mounds, &c. | 5,276 | 286,082 | 347 | 318,931 |
| Via Rock Island | | 6,708 | | 6,981 |
| Via Louisville | 539 | 125,952 | 1,375 | 149,706 |
| Via Cincinnati | 516 | 65,556 | 1,889 | 143,217 |
| Via Virginia points | 18,271 | 413,241 | | |

in the droughty districts it is still healthy, but growth is at a standstill. Precipitation during the week was ample, mostly in the northeastern portion, while moderate to good showers occurred in some other sections. Some picking is now being done. It has rained on one day during the week, the rainfall reaching twenty-four hundredths of an inch. The thermometer has ranged from 72 to 88, averaging 80.

Abilene, Tex.—Dry all the week. Average thermometer 84, highest 98 and lowest 70.

Brenham, Tex.—There has been rain on one day during the past week, the precipitation reaching fifty-five hundredths of an inch. The thermometer has averaged 87, the highest being 100 and the lowest 73.

Brownsville, Tex.—We have had rain on one day of the past week, the rainfall being two inches and forty-eight hundredths. The thermometer has averaged 83, ranging from 72 to 94.

Cuero, Tex.—There has been rain on one day of the week, the rainfall reaching one inch and fifty-one hundredths. The thermometer has ranged from 70 to 100, averaging 85.

Dallas, Tex.—Rain has fallen on two days during the week, the rainfall reaching seventeen hundredths of an inch. Average thermometer 83, highest 96, lowest 70.

Fort Worth, Tex.—Dry all the week. The thermometer has averaged 84, highest being 98 and lowest 70.

Henrietta, Tex.—It has rained on one day during the week, the precipitation being twenty-five hundredths of an inch. The thermometer has averaged 85, ranging from 69 to 101.

Huntsville, Tex.—We have had rain on one day during the week, the rainfall reaching forty hundredths of an inch. The thermometer has ranged from 68 to 97, averaging 83.

Kerrville, Tex.—We have had rain on two days during the past week, the rainfall being fourteen hundredths of an inch. Average thermometer 79, highest 96, lowest 62.

Lampassas, Tex.—We have had no rain the past week. The thermometer has averaged 88, the highest being 100 and the lowest 75.

Longview, Tex.—There has been rain on two days during the week, the rainfall reaching eighty-eight hundredths of an inch. The thermometer has averaged 83, ranging from 69 to 97.

Luling, Tex.—It has rained on two days of the week, the precipitation being one inch and eighty-nine hundredths. The thermometer has ranged from 72 to 98, averaging 85.

Nacogdoches, Tex.—It has rained on one day of the week, the rainfall being one inch and thirty-nine hundredths. Average thermometer 86, highest 96 and lowest 76.

Palestine, Tex.—There has been rain on two days of the week, to the extent of sixty hundredths of an inch. The thermometer has averaged 81, the highest being 94 and the lowest 68.

Paris, Tex.—There has been rain on two days the past week, the rainfall being one inch and twenty-two hundredths. The thermometer has averaged 82, ranging from 68 to 95.

San Antonio, Tex.—It has rained on two days of the week, the precipitation reaching two inches and four hundredths. The thermometer has ranged from 70 to 98, averaging 84.

Weatherford, Tex.—Dry all the week. Average thermometer 83, highest 97, lowest 68.

Ardmore, Okla.—We have had no rain during the week. The thermometer has averaged 83, the highest being 98 and the lowest 68.

Muskogee, Okla.—There has been rain on two days the past week, to the extent of forty-seven hundredths of an inch. The thermometer has averaged 84, ranging from 68 to 99.

Eldorado, Ark.—It has rained on three days of the week, the precipitation being one inch and eighty-six hundredths. The thermometer has ranged from 67 to 95, averaging 81.

Little Rock, Ark.—We have had rain on two days during the past week, to the extent of one inch and forty-nine hundredths. Average thermometer 78, highest 91, lowest 66.

Texarkana, Ark.—It has rained on two days during the week, the rainfall having reached three inches and seventy-five hundredths. The thermometer has averaged 82, the highest being 95 and the lowest 68.

Alexandria, La.—We have had rain on two days during the week, the rainfall reaching one inch and thirty-seven hundredths. The thermometer has averaged 83, ranging from 69 to 96.

New Orleans, La.—It has been dry all week. The thermometer has ranged from 75 to 94, averaging 85.

Shreveport, La.—We have had rain on three days of the past week, the rainfall reaching two inches and twenty-nine hundredths. Average thermometer 82, highest 94, lowest 70.

Columbus, Miss.—There has been rain on four days of the week, to the extent of one inch and eighty-five hundredths. The thermometer has averaged 82, the highest being 97 and the lowest 67.

Greenville, Miss.—There has been rain on three days of the past week, the rainfall reaching one inch and twenty-five hundredths. The thermometer has averaged 83, ranging from 70 to 95.

Vicksburg, Miss.—Rain has fallen on three days of the week, to the extent of two inches and twenty hundredths. The thermometer has ranged from 69 to 92, averaging 80.

Mobile, Ala.—Crop is growing and maturing nicely. There is very little complaint of weevils. A few open bolls are reported. It has rained on two days during the week, the

rainfall reaching one inch and four hundredths. Average thermometer 83, highest 92 and lowest 73.

Montgomery, Ala.—It has rained on five days of the week, the rainfall reaching three inches and nineteen hundredths. The thermometer has averaged 79, the highest being 92 and the lowest 66.

Selma, Ala.—We have had rain on five days during the week, the rainfall reaching three inches and seventeen hundredths. The thermometer has averaged 78, ranging from 69 to 89.

Madison, Fla.—Rain has fallen on one day of the week, the rainfall being one hundredth of an inch. The thermometer has ranged from 71 to 95, averaging 83.

Tallahassee, Fla.—Rain has fallen on five days during the week, to the extent of one inch and fifty-one hundredths. Minimum thermometer 82, maximum 93, mean 70.

Albany, Ga.—We have had rain on five days of the week, the precipitation reaching two inches and one hundredth. The thermometer has averaged 84, the highest being 98 and the lowest 70.

Atlanta, Ga.—Rain on four days of the week to the extent of thirty-six hundredths of an inch. The thermometer has averaged 78, ranging from 66 to 89.

Savannah, Ga.—It has rained on four days of the week, the rainfall reaching one inch and fifty-one hundredths. The thermometer has ranged from 72 to 95, averaging 82.

Charleston, S. C.—We have had rain on one day during the week, the rainfall reaching thirty hundredths of an inch. Lowest thermometer 72, highest 88, average 80.

Greenville, S. C.—It has rained on five days of the week, the rainfall reaching four inches and forty-two hundredths. The thermometer has averaged 80, the highest being 92 and the lowest 67.

Spartanburg, S. C.—Rainfall for the week ninety-five hundredths of an inch on two days. The thermometer has averaged 81, ranging from 67 to 95.

Charlotte, N. C.—It has rained on four days of the week, the precipitation reaching one inch and twenty-three hundredths. The thermometer has ranged from 67 to 89, averaging 78.

Dyersburg, Tenn.—It has rained on four days of the week, the rainfall reaching ninety-five hundredths of an inch. The thermometer has averaged 80, the highest being 93 and the lowest 68.

Memphis, Tenn.—We have had more moisture than needed, interfering with cultivation, but the outlook is fine. There has been rain on four days during the week, to the extent of two inches and forty-six hundredths, and more is threatened. The thermometer has ranged from 68 to 89, averaging 78.

COTTON CROP CIRCULAR.—Our Annual Cotton Crop Review will be ready in circular form about Thursday, Aug. 24. Parties desiring the circular in quantities, with their business card printed thereon, should send in their orders as soon as possible to secure early delivery. Publication of this annual review has been deferred this year to a somewhat later date (after the close of the cotton season) than has been our usual practice, in order to afford more time for the investigation of the situation abroad.

QUOTATIONS FORMIDDLING COTTON AT OTHER MARKETS.—Below are the closing quotations of middling cotton at Southern and other principal cotton markets for each day of the week.

| Week ending July 27. | Closing Quotations for Middling Cotton on— | | | | | |
|-------------------------|--------------------------------------------|--------|---------|---------|-----------|--------|
| | Saturday | Monday | Tuesday | Wed'day | Thurs'dy. | Friday |
| Galveston | 26.25 | 25.75 | 25.45 | 25.70 | 25.95 | 25.50 |
| New Orleans | 25.75 | 25.75 | 25.25 | 25.25 | 25.25 | 25.00 |
| Mobile | 25.50 | 25.50 | 25.00 | 25.00 | 25.00 | 24.75 |
| Savannah | 26 1/4 | 25 3/4 | 25 1/4 | 25 | 25 | 25 |
| Charleston | 25 1/4 | 24 | 25 | 25 | 25 | 25 |
| Wilmington | 25.00 | 24 | 24 | 24 1/4 | 24 1/2 | 24 3/4 |
| Norfolk | 25.00 | 25.00 | 24.00 | 24.25 | 24.63 | 24.75 |
| Baltimore | 26.00 | 25.50 | 25.00 | 25.00 | 25.00 | 25.00 |
| Philadelphia | 26.65 | 25.95 | 25.90 | 25.70 | 26.05 | 25.45 |
| Augusta | 25.06 | 24.69 | 24.50 | 24.50 | 24.63 | 24.38 |
| Memphis | 26.00 | 25.50 | 25.50 | 25.50 | 25.50 | 25.50 |
| Dallas | — | 24.45 | 24.45 | 24.85 | 25.00 | 24.50 |
| Houston | 25.60 | 25.10 | 25.10 | 25.35 | 26.00 | 25.35 |
| Little Rock | 25.50 | 25.00 | 25.00 | 25.00 | 25.00 | 25.00 |

| NEW ORLEANS CONTRACT MARKET. | | | | | | |
|------------------------------|-----------------------|---------------------|----------------------|----------------------|-----------------------|---------------------|
| | Saturday, July 21. | Monday, July 23. | Tuesday, July 24. | Wed'day, July 25. | Thurs'dy, July 26. | Friday, July 27. |
| July— | | | | | | |
| Range | — — — | 23.77-90 | 23.68 — | — — — | — — — | — — — |
| Closing | 24.25-57 | 23.63-83 | 23.45-50 | — — — | — — — | — — — |
| August— | | | | | | |
| Range | — — — | — — — | 23.07-21 | — — — | — — — | — — — |
| Closing | 24.00-10 | 23.43 — | 23.07-08 | 23.58 — | 23.90 — | 23.13-17 |
| September— | | | | | | |
| Range | — — — | — — — | — — — | — — — | — — — | — — — |
| Closing | 23.85-87 | 23.13 — | 22.91 — | 23.41 — | 23.56 — | 22.85-89 |
| October— | | | | | | |
| Range | 23.70-03 | 22.99-72 | 22.75-14 | 22.77-50 | 23.14-62 | 22.70-47 |
| Closing | 23.75-77 | 23.03-05 | 22.81-86 | 23.31-33 | 23.46-54 | 22.75-79 |
| December— | | | | | | |
| Range | 23.74-03 | 23.01-72 | 22.78-16 | 22.80-46 | 23.12-60 | 22.67-41 |
| Closing | 23.75-76 | 23.06-08 | 22.88-89 | 23.27-29 | 23.45-49 | 22.72-76 |
| January— | | | | | | |
| Range | 23.83-10 | 23.13-65 | 22.90-25 | 22.89-50 | 23.23-64 | 22.78-51 |
| Closing | 23.83-84 | 23.15-19 | 23.00 — | 23.36-37 | 23.55 — | 22.78-83 |
| March— | | | | | | |
| Range | 23.90-16 | 23.26-90 | 23.00-30 | 23.00-57 | 23.35-73 | 22.82-55 |
| Closing | 23.90-93 | 23.28-29 | 23.05-09 | 23.47-51 | 23.64-66 | 22.82-86 |
| May— | | | | | | |
| Range | — — — | — — — | — — — | — — — | — — — | — — — |
| Closing | 24.04-05 | 23.42-43 | 23.19-21 | 23.61-63 | 23.78-80 | 22.96-00 |
| Tone— | | | | | | |
| Spot | Steady. | Quiet. | Quiet. | Steady. | Steady. | Steady. |
| Options | Ba'ly sty | Steady. | Steady. | Steady. | Irregular | Steady. |

COTTON CONSUMPTION AND OVERLAND MOVEMENT TO JULY 1.—Below we present a synopsis of the crop movement for the month of June and the eleven months ended June 30 for three years:

| | 1916-17. | 1915-16. | 1914-15. |
|-----------------------------------------------------------------------|------------|------------|------------|
| Gross overland for June..... bales | 167,468 | 149,066 | 99,121 |
| Gross overland for 11 months..... | 2,432,966 | 2,144,895 | 1,984,442 |
| Net overland for June..... | 58,427 | 101,921 | 72,006 |
| Net overland for 11 months..... | 1,524,511 | 1,484,887 | 1,400,219 |
| Port receipts in June..... | 294,512 | 277,962 | 214,349 |
| Port receipts in 11 months..... | 6,703,572 | 6,931,522 | 10,299,205 |
| Exports in June..... | *238,394 | 505,653 | 292,440 |
| Exports in 11 months..... | *5,268,306 | 5,521,948 | 8,118,989 |
| Port stocks on June 30..... | 769,626 | 789,840 | 866,160 |
| Northern spinners' takings to July 1..... | *2,822,444 | 3,104,832 | 3,096,330 |
| Southern consumption to July 1..... | 3,978,000 | 3,671,000 | 2,869,000 |
| Overland to Canada for 11 months (in- cluded in net overland)..... | 176,075 | 172,198 | 171,523 |
| Burnt North and South in 11 months..... | 1,400 | 2,522 | 1,741 |
| Stock at North interior markets June 30..... | 16,301 | 13,793 | 18,366 |
| Came in sight during June..... | 543,939 | 539,174 | 473,355 |
| Amount of crop in sight June 30..... | 12,420,083 | 12,085,551 | 14,984,024 |
| Came in sight balance of season..... | ----- | 867,899 | 83,223 |
| Total crop..... | ----- | 12,953,450 | 15,067,247 |
| Average gross weight of bales..... | 513.54 | 512.40 | 513.45 |
| Average net weight of bales..... | 488.54 | 487.40 | 488.45 |

EGYPTIAN COTTON CROP.—The following, on the state and prospects of the cotton crop during the month of May, was issued by the Ministry of Agriculture of Egypt under date of June 1:

The weather has been variable; rather cold and unfavorable in Lower Egypt, and generally more congenial in Upper Egypt in spite of spells of hot winds. The effect of the variable weather and in particular of the warm dusty winds culminating in the windstorm of the 19th cannot yet be determined. Water supply was generally sufficient. Thinning, hoeing, manuring and watering are in progress. Isolated attacks of cut-worm, aphid and sore-shin are reported in Lower and Middle Egypt. Cotton-worm egg masses have also appeared in small isolated areas in Lower Egypt and Giza and were promptly dealt with. In Lower and Middle Egypt early-sown cotton looks healthy, but the low temperature has so checked the growth of the plants that the crop must now be considered as a decidedly late one. In Minia and south, however, it is making better progress and flowering has begun. Owing to the prevailing backward condition of the cotton, it has been deemed inadvisable to give it a notation figure this month.

Supplementary to the foregoing the Alexandria Cotton Co., Ltd., of Boston, have advices under date of Alexandria, June 22, as follows:

Upper Egypt.—News is satisfactory; the plant looks strong and is full of bolls. The exceptionally hot weather is destroying the cotton leaf worm. *Lower Egypt.* Climatic conditions have been favorable for the cotton plant and destructive to the cotton leaf worm, as the temperature was below normal. A good many districts in the Delta have not recovered the delay in the growth, and this may result in a bad yield in that the pink boll worm will supervene before the bolls arrive at the required degree of maturity. The supply of water is now abundant.

WORLD'S SUPPLY AND TAKINGS OF COTTON.—The following brief but comprehensive statement indicates at a glance the world's supply of cotton for the week and since Aug. 1 for the last two seasons, from all sources from which statistics are obtainable; also the takings, or amounts gone out of sight, for the like period.

| Cotton Takings. Week and Season. | 1916-17. | | 1915-16. | |
|--------------------------------------|-----------|------------|-----------|------------|
| | Week. | Season. | Week. | Season. |
| Visible supply July 20..... | 2,968,854 | ----- | 3,484,791 | ----- |
| Visible supply Aug. 1..... | ----- | 3,183,251 | ----- | 4,664,610 |
| American in sight to July 27..... | 97,999 | 12,796,313 | 109,830 | 12,541,096 |
| Bombay receipts to July 26..... | 652,000 | 3,036,000 | 7,000 | 3,148,000 |
| Other India shipm'ts to July 26..... | 63,000 | 258,000 | 6,000 | 418,000 |
| Alexandria receipts to July 25..... | 61,000 | 676,000 | 1,000 | 615,000 |
| Other supply to July 25 *..... | 63,000 | 309,000 | 2,000 | 274,000 |
| Total supply..... | 3,125,853 | 20,258,564 | 3,610,621 | 21,660,706 |
| Deduct— | ----- | ----- | ----- | ----- |
| Visible supply July 27..... | 2,851,929 | 2,851,929 | 3,278,990 | 3,278,990 |
| Total takings to July 27 -a..... | 273,924 | 17,406,635 | 331,631 | 18,381,716 |
| Of which American..... | 214,634 | 13,333,635 | 244,631 | 13,656,716 |
| Of which other..... | 59,000 | 4,073,000 | 87,000 | 4,725,000 |

* Embraces receipts in Europe from Brazil, Smyrna, West Indies, &c.
a This total embraces the estimated consumption by Southern mills, 4,327,000 bales in 1916-17 and 3,991,000 in 1915-16—takings not being available—and the aggregate amounts taken by Northern and foreign spinners, 13,079,635 bales in 1916-17 and 14,390,716 bales in 1915-16, of which 9,006,635 bales and 9,665,716 bales American.
b Estimated.

BOMBAY COTTON MOVEMENT.—The receipts of India cotton at Bombay for the week ending July 5 and for the season from Aug. 1 for three years have been as follows:

| July 5. Receipts at— | 1916-17. | | 1915-16. | | 1914-15. | |
|-------------------------|----------|---------------|----------|---------------|----------|---------------|
| | Week. | Since Aug. 1. | Week. | Since Aug. 1. | Week. | Since Aug. 1. |
| Bombay..... | 54,000 | 2,838,000 | 28,000 | 3,095,000 | 26,000 | 2,580,000 |

ALEXANDRIA RECEIPTS AND SHIPMENTS OF COTTON.—The following are the receipts and shipments for the week ending July 4 and for the corresponding week of the two previous years:

| Alexandria, Egypt. July 4. | 1916-17. | | 1915-16. | | 1914-15. | |
|-------------------------------|-----------|---------------|-----------|---------------|-----------|---------------|
| | Week. | Since Aug. 1. | Week. | Since Aug. 1. | Week. | Since Aug. 1. |
| Receipts (cantars) — | ----- | ----- | ----- | ----- | ----- | ----- |
| This week..... | 6,554 | ----- | 9,297 | ----- | 9,876 | ----- |
| Since Aug. 1..... | 5,053,991 | ----- | 4,604,765 | ----- | 6,323,271 | ----- |
| Exports (bales) — | ----- | ----- | ----- | ----- | ----- | ----- |
| To Liverpool..... | 3,877 | 209,397 | ----- | 210,854 | 5,241 | 207,234 |
| To Manchester..... | 3,112 | 131,609 | ----- | 137,299 | 3,829 | 149,429 |
| To Continent and India..... | 1,796 | 132,348 | ----- | 177,734 | 659 | 277,779 |
| To America..... | ----- | 120,731 | ----- | 193,058 | 3,991 | 162,917 |
| Total exports..... | 8,785 | 594,085 | ----- | 718,945 | 13,720 | 797,359 |

Note.—A cantar is 99 lbs. Egyptian bales weigh about 750 lbs. This statement shows that the receipts for the week ending July 4 were 6,554 cantars and the foreign shipments 8,785 bales.

MANCHESTER MARKET.—Our cable report from Manchester to-night states that the tone of the cloth market has been well sustained with more doing for India and China. We give below prices for to day and leave those for previous weeks of this and last year for comparison:

| | 1917. | | | | | | 1916. | | | | | | |
|------|-------------------|----|-----------------------------------------|--------|------------------------|------|-------------------|-----|-----------------------------------------|-------|------------------------|----|-----|
| | 32s Cop Twist. | | 8½ lbs. Shirts, common to finest. | | Col'n Mid. Up's. | | 32s Cop Twist. | | 8½ lbs. Shirts, common to finest. | | Col'n Mid. Up's. | | |
| J'ne | d. | d. | s. d. | s. d. | d. | d. | d. | d. | s. d. | s. d. | d. | d. | |
| 15 | 21 | @ | 23 | 12 5 | @ | 16 6 | 17.06 | 12½ | @ | 13½ | 7 3½ | @ | 9 5 |
| 22 | 23½ | @ | 26 | 13 10½ | @ | 19 0 | 19.45 | 12½ | @ | 13½ | 7 2 | @ | 9 4 |
| 29 | 24½ | @ | 26½ | 13 10½ | @ | 19 0 | 19.45 | 12½ | @ | 13½ | 7 2 | @ | 9 4 |
| July | | | | | | | | | | | | | |
| 6 | 24½ | @ | 26½ | 14 1½ | @ | 18 3 | 18.85 | 12½ | @ | 13½ | 7 0 | @ | 9 2 |
| 13 | 24 | @ | 26 | 13 10½ | @ | 18 0 | 19.00 | 12½ | @ | 13½ | 7 1 | @ | 9 2 |
| 20 | 24 | @ | 25½ | 13 10½ | @ | 18 0 | 19.00 | 12½ | @ | 13½ | 7 1 | @ | 9 2 |
| 27 | 24 | @ | 25½ | 13 10½ | @ | 18 0 | 19.00 | 12½ | @ | 13½ | 7 1 | @ | 9 2 |
| 27 | 24 | @ | 25½ | 13-10½ | @ | 18 0 | 19.15 | 12½ | @ | 13½ | 7 1 | @ | 9 2 |

SHIPPING NEWS.—In harmony with the desire of the Government to observe secrecy as to the destination of cotton leaving United States ports, our usual details of shipments are suspended until further notice.

COTTON FREIGHTS.—Current rates for cotton from New York are as follows, quotations being in cents per pound:

Liverpool, 5.00c.; Manchester, 5.00c.; Havre, 8.50c.; Genoa, 10.00c.; Leghorn, 8.50c. nom.; Christiania, 4.00c.; Naples, 10.00c.; Oporto, 10.00c. asked; Barcelona, 9.00c. nom.; Lisbon, 9.00c.; Japan, 3.00c.; Shanghai, 3.00c.; Vladkavostok, 3.00c. nom.

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

| | July 6. | July 13. | July 20. | July 27. |
|--------------------------------|---------|----------|----------|----------|
| Sales of the week..... | 10,000 | 9,000 | 12,000 | 13,000 |
| Of which speculators took..... | ----- | ----- | ----- | ----- |
| Of which exporters took..... | ----- | ----- | ----- | ----- |
| Sales, American..... | 8,000 | 8,000 | 10,000 | 12,000 |
| Actual export..... | 3,000 | 200 | 54,000 | ----- |
| Forwarded..... | 69,000 | 59,000 | ----- | 48,000 |
| Total stock..... | 353,000 | 309,000 | 279,000 | 267,000 |
| Of which American..... | 257,000 | 216,000 | 183,000 | 176,000 |
| Total imports of the week..... | 23,000 | 15,000 | 25,000 | 36,000 |
| Of which American..... | 20,000 | 10,000 | 16,000 | 33,000 |
| Amount afloat..... | 75,000 | 103,000 | 102,000 | ----- |
| Of which American..... | 35,000 | 54,000 | 61,000 | ----- |

The tone of the Liverpool market for spots and futures each day of the past week and the daily closing prices of spot cotton have been as follows:

| Spot. | Saturday. | Monday. | Tuesday. | Wednesday. | Thursday. | Friday. |
|----------------------------------|-----------|-----------------|----------------|-----------------|--------------------------|-----------------|
| Market, 12:15 P.M. / Mid. Upl'ds | Holiday. | Quiet. 19.00 | Dull. 18.85 | Quiet. 18.85 | Moderate demand 19.00 | Quiet. 19.15 |
| Sales | ----- | 2,000 | 2,000 | 3,000 | 2,000 | 3,000 |

The prices of futures at Liverpool for each day are given below. Prices are on the basis of upland, good ordinary clause, unless otherwise stated.

The prices are given in pence and 100ths. Thus 17 90 means 17 90-100d.

| July 21 to July 27. | Sat. | Mon. | Tues. | Wed. | Thurs. | Fri. |
|-----------------------|---------------|-----------|-----------|-----------|-----------|-----------|
| | 12¼ p. m. | 12¼ p. m. | 12¼ p. m. | 12¼ p. m. | 12¼ p. m. | 12¼ p. m. |
| July..... | d. | d. | d. | d. | d. | d. |
| July-August..... | ----- | 17 90 | 17 75 | 17 75 | 17 90 | 18 05 |
| October-November..... | ----- | 17 65 | 17 50 | 17 50 | 17 65 | 17 80 |
| January-February..... | Holi- day. | 16 60 | 16 45 | 16 45 | 16 60 | 16 75 |
| March-April..... | ----- | 15 95 | 15 80 | 15 80 | 15 95 | 16 10 |
| May-June..... | ----- | 15 77 | 15 62 | 15 62 | 15 77 | 15 92 |
| | ----- | 15 61 | 15 46 | 15 46 | 15 61 | 15 76 |

BREADSTUFFS

Friday Night, July 27 1917.

Flour has been for the most part quiet, awaiting definite and final action as to the Food Control Bill. It has passed the Senate, only to meet with strong opposition in the House of Representatives. Just what the outcome will be, it is not easy to foresee. Some Washington dispatches have intimated that the President might even veto the bill if it is to contain a provision for a committee of ten to supervise war expenditures. Another amendment to the original bill creates a food administration board of three members, thus doing away with the one-man control by Herbert C. Hoover. This may also prove a source of delay. Small wonder if, under the circumstances, the flour trade here still feels that it is groping in the dark. Prices have been strengthened at times by a rise in wheat, but have been largely nominal, owing to the slowness of trade. Besides, wheat declined later. Meanwhile supplies here are small, a fact which renders the situation more or less acute, especially as purchases ahead are said to be small. Mills, seeing the minimum price set by the Food Bill on wheat at \$2, evidently with a view of protecting the farmer, are naturally firm, especially as they find it hard to buy wheat as the case stands. Meanwhile, however, Liverpool has reported flour easier, owing to continued free offerings by local mills and increasing arrivals of foreign wheat. Canada, they add, has been shipping flour freely and American clearances have also been increasing. A Minneapolis dispatch said: "A minimum price of about \$12 a barrel, retail, for best grades of flour should result with a minimum price for wheat fixed at \$2 a bushel, as proposed in the Food Control Bill passed by the Senate." The output last week at Duluth, Minneapolis and Milwaukee reached a total of 202,000 barrels, against 219,000 barrels in the previous week and 406,000 barrels in the same week last year. Since Sept. 1, the total output is 16,199,000 barrels, against 20,279,000 last year. Lord

Rhonda, the British Food Controller, it is announced from London, will imprison extortionate profiteers. He will set quotations from producer to consumer and will take over the flour mills. British wheat will be purchased by millers at prices determined by the Government during the year averaging 72 shillings per quarter.

Wheat advanced for a time on small offerings, the proposed fixing of \$2 as the minimum price in the Food Bill, some unfavorable crop reports from the spring-wheat section, decreasing supplies, the smallness of millers' stocks and a good cash demand. In fact, it was supply and demand conditions the world over, as for a year or more past, which acted as a sustaining factor. There is no blinking the fact that world's supplies are scanty and that the world will have to economize in the use of wheat. The very fact that food legislation is so large a public question is plain enough intimation of scarcity, if anything more than the ordinary trade statistics were needed. The visible supply in the United States decreased last week 363,000 bushels, bringing it down to 9,621,000 bushels, against 3,863,000 bushels a year ago, while Canada's visible supply lost 377,000 bushels last week and is now only 11,677,000 bushels, against 19,931,000 bushels at this time last year. The Senate bill on food control has met with opposition in the House and the President is also said to be emphatically opposed to it as hampering his action. He has even said that the enactment into law of Section 23 of the Senate bill, which provides for a committee of five Senators and five members of the House of Representatives to supervise war expenditures, with power to interrogate the heads of departments, &c., "would render my task of conducting the war practically impossible." It would "amount to nothing less than an assumption on the part of the legislative body of the executive work of the Administration." Such being the President's view, it has been believed that if the bill should pass the House, in substantially the same form as it passed the Senate, it would be vetoed. Meanwhile, the wheat trade has been still hampered by uncertainty, after all the prolonged talk about the bill, as to just what is likely to be done. But the proposition that \$2 should be fixed by the bill as a minimum price has naturally been regarded as a bullish factor. Meanwhile, the farmer knows that he has a good market at a high price for his wheat. It is a fact not without interest, that the maximum price on Canadian wheat at Fort William has been officially fixed at \$2 40 (for No. 1 Northern) in store beginning Aug. 1. Meanwhile, complaints of drought in the American Northwest and also of unfavorable conditions in Canada had not a little to do with advancing prices. Also millers have been good buyers at St. Louis. Harvesting of winter wheat in the central portion of the belt is said to have been delayed by rains. North Dakota has sent most of the drought reports. From France have come reports of unfavorable weather for the harvest, a slow movement of new wheat and small supplies in the hands of mills. The world shipments of wheat last week to the United Kingdom were only 2,224,000 bushels, which Liverpool says, though adequate, were smaller than expected. On the Pacific coast, crops have suffered, owing to hot weather, and reserves are small. On the other hand, the trading has not been heavy and prices later declined. There is too much uncertainty as to future regulations concerning the wheat business to admit of liberal trading. Meanwhile, Liverpool advices have been in a cheerful vein. They say that the Allied countries are viewing the import situation hopefully. The point to the fact that the winter wheat crop in this country is turning out to be larger than was expected. They add the opinion that the American spring wheat crop promises a large surplus and that the exportable surplus will be 100,000,000 bushels. They further add that the Canadian crop promises well and also that its surplus can hardly fall short of 160,000,000 bushels. India is expected, according to these advices, to have a surplus of 80,000,000 bushels, as yet hardly touched, while Australia is credited with 45,000,000 bushels still to be exported. Moreover, it is stated that Argentina's prospects are excellent and this wheat will come along in the middle of the British cereal year. All of which, it is to be hoped, will turn out as expected. One of the provisions of the Food Control bill as passed by the United State Senate on the 21st inst., makes the dealing in grain or wheat futures on Exchanges a felony, punishable by a fine of \$500 or one year's imprisonment. Later in the week there was a decline, owing to prospects of larger receipts and talk to the effect that deliveries on July contracts would increase before the end of the week. Also, shorts had covered freely and withdrawn. A Washington dispatch says: "President Wilson announced through the Federal Trade Commission to-day that speculating in foodstuffs must end. Statistics on production are to be used to show that speculators are in control of the market, with particular reference to corn, wheat and meat and by-products." Winter wheat harvesting is well advanced from the lower Ohio Valley westward and as far north as Nebraska, central Illinois and Indiana. Harvesting will be general in central and northern Oregon, during the coming week and in southern Montana in about 10 days. To-day prices advanced, owing partly to a stronger Winnipeg market and an unfavorable Kansas report, which put the yield there at 45,250,000 bushels, as against 42,000,000 bushels in June and 97,560,000 bushels last year. Dry weather continues in the Northwest.

DAILY CLOSING PRICES OF WHEAT FUTURES IN NEW YORK.

| No. 2 red | Sat. | Mon. | Tues. | Wed. | Thurs. | Fri. |
|-----------|------|------|-------|------|--------|------|
| cts. | 270 | 265 | 270 | 270 | 270 | 271 |

DAILY CLOSING PRICES OF WHEAT FUTURES IN CHICAGO.

| July delivery in elevator | Sat. | Mon. | Tues. | Wed. | Thurs. | Fri. |
|--------------------------------|------|------|-------|------|--------|------|
| cts. | 255 | 259 | 254 | 241 | 246½ | 252 |
| September delivery in elevator | 227¾ | 231½ | 225 | 219 | 222½ | 226 |

Indian corn advanced to a new high record, owing to a persistent cash demand, and the smallness of supplies. Distillers and manufacturers of food, &c., have been steady, indeed anxious, buyers. This is illustrated by the big cash premiums prevailing over September. The firmness of cash corn in turn braced up even the distant futures. The visible supply in the United States decreased last week 78,000 bushels, leaving it 3,218,000 bushels, against 4,613,000 a year ago. Meanwhile, offerings are small. Distillers and others compete sharply for supplies. Reserve stocks are believed to be small. Chicago's supply is less than a tenth of what it was a year ago. And it is said that there is little likelihood of its being much increased in the near future. At Liverpool, prices have been very firm with a good demand. World's shipments last week were only 1,191,000 bushels and the quantity afloat small. Argentine holders are reported firm with little good corn available for export. It is said that most of the good corn in that country that might be secured for foreign markets has already been shipped. On the other hand, the crop outlook is considered very favorable on an acreage of unexampled size. In Argentina the weather has recently been fine and favorable for growing crops and promising for corn. Later in the week the breaking of the Kansas drought and more cheerful crop reports not only from Kansas, but Iowa and Nebraska, caused a downward reaction. Corn in Iowa is tasseling; in Nebraska it is at the normal stage for this time of the year. Country offerings have increased somewhat, owing to current high prices. To-day prices were slightly higher, due largely to an unfavorable report from Kansas, which put the condition at 51.4, as against 78 last month and 75 last year.

DAILY CLOSING PRICES OF NO. 2 MIXED CORN IN NEW YORK.

| No. 2 yellow | Sat. | Mon. | Tues. | Wed. | Thurs. | Fri. |
|--------------|------|------|-------|------|--------|------|
| cts. | 216½ | 223 | 225 | 225 | 237½ | 238½ |

DAILY CLOSING PRICES OF CORN FUTURES IN CHICAGO.

| September delivery in elevator | Sat. | Mon. | Tues. | Wed. | Thurs. | Fri. |
|--------------------------------|------|------|-------|------|--------|------|
| cts. | 163 | 163¾ | 163¼ | 163 | 163¾ | 163 |
| December delivery in elevator | 115¾ | 116¾ | 114½ | 114½ | 116 | 116½ |

OATS advanced with corn to a new high level, later reacting. Unfavorable rains and covering of shorts were largely the causes of the rise, but in any case, the influence of the crop would have been felt. But the wet weather in the central portion of the belt was one of the most telling factors. That alone sent July last Monday to 80c., the highest prices on the crop. Reports were received of grain having been blown down by rainstorms. To make matters worse for buyers the country has at times not been offering at all freely to arrive; on some days practically nothing. And at the same time the demand has been brisk. No. 3 white has been selling at large premiums over July. The total supply at Chicago is only 369,000 bushels, against 3,306,000 bushels a year ago. So that the firmness there was not at all surprising. Harvesting has been delayed for some days in the region of the Lakes. Meanwhile, Liverpool has reported oats firm with shipments lighter and a better demand from the Continent. It adds that the firmness of American markets has given English holders more confidence. Barley and rye have also been firm in Liverpool with foreign offerings light and spot demand good. Later in the week came a decline on the rapid progress of harvesting and some heavy liquidation by some who recently bought on a large scale. Good yields are reported where threshing has begun. To-day prices advanced on light offerings and coverings by shorts.

DAILY CLOSING PRICES OF OATS IN NEW YORK.

| Standards | Sat. | Mon. | Tues. | Wed. | Thurs. | Fri. |
|-------------|------|------|-------|------|--------|------|
| cts. | 92 | 94 | 93 | 91 | 92 | 91½ |
| No. 2 white | 92 | 94½ | 93½ | 91½ | 92½ | 92 |

DAILY CLOSING PRICES OF OATS FUTURES IN CHICAGO.

| July delivery in elevator | Sat. | Mon. | Tues. | Wed. | Thurs. | Fri. |
|--------------------------------|------|------|-------|------|--------|------|
| cts. | 77¾ | 77¼ | 74½ | 73¼ | 76¼ | 77¼ |
| September delivery in elevator | 58¾ | 58¾ | 57¾ | 57¾ | 58¼ | 60 |

The following are closing quotations:

FLOUR.

| | | | |
|--------------------|--------------|-------------------------|-------------|
| Winter, low grades | \$8 00@10 00 | Spring, low grades | \$7 00@9 00 |
| Winter patents | 11 00@11 25 | Kansas straights, sacks | 13 25@13 50 |
| Winter straights | 10 65@10 90 | Kansas clears, sacks | 11 50@12 50 |
| Winter clears | 10 25@10 50 | City patents | 11 00@11 75 |
| Spring patents | 13 25@13 50 | Rye flour | 11 00@11 75 |
| Spring straights | 12 90@13 15 | Buckwheat flour | 9 00@11 00 |
| Spring clears | 11 75@12 00 | Graham flour | 9 00@11 00 |

GRAIN.

| | |
|-----------------------------|-------------------------|
| Wheat, per bushel—f. o. b.— | Corn, per bushel— |
| N. Spring, No. 1, new | No. 3 mixed |
| N. Spring, No. 2 | No. 2 yellow kiln dried |
| Red winter, No. 2, new | No. 3 yellow |
| Hard winter, No. 2 | Argentina |
| Oats, per bushel, new | Rye, per bushel— |
| Standard | New York |
| No. 2, white | Western |
| No. 3, white | Barley, malting |
| No. 4, white | Barley, feeding |

WEATHER BULLETIN FOR THE WEEK ENDING JULY 24.—The influences of weather on the crops as summarized in the weather bulletin issued by the Department of Agriculture for the week ending July 24 were as follows:

WINTER WHEAT.—The weather was mostly favorable for harvesting winter wheat from the lower Ohio Valley westward, and this work was well advanced as far north as Nebraska, central Illinois, and Indiana, as well as in central and southern Pennsylvania, and was begun in southern Oregon and at occasional points in Washington. The harvest will be general in central and northern Oregon during the coming week and in southern

Montana in about ten days. Threshing was under way in the lower Missouri and Ohio Valleys, but this work was considerably delayed in the Middle Atlantic States by rainy weather. Considerable sprouting in shock was reported in Maryland and Virginia. Plowing for the next crop of wheat was begun in Oklahoma.

SPRING WHEAT.—The temperature was considerably above the normal in nearly all of the spring-wheat region, and while some rain occurred in the eastern part of the spring-wheat States, practically none fell during the week from western North Dakota westward. The conditions were decidedly unfavorable in North Dakota where only light scattered showers occurred, except in the lower Red River Valley. Spring wheat is best in the eastern third of that State; it is fair in the southwestern part, but poor elsewhere. Not much hope is entertained now for this crop in Montana, except in a few favored localities. In Idaho a considerable acreage will be a failure, while in Washington and Oregon the crop has been badly damaged by continued dry weather, and it is being cut for hay in many places.

On the other hand, while spring wheat would be benefited by more rain in South Dakota, this crop is promising in that State and ripening fast. Spring wheat is excellent in southern Minnesota, but the stand is thin and the condition is very spotted in the northern portion of that State. The harvest will be begun in Minnesota and Wisconsin about Aug. 1. It was begun in southern Iowa during the week, and this work will be under way in the central portion of that State during the present week. Spring wheat is generally good in Colorado.

OATS, RYE & BARLEY.—The harvesting of oats, rye and barley continued under generally favorable conditions, and growth and heading of these crops was satisfactory in the north-central part of the country. The drought in the Northwest was still serious, but irrigated grains in that section made good growth. Flax was promising. Rice made good growth in California and Arkansas, and was greatly improved in Louisiana.

COTTON.—The temperature was below the normal during the week in practically all of the cotton-growing area. The rainfall was moderate to heavy from Louisiana and southern Arkansas eastward to the Atlantic coast, and in places was excessive and damaging. Moderate and well distributed showers occurred over Oklahoma and Texas. Cotton made good growth in Texas, and the crop is blooming and putting on squares in the northern part of the State and opening in the southern part; some is being picked. The plants are still small in that State, due to previous dry weather. Some cotton is very late and small in Oklahoma, but generally it is up to a fine stand. Early planted cotton is blooming and the bolls are setting in that State. The conditions were very favorable and cotton was considerably improved in Arkansas and is good, except in the southern counties; it is fruiting well. The crop is fruiting well also in Louisiana and is growing very well under the influence of the rains of the past two or three weeks.

The plants are blooming and fruiting well in Tennessee and are fruiting heavily in Mississippi. Cultivation was thorough in Mississippi, except locally where too much rain fell. The frequent rains caused a too wet condition of the soil in parts of Mississippi and Alabama, and some shedding is reported locally. There was some shedding and some rust reported in Florida, but little shedding reported in Georgia. It is well fruited in the last-named State. The growth of the plant was good in North Carolina, but the frequent rains greatly hindered cultivation, which was needed at the close of the week over large areas. It was growing very well in South Carolina, and the early crop was fruiting well, although dry weather was needed at the close of the week for best results. Except in low lands and where heavy local rains fell, the crop is generally good in Florida. Some weevil are reported in Alabama, Mississippi and Arkansas.

CORN.—The temperature was below normal from central Indiana and Illinois southward, but there was sufficient rainfall from the Mississippi Valley eastward during the week just ended for development of corn. Late corn was much improved in the Southern States from Louisiana and Arkansas eastward. General rains occurred over Oklahoma and Texas, but it was too late for most corn, especially in Texas. Broom-corn made satisfactory growth in Oklahoma since the rains occurred. Corn is growing slowly in Kansas and is short, although it has a good color. It is tasseling in nearly all parts of that State. Considerable damage has been done by drought in southern Kansas, and the corn crop is in a critical condition in nearly all sections of the State.

The crop needs rain in Nebraska, but it is still growing well, except in the southwestern counties. Corn made rapid growth from Iowa and Missouri eastward, although the frequent rains have prevented necessary cultivation in some parts of the upper Ohio Valley, and it is rather backward and weedy in the Lake States. The crop made good progress in the extreme northeastern States during the week. It is tasseling as far north as the central Missouri and Ohio valleys, and some has been laid by as far north as Virginia and Kentucky.

POTATOES.—The high temperatures during the week in the North-western States were not particularly favorable for white potatoes, and this crop has been affected by dry weather. Satisfactory progress was being made in the central Rocky Mountain region, however, and in irrigated fields in the far Northwest. The crop was growing well in the Lake region and in the Northeast. A large crop of late white potatoes is being put in the Southern States. Sweet potatoes made good progress, and the work of planting and harvesting is going on in the Southern States.

For other tables usually given here, see page 364.

The visible supply of grain, comprising the stocks in granary at principal points of accumulation at lake and seaboard ports July 21 1917 was as follows:

| United States— | GRAIN STOCKS. | | | | |
|-------------------------|-----------------|----------------|----------------|---------------|------------------|
| | Wheat. bush. | Corn. bush. | Oats. bush. | Rye. bush. | Barley. bush. |
| New York..... | 1,932,000 | 1,081,000 | 1,495,000 | 8,000 | 476,000 |
| Boston..... | 348,000 | 6,000 | 712,000 | 1,000 | — |
| Philadelphia..... | 1,103,000 | 504,000 | 1,012,000 | 2,000 | 3,000 |
| Baltimore..... | 1,367,000 | 613,000 | 1,252,000 | 405,000 | 139,000 |
| Newport News..... | — | — | 425,000 | — | — |
| New Orleans..... | 673,000 | 103,000 | 3,059,000 | — | 749,000 |
| Galveston..... | 434,000 | 26,000 | — | — | — |
| Buffalo..... | 1,036,000 | 80,000 | 253,000 | — | — |
| Toledo..... | 48,000 | 5,000 | 12,000 | — | — |
| Detroit..... | 141,000 | 31,000 | 84,000 | 12,000 | — |
| Chicago..... | 63,000 | 110,000 | 369,000 | 6,000 | 22,000 |
| Milwaukee..... | 1,000 | 22,000 | 65,000 | 5,000 | — |
| Duluth..... | 273,000 | — | 11,000 | — | 6,000 |
| Minneapolis..... | 934,000 | 3,000 | 39,000 | 15,000 | 124,000 |
| St. Louis..... | 13,000 | 36,000 | 28,000 | — | 12,000 |
| Kansas City..... | 288,000 | 19,000 | 37,000 | — | — |
| Peoria..... | — | 54,000 | 21,000 | — | — |
| Indianapolis..... | 7,000 | 336,000 | 25,000 | — | — |
| Omaha..... | 26,000 | 189,000 | 45,000 | — | — |
| On Lakes..... | 931,000 | — | — | — | 27 |
| Total July 21 1917..... | 9,621,000 | 3,218,000 | 8,974,000 | 454,000 | 1,561,000 |
| Total July 14 1917..... | 9,934,000 | 3,296,000 | 8,205,000 | 412,000 | 1,448,000 |
| Total July 22 1916..... | 38,636,000 | 4,613,000 | 9,023,000 | 457,000 | 1,523,000 |
| Total July 24 1915..... | 5,333,000 | 2,755,000 | 2,033,000 | 89,000 | 309,000 |

* Including Canadian wheat, now duty free.

Note.—Bonded grain not included above: Oats, 3,167,000 New York, 463,000 Boston, 347,000 Baltimore, 425,000 Buffalo, 81,000 Duluth; total, 4,483,000 bushels, against 3,897,000 in 1916; and barley, 375,000 New York, 5,000 Baltimore, 3,000 Duluth; total, 383,000, against 276,000 in 1916.

Canadian—

| | | | | | |
|-------------------------------|------------|---------|------------|---------|---------|
| Montreal..... | 2,838,000 | 159,000 | 3,871,000 | 164,000 | 275,000 |
| Pt. William & Pt. Arthur..... | 7,792,000 | — | 4,970,000 | — | — |
| Other Canadian..... | 1,044,000 | — | 3,886,000 | — | — |
| Total July 21 1917..... | 11,674,000 | 159,000 | 12,727,000 | 164,000 | 275,000 |
| Total July 14 1917..... | 12,051,000 | 496,000 | 12,983,000 | 213,000 | 564,000 |
| Total July 22 1916..... | 19,931,000 | 267,000 | 11,901,000 | 47,000 | 222,000 |
| Total July 24 1915..... | 2,951,900 | 12,000 | 2,741,000 | 4,000 | 130,000 |

* Including Canadian at Buffalo and Duluth.

Summary—

| | | | | | |
|-------------------------|------------|-----------|------------|---------|-----------|
| American..... | 9,621,000 | 3,218,000 | 8,974,000 | 454,000 | 1,561,000 |
| Canadian..... | 11,674,000 | 159,000 | 12,727,000 | 164,000 | 275,000 |
| Total July 21 1917..... | 21,295,000 | 3,377,000 | 21,701,000 | 618,000 | 1,836,000 |
| Total July 14 1917..... | 22,035,000 | 3,792,000 | 21,189,000 | 625,000 | 2,012,000 |
| Total July 22 1916..... | 58,567,000 | 4,880,000 | 20,924,000 | 504,000 | 1,745,000 |
| Total July 24 1915..... | 7,884,000 | 2,767,000 | 4,774,000 | 93,000 | 439,000 |

THE DRY GOODS TRADE

New York, Friday Night, July 27 1917.

Nothing new of importance has developed in the markets for dry goods during the past week, and business has been the quietest since the outbreak of the European war. Conservatism appears to be spreading among the trade, and while July is ordinarily an inactive month, it is more so this year. Although many interests have their requirements well provided for ahead, others are not so comfortably situated and while they are endeavoring to secure supplies the tendency is to move slowly and await developments. Ordinary business conditions are no longer the controlling factors in the situation. Developments heretofore not thought of are continually making their appearance, and as the trade have no precedent to judge by, are compelled to act cautiously. The many factors coincident with our conducting the war, such as the large loans which are being made to Great Britain and her allies, the enormous amount of money that is being expended by this Government for army and navy supplies, and the prospect of many men being called away from their regular trades to enter the military service are upsetting calculations and creating uncertainty. Manufacturers are in a quandary as to whether they will be able to keep up the necessary rate of production to fill the orders they have already booked, while, on the other hand, merchants are becoming uncertain as to whether consumption will continue of sufficient proportions to enable them to dispose of the goods they have contracted for. Prevailing prices which are about the highest ever experienced, are already having a tendency to check consumption, but so far there are no indications of them receding. Mills are not inclined to offer concessions, and where second hands have been selling at quotations slightly below regular market prices, the offerings have been small and readily absorbed. Manufacturers apparently are welcoming the lull in demand, and as they are well sold ahead are not displaying any concern as regards the future. They are actively engaged in meeting the requirements of the Government and will be so occupied for months to come. There continues to be a good inquiry for export account, with a large portion of the orders coming from South and Central American countries. Most of the orders, however, call for prompt or nearby delivery, and therefore are difficult to fill. There has also been improvement noted in the demand from Indian merchants, owing to their difficulty in securing goods from Manchester.

DOMESTIC COTTON GOODS.—Notwithstanding the fact that demand for staple cottons has been very quiet during the past week, there has been no weakening on the part of first hands. Second hands have been offering small lots at concessions, but the offerings have been quickly taken and have not been a factor in the situation. Business has been decidedly dull as compared with normal years and there appears to be no disposition to proceed at prevailing high prices. Merchants are becoming more assured as regards prospects for the new cotton crop, and feel that if raw material prices continue to decline, reductions will have to be made in the quotations for manufactured products. The principal demand for staple cottons at present appears to be for export account, but owing to the scarcity of supplies, the orders are hard to fill. Dress gingham for next spring have been opened, and advances of over 60% have been noted. While business so far has not been active, it is expected to improve as a very wide range of colorings and styles have been placed on sale. Print cloth markets have ruled quiet, with small lots offered at concessions. According to reports, holders of late contracts have also been endeavoring to resell below mill quotations. Gray goods, 38-inch standard, are quoted unchanged at 11c.

WOOLEN GOODS.—In the markets for woollens and worsteds additional openings for next spring have been made, with prices still showing an upward tendency. While there has not been an active demand, many of the lines recently opened are being withdrawn from sale, as mills find that they will be unable to turn out anywhere near the normal amount of goods for civilian use. Cutters-up, however, have been fair buyers, while jobbers and retailers have been showing increased interest in manipulated fabrics, which are lower priced and more attractive to consumers. There is said to be very little speculative buying of woolen goods, as it is felt that any sudden relief in the raw material situation would promptly result in lower prices for goods. So far, however, raw material continues very strong, with yarns firmly held and scarce.

FOREIGN DRY GOODS.—Seasonable quietness continues in the markets for linens, with the buying mostly for the purpose of replenishing depleted stocks. Owing to the many uncertainties, and prevailing high prices, buyers are reluctant about entering into forward commitments. There appears, nevertheless, to be a certain amount of optimism as regards the future, and many predict an active fall trade. Foreign advices indicate that prices will go still higher; and report a sharp upward revision in yarn quotations in Belfast. Arrivals from abroad fail to show any improvement and goods which are coming forward are readily taken. Cotton substitutes continue to attract considerable attention and are one of the leading factors in the linen situation. A fairly active demand has been noted for burlaps, with business restricted by the scarcity of supplies. The markets rule very firm, with light weights quoted at 10.25c. and heavy weights at 13.50c.

STATE AND CITY DEPARTMENT.

News Items.

Bayonne, N. J.—\$10,000,000 Bonds Proposed for Development of Waterfront.—A special election will be held July 31 at which the residents of Bayonne may vote on a proposition permitting the city to enter into an agreement with a private corporation for the development of its shore front. If the referendum results in an approval of the proposed development, the city is authorized under State law to issue \$10,000,000 bonds to pay for upland and lands under water, and for buildings. The law provides that the city is not to bear the burden of interest or the sinking fund on the bonds, but if a contract is made for the development, the contractor must agree to assume such burdens. The law also provides that the city tax rate is not to be affected by the proposed issue.

Canada (Dominion of).—New Loan.—See reference in our editorial columns last week.

Conversion Right on War Issues.—See reference to this in our editorial columns this week.

California.—Digest of Reclamation District Laws.—Blyth, Witter & Co. of San Francisco, dealers in municipal and corporation bonds, have prepared a digest of the reclamation laws as they now exist in the State of California, governing the various districts with especial reference to the sections affecting the issuance and payment of bonds. In connection therewith the bankers state that for many years the lawmakers of the State of California have recognized the importance of the subject of reclamation and have consistently endeavored to enact laws favorable to the speedy reclaiming of the swamp and overflow lands within the confines of the State, so that the same might be put to a beneficial use. To carry this work on successfully and economically, it has been found prudent to do it, in the main, through the agencies of reclamation districts, formed, either under the general laws of the State applicable thereto, or by special Act of the Legislature. Reclamation districts once established are political subdivisions existing under State laws, empowered to acquire property by right of eminent domain, incur indebtedness, employ agents, and do all other acts necessary to their successful existence as prescribed by law. The language of the statutes applicable to the formation of reclamation districts, the firm thinks, is clear, concise and easy to interpret and it is due to this fact that the litigation on this subject, considering its wide scope, is almost negligible.

The following is the digest, referred to above, of the laws governing the districts in their formative stage and after they are completely established as legally existing districts.

The landowners representing at least one-half the acreage susceptible to one mode of reclamation first petition the Board of Supervisors of the county, wherein lies the greater portion of the land, for authority to organize a district. If the petition is granted, the Supervisors define the boundaries, approve the by-laws and call an election for the purpose of electing three trustees to govern the district. After the election, the district is deemed organized and has full power to sue and to be sued. The trustees, after the petition is granted, are empowered to commence a court proceeding to test the legality of the organization and existence of the district and upon judgment being rendered in its favor all persons whomsoever are held bound thereby.

Upon the presentation of plans and estimates of the cost of the proposed work and the approval thereof by the Supervisors, three commissioners are appointed to assess upon the land the amount necessary to complete the work as sanctioned by the supervisors; each acre of land being assessed according to the benefits it is to receive. The landowner then has the option of paying his entire assessment or of paying it in installments as the work progresses and the funds are needed. His land is subject to sale if the assessment, or installment thereof, as called is not paid, upon the same becoming delinquent.

An election may be called to authorize an issue of bonds to spread the payment of the assessment over a number of years and if a majority of the votes cast at such election are in favor of issuing bonds, it is obligatory upon the trustees to prepare bonds, in the form prescribed by law, and deliver them to the County Treasurer. Before the bonds are offered for sale, a bond validation proceeding may be tried in the Superior Court and upon rendition of a favorable judgment the bonds become a binding and conclusive obligation of the district.

The bonds must be issued subject to the following conditions:

1. The amount of the issue shall not exceed the assessment levied and remaining unpaid.

2. They must be payable serially within 20 years from their date, provided, however, that where a subsequent series of bonds is authorized and issued on another assessment the dates of maturities of the same shall be such that the latest maturity thereof shall not exceed 30 years, and the earliest maturity shall be later than the latest maturity of bonds of any earlier series.

3. The bonds shall bear interest at the rate of not more than 6% per annum and the same shall be payable semi-annually at the office of the County Treasurer.

4. The denominations shall be not less than \$100 nor more than \$1,000 and the bonds of one denomination shall be interchangeable for bonds of another.

5. The bonds shall be executed by the President of the Board of Trustees and the County Auditor, and shall be sold by the County Treasurer to the highest bidder, provided, however, that any and all bids may be rejected, and provided further that in no event shall the bonds be sold for less than 90% of their face value plus accrued interest.

6. All moneys collected upon any assessment upon which bonds have been issued shall be placed in a bond fund by the County Treasurer and shall be used exclusively for the payment of principal and interest of said bonds issued on such assessment.

7. The lien of any unpaid assessment upon which bonds have been issued shall continue until all said bonds have been paid in full, and in the event that said assessment proves insufficient to pay the principal and (or) interest of said bonds, the Supervisors shall order a supplemental assessment to be made sufficient to pay such amount.

8. All unpaid assessments upon which bonds have been issued shall bear interest at the rate of 7% per annum until the bonds issued thereon shall have been fully paid and discharged.

9. Ninety days prior to any interest date the County Treasurer must call in such portion of the unpaid assessment as is necessary to meet all payments of interest and principal then to fall due, together with a 15% excess of the amount needed to cover possible delinquencies.

10. Such installment, together with the 15% excess, shall be delinquent 30 days thereafter and 20% thereof shall be added as a penalty for delinquency.

11. Each parcel of land whereon such installment is delinquent shall be sold by the County Treasurer not less than 30 days nor more than 60 days from the date of such delinquency to provide funds for the payment of said installment, interest and penalty.

12. Any interested person may redeem said property within one year from date of sale upon the payment of the purchase price at delinquent sale plus interest at the rate of 12% per annum therefrom.

13. Said bonds when the same have been investigated and certified by the Superintendent of Banks shall be a legal investment for savings banks, insurance companies, administrators, executors and guardians.

Charleston, So. Caro.—Water Works Purchase Bonds Upheld by State Supreme Court.—The \$1,360,000 bonds voted for the purchase of the plant of the Charleston Light & Water Co., and the \$140,000 bonds voted for the purpose of repairing and extending the plant, were upheld in a recent decision handed down by the State Supreme Court—V. 104, p. 2364.

Denver, Colo.—Denver Union Water Co. Case.—We are advised that the city and county of Denver wants \$4,649,389 taken off of the valuation of the Denver Union Water Co.'s plant as fixed by Special Master Chinn at \$13,415,899. The city's brief, we are informed, has been finished by City Attorney Marsh and was forwarded on July 24 to Washington for filing in the U. S. Supreme Court. The water company has until Aug. 29 to answer and the city until Sept. 25 to reply. The case will come up for argument in the U. S. Supreme Court Oct. 2. The city wants \$1,998,117 taken from the valuation of the water rights of the company, \$800,000 from the valuation as a going concern, or, in other words, good-will; \$1,046,272 from engineering and contingency, and \$805,000 charges as interest during construction.

The City Attorney states that "the contention of the city is that these charges are unnecessary and unjust, hence should not be included in the valuation of the plant." With these amounts taken from the valuation as fixed by the Special Master the valuation of the plant would be \$8,766,510. If the Supreme Court should allow this amount deducted, the balance, it is contended, would be equal to \$79.69 per \$100 for the \$8,000,000 Denver Union Water Co. 5s and the \$3,000,000 South Platte Canal & Reservoir 5s. If the court should allow half of it deducted it would place a valuation on the property of \$11,109,204, or \$109,204 more than the bonded debt.—V. 104, p. 2028.

French Municipal Loans.—Admitted to New York Stock Exchange List.—We refer to the listing of these loans in our editorial in this week's issue.

Harris County (P. O. Houston), Tex.—Bids for Bonds Requested.—This county desires to purchase the following bonds for the purpose of retiring the same with funds on hand in the sinking funds of the several issues for that purpose: Harris County R. & B. bonds: \$45,000 4s of 1907, \$60,000 4½s of 1909, \$50,000 4¾s of 1913. H. L. Washburn is County Auditor.

Indiana.—Legislature Has No Power to Call Constitutional Convention According to State Supreme Court.—The State Supreme Court on July 13 decided, according to local papers, that the Act passed by the 1917 Legislature calling a constitutional convention for Jan. 1918 is unconstitutional and void because the Legislature has no power to call such a convention without first having been directed so to do by the people. It is further stated that the decision holds that the Legislature has no inherent power, and that its powers are circumscribed by the provisions of the present State and Federal constitutions.

Whether any attempt will be made to appeal the case to the United States Supreme Court is not known.

New York State.—Extension Granted for Payment of Corporation Income Tax.—Reference to this is made in our editorial columns this week.

Flag Law Amended—Governor Signs Measure Concerning Port Congestion.—Reference to both of these was made in our editorial columns last week.

Bill for Suspension of Labor Laws Vetoed.—See reference in our editorial columns last week.

Anti-Wire Tapping Bills Vetoed by Governor Whitman.—Reference to this was made in our editorial columns last week.

Porto Rico.—Prohibition Favored by Voters.—With four important towns missing, the returns received up to July 17 showed that prohibition carried at an election held on the preceding day by a vote of 99,775 "for" to 61,295 "against." Fifty-one municipalities, it is said, voted for the prohibition measure, as compared with 21 opposed to it. The city of San Juan's vote for prohibition was 5,117 "for" to 2,255 "against." All the other large cities were strongly on the dry side.

Tennessee.—Constitutional Convention Referendum Election.—The 1917 Legislature provided for the submission to the voters on July 28 of the question of holding a convention for the revision of the State constitution. If approved, another election will be held sixty days later to elect delegates who will meet at the Capitol on Oct. 30 1917.

The voters defeated the proposition on Aug. 3 last (V. 103, p. 863) because, it is said, the people were not properly informed and because the Republicans objected to the basis of representation. This time the basis has been changed to meet all objections.

Wyandotte County (P. O. Kansas City), Kan.—Court-House Bonds Declared Invalid by State Supreme Court.—The State Supreme Court recently held that the \$400,000 4¼% court-house bonds voted by the taxpayers last fall

and awarded on March 6 of this year to the Fidelity Trust Co. of Kansas City (V. 104, p. 982) could not be issued, it is stated, until an equal amount of bonds now outstanding had been retired. To issue the additional bonds would exceed the county's bonding limit, the court decided. There is little probability, it is said, of bonds to that amount being retired. At the next Legislature, which will convene in 1919, citizens of Wyandotte County are planning to ask exemption for the bonds to build a new courthouse. If that request is granted by the Legislature another vote, it is said, will have to be taken, as the authority given in the present one will have terminated.

Bond Calls and Redemptions.

Missouri.—Bond Calls.—Whitaker & Co. of St. Louis in their pamphlet dated May 15 report the following list of municipal bonds which have been called for redemption:

- De Soto, 4% water-works bonds, Nos. 46, 47, 48, and 49, for \$1,000 each, dated May 20 1904, have been called for payment May 20 1917.
- Farmington, water-works 4% bond No. 21, for \$1,000, dated June 2 1902, have been called and will be paid June 2 1917.
- Farmington, electric-light plant 5% bonds, Nos. 18, 19, 20 and 21, for \$500 each, dated May 1 1908, have been called for payment May 1 1917.
- Dunn School District, No. 136, Twp. 28-29, Range 11-12, Texas County, 6% school bond No. 1, for \$200, dated June 1 1912, has been called for payment June 1 1917.
- Pleasant Hill Twp., Cass County, 4 1/2% bonds, Nos. 14, 15, 16, 17 and 18, for \$1,000 each, dated Aug. 1 1905, have been called for payment May 10 1917.
- Pleasant Hill Twp., Cass County, 4% bonds, Nos. 86, 87, 88, 89, 90, 91, 92, 93 and 94, for \$1,000 each, dated June 1 1908, have been called for payment May 10 1917.
- Joplin School District, Jasper County, building and furnishing the same, 4% bonds, Nos. 31 to 45 incl., for \$1,000 each, dated June 1 1901, have been called for payment June 1 1917.
- Seligman School District, Twp. 21, Range 28 West, Barry County, 6% school bond No. 2, dated June 1 1915, has been called for payment June 1 1917.
- Memphis School District, 5% building bonds, Nos. 13, 14, 15 and 16, for \$500 each, dated May 1 1909, have been called for payment May 1 1917.
- Pemiscot County School District No. 20 (formerly No. 2, Twp. 17, Range 13), 6% erecting school house bond No. 1, for \$400, dated June 1 1902, has been called for payment June 1 1917.
- Pettis County School District No. 24, Twp. No. 44, Range No. 21, 6% school bond No. 5, for \$200, dated April 22 1912, has been called for payment May 1 1917.
- Pemiscot County School District No. 1, Twp. 17, Ranges 12 and 13, school house 6% bonds, Nos. 1, 2 and 3, two for \$200 each and one for \$300, dated May 14 1906, have been called for payment.
- Stone County School District No. 4 (now No. 9), Twp. 26, Range 24, building school house bond No. 1, for \$500, dated May 15 1907, has been called for payment May 15 1917.
- Texas County School District No. 63, Twp. 32, Range 10, building 6% bond No. 1, for \$500, dated May 15 1912, has been called for payment May 15 1917.

Spokane, Wash.—Bond Call.—The following special improvement bonds have been called for payment at the City Treasurer's office:

TO BE PAID JUNE 1 1917.

| Name and District No. | Up to and Including | Name and District No. | Up to and Including | Name and District No. | Up to and Including |
|------------------------|---------------------|------------------------------|---------------------|-----------------------|---------------------|
| Alley, 677 | 29 | 4th Ave., 994 | 5 | 11th Ave., 1002 | 6 |
| Division St., 762 | 76 | 14th Ave., 1032 | 5 | 14th Ave., 1029 | 4 |
| Indiana Ave., 749 | 110 | Hartson Ave., 468 | 17 | Gordon Ave., 1072 | 6 |
| Lincoln St., 709 | 122 | Hartson Ave., 623 | 73 | Jackson Ave., 1066 | 5 |
| Main Ave., 976 | 11 | Kiernan Ave., 582 | 18 | 28th Ave., 558 | 15 |
| 2d & 5th Ward, 3 | 96 | Lancaster Ave., 440 | 11 | 27th Ave., 559 | 14 |
| 7th Ave., 1057 | 15 | Morton Ave., 583 | 9 | 26th Ave., 562 | 13 |
| | | Maple St., 936 | 10 | | |
| | | Rosamond and 10th Ave., 1056 | 3 | Stevens St., W99 | 4 |
| Addison St., 1061 | 6 | 7th Ave., 156 | 18 | Whitehouse St., W101 | 4 |
| Coeur d'Alene St., 601 | 7 | 7th Ave., 434 | 27 | Broad Ave., W102 | 3 |
| Columbus St., 602 | 8 | 7th Ave., 611 | 77 | Central Ave., W103 | 3 |
| 11th Ave., 429 | 11 | 2d Ave., 708 | 83 | Crown Ave., W104 | 3 |
| Empire Ave., 934 | 14 | 7th Ave., 1058 | 10 | | |
| Euclid Ave., 1062 | 4 | 34th Ave., 513 | 49 | Alley, 577 | 10 |
| Euclid Ave., 960 | 10 | 10th Ave., 818 | 19 | Alley, 181 | 15 |
| 14th Ave., 770 | 12 | Wabash St., 796 | 28 | Alley, 1091 | 4 |
| Fairview Ave., 789 | 15 | Walton Ave., 798 | 21 | 5th Ward, 9 | 75 |
| 4th Ave., 920 | 7 | | | Grant St., 821 | 14 |
| 5th Ave., 919 | 5 | Boone Ave., 997 | 7 | 2d Ave., 432 | 14 |

TO BE PAID JUNE 15 1917.

| Name and District No. | Up to and Including | Name and District No. | Up to and Including | Name and District No. | Up to and Including |
|-----------------------|---------------------|-----------------------|---------------------|-----------------------|---------------------|
| Columbus St., 806 | 17 | Lamont St., 351 | 17 | 23d Ave., 955 | 6 |
| Crown Ave., 1003 | 12 | Lamont St., 791 | 8 | York Ave., 374 | 25 |
| Division St., 567 | 20 | Madison St., 227 | 16 | | |
| Denver St., 723 | 15 | Montgomery Ave., 420 | 20 | Division St., 820 | 8 |
| 11th Ave., 1101 | 2 | Perry St., 922 | 9 | F St., 999 | 11 |
| First Ave., 287 | 74 | Rieh Ave., 892 | 37 | | |
| F St., 998 | 11 | 22d Ave., 372 | 32 | Browne St., 566 | 7 |
| Gordon Ave., 1000 | 7 | 29th Ave., 548 | 26 | Clitt Ave., 600 | 6 |
| Gardner Ave., 1005 | 6 | 33d Ave., 661 | 10 | Mallon Ave., 383 | 7 |
| Glass Ave., 1060 | 4 | 31st Ave., 932 | 13 | | |

Bond Proposals and Negotiations this week have been as follows:

ALBION, Cassia County, Idaho.—BONDS OFFERED BY BANKERS.—An issue of \$7,000 6% municipal-electric-light bonds (a direct obligation of the municipality) is being offered to investors by the German-American Trust Co. of Denver. Denom. \$1,000. Date Jan. 1 1917. Prin. and semi-ann. interest (J. & J.) payable in New York. Due Jan. 1 1937. Legality approved by Chas. B. Wood, Chicago. Bonded debt, \$15,000; assess. val. 1916, \$242,549; real valuation (est.), \$525,000; population (town census), 691. Price, 104.40 and int., yielding the investor 5.40% to option and 6% thereafter.

ALLEN PARISH (P. O. Oberlin), La.—BONDS OFFERED BY BANKERS.—Weil, Roth & Co. of Cincinnati are offering to investors at a price to yield 5.25% \$41,000 of an issue of \$75,000 5% Road Dist. No. 2 bonds offered at public sale on June 19. V. 104, p. 2472. Legality approved by Attorneys Peck, Shaffer & Peck of Cincinnati. The bonds are eligible as security for Government postal savings deposits. Total bonded debt of district, \$75,000; assess. val., \$800,850; real val. of taxable property, \$2,400,000; population, 6,000.

ANN ARBOR, Washtenaw County, Mich.—BONDS AWARDED IN PART.—Up to July 23 \$15,500 of an authorized issue of \$60,000 4% grade-school bonds have been sold to local investors at par. Denom. \$500. Date April 1 1917. Int. A. & O. Due \$1,500 April 1 1918, \$4,000 on April 1 1921, 1922 and \$3,000 April 1 1927 and 1929.

ARCHER COUNTY (P. O. Archer City), Tex.—WARRANTS NOT SOLD.—All bids received for the \$60,000 6% coupon road-warrants offered on July 9 (V. 105, p. 92) were rejected.

ASHLAND CITY SCHOOL DISTRICT (P. O. Ashland City), Tenn.—VOTE.—The vote cast at the election held June 16, which resulted in favor of the question of issuing the \$10,000 high-school-building bonds (V. 105, p. 92) was 116 against 1. Int. not to exceed 6%. Due 1938, optional after one year.

ASHTABULA COUNTY (P. O. Jefferson), Ohio.—BOND OFFERING.—B. E. Brainard, Clerk of the Bd. of Co. Commrs., will receive bids until 1 p. m. July 30 for \$112,000 5% road-impt. bonds. Auth. Sec. 6929, Gen. Code. Denom. \$500. Date April 1 1917. Prin. and semi-ann. int.—A. & O.—payable at office of Co. Treas. Due \$12,000 yearly on Oct. 1 from 1918 to 1925, incl., and \$16,000 Oct. 1 1926. Cert. check for \$500, payable to the Co. Treas., required. Bonds to be delivered and paid for within 10 days from time of award. Purchaser to pay accrued int. Official circular states that there is no litigation pending or threatened and that the county has never defaulted in the payment of principal or interest. Bonded debt (incl. this issue), \$1,237,500. Net debt, \$1,119,099. Sinking fund, \$118,401. Assess. val., \$96,124,474.

ASTORIA, Clatsop County, Ore.—BOND SALE.—Morris Bros., Inc., of Portland, were the successful bidders on July 21, according to local papers, on an issue of \$75,000 5% Water bonds. Their bid was 95.22—an income basis of about 5.40%.

ATOKA SCHOOL DISTRICT (P. O. Atoka), Atoka County, Okla.—DESCRIPTION OF BONDS.—The \$28,000 school bonds awarded on May 15 to E. D. Edwards of Oklahoma City—V. 104, p. 2664—are dated May 15 1917 and bear interest at 5%, payable semi-annually in May and Nov. Denom. \$1,000. Due \$1,000 yearly on May 15 from 1919 to 1938 incl. and \$2,000 yearly on May 15 from 1939 to 1942, incl.

AUGLAIZE COUNTY (P. O. Wapakoneta), Ohio.—BOND SALE.—On July 24 \$62,500 5% road bonds were awarded to Sidney, Spitzer & Co. of Toledo for \$62,708.23, equal to 100.333 and int. Other bidders were: Tillotson & Wolcott Co., Prov. Sav. Bk. & Tr. Co., Cleveland, \$62,612.50 Cincinnati \$62,550.00 Field, Richards & Co., First National Bank, Cincinnati 62,581.00 Wapakoneta 62,531.23 J. C. Mayer & Co., Cin. 62,568.75 Weil, Roth & Co., Cin. 62,530.00

BALDWIN CITY, Douglas County, Kans.—BOND SALE.—We are advised that on July 14 the \$20,000 4 1/2% 20-yr. water and light bonds—V. 104, p. 2033—were awarded to L. J. Sweeney at par. Denom. \$500. Date July 1 1917. Int. J. & J.

BARBERTON, Summit County, Ohio.—BOND OFFERING.—Bids will be received until 12 m. Aug. 6 by George M. Orms, City And., for \$35,000 4 1/2% city-bldg. bonds. Auth. Sec. 3939, en. Code. Denom. \$500. Date June 1 1917. Int. semi-ann. Due \$3.00 yrly. on June 1 from 1922 to 1931 incl. Cert. check on a solvent bank of Barberton or on a national bank for 1% of the amount of bonds bid for (but not less than \$100), payable to the City Treas., required. Bonds to be delivered and paid for within 10 days from time of award. Purchaser to pay accrued int.

BARDSDALE SCHOOL DISTRICT, Ventura County, Calif.—BOND SALE.—On July 19 \$15,000 5 1/2% bonds were awarded to the bank of A. Levy, Oxnard, Calif., for \$16,224, equal to 108.16.

BAY ST. LOUIS, Hancock County, Miss.—VOTE.—The City Secy. and Auditor advises us under date of July 23 that the vote polled at the election on June 30 when \$200,000 sea-wall bonds were authorized—V. 105, p. 199—was 185 "for" to 62 "against." The date of sale has not yet been decided upon.

BEAN BLOSSOM SCHOOL TOWNSHIP (P. O. Stinesville), Monroe County, Ind.—BOND OFFERING.—Proposals will be received until 10 a. m. July 31 by Dill Hughes, Twp. Trustee, for \$1,500 5% school bonds. Denom. \$250. Date July 15 1917. Int. semi-ann. Due \$250 yearly on July 15 from 1918 to 1923 incl.

BEAUMONT, Jefferson County, Tex.—BOND ELECTION.—On Aug. 7 an election will be held to vote on the question of issuing \$100,000 bonds to be used, it is stated, for the purchase and improvement of park property.

BESSEMER SCHOOL DISTRICT (P. O. Bessemer), Gogebic County, Mich.—BOND OFFERING.—Proposals will be received until 3 p. m. Aug. 15 by Arthur Lintelmann, Secy. Board of Education, for the \$175,000 4 1/2% school site and building bonds favorably voted on July 9—V. 105, p. 305. Denom. \$1,000. Date Sept. 1 1917. Prin. and semi-ann. int. (M. & S.), payable at Corn Exchange National Bank, Chicago. Due \$7,000 in one year and \$12,000 yrly. thereafter.

The official notice of this bond offering will be found among the advertisements elsewhere in this Department.

BIDDEFORD, York County, Me.—BOND SALE.—Reports state that on July 25 the \$45,000 4 1/2% 10-year refunding bonds—V. 105, p. 305—were awarded to Harris, Forbes & Co., Inc., of Boston at 102.201.

BILOXI, Harrison County, Miss.—BOND OFFERING.—Bids will be received until Aug. 6 for the \$22,000 5% 20-yr. serial school bonds mentioned in these columns on June 23. Louis Goldman is City Attorney.

BINGHAM COUNTY SCHOOL DISTRICT NO. 54 (P. O. Aberdeen), Ida.—BOND SALE.—The State of Idaho was awarded on July 2 a \$4,000 5% 20-year serial bond dated July 2 1917.

BINGHAMTON, Broome County, N. Y.—BONDS AUTHORIZED.—The Common Council at its regular meeting on July 16 authorized the issuance of bonds for a new police station, it is stated.

BLUFFTON, Allen County, Ohio.—BOND OFFERING.—Sealed proposals will be received until 12 m. Aug. 13 by Ed. Reichenbach, Village Clerk, for \$35,000 5% water-works and electric-light bonds. Auth., Secs. 3939, 3942 and 3947, Gen. Code. Denom. \$500. Date March 1 1917. Principal and semi-annual interest (M. & S.) payable at office of Sinking Fund Trustees. Due \$500 each six months from March 1 1921 to Sept. 1 1955, inclusive. Certified check on some solvent bank for \$1,000, payable to the Village Treasurer, required. Bonds to be delivered and paid for within ten days from time of award. Purchaser to pay accrued interest.

BONESTEEL, Gregory County, So. Dak.—BOND AWARD DEFERRED.—C. F. Jewell, City Auditor, writes us that all bids received on July 23 for the \$15,000 water-works and \$14,000 electric-light 5% 20-yr. coupon bonds—V. 105, p. 305—have been laid over until Aug. 6.

BOURBON SCHOOL TOWNSHIP (P. O. Bourbon), Marshall County, Ind.—BOND OFFERING.—Bids will be received, it is stated, until 2 p. m. Aug. 17 by Oliver B. Smith, Twp. Trustee, for \$57,000 4 1/2% school bonds.

BRADENTOWN, Manatee County, Fla.—BOND ELECTION.—An election will be held Aug. 1 to vote on the question of issuing \$45,000 5% 20-30-year (opt.) bridge-construc. bonds.

BRISTOL COUNTY (P. O. Taunton), Mass.—BOND SALE.—On July 24 the \$60,000 4 1/2% (10 1/2-yr. aver.) coupon refunding bonds—V. 105, p. 305—were awarded to R. L. Day & Co. of Boston at 102.36 and int. Other bidders were: Merrill, Oldham & Co., Bost. 101.849 Curtis & Sanger, Boston. 101.17 Parkinson & Burr, Boston. 101.70 Adams & Co., Boston. 100.91 Blodgett & Co., Boston. 101.561

BUFFALO, N. Y.—BOND SALE.—On July 26 a \$105,160 12 4% deficiency bond was awarded to the Union Stockyards Bank of Buffalo at par. Date Aug. 1 1917. Prin. and int. payable July 1 1918 at the office of the City Comptroller or Hanover Nat. Bank, N. Y., to suit purchaser.

BURNS, Laramie County, Wyo.—BOND SALE.—On May 21 \$14,000 water-works and \$3,000 electric-light 6% bonds were awarded to Bosworth, Chanute & Co. of Denver at 103 and int. and 102.10 and int., respectively. Denom. \$500. Date June 1 1917. Int. J. & D. Due June 1 1917, subject to call (water works bonds) June 1 1932 (electric-light bonds) June 1 1927.

CALIFORNIA, STATE OF.—BONDS AWARDED IN PART—NEW OFFERING.—Of the \$5,000,000 4 1/2% 6-15-year serial coupon highway bonds offered on July 26 (V. 105, p. 92), it is stated that \$3,000,000 were awarded to the National City Co. of San Francisco and \$250,000 to the State Board of Control, each paying par and interest. It is further stated that the unsold portion (\$1,750,000) will be disposed of on Aug. 30.

CAMBRIDGE, Middlesex County, Mass.—LOAN OFFERING.—Henry F. Lehan, City Treasurer, will receive bids until 12 m. July 30 for a loan of \$200,000 issued in anticipation of revenue and maturing Dec. 15 1917. The First National Bank of Boston will certify as to the genuineness of these notes, and their legality will be approved by Ropes, Gray, Boyden & Perkins, of Boston, whose opinion will be furnished purchaser.

CANASTOTA, Madison County, N. Y.—BOND OFFERING.—Sealed proposals will be received until 2 p. m. Aug. 2 by John H. Roberts, Village President, for \$16,000 municipal registered bonds at not exceeding 5% interest. These bonds were authorized at an election held July 18, by a vote of 106 to 37. Auth., Secs. 128 and 129, Village Laws. Denom. \$1,000. Date Aug. 1 1917. Int. M. & N., payable at office of Village Clerk. Due \$1,000 yearly on Nov. 1 from 1918 to 1933, inclusive. Certified check or New York draft for 5% of the bid, payable to the Village Treasurer, required.

CANTON, Lewis County, Mo.—BOND SALE.—The City Clerk advises us that the \$10,000 electric-light and water-works-plant and the \$5,000 street, alley and highway 5% 5-12-yr. serial bonds favorably voted on June 26 were sold July 16.

CARBON COUNTY SCHOOL DISTRICT NO. 23 (P. O. Red Lodge), Mont.—BOND OFFERING.—Proposals will be received, it is stated, until Aug. 4 for \$9,200 6% 5-20-yr. school bonds.

CARLISLE, Cumberland County, Pa.—BOND ELECTION PROPOSED.—Arrangements were made on July 13 by the Town Council, it is stated, for the presentation to the voters of a proposition to issue \$140,000 4% bonds for the purpose of retiring the present floating debt, purchase an automobile truck and for street repairs.

CARROLL COUNTY (P. O. Delphi), Ind.—BOND SALE.—On July 24 the \$3,800 4½% 5 2-3-year aver. highway impt. bonds—V. 105, p. 306—were awarded to the Fletcher-American Nat. Bank of Indianapolis for \$3,800 25 (100.006) and int. Breed, Elliott & Harrison of Indianapolis bid par.

CARROLL COUNTY (P. O. Huntington), Tenn.—BOND SALE.—On July 6 \$125,000 6% Drainage District No. 1 bonds were awarded to Jas. E. Caldwell & Son of Nashville at 101. Denom. \$500. Date July 1 1917. Int. J. & J. Due serially from 5 to 20 years.

CARROLL COUNTY (P. O. Huntingdon), W. Va.—BOND SALE.—On July 6 \$125,000 6% Drainage District No. 1 bonds were awarded to J. E. Caldwell & Sons of Nashville at 101 and accrued int. and expenses. Date July 1 1917. Int. J. & J. Due \$5,000 July 1 1922 and \$8,000 yrly. thereafter.

CENTERFIELD, Sanpete County, Utah.—BONDS OFFERED BY BANKERS.—Municipal water-works bonds (a direct obligation of the municipality) amounting to \$8,000 and bearing 5½% int., are being offered to investors by the German-American Trust Co. of Denver. Legality approved by Chas. B. Wood of Chicago. Denom. \$1,000. Date Jan. 1 1917. Prin. and semi-ann. int. (J. & J.) payable in New York. Due Jan. 1 1937, subject to call July 1 1932. Bonded debt (including this issue), \$15,000; assess. val. 1916, \$125,392; real val. (est.), \$375,000; population 1916 (est.), 700. Price 102.50 and int., yielding the investor about 5.25% to option and 5½% thereafter.

CENTRALIA, Lewis County, Wash.—BOND SALE.—On July 10 the Guardian Trust & Savings Bank of Seattle was awarded about \$20,000 6% 7-year (opt.) concrete sidewalk Local Impt. Dist. No. 44 bonds at 100.15. Denom. \$200. Int. semi-annual.

CENTER TOWNSHIP (P. O. Rushville), Rush County, Ind.—BOND OFFERING.—Bids will be received until 1 p. m. Aug. 4 by D. H. Gilson, Twp. Trustee, for \$12,500 4½% bonds. Denom. \$625. Int. semi-ann. Due \$625 each six months from July 15 1918 to Jan. 15 1928.

CHATTANOOGA, Tenn.—BONDS OFFERED BY BANKERS.—Twelve thousand of an original issue of \$102,000 4½% school bonds are being offered to investors by Weil, Roth & Co. of Cincinnati. Legality approved by Caldwell & Masslich of New York. Denoms. \$500 and \$1,000. Date April 1 1917. Int. A. & O. in New York. The \$12,000 matures as follows: \$1,000 on April 1 in each of the years 1918, 1919 and 1926; \$2,000 April 1 1930; \$1,000 April 1 1936; \$2,500 April 1 1940; \$2,500 April 1 1946, and \$1,000 April 1 1947. Total indebtedness, \$4,051,138; assessment debt, \$84,139; sinking fund, \$141,608; net indebtedness, \$3,825,391; assess. val., \$37,881,611.

CHELSEA, Mass.—TEMPORARY LOAN.—A temporary loan of \$230,000 in anticipation of revenue, dated July 26 1917 and payable April 29 1918, was negotiated on the 26th inst. with E. L. Stokes of Philadelphia at 4.39% discount.

Other bidders were:
S. N. Bond & Co., N. Y.-----4.75 | Metropolitan Trust Co., Boston. 4.50

CLARKSVILLE, Butler County, Iowa.—BOND SALE.—The \$7,000 town-building erection bonds recently voted (V. 104, p. 2570) have been sold.

CLAY SCHOOL TOWNSHIP (P. O. Brooklyn), Morgan County, Ind.—BOND OFFERING.—Bids will be received, it is stated, until 1 p. m. Aug. 3 by F. W. Fields, Twp. Trustee, for \$5,000 4½% school bonds.

CLERMONT COUNTY (P. O. Batavia), Ohio.—BOND SALE.—On July 23 the \$20,000 5% 17½-year aver. bridge bonds—V. 105, p. 306—were awarded to Otis & Co. of Cleveland at 102.80. Denom. \$500. Date July 15 1917. Int. J. & J. Due from 1925 to 1944.

CLEVELAND, Cuyahoga County, Ohio.—BOND OFFERING.—Sealed bids will be received until 12 m. Aug. 20 by C. J. Neal, Director of Finance, for the following coupon or reg. (at option of purchaser) bonds: \$18,000 4½% street opening bonds. Date June 1 1917. Due \$1,000 yrly. on June 1 from 1918 to 1935, inclusive.

26,000 4½% park bonds. Date June 1 1917. Due \$2,000 yrly on June 1 from 1918 to 1930, inclusive.

30,000 4½% park bonds. Date June 1 1917. Due \$2,000 yrly. on June 1 from 1918 to 1932, inclusive.

200,000 4½% public hall bonds. Date June 1 1917. Due June 1 1967.

280,000 5% street impt. bonds. Date Aug. 1 1917. Due \$28,000 each six months from May 1 1918 to Nov. 1 1922, inclusive.

Denom. \$1,000. Prin. and semi-ann. int.—M. & N.—payable at American Exchange Nat. Bank of N. Y. Cert. or cashier's check on some solvent bank other than the one making the bid for 3% of the amount of bonds bid for, payable to the City Treas., required. Purchaser to pay accrued int. Separate bids must be made for each issue. Bids must be made on blank forms furnished by the Director of Finance.

CLEVELAND, Bradley County, Tenn.—BONDS AUTHORIZED.—The City Council on July 9 passed ordinances on first and second reading providing for the issuance of \$50,000 6% 20-yr. (city's portion) and \$100,000 6% 5-yr. (assess.) paving bonds, it is stated.

COLORADO SPRINGS, El Paso County, Colo.—BIDS REJECTED.—Local papers state that all bids received on July 18 for the \$125,000 4% 10-15-year opt. water-works bonds—V. 105, p. 200—were rejected.

CONNEAUT, Ashtabula County, Ohio.—BOND SALE.—On July 20 the three issues of 6% assessment bonds, aggregating \$68,954 56 (V. 104, p. 2570) were awarded to Weil, Roth & Co., of Cincinnati, for \$71,799 41 (101.125) and int. Bids were also received from Cummings, Prudden & Co., Fields, Richards & Co., Kleybolte & Co., Sidney Spitzer & Co., F. L. Fuller & Co., Breed, Elliott & Harrison and the Tillotson & Wolcott Co.

CORBIN SCHOOL DISTRICT (P. O. Corbin), Whitley and Knox Counties, Ky.—BONDS OFFERED BY BANKERS.—Weil, Roth & Co., of Cincinnati, are offering to investors \$10,000 of an issue of \$25,000 6% tax-free school bonds maturing from 1922 to 1946, inclusive. Legality approved by Attorneys Peck, Shaffer & Peck, of Cincinnati. The bonds are eligible as security for Government postal savings deposits. Denom. \$1,000. Date July 1 1917. Int. J. & J. in New York. Total indebtedness, \$25,000; assessed valuation, \$1,020,000; population in 1910 (Census), 2,589; 1917 (estimated), 4,500. The \$10,000 offered by the above bankers are the bonds maturing \$1,000 yearly on July 1 from 1922 to 1931, inclusive. Price, any maturity, to yield 4.875%.

CRAWFORD, Dawes County, Neb.—BONDS VOTED.—At a recent election a proposition to issue \$5,000 refunding bonds carried, it is stated.

CROOKSVILLE, Perry County, Ohio.—BOND OFFERING.—Charles H. Deaver, Village Clerk, will receive proposals until 12 m. Aug. 20 for \$4,800 5% coupon refunding bonds. Denom. \$300. Date July 1 1917. Int. semi-ann. Due part each six months beginning July 1 1918. Cert. check for 10% of bonds bid for, payable to the Village Treasurer, required. Bonds to be delivered and paid for within 10 days from time of award. Purchaser to pay accrued interest.

CUYAHOGA FALLS VILLAGE SCHOOL DISTRICT (P. O. Cuyahoga Falls), Summit County, Ohio.—BOND OFFERING.—Sealed proposals will be received until 12 m. Aug. 4 by N. H. Rook, Clerk of the Board

of Education, for \$50,000 4½% coupon school bonds. Auth. Secs. 7626, 7627 and 7629, Gen. Code. Denom. \$1,000. Date day of sale. Prin. and semi-ann. int.—A. & O.—payable at the Cuyahoga Falls Savings Bank. Due part yearly on Oct. 1 from 1919 to 1941, incl. Certified check for 10% of the amount of bonds bid for, payable to the Board of Ed., required.

CYGNET, Wood County, Ohio.—BONDS NOT SOLD.—No bids were received, it is stated, for the two issues of 5% bonds aggregating \$2,800 offered on July 24—V. 105, p. 200. The bonds will probably be sold at private sale.

DARBY, Delaware County, Pa.—BOND OFFERING.—Further details are at hand relative to the offering on Aug. 6 of the \$15,000 4½% 20-30-year (opt.) coupon street-improvement bonds (V. 105, p. 306). Proposals for these bonds will be received until 8 p. m. on that day by Edwin R. Franklin, Borough Clerk of the Council. Denom. \$500. Int. J. & J. at the office of the Borough Treasurer. Certified check for \$250, payable to the Borough Treasurer, required. Bonded debt (including this issue) July 2 1917, \$88,500; sinking fund (est.), \$15,000; tax rate per \$1,000, \$7 50. Bonds are exempt from State taxes.

DELAWARE COUNTY (P. O. Muncie), Ind.—BOND OFFERING.—Proposals will be received until 10 a. m. July 31 by G. G. Williamson, County Treasurer, for the following 4½% bonds: \$30,000 N. D. Berry et al highway impt. bonds of Center Twp. Denom. \$500.

13,800 H. M. Caldwell highway impt. bonds of Center Twp. Denom. \$690.

Date June 15 1917. Int. M. & N. Due one-twentieth of each issue each six months from May 15 1918 to Nov. 15 1927, inclusive. Bonds to be delivered and paid for at office of County Treasurer.

DES MOINES, Iowa.—BONDS OFFERED BY BANKERS.—R. M. Grant & Co. are offering, in an advertisement on a preceding page, a new issue of \$927,000 5% municipal bonds, due serially from July 1 1918 to 1957, inclusive, at prices to yield 4.50%. These bonds are exempt from the Federal income tax.

DIKE CONSOLIDATED SCHOOL DISTRICT (P. O. Dike), Iowa.—BOND SALE.—On July 20 the \$70,000 5% building bonds—V. 105, p. 200—were awarded to Stern Bros. & Co. of Kansas City, Mo., for \$70,814, equal to 101.162. Denoms. \$500 and \$1,000. Date Aug. 1 1917. Int. M. & N. Due \$1,000 yearly from 1920 to 1924, incl.; \$1,500, 1925, 1926 and 1927; \$2,000, 1928, 1929 and 1930; \$2,500, 1931, 1932 and 1933 and \$3,000, 1934, 1935, 1936 and 1937. The district has no bonded debt. Taxable value (¼ appraised), \$419,946.

DULUTH INDEPENDENT SCHOOL DISTRICT (P. O. Duluth), St. Louis County, Minn.—BONDS VOTED.—By a vote of 1,403 to 449 the voters of this district on July 21 authorized the issuance of the \$250,000 4½% 20-30-year (opt.) building site and equipment bonds (V. 105, p. 200). Interest semi-annual. Date of sale not yet decided.

DUVAL COUNTY (P. O. Jacksonville), Fla.—BONDS VOTED.—It is reported that the proposition submitted to the voters on July 9 to issue \$950,000 bonds for constructing a bridge across the St. Johns River (V. 104, p. 2367) was favorably voted.

ELKHART COUNTY (P. O. Goshen), Ind.—BOND SALE.—On July 20 the \$14,000 4½% highway improvement bonds (V. 105, p. 200) were awarded to the Fletcher-American National Bank of Indianapolis for \$14,017 (100.121) and int. Due part each six months beginning May 15 1918. Other bidders were:
Salem Bank, Salem-----\$14,010 50 | J. F. Wild & Co., Indianap. \$14,004
Miller & Co., Indianap's. 14,006 00 | Breed, Elliott & Harrison, Ind 14,000

EMPIRE VILLAGE SCHOOL DISTRICT (P. O. Empire), Jefferson County, Ohio.—BOND OFFERING.—Bids will be received until 6 p. m. Aug. 1 by E. S. Minor, Clerk of the Board of Education, for \$6,000 5% school bonds. Auth. Secs. 7625 and 7626, Gen. Code. Denom. \$500. Date Aug. 1 1917. Int. A. & O. Payable at Nat. Bank of Toronto, Toronto, Ohio. Due \$500 each six months from April 1 1932 to Oct. 1 1937, incl. Certified check for \$100, payable to the above Clerk of the Board of Education, required.

Bonded debt (incl. this issue) July 25 1917, \$32,000; floating debt, \$3,000; assessed val. 1916, \$900,000; tax rate (per \$1,000), \$13.20.

ENTERPRISE, Coffee County, Ala.—PURCHASER OF BONDS.—The \$22,000 6% 10-year refunding light and water bonds authorized by the voters on June 25 were awarded to Steiner Bros. of Birmingham at par. The bonds are dated July 1 1917 and are in denomination of \$1,000. Int. semi-annual. V. 105, p. 93.

ESSEX COUNTY (P. O. Salem), Mass.—NOTE OFFERING.—David I. Robinson, County Treasurer, will receive bids until 12 m. July 31 for \$53,000 4% tax-free bridge loan renewal notes. Denom. \$1,000. Date Aug. 1 1917. Prin. and semi-ann. int., payable at Commonwealth Trust Co., Boston. Due Feb. 1 1918. Notes will be delivered on about Aug. 10 1917 at the above trust company, which company will certify to their genuineness and validity under the direction of Ropes, Gray, Boyden & Perkins.

ESSEX COUNTY (P. O. Newark), N. J.—BOND SALE.—On July 26 the two issues of 4½% gold (with priv. of reg.) tax-free bonds—V. 105, p. 306—were awarded, it is stated, to J. S. Rippl & Co. of Newark as follows: \$499,000 28-year aver. park bonds at 100.26 and \$300,000 8 2-3-year aver. road-improvement bonds at 100.19.

EUGENE SCHOOL TOWNSHIP (P. O. Cayuga), Vermillion County, Ind.—BOND OFFERING.—Sealed proposals will be received until 10 a. m. Aug. 10 by John D. Todd, Twp. Trustee, for \$6,000 5% school bonds. Denom. \$1,000. Int. J. & J. Due \$1,000 yrly. on Jan. 1 from 1918 to 1923, incl. Purchaser to pay accrued interest.

FORTUNA SCHOOL DISTRICT, Fresno County, Calif.—BOND SALE.—Blyth, Witter & Co., of San Francisco, have been awarded, it is stated, \$8,500 6% 1-17-year bonds for \$8,815, equal to 103.705. Denom. \$500.

FREDONIA, Chautauqua County, N. Y.—BOND OFFERING.—Arthur R. Moore, Village Clerk, will receive sealed bids until 7:30 p. m. Aug. 13 for the \$13,000 registered Orchard Street improvement bonds, recently authorized, at not exceeding 5% interest (V. 105, p. 307). Denom. \$1,300. Date Sept. 1 1917. Int. M. & S. Due \$1,300 yearly on Sept. 1 from 1918 to 1927, inclusive. Bonded debt (excl. this issue) July 26 1917 \$115,490; sinking fund \$19,853; asses. val. 1916, \$2,175,116.

FRIO COUNTY COMMON SCHOOL DISTRICT NO. 15 (P. O. Melon), Tex.—BONDS NOT YET SOLD.—Under recent date the County Judge advises us that the \$5,000 5% 15-20-year (opt.) coupon building bonds (V. 104, p. 977) have not yet been sold.

FULTON COUNTY (P. O. Rochester), Ind.—BOND OFFERING.—Reports state that proposals will be received until 3 p. m. Aug. 9 by Wm. H. Biddinger, County Treasurer, for \$8,500 and \$14,500 4½% highway-improvement bonds.

GALENA, Jo Daviess County, Ill.—BOND SALE.—The \$62,000 4½% water-works bonds which were offered on June 26 (V. 101, p. 2474) have been awarded to the Harris Trust & Savings Bank of Chicago for \$61,050, equal to 98.467. Denom. \$1,000. Date May 1 1917. Int. M. & N.

GALLATIN, Sumner County, Tenn.—BOND SALE.—The \$15,000 5½% school-refunding bonds (V. 104, p. 680) were awarded on March 15, we are advised, to J. W. Jakes & Co. of Nashville for \$15,300, equal to 102. Denom. \$500. Date Apr. 1 1917. Int. A. & O. Due April 1 1937, subject to call average 12½ years.

GEAUGA COUNTY (P. O. Chardon), Ohio.—BOND SALE.—On July 23 the \$22,000 5% refunding bonds—V. 101, p. 2666—were awarded to Otis & Co. of Cleveland for \$22,565 (102.568) and int. Other bidders were:

| | | | |
|-----------------------------|-------------|-----------------------------|-------------|
| Rodgers & Son, Chagrin | \$22,107 00 | Hayden, Miller & Co., Clev. | \$22,462 00 |
| C. L. Smith | 22,226 60 | Breed, Elliott & Harrison, | |
| Union National Bank | 22,345 40 | Cincinnati | 22,467 50 |
| Tillotson & Wolcott Co., | | Weil, Roth & Co., Cinc. | 22,123 00 |
| Cincinnati | 22,413 60 | Seasongood & Mayer, Cin. | 22,201 00 |
| Field, Richards & Co., Cin. | 22,055 00 | J. C. Mayer & Co., Cinc. | 22,341 00 |
| Prov. S. B. & Tr. Co., Cin. | 22,297 00 | Ohio Nat. Bank, Columbus | 22,151 80 |
| Sidney, Spitzer & Co., Tol. | 22,418 44 | | |

GARDEN CITY, Finney County, Kan.—BOND OFFERING.—Bids will be received until 8 p. m. Aug. 6 by E. J. Dumond, Clerk of Board of Education, for \$60,000 4½% 20-year coupon building bonds. Denom. \$500. Int. J. & J., payable at Garden City. Bonded debt, (incl. this issue) July 24 1917, \$88,000; no floating debt; assessed valuation, \$4,006,050.

GENEVA, Ontario County, N. Y.—BOND SALE.—On July 23 the four issues of 5% local-impt. bonds, aggregating \$21,789 65, were awarded as follows:

\$13,000 00 impt. bonds to Geo. B. Gibbons & Co. of New York at 101.75. Denom. \$1,000. Due \$1,000 yearly on April 1 from 1919 to 1931 inclusive.
7,500 00 impt. bonds to A. L. Fowle of Geneva at 101.05. Denom. \$500. Duo \$1,000 yearly on Oct. 1 from 1918 to 1920 incl., \$1,500 Oct. 1 1921, \$500 yearly on Oct. 1 from 1922 to 1925 incl. and \$1,000 Oct. 1 1926.
559 88 impt. bonds to the Sinking Fund Trustees. Denoms. 1 for \$500 and 1 for \$59 88. Due Oct. 1 1918.
729 77 impt. bond to the Sinking Fund Trustees. Due Apr. 1 1918.

Date July 1 1917. Prin. and semi-ann. int. (A. & O.) payable at the National Bank of Commerce, N. Y. Bonded debt, incl. this issue, \$636,938. Assessed val., real estate (incl. special franchises), \$9,478,666; personal, \$1,013,500. Other bidders were:

| | | |
|---------------------------------|------------|-------------|
| | \$7,500 | \$13,000 |
| | Impt. | Impt. |
| H. A. Kahler & Co., New York | \$7,518 00 | \$13,203 00 |
| A. L. Fowle, Geneva | 7,578 75 | — |
| Geo. B. Gibbons & Co., New York | 7,535 25 | 13,227 50 |
| Farson, Son & Co., New York | 7,503 79 | 13,003 79 |
| Jas. R. Magoffin, New York | 7,527 00 | 13,051 00 |
| Blake Bros. & Co., New York | 7,506 13 | 13,006 13 |

GLIDDEN SCHOOL DISTRICT (P. O. Glidden), Carroll County, Iowa.—BONDS VOTED.—The proposition to issue \$90,000 4½% 20-year building-site bonds submitted to the voters on July 21 (V. 105, p. 367) carried. The vote was 405 "for" to 111 "against." Date of sale not yet decided.

GRANADA, Prowers County, Colo.—BONDS OFFERED BY BANKERS.—Municipal water-works bonds amounting to \$25,000 and bearing 6% int. are being offered to investors by the German-American Trust Co. of Denver. These bonds are a direct obligation of the entire municipality. Denom. \$1,000. Date Jan. 1 1917. Prin. and semi-ann. int. (J. & J.) payable in New York. Due Jan. 1 1932, subject to call Jan. 1 1927. Legality approved by Pershing, Tittsworth & Fry, attorneys-at-law, of Denver. The bonds are exempt from taxation in Colorado, are legal investments for estates and trust funds in Colorado, and eligible in the judgment of the trust company to secure Government postal savings deposits. Bonded debt, this issue, Assess. val. 1915, \$158,547; real val. (est.), \$325,000; population (est.), 500. Price 104.60 and int., to net 5.40% to option and 6% thereafter.

GRAND JUNCTION, Mesa County, Colo.—BONDS OFFERED BY BANKERS.—The German-American Trust Co. of Denver are offering to investors \$20,000 6% municipal (Sidewalk Dist. No. 2) improvement bonds. Payment of principal and int. unconditionally guaranteed by the city. Denom. \$500. Date May 1 1917. Prin. and semi-ann. int. (M. & N.) payable in New York. Due May 1 1929, redeemable in numerical order by call of City Treasurer. The bonds are exempt in Colorado and their legality has been approved by Pershing, Tittsworth & Fry of Denver. Bonded debt (all for water), \$587,000; assess. val. of city, 1916, \$6,882,783. Population (est.), 10,000. Prices based on estimated maturities, to net from 5% to 5.30%.

GREENCASTLE SCHOOL TOWNSHIP (P. O. Greencastle), Putnam County, Ind.—BOND SALE.—On July 21 the \$44,300 and \$41,000 school bonds—V. 105, p. 307—were awarded to the Fletcher-American Nat. Bank of Indianapolis for \$44,490 (100.428) and \$41,167 (100.407) and int., respectively. Other bids were:

| | | |
|-----------------------------------------|-----------|-----------|
| | \$44,300. | \$41,000. |
| J. F. Wild & Co., Indianapolis | 44,925 | 41,485 |
| Breed, Elliott & Harrison, Indianapolis | 44,351 | 41,051 |

Other bids also provided to pay accrued interest.

GREENE COUNTY (P. O. Greeneville), Tenn.—BOND OFFERING.—Sealed bids will be received until 12 m. July 30 by H. J. Wisecarver, Secy. of Pike Comms., for \$510,000 5½% coupon road bonds. Denom. \$1,000. Int. J. & J. in Greeneville. Due \$100,000 in 10, 15, 20 and 25 years and \$110,000 in 30 years. Cert. check or cash for \$1,000, payable to the above Secy. of Pike Comms., required. Bonded debt July 23 (incl. this issue), \$1,451,000; floating debt, \$18,000; sinking fund, \$54,700; assessed val., 1916, \$3,879,000.

GREENLEE COUNTY (P. O. Clifton), Ariz.—BONDS VOTED.—At a recent election the voters, according to reports, authorized the issuance of \$200,000 highway bonds.

GREENVILLE CITY SCHOOL DISTRICT (P. O. Greenville), Darke County, Ohio.—BOND SALE.—On July 20 the \$10,000 5% school-improvement bonds (V. 104, p. 2666) were awarded to four local banks at 100.24 and interest.

GUILFORD COUNTY (P. O. Greensboro), N. C.—BOND OFFERING.—The County Commissioners will receive bids, it is stated, until 2:30 p. m. Aug. 15 for \$250,000 5% court-house bonds.

GUNNISON COUNTY (P. O. Gunnison), Colo.—BONDS OFFERED BY BANKERS.—The German-American Trust Co. of Denver is offering to investors \$252,000 5% refunding gold bonds. Denom. \$1,000. Date July 1 1917. Prin. and semi-ann. int. (J. & J.) payable in New York. Due July 1 1922 to 1942, inclusive. Legality approved by Chas. B. Wood of Chicago. The bonds are tax-free in Colorado and are legal to secure Government postal savings deposits, legal for guardians, executors, estates and trust funds in Colorado, and a legal investment for Colorado State funds. Bonded debt, this issue; assess. val. 1916, \$14,404,258; real val. (est.), \$20,000,000; population 1917 (est.), 9,100. Prices, according to maturities, to yield from 4.40% to 4.60% net.

HAMILTON COUNTY (P. O. Noblesville), Ind.—BOND SALE.—On July 23 the \$5,280 4½% highway-impt. bonds—V. 105, p. 200—were awarded to the Citizens State Bank of Noblesville for \$5,285—equal to 100.094. Other bidders were:

Miller & Co., Indianapolis, \$5,282 | Fletcher Amer. Nat. Bk., Ind., \$5,280

HANCOCK COUNTY (P. O. Greenfield), Ind.—BOND SALE.—On July 24 the three issues of 4½% road-impt. bonds aggregating \$46,000—V. 105, p. 200—were awarded to Paul Binford for \$46,051 (100.110) and int. Other bidders were:

Miller & Co., Indianapolis, \$46,038 | Fletcher Amer. Nat. Bk., Ind., \$46,020

Breed, Elliott & Harrison, Ind., 46,027 | Gavin L. Payne & Co., Ind., 46,011

HARRISON, Sioux County, Neb.—BOND OFFERING.—A. L. Schnurr, Village Clerk, advises us that proposals will be received for \$9,000 water and \$6,000 electric 5% 5-20-year (opt.) bonds. Auth. vote of 73 to 1 at election held July 7. Date July 10 1917.

HARRISON, Hudson County, N. J.—BONDS PROPOSED.—An ordinance was introduced in the City Council recently providing for the issuance of \$1,000 bonds for street paving.

HARTFORD (Arsenal School District), Conn.—BONDS PROPOSED.—Local papers state authority will be given the School Committee to issue \$200,000 4½% bonds.

HERKIMER COUNTY (P. O. Herkimer), N. Y.—BOND SALE.—On July 17 \$15,000 5% building improvement bonds were awarded to Geo. B. Gibbons & Co., of N. Y., at 100.73. Denom. \$5,000. Date July 1 1917. Int. J. & J. Due \$5,000 yearly on July 1 1920, 1921 and 1922.

HERON LAKE, Jackson County, Minn.—BOND OFFERING.—Bids will be received until Aug. 7 for \$15,000 5% funding bonds. Auth. vote of 50 to 13 at election held June 23. Due Aug. 1 1927.

HUBBARD, Trumbull County, Ohio.—BOND SALE.—On July 16 the \$12,000 5% 6 2-3-yr. aver. coupon water-works bonds—V. 104, p. 2666—were awarded to Durfee, Niles & Co. of Toledo for \$12,005 (100.041) and int. Weil, Roth & Co. of Cincinnati bid par and interest.

INDIANAPOLIS, Ind.—BOND SALE.—On July 21 the \$75,000 4½% 2-16-yr. serial coupon road bonds—V. 105, p. 201—were awarded, it is stated, to J. F. Wild & Co. of Indianapolis for \$75,713, equal to 100.952.

INDIANOLA, Red Willow County, Neb.—BONDS NOT SOLD.—No sale has been made of the \$11,400 5% 5-20-yr. (opt.) electric-light bonds offered on June 28.—V. 104, p. 2572.

JACKSON COUNTY (P. O. Brownstown), Ind.—BOND SALE.—On July 25 the \$4,989 92 5% drainage bonds—V. 105, p. 201—were awarded to Breed, Elliott & Harrison of Indianapolis for \$4,990, equal to 100.001. Denom. 1 for \$489 92 and 10 for \$450. Interest J. & D.

JACKSON COUNTY (P. O. Newport), Ark.—AMOUNT OF BONDS SOLD.—The amount of the 5% 5-20-year serial Special Road Dist. No. 2 bonds awarded on July 10 to Gunter & Sawyers of Little Rock at par—V. 105, p. 201—was \$250,000 and not \$25,000 as was first reported. Denom. \$1,000.

JACKSON PARISH SCHOOL DISTRICT NO. 25, La.—BOND OFFERING.—Proposals will be received until 11 a. m. Aug. 16 by the Parish School Board, R. L. Dickerson, Secretary (P. O. Jonesboro), for \$7,000 bonds. Auth. election held June 15 1917. Cert. check for \$500, payable to J. A. Watts, President of the district, required. The successful bidder will be furnished a proper legal opinion as to the validity of the bonds at the expense of the school district. All bids must be unconditional. Further information will be furnished by H. L. Favrot, special counsel, 413 Hennen Bldg., New Orleans.

JEFFERSON TOWNSHIP INDEPENDENT SCHOOL DISTRICT (P. O. Herrold), Polk County, Iowa.—BONDS NOT TO BE OFFERED AT PRESENT.—The Secretary of the Board of Education advises us, under recent date, that the \$20,000 high-school-building bonds voted June 30 (V. 105, p. 201), will not be issued at present.

JERSEY CITY, N. J.—BONDS AUTHORIZED.—The Board of City Comms. on June 26 passed ordinances providing for the issuance of the following 4% gold reg. bonds:

\$100,000 00 funding assessment bonds. Denom. \$4,166 66. Due \$4,166 66 yrly. July 1 from 1918 to 1941 inclusive.
476,312 00 floating indebtedness bonds. Denom. \$59,539. Due \$59,539 yrly. Dec. 31 from 1918 to 1925 inclusive.
15,406 39 funding assessment bonds. Denom. \$1,711 83. Due \$1,711 83 yrly. July 1 from 1918 to 1926 inclusive.

Date July 1 1917. Prin. and semi-annual int. (J. & J.) payable at the City Treas. office. Frank A. Dolan is City Clerk.

JEWETT, Harrison County, Ohio.—BOND SALE.—On July 23 the \$8,000 5½% street-improvement (village's share) bonds—V. 105, p. 201—were awarded, it is stated, to the State Bank of Jewett for \$8,535 21, equal to 106.690.

JOHNSON CITY, Washington County, Tenn.—BONDS OFFERED BY BANKERS.—Weil, Roth & Co., of Cincinnati, are offering to investors at a price to yield 5.20%, \$70,000 6% street-improvement bonds. Legality approved by attorneys Peck, Shaffer & Peck, of Cincinnati. Denominations various. Date June 1 1917. Int. J. & D. in New York. Due serially about one-ninth each year from 1918 to 1926, inclusive. Total indebtedness, \$968,659; water debt, \$365,000; sinking fund, \$21,381; net debt, \$582,278; assessed valuation, \$2,289,177; population 1910 (Census), 8,509; 1917 (estimated), 14,000.

JORDAN SCHOOL DISTRICT (P. O. Jordan), Boone County, Iowa.—BONDS VOTED.—On July 16 an issue of \$60,000 school-building bonds was favorably voted, it is stated. The vote is reported as 138 to 88.

JUNEAU, Dodge County, Wis.—BONDS VOTED.—Reports state that \$20,000 sewer-system bonds were recently voted.

KITSAP COUNTY SCHOOL DISTRICT NO. 34, Wash.—BONDS NOT SOLD.—The County Treasurer advises us that the \$12,000 bonds recently offered for sale were not sold, owing to a defect in procedure.

LAKE COUNTY (P. O. Crown Point), Ind.—BOND OFFERING.—Proposals will be received until 10 a. m. Aug. 24 by Edward Simon, Co. Aud., for \$96,000 4½% bridge bonds. Denom. \$600. Date July 1 1917. Int. J. & J., payable at the office of the Co. Treas. Due \$4,800 each six months from July 1 1918 to Jan. 1 1928, incl. Cert. check on some solvent bank in Lake County for 3% of the amount of bonds, payable to the Bd. of Comms., required. Transcript with the approved opinion of Matson, Kane & Ross will accompany the bonds. All necessary blanks will be furnished by the Auditor.

LAKEWOOD, Cuyahoga County, Ohio.—BOND SALE.—On July 23 the 10 issues of 5% bonds aggregating \$224,805 50—V. 105, p. 201—were awarded to Sidney Spitzer & Co. of Toledo as follows: \$40,000 park bonds for \$41,342 40, equal to 103.356; \$55,000 sewage-treatment-works bonds for \$57,002 55, equal to 103.641; \$77,000 street (city's portion) bonds for \$79,827 48, equal to 103.670; \$52,805 50 (7 iss.) street assess. bonds for \$53,011 44, equal to 100.389. Other bidders were:

| | | | | |
|---------------------------------|----------|-------------|---------------|-----------------|
| | \$10,000 | \$55,000 | \$77,000 | \$52,805 50 |
| | Park. | Sewer. | City's Port'n | Assess. (7 iss) |
| R. L. Day & Co., Boston | \$10,944 | \$56,298 00 | \$78,817 00 | — |
| Otis & Co., Cleveland | 40,868 | 56,320 00 | 78,794 00 | — |
| Tillotson & Wolcott Co., Clev. | 40,816 | 56,259 50 | 78,747 90 | \$52,947 50 |
| C. E. Denison & Co., Clev. | 40,712 | 56,111 00 | 78,555 40 | — |
| Prov. Sav. Bank & Tr. Co., Cin. | 40,684 | 56,111 00 | 78,555 40 | — |
| Field, Richards & Co., Clev. | 40,568 | 55,913 00 | 78,270 50 | — |
| Seasongood & Mayer, Cin. | 40,468 | 55,715 00 | 78,003 00 | — |

LANCASTER, Kittson County, Minn.—BONDS NOT SOLD.—No sale was made of the \$8,000 5% municipal electric-light-plant bonds offered on July 10. G. I. Vanstrom is Village Recorder.

LA PORTE COUNTY (P. O. La Porte), Ind.—BOND OFFERING.—Bids will be received until 10 a. m. Aug. 1 by Carl Pusch, County Treasurer, for \$16,000 4½% Bengt G. Nelson et al highway bonds of Center Twp. Denom. \$800. Date July 16 1917. Int. M. & N. Due \$800 each six months from May 15 1918 to Nov. 15 1927, inclusive.

LAWRENCE COUNTY (P. O. Walnut Ridge), Ark.—BOND OFFERING.—Bids will be received until Aug. 2 for \$35,000 5 or 5½% Road Dist. No. 3 bonds, reports state. Int. semi-ann.

LAWTON, Comanche County, Okla.—BOND ELECTION PROPOSED.—An election will be held July 23, it is stated, to vote on the question of issuing \$375,000 water-works-system-ext. bonds.

LEESBURG SCHOOL DISTRICT (P. O. Leesburg), Highland County, Ohio.—BOND ELECTION.—The question of issuing \$14,000 bonds for the completion and equipment of a new high-school-building is to be submitted to the voters on Aug. 2, it is stated. The same proposition was defeated at a recent election—V. 105, p. 201.

LEWISBURG, Preble County, Ohio.—BOND OFFERING.—Proposals will be received until Aug. 27 for an issue of \$10,000 5½% water-works-ext. bonds authorized at an election held July 9 by a vote of 112 to 17. Due from Sept. 1 1919 to Sept. 1 1939 inclusive.

LIMA, Allen County, Ohio.—BOND ELECTION.—A proposition to issue \$1,100,000 sewer and river-impt. bonds will, it is stated, be submitted to the voters at the primary election August 4.

LINCOLN, Logan County, Ohio.—BOND SALE.—An issue of \$30,000 5% street railway lines purchase bonds was sold during June. Due \$3,000 yearly. These bonds were authorized at an election held June 19 by a vote of 2,720 to 275.

LINCOLN COUNTY (P. O. Fayetteville), Tenn.—NOTE SALE.—On July 5 the \$12,000 6% 4½-yr. aver. coupon paving notes—V. 104, p. 2669—were awarded to J. C. Mayer & Co. of Cincinnati at 101 and blank bonds.

LITTLETON, Arapahoe County, Colo.—BONDS OFFERED BY BANKERS.—The German-American Trust Co. of Denver are offering to investors \$26,500 6% Municipal Sewer Dist. No. 1 bonds. Denom. \$500. Date July 1 1917. Prin. and semi-ann. int. (J. & J.) payable in New York. Due July 1 1937, optional in numerical order by call of City Treasurer. There is no city indebtedness whatever. Assess. val., \$1,032,659; actual val., \$2,000,000; population 1916 (est.), 1,373. Prices based on estimated maturities to net the investor from 5% to 5.45%.

LITTLE VALLEY, Cattaraugus County, N. Y.—BOND OFFERING.—Proposals will be received until 2 p. m. July 30 by the Village Trustees for \$12,600 5% street paving bonds. Denom. \$700. Date Aug. 1 1917. Interest semi-annual. Due \$700 yearly on Aug. 1 from 1920 to 1937, inclusive. Certified check or N. Y. draft for 5% of bid required. D. J. Bushnell is Village Secretary.

LOGAN COUNTY SCHOOL DISTRICT NO. 91 (P. O. Padroni), Colo.—BONDS OFFERED BY BANKERS.—An issue of \$10,000 5% tax-exempt building bonds is being offered to investors by the German-American Trust Co. of Denver. Legality approved by Wm. V. Hodges, of Denver. The issue is eligible, in the opinion of the trust company, as security for postal savings deposits. Denom. \$1,000. Date April 1 1917. Principal

and semi-annual interest (A. & O.), payable in New York. Due April 1 1947, subject to call April 1 1937. Total debt (including this issue), \$11,900; assessed valuation 1916, \$526,842.60; real value (estimated), \$850,000; population (est.), 500. Price 103.86 and int., netting the investor 4.70% to option and 5% thereafter.

LONDON, Madison County, Ohio.—BOND OFFERING.—John W. Byers, Village Clerk, will receive proposals until 12 m. Aug. 17 for \$27,500 5½% coupon refunding bonds, auth. Sec. 3916, Gen. Code. Denom. \$500. Date day of sale. Int. payable annually. Due \$2,500 yrly. on Sept. 1 from 1918 to 1928, incl. Cert. check for 5% of the amount of bonds bid for, required. Purchaser to pay accrued interest.

LOUISBURG, Franklin County, No. Caro.—BOND OFFERING.—A. W. Alston, Town Clerk, will receive proposals until Aug. 17 for \$15,000 15-year refunding bonds. Int. J. & J. Due \$1,000 yearly beginning Jan. 1 1919. Certified check for \$300 required.

LUCAS COUNTY (P. O. Toledo), Ohio.—BONDS OFFERED BY BANKERS.—An issue of \$40,000 5% road bonds is being offered to investors by Weil, Roth & Co., of Cincinnati. Legality approved by attorney Wm. H. Roose, Toledo. The bonds are eligible as security for Government postal savings deposits and are a legal investment for Maine savings banks. Denom. \$1,000. Date April 20 1917. Int. A. & O. Due yearly on April 20 as follows: \$6,000 1920; \$7,000 1921 and 1922; \$4,000 1923; \$6,000 1924 and 1925, and \$2,000 1926 and 1927. Total indebtedness, \$3,088,700; assessed valuation, \$331,494,530; population (1910 Census), 192,728; 1917 (estimated), 250,000.

MADISON COUNTY (P. O. London), Ohio.—BOND OFFERING.—Sealed bids will be received until 12 m. Aug. 1 by Allen R. Blacker, Co. Aud., for \$20,000 5% road bonds. Auth. Sec. 6929 Gen. Code. Denom. \$500. Date day of sale. Prin. and semi-ann. int. (M. & S.), payable at the office of the Co. Treas. Due \$2,000 each six months from Mar. 1, 1918 to Sept. 1 1922, inclusive. Cert. check for \$2,000 required. Total bonded debt (inclusive this issue) \$266,314. Assessed val. 1917, \$45,000,000. Official circular states that there is no litigation pending or threatened at this issue and that the county has never defaulted in the payment of principal and interest.

MADISON COUNTY (P. O. Madisonville), Tex.—WARRANTS OFFERED BY BANKERS.—The German-American Trust Co. of Denver are offering to investors \$50,000 5% coupon road and bridge warrants, a direct obligation of the entire county. Legality of issue approved by J. T. Sluder, former Assistant Attorney-General of Texas, and Fillius-Fillius & Winters, of Denver. Denom. \$500. Date April 1 1917. Principal and semi-annual interest (A. & O.) payable at German-American Trust Co., of Denver. Due serially from April 1 1918 to 1941, inclusive. Total debt (including this issue), \$62,000; assessed valuation, \$4,414,000; real valuation (est.), \$10,000,000; population 1910 (U. S. Census), 10,318. Price, 100 and interest, to net the investor full 5%.

MADISON, Lac qui Parle County, Minn.—BOND OFFERING.—Olaf T. Mork, City Recorder, will receive proposals until 8 p. m. Aug. 6 for \$6,500 5% municipal water-works-impt. bonds. Denom. \$500. Prin. and ann. int. payable at Minnesota Loan & Trust Co., Minneapolis. Due \$500 yearly on July 1 from 1938 to 1944, incl., and \$1,000 yearly on July 1 1945 to 1947, incl.

MARION COUNTY (P. O. Indianapolis), Ind.—BOND SALE.—On July 20 the \$79,000 4½% highway improvement bonds (V. 105, p. 202) were awarded to Miller & Co., of Indianapolis, at 100.067 and interest. Other bids were: Fletcher-Amer N. Bk., Ind., \$79,043 | J. F. Wild & Co., Indianap., \$79,039

MARTIN COUNTY (P. O. Fairmount), Minn.—BOND SALE.—On July 18 the six issues of 11¼-yr. average ditch bonds, aggregating \$100,000—V. 105, p. 202—were awarded to the Wells & Dickey Co. of Minneapolis at 100.525 for 5s. Denoms. \$500 and \$1,000. Date Aug. 1 1917. Int. F. & A.

MARYLAND, State of.—CERTIFICATE OFFERING.—Bids will be received until 12 m. Aug. 9 by John M. Dennis, State Treas., at Annapolis, for \$500,000 4% certificates of indebtedness of the "War Loan of 1917." Denom. \$1,000 each, and all certificates will be subject to registration as to principal. Date Aug. 15 1917. Int. on Feb. 15 and Aug. 15 1918. Prin. of loan due Aug. 15 1918. This loan and the interest payable thereon is exempt from State, county and municipal taxation. Cert. check on some responsible banking institution for 5% of amount bid for, payable to the State Treas., required. Certificates will be delivered Aug. 15 1917 at the State Treasurer's office.

MEDINA, Medina County, Ohio.—BOND OFFERING.—Bids will be received until 12 m. Aug. 11 by W. P. Ainsworth, Village Clerk, for the following 5% coupon paving bonds:

- \$14,709 Smith road assessment bonds. Denom. \$1,470 90. Interest annually on April 1.
- 8,877 No. Broadway street assessment bonds. Denom. \$887. Interest annually on April 1.
- 5,481 So. Broadway street assessment bonds. Denom. \$548 10. Interest annually on April 1.
- 1,043 Prospect Street assessment bonds. Denom. \$104 30. Interest annually on April 1.
- 26,378 Smith road village's portion bonds. Denoms. 19 for \$1,350 and 1 for \$728. Int. A. & O.

Auth., Secs. 3820, 3821, Gen. Code. Date May 1 1917. Principal and semi-annual interest payable at office of the Sinking Fund Trustees. The first four issues of bonds are due part each year beginning April 1 1918, and the last issue is payable \$1,350 each six months from April 1 1918 to April 1 1927, and \$728 Oct. 1 1927. Certified check for 5% of the amount of bonds bid for, payable to the Village Treasurer, required. Bonds to be delivered and paid for within ten days from time of award. Purchaser to pay accrued interest. The bidder will be required to deliver and furnish at own expense the necessary printed form blank on which said bonds are to be executed.

MENTOR TOWNSHIP (P. O. Painesville), Lake County, Ohio.—BOND SALE.—On July 21 the \$14,000 5% 5½-yr. aver. coupon road-impt. bonds—V. 104, p. 2667—were awarded to Tillotson & Wolcott Co. of Cincinnati at 100.16 and int. Other bidders were: Hanchett Bond Co., Chicago \$14,011 | Hayden, Miller & Co., Clev. \$14,007 | Durfee, Niles & Co., Toledo. 14,005 | Otis & Co., Cleveland. 14,000

MIAMI, Dade County, Fla.—BOND OFFERING.—Sealed bids will be received until 7:30 p. m. Aug. 2 by W. B. Moore, City Clerk, for the following 5% gold coupon (registerable as to principal) bonds:

- \$75,000 sanitary sewer bonds. Due \$10,000 in 21 and 22 yrs.; \$5,000 in 23, 24 and 25 yrs.; \$15,000 in 26 and 27 yrs. and \$10,000 in 28 yrs.
- 50,000 hospital bonds. Due \$10,000 yrly. from 16 to 20 yrs., incl.
- 5,000 12th St. bridge bonds. Due in 9 yrs.
- 5,000 Ave. D bridge bonds. Due in 9 yrs.

Denom. \$1,000. Date Jan. 1 1917. Principal and semi-annual int., payable in New York. Certified check on a solvent bank or trust company for 2% of amount bid for, payable to the City Treasurer, required. The U. S. Mtge. & Trust Co. of N. Y. will certify as to the genuineness of the signatures of the city officials signing the bonds and the seal impressed thereon. The purchaser or purchasers will be furnished, without charge, the approving opinion of Caldwell & Masslich of New York. All bids must be for at least 97 cents on the dollar and accrued int. and must be made on printed forms furnished by the above-mentioned trust company or the City Clerk. Bonds will be delivered at the above trust company on Aug. 7 1917 at 11 a. m., unless another time and place shall be mutually agreed upon. Bonded debt (municipal impt. and funding), including these issues, \$1,425,000. Street and sewer impt. bonds (assess't) add'l, \$399,495 02. Other street and sewer impt. bonds, \$132,873 62. Sinking fund applicable only to the municipal impt. and funding bonds, \$123,789 78. Other indebtedness of the city, certificates of indebtedness, notes, accounts and revenue bonds, \$155,880 90. Assess. val., real estate, \$20,149,950; personal property, \$1,000,000; total assess. val., all property, \$21,149,950; estimated actual value, \$28,000,000.

The above bonds were previously offered for sale on July 5, together with four other issues, aggregating \$125,000, of which \$100,000 were awarded to the estate of Samuel Thomas, Edwin R. Thomas, trustee. New York, at 101.999.—V. 104, p. 2475.

MILWAUKEE, Wis.—BOND OFFERING.—Proposals will be received until 11 a. m. Aug. 2 by the Commissioners of the Public Debt, Louis M. Kotecki, City Comptroller and ex-officio Secretary of the Commission, for \$1,120,000 4½% 1-20-year serial coupon tax-free sewerage-system bonds. Auth. Chap. 40b and 41, Wisc. Stats. 1898. Denom. \$1,000. Date Jan. 1 1917. Principal and semi-annual interest (J. & J.) payable at office of City

Treasurer or at the agency of the city of Milwaukee in New York. Due 5% of principal each year. Certified check on a national bank or on a Milwaukee depository for 1% of bonds bid for required. The favorable opinion of Chas. B. Wood, of Wood & Oakley of Chicago, has been obtained and will be furnished without additional charge, together with all legal papers necessary to establish the validity of the bonds. Bonds must be paid for in Milwaukee, but will be delivered out of the city at expense of purchaser. Bids must be unconditional.

BOND SALE.—During the past week the City Comptroller disposed of to local investors \$100,000 4% bonds to be delivered Aug. 1. Denom. \$100, \$500 and \$1,000.

MINERAL COUNTY (P. O. Superior), Mont.—BOND ELECTION.—On Sept. 11 the voters will have submitted to them the question of issuing \$9,000 (county's share) additional road-impt. bonds, it is stated.

MOBILE, Mobile County, Ala.—BOND ELECTION.—An election will be held Aug. 13 to vote on the question of issuing \$600,000 5% 30-yr. bulkhead and pier constr. and dredging bonds. S. H. Hendrix is City Clerk.

BONDS VOTED.—By a vote of 818 to 339 the question of issuing \$55,000 5% 10-yr. telephone system constr. bonds carried at an election, held June 25.

MOBRIDGE, Walworth County, So. Dak.—BONDS VOTED.—An issue of \$40,000 sewer bonds has, it is stated, been voted.

MOMENCE, Kankakee County, Ill.—BOND OFFERING.—Bids will be received until 2 p. m. Aug. 1 at the office of J. A. Mayhew, in Momence, for the following 5% coupon bonds:

- \$5,500 water-works bonds. Principal and semi-annual interest (J. & J.) payable at office of City Treasurer. Due \$500 yearly on July 1 from 1918 to 1928, inclusive.
- 6,000 indebtedness bonds. Principal and semi-annual interest (J. & J.) payable at the First National Bank of Chicago. Due \$500 on July 1 from 1918 to 1926, inclusive, and \$1,000 July 1 1927. Denom. \$500. Date Jan. 1 1917.

MONDAMIN, Harrison County, Iowa.—BONDS VOTED.—At a special election held on July 17 the voters authorized the issuance, it is stated, of \$12,000 electric-light and power-plant bonds. The vote is given as 132 to 21.

MONROE COUNTY (P. O. Bloomington), Ind.—BOND SALE.—On July 23 \$5,300 4½% highway-impt. bonds were awarded to John Miller of Bloomington for \$5,310 (100.188) and int. Other bids were: J. F. Wild & Co., Indianapolis, \$5,303 30 | Fletcher American Nat'l Miller & Co., Indianapolis, \$5,303 00 | Bank, Indianapolis. \$5,301 10

MONROE COUNTY (P. O. Madisonville), Tenn.—BOND OFFERING.—J. J. Howard, Chairman of County Court, will receive sealed bids until 10 a. m. Aug. 14 for \$175,000 5% semi-annual 30-yr. road bonds, it is stated. Certified check for 1% required.

MONTGOMERY COUNTY (P. O. Crawfordsville), Ind.—BOND SALE.—An issue of \$7,200 gravel road bonds on the John Britton Road in Brown Township has been sold, it is stated, to Ira Clouser of Crawfordsville for \$7,204 50—equal to 100.062.

MORRISON COUNTY (P. O. Little Falls), Minn.—BOND OFFERING.—Proposals will be received until 2 p. m. Aug. 7 by the Board of County Commissioners for \$45,000 20-yr. coupon bridge bonds at not exceeding 6% int. Denom. to suit purchaser. Int. semi-ann. Cert. check (or cash) for 5% of amount of bid, required. B. Y. McNairy is County Auditor.

MOUNT KISCO, Westchester County, N. Y.—BOND OFFERING.—Edward Heller, Village Clerk, will receive proposals until 8 p. m. July 31 for the following registered 4½% bonds:

- \$8,500 water bonds. Denom. \$500. Due \$500 yrly. on July 1 from 1921 to 1937, inclusive.
- 1,500 water bonds. Denom. \$250. Due \$250 yrly. on July 1 from 1921 to 1926, inclusive.
- 3,500 water bonds. Denom. \$500. Due \$500 yrly. on July 1 from 1921 to 1927.

Date Aug. 1 1917. Int. F. & A. Cert. check on a national bank or trust company for 10% of par value of each issue of bonds, required. Delivery of bonds Aug. 10 1917. Bonded debt (incl. this issue) July 25 1917, \$315,332; floating debt, \$13,000; total debt, \$328,322. Assess. val., \$3,115,845; tax rate (per \$1,000), \$23 51.

MUNCIE SCHOOL CITY (P. O. Muncie), Delaware County, Ind.—BOND OFFERING.—Bids will be received until 12 m. Aug. 7 by Vincent W. Jones, Secy. of School Trustees, for \$25,000 4½% 5-year school-bldg. bonds. Denom. \$1,000. Principal and semi-annual interest payable at Merchants' National Bank, Muncie. Certified check on some solvent bank for 3% of the amount of bonds bid for, payable to the Treasurer of the Board of Trustees, required. Purchaser to pay accrued interest. Bids must be made on forms furnished by the above Secretary.

MYERSDALE, Somerset County, Pa.—BONDS VOTED.—By a vote of 272 to 59 the question of issuing \$20,000 4% 15-30-yr. (opt.) street paving and sewer bonds carried at an election held July 10.

NEHAWKA SCHOOL DISTRICT (P. O. Nehawka), Cass County, Neb.—BONDS VOTED.—At a recent election, \$10,000 school bonds were voted, according to reports.

NELSON SCHOOL DISTRICT NO. 15 (P. O. Nelson), Nuckolls County, Neb.—BOND OFFERING.—Proposals will be received until 10 a. m. Aug. 1 for \$6,000 5% 10-yr. school-site-addition bonds. Auth. vote of 134 "for" to 10 "against" at an election held July 17.

NEWARK, N. J.—BOND PROPOSED.—An ordinance providing for the issuance of \$100,000 4½% coupon or reg. fire-department-building bonds was passed on second reading by the Common Council on July 7 1917. Denom. \$1,000. Date Sept. 1 1917. Int. semi-annual. Due \$3,000 yrly. Sept. 1 from 1918 to 1937 incl. and \$4,000 yrly. Sept. 1 from 1938 to 1947 incl. A. Archibald is City Clerk.

NEW BRUNSWICK, N. J.—BONDS AWARDED IN PART.—Of the three issues of 4½% coupon (with priv. of reg.) bonds offered on July 24—V. 105, p. 202—R. M. Grant & Co. of New York were awarded, it is stated, the \$117,000 4½% 2 to 40-yr. water bonds at 100.40. Bids for not exceeding \$288,000 4½% 2 to 37-yr. school and for not exceeding \$142,000 4½% 101-6-yr. aver. municipal improvement bonds were rejected.

NEWBURGH, Orange County, N. Y.—BOND SALE.—On July 23 the \$39,000 10½-yr. aver. high school bonds—V. 105, p. 309—were awarded to the Newburgh Savings Bank of Newburgh at par for 4.40s. Other bidders were:

| | Int. | Price. |
|---------------------------------|-------|---------|
| W. R. Compton & Co., N. Y. | 4.50% | 100.031 |
| Blake Bros & Co., N. Y. | 4.60% | 100.11 |
| Hornblower & Weeks, N. Y. | 4.60% | 100.188 |
| Farson Son & Co., N. Y. | 4.60% | 100.273 |
| R. M. Grant & Co., N. Y. | 4.60% | 100.27 |
| B. J. Van Ingen & Co., N. Y. | 4.65% | 100.135 |
| Geo. B. Glibbons & Co., N. Y. | 4.65% | 100.211 |
| Harris Forbes & Co., N. Y. | 4.70% | 100.289 |
| H. A. Kahler & Co., N. Y. | 4.70% | 100.189 |
| Crandell, Sheppard & Co., N. Y. | 4.75% | 100.03 |
| I. W. Sherrill & Co., N. Y. | 4.90% | |

NEW MEXICO (State of).—BOND OFFERING.—H. L. Hall, State Treas., will receive bids at Santa Fe, it is stated, until 10 a. m. Aug. 25 for \$150,000 5% highway and bridge bonds. Cert. check for 5% required.

NEWTON INDEPENDENT SCHOOL DISTRICT (P. O. Newton), Jasper County, Iowa.—BOND OFFERING.—Proposals will be received until Aug. 6 by O. N. Wagley, Secretary, for \$150,000 bonds. Bids will be received in two forms: (1) On entire amount to run 20 yrs. with a 5 year optional clause, and (2) on the entire amount with the following maturities: \$5,000 in 1927 and 1928, \$6,000 in 1929 and 1930, \$7,000 in 1931 and 1932, \$8,000 in 1933 and 1934, \$9,000 in 1935 and 1936, and the remainder in 1937. Cert. check for \$2,500, required. Present entire indebtedness of district, \$88,000; assess. val. of real and personal property for 1916, \$4,186,916 52, together with \$1,452,932 additional of moneys and credits.

NORFOLK COUNTY (P. O. Dedham), Mass.—TEMPORARY LOAN.—The Boston Safe Deposit & Trust Co. was awarded on July 24 the temporary loan of \$75,000 in anticipation of revenue, at 4% discount.—V. 105, p. 309. The loan is dated July 25 1917 and matures Nov. 10 1917.

NORTHAMPTON HEIGHTS, Northampton County, Pa.—BOND OFFERING.—Proposals will be received by Geo. A. Brown, Chairman (P. O. South Bethlehem), for \$40,000 4½% coupon 20-yr. street impt. bonds. Int. semi-ann. Cert. check for \$1,000, required.

NORTH EASTON, Bristol County, Mass.—BOND OFFERING.—Proposals will be received until 11 a. m. July 30 by Oliver Ames, Chairman of Water Comms., for \$60,000 4½% coupon water bonds. Date Aug. 1 1917. Principal and semi-annual interest—F. & A.—payable at the office of the Old Colony Trust Co., of Boston. Due \$2,000 yearly on Aug. 1 from 1918 to 1947, inclusive. The above trust company will certify as to the genuineness of these bonds and their legality will be approved by Ropes, Gray, Boyden & Perkins, of Boston, whose opinion will be furnished purchaser without charge. Bonded debt, \$65,000. Assessed valuation 1916, \$5,407,503. Population (est.), 3,000.

NORTH HEMPSTEAD (Town), Nassau County, N. Y.—BIDS.—The other bids received for the \$200,000 5-20-year serial water bonds awarded on July 17 to H. A. Kahler & Co., of N. Y., at 100.134 for 4.60s (V. 105, p. 309), were as follows:
 R. M. Grant & Co., New York (4.65s)-----100.21
 Blake Bros. & Co., New York (4.70s)-----100.133
 Estabrook & Co., New York (4.75s)-----100.55
 E. J. Van Ingen & Co., New York (4.75s)-----100.42
 Geo. B. Gibbons & Co., New York (4.75s)-----100.39
 Hornblower & Weeks, New York (4.75s)-----100.35
 H. L. Crawford & Co., New York (4.90s)-----100.101
 J. S. Bache & Co., New York (5s)-----101.397

NUNDA (Village), Livingston County, N. Y.—BOND SALE.—On July 23 the \$26,000 5% 10½-yr. aver. water-works bonds—V. 105, p. 309—were awarded to C. T. Foote of Nunda for \$26,500 (101.923) and int. and also printing of bonds. Other bidders were:
 Security Trust Co., Roch. \$26,520 00 | G. B. Gibbons & Co., N. Y. \$26,325 00
 Hornblower & Weeks, N. Y. 26,442 00 | I. Sherrill & Co., Poughk. 26,106 15
 H. A. Kahler & Co., N. Y. 26,436 80 | Union Trust Co., Roches'r 26,000 00

OAKLAND HEIGHTS SEPARATE SCHOOL DISTRICT, Lauderdale County, Miss.—BOND OFFERING.—Proposals will be received until 2 p. m. Aug. 7 by W. R. Pistole, Clerk of Chancery Court (P. O. Meridian), for \$6,000 6% building and equipment bonds. Denom. \$500. Date April 1 1917. Int. ann. on April 1 payable at the Co. Treas. office. Due \$500 yrly. April 1 from 1922 to 1933 incl. Cert. check for \$250 required. This district has no indebtedness. Assess. val. 1917, real est., \$191,265 personal property, \$7,660; railroad property (est.), \$113,000.

OCHICO IRRIGATION DISTRICT (P. O. Prineville), Crook County, Ore.—BOND OFFERING.—Reports state that R. L. Schee, Sec. of the Bd. of Directors, will receive proposals until 12 m. Aug. 6 for \$500,000 6% 17½-year aver. impt. bonds. Cert. check for 5% required.

OKANOGAN COUNTY SCHOOL DISTRICT NO. 51, Wash.—BOND SALE.—The State of Washington on July 14 was awarded the \$1,600 5-20-yr. (opt.) school bonds—V. 105, p. 95—at par for 5s. There were no other bidders.

OKLAHOMA SCHOOL DISTRICT (P. O. Oklahoma City), Oklahoma County, Okla.—BOND ELECTION.—This district, it is said, will probably hold an election to vote on a proposition to issue \$50,000 school building bonds.

OKMULGEE, Okmulgee County, Okla.—BOND ELECTION.—Propositions providing for the issuance of \$535,000 water-ext. and impt., \$30,000 garbage-incinerator and \$30,000 fire-stations and apparatus bonds will, it is stated, be submitted to the voters on Aug. 7.

OLDHAM COUNTY (P. O. Vega), Tex.—BOND SALE.—On July 16 the \$60,000 5% 40-yr. road bonds—V. 104, p. 2668—were awarded to the Blankton Banking Co. at 96¼ and accrued int. Other bidders were:
 Sweet, Causey, Foster & Co., | J. R. Sutherland & Co., Kansas
 Denver \$54,000 | City \$52,500

OMAHA, Douglas County, Neb.—BONDS AUTHORIZED.—The City Council, it is stated, was authorized by the 1917 Legislature to issue \$50,000 comfort station bonds.

OREGON, State of.—BOND OFFERING.—Bids will be received until 11 a. m. Aug. 7 by A. B. Goodin, Sec. of State Board of Control at Salem, for \$400,000 4% coupon State highway bonds. Auth. Chapters 175 and 323, Gen. Laws of 1917. Denoms. \$500 or \$1,000 to suit purchaser. Date Sept. 1 1917. Prin. and semi-ann. int. at office of State Treas. at Salem, or at fiscal agency in New York City. Due \$200,000 in 50 years and \$200,000 will be redeemable at option of Board after 10 years, but due and payable in 20 years. Cert. check for 5% of amount of bid, payable to the above Secretary, required. Bonded debt July 18 1917 (excluding this issue), \$450,000. Assess. val. (est.), \$925,000,000.

Proposals will be received at the same hour and on the same day by the State Highway Commission at its office in Salem for \$500,000 4% Oregon State highway bonds. Auth. Chapter 423, Laws of 1917. Denoms. to suit purchaser. Prin. and semi-ann. int. (A. & O.), payable at State Treasurer's office or at fiscal agency in New York, at option of holder. Due one-twentieth yrly. commencing with the sixth year after the issue thereof, one-half of the bonds payable each year will be payable on April 1 and the other half on Oct. 1. The bonds will be furnished complete by the Commission. Cert. check for 5% of amount of bid, payable to Oregon State Highway Commission, required.

ORIENTAL, Pamlico County, No. Caro.—BOND OFFERING.—Proposals will be received by J. C. Ward, Town Clerk, for \$5,000 20-year electric-light bonds.

OTTAWA COUNTY (P. O. Miami), Okla.—BOND ELECTION PROPOSED.—The proposition to issue \$400,000 road bonds will probably be submitted to a vote in August or September.

OTTAWA COUNTY (P. O. Port Clinton), Ohio.—BOND SALE.—On July 23 \$104,000 5% coupon highway bonds were awarded to Sidney Spitzer & Co., of Toledo for \$104,847 34 (100.814) and int. Other bidders were:
 Hayden, Miller & Co., Cleveland-----\$104,660 00
 Tillotson, Wolcott Co., Cleveland-----104,488 80
 Breed, Elliott & Harrison, Cincinnati-----104,329 50
 Halsey, Stuart & Co., Chicago-----104,229 00

OWENDALE, Huron County, Mich.—BONDS NOT SOLD.—We are advised that no sale was made on July 17 of the \$6,000 5% 20-year electric-light bonds offered on that day. Denom. \$500. R. O. Soldan is Village Clerk.

PAINT TOWNSHIP RURAL SCHOOL DISTRICT, Fayette County, Ohio.—BOND SALE.—On July 21 the \$35,000 5% school bonds—V. 105, p. 96—were awarded to the Ohio National Bank of Columbus for \$35,011 25 (100.032) and int. Bids were also received from the New First National Bank of Columbus and Washington Savings Bank of Washington Court House.

PALM BEACH, Palm Beach County, Fla.—BOND ELECTION.—The voters on July 31 will decide whether they are in favor of issuing \$50,000 street and sewer bonds, it is stated.

PALMETTO, Manatee County, Fla.—BOND ELECTION.—An election will be held Aug. 1 to decide whether or not this city shall issue \$15,000 5% 20-30-year bridge construction bonds. W. E. Mann is City Clerk.

PARK FALLS, Price County, Wisc.—BOND ELECTION.—An election will be held Aug. 3 to vote on the question of issuing \$30,000 5% city-hall bonds. Due part yearly for 10 years.

PASO ROBLES, San Luis Obispo County, Calif.—BOND OFFERING.—Bids will be received until Aug. 6 by the City Clerk for \$75,000 water bonds, it is stated.

PERRY SCHOOL TOWNSHIP (P. O. Southport), Marion County, Ind.—BOND SALE.—On July 14 the \$27,000 4½% school bonds—V. 104, p. 2668—were awarded to the Citizens Bank of Southport for \$27,105 (100.308) and int. Denom. \$1,000. Date July 1 1917. Int. J. & J. Other bidders were:
 J. F. Wild & Co., Indianapolis-----\$27,100 100.370
 State Bank, Indianapolis-----27,100 100.370
 Breed, Elliott & Harrison, Indianapolis-----27,036 100.133
 Fletcher-American Nat. Bank, Indianapolis-----27,012 50 100.05

PERTH AMBOY, Middlesex County, N. J.—BOND OFFERING.—Sealed proposals will be received until 4 p. m. Aug. 6 by Ferd. Garretson, City Treas., for an issue of 4½% coupon (with privilege of registration)

water bonds, not exceeding \$100,000. Denom. \$1,000. Date Aug. 1 1917. Prin. and semi-ann. int. (F. & A.) payable at the office of the City Treas. Due \$2,000 yearly on Aug. 1 from 1919 to 1935 incl. and \$3,000 yearly on Aug. 1 from 1936 to 1957 incl. Cert. check on an incorporated bank or trust company for 2% of bonds bid for, payable to the City Treas., required. All bonds to be delivered at U. S. Mtge. & Tr. Co., N. Y., on Aug. 10 1917. Purchaser to pay accrued interest. Bids must be made on forms furnished by the city. The above trust company will certify as to the genuineness of the signatures of the city officials signing the bonds and the seal impressed thereon, and their legality will be approved by Caldwell & Masslich of N. Y., whose opinion will be furnished purchaser without charge. Bonded debt (incl. this issue), \$3,374,000; water bonds (incl. in above), \$977,000; funds in hand and sinking fund, \$360,154; assess. val. real, 1916, \$17,760,639; personal, 1916, \$5,783,965; average assess. val. real estate last three years, \$17,072,435.

PICKAWAY COUNTY (P. O. Circleville), Ohio.—BOND OFFERING.—Sealed proposals will be received until 12 m. Aug. 3 by Fred R. Nicholas, County Auditor, for \$36,000 5% coupon road-improvement bonds. Auth., Sec. 1223, Gen. Code. Denom. \$500. Date July 2 1917. Principal and semi-annual interest—M. & S.—payable at the office of the County Treasurer. Due \$1,500 each six months from March 1 1918 to Sept. 1 1921, \$2,000 from March 1 1922 to Sept. 1 1926, and \$4,000 March 1 1927. Certified check for 3% of the amount of bonds bid for, payable to the County Treasurer, required. Bonds to be delivered and paid for within ten days from time of award.

PICKFORD SCHOOL DISTRICT (P. O. Pickford), Chippewa County, Mich.—BONDS DEFEATED.—The voters of this district at a recent election defeated a proposition, it is stated, to issue \$15,000 school building bonds.

PIERCE COUNTY SCHOOL DISTRICT NO. 12, Wash.—BOND SALE.—The State of Washington on July 14 was awarded, it is stated, \$3,500 bonds of this district. The bonds bear 5% interest.

PINE BLUFF SPECIAL SCHOOL DISTRICT (P. O. Pine Bluff), Jefferson County, Ark.—BOND SALE.—The Simmons Nat. Bank and the Nat. Bank of Arkansas, local institutions, were awarded jointly at par for 5s the \$200,000 high-school building and equipment bonds offered on July 12, it is stated.—V. 105, p. 96.

PLAINVIEW, Wabasha County, Minn.—BOND SALE.—The three issues of bonds, aggregating \$25,000, offered on July 17—V. 105, p. 203—were awarded to Kissel, Kinnicutt & Co. of Chicago at 100.292 for 5s. The other bidders were:

| | Bid. | Price. | Discount. |
|----------------------------------------------|-------------|--------|-----------|
| John Nuveen & Co., Chicago----- | \$25,000 00 | 6% | |
| Dufree Niles, Toledo----- | 25,025 00 | 5½% | 150 |
| Kissel, Kinnicutt & Co., Chicago----- | 25,073 00 | 5% | Less Int. |
| Minneapolis Trust Co., Minneapolis----- | 25,170 75 | 5½% | |
| Spitzer, Rorick & Co., Toledo----- | 25,096 50 | 5½% | |
| Capital Trust Co., St. Paul----- | 25,455 00 | 5½% | |
| F. C. Hoehler & Co., Toledo----- | 25,010 00 | 5½% | 285 |
| O. H. Coffin, Chicago----- | 25,101 00 | 5½% | |
| Cummings, Prudden & Co., Toledo----- | 25,000 00 | 5½% | 393 |
| F. E. Magraw, St. Paul----- | 25,555 00 | 5½% | |
| Minnesota Loan & Trust Co., Minneapolis----- | 25,550 00 | 5½% | |
| A. B. Leach & Co., Minneapolis----- | 25,280 00 | 5½% | |

PLYMOUTH RURAL SCHOOL DISTRICT, Ashtabula County, Ohio.—BOND OFFERING.—Sealed proposals will be received until 7 p. m. Aug. 6 by Alfred Humphrey, Clerk of the Board of Education (P. O. Ashtabula R. F. D. 5), for \$2,500 5% coupon emergency bonds. Auth. Sec. 7629, Gen. Code. Denom. \$250. Date July 1 1917. Int. A. & O. Due \$250 yearly on April 1 from 1919 to 1928, incl. Certified check on some solvent bank for \$50, payable to the Treasurer of the Board of Education, required. Bonds to be delivered and paid for within 10 days from time of award. Purchaser to pay accrued interest.

PLYMOUTH SCHOOL DISTRICT (P. O. Plymouth), Richland County, Ohio.—BONDS DEFEATED.—The question of issuing the \$50,000 school-bldg. bonds failed to carry at the election held July 10—V. 105, p. 96. The vote cast was 136 "for" and 154 "against."

POINT HAPPY SCHOOL DISTRICT, Riverside County, Calif.—BOND SALE.—The Bank of Perris, Perris, was awarded the \$1,000 6% 2 to 6-yr. serial school bonds offered on July 16—V. 105, p. 203—for \$1,011 20 (101.12) and accrued int. Other bidders were:
 First Nat. Bank, Barnesville--\$1,006 | Emma Vitely-----\$1,000

POLK COUNTY (P. O. Des Moines), Iowa.—BOND ELECTION.—The question of issuing \$100,000 county tuberculosis hospital bonds will be submitted, it is stated, to the voters on Oct. 15.

POPLAR, Sheridan County, Mont.—BOND ELECTION.—An election will be held July 31 to determine whether or not this town shall issue \$25,000 6% 15-20-yr. (opt.) water supply bonds. Date Oct. 1 1917. Int. semi-annual. W. E. Inglehart is Town Clerk.

PORTER SCHOOL TOWNSHIP (P. O. Valparaiso), Porter County, Ind.—BOND SALE.—Reports state that on July 19 the \$5,000 4½% school house bonds (V. 105, p. 203) were awarded to the Valparaiso State Bank at par.

PORT OF ASTORIA (P. O. Astoria), Ore.—BONDS OFFERED BY BANKERS.—C. W. McNear & Co. of Chicago are offering to investors the \$450,000 5% port-impt. bonds awarded to them on July 2 and described in these columns on June 30, page 2668. Total bonded debt, including this issue, \$1,125,000; assess. val. 1916 (same as Clatsop County, in which the port is situated), \$20,974,832; true value of property (est.), \$105,000,000. Population (est.), 25,000.

POSEY COUNTY (P. O. Mt. Vernon), Ind.—BOND OFFERING.—Geo. J. Ehrhardt, County Treasurer, will receive proposals until 2 p. m. Aug. 3 for \$5,400 4½% highway-impt. bonds. Denom. \$270. Date Aug. 15 1917. Int. M. & N. Due \$270 each six months from May 15 1918 to Nov. 15 1927, inclusive.

PRAIRIE COUNTY, Ark.—BOND OFFERING.—The Board of County Commissioners, T. O. Sparks, Secretary, will receive proposals until Aug. 6 at the law office of J. G. C. B. & Cooper Thweatt, in Devall's Bluff, for \$15,000 6% Road Impt. Dist. No. 3 bonds. Interest semi-annual. Due serially for 20 years. Certified check for \$300, payable to the above Secretary, required.

PUSHMATAHA COUNTY (P. O. Antlers), Okla.—BONDS DEFEATED.—The proposition to issue \$51,000 road bonds failed to carry at the election held July 10.

RACINE, Racine County, Wisc.—BOND ELECTION.—An election will be held Aug. 3 to submit to a vote the question of issuing \$50,000 4½% coupon armory and auditorium erection bonds. Denom. \$1,000. Date Aug. 1 1917. Prin. and semi-ann. int. (F. & A.) payable at the City Treas. office, or by N. Y. draft at the option of holder. Due \$2,000 yearly Aug. 1 from 1918 to 1927 incl. and \$3,000 yearly Aug. 1 from 1928 to 1937 incl. Bonded debt, including this issue, \$2,070,000. Assess. val. 1916, \$50,513,191. Chas. A. Ryba is City Clerk.

These bonds are in addition to the \$50,000 issue authorized by the voters on Apr. 4 1916 for the same purpose.

RANDOLPH COUNTY (P. O. Winchester), Ind.—BOND SALE.—On July 23 the \$2,470 4½% 5½-yr. aver. highway impt. bonds—V. 105, p. 204—were awarded to Miller & Co. of Indianapolis for \$2,471 (100.040) and int. J. F. Wild & Co. of Indianapolis bid par.

READING, Hamilton County, Ohio.—BONDS NOT SOLD.—No bids were received for the \$5,000 4½% storm-sewer bonds offered on July 16—V. 105, p. 96. Denom. \$500. Date May 1 1917. Int. semi-ann.

RENSELAER COUNTY (P. O. Troy), N. Y.—BONDS PROPOSED.—It is stated that this county is considering the issuance of \$48,000 bonds for a new armory site.

RICE, Benton County, Minn.—BOND ELECTION PROPOSED.—Reports state that an election will be called to vote on the question of issuing electric-light-system-extension bonds.

RICHLAND PARISH SCHOOL DISTRICT (P. O. Rayville), La.—BOND OFFERING.—Sealed bids will be received until 2 p. m. Aug. 3 by E. E. Keebler, Secy. of Parish School Board, for \$5,000 5% gold coup.

school bonds. Denom. \$500. Date June 1 1917. Int. ann. Due \$500 yrly. on June 1 from 1919 to 1923, inclusive. Cert. check for \$200, required. Bonded debt (incl. this issue) \$5,000; assess val. 1916, \$190,000.

RICHLAND TOWNSHIP (P. O. Larwill), Whitley County, Ind.—BOND OFFERING.—Geo. Harshman, Twp. Trustee, will receive bids until 8 p. m. Aug. 4, reports state, for \$5,000 5% refunding bonds.

RIVERSIDE COUNTY (P. O. Riverside), Calif.—BOND SALE.—On July 20 the \$65,000 6% road bonds—V. 104, p. 2574—were awarded to the State Board of Control, Sacramento, at par and int. There were no other bidders.

RIVERSIDE CITY SCHOOL DISTRICT, Riverside County, Calif.—BOND SALE.—On July 16 the \$50,000 5% 7 to 31 year serial building bonds (V. 105, p. 204) were awarded to the National City Co. of San Francisco for \$50,975 (101.95) and accrued int. Other bidders were:
 E. H. Rollins & Sons, San Francisco.....\$50,805
 Wm. R. Staats Co., Los Angeles.....50,629
 Harris Trust & Savings Bank, Chicago.....50,540
 R. H. Moulton & Co.....50,525

RONAN, Missoula County, Mont.—BONDS VOTED.—At an election held July 16 the voters authorized the issuance of \$16,800 6% 20-year serial water-system bonds by a vote of 40 to 4. We are advised that the bonds will be offered for sale about Sept. 1.

RUSH COUNTY (P. O. Rushville), Ind.—BOND OFFERING.—Reports state that John O. Williams, County Treasurer, will receive bids until 2 p. m. Aug. 6 for \$38,151 4 1/2% highway-improvement bonds.

ST. JOHN THE BAPTIST PARISH (P. O. Edgard), La.—BOND SALE.—On July 19 the \$180,000 road bonds—V. 104, p. 2668—were awarded, it is stated, to the Hibernia Bank & Trust Co. of New Orleans for \$180,121 (100.067) and accrued interest.

SAC CITY, Sac County, Iowa.—BOND ELECTION.—An election will be held Aug. 3, it is stated, to vote on a proposition to issue \$60,000 electric-light plant bonds. J. H. Stalford is Mayor.

SACRAMENTO, Calif.—NO ACTION YET TAKEN.—The City Clerk advises us under date of July 17 that the City Commission has taken no action regarding the election for filtration system or auditorium bonds.

SAVANNAH, Ga.—BOND ELECTION.—The City Council, according to local papers, unanimously adopted a resolution on July 18 for the issuance of \$500,000 in serial bonds for the purpose of rehabilitating the city's water system. The date of the bond election was fixed for Oct. 9.

SCHENECTADY, Schenectady County, N. Y.—BONDS NOT SOLD.—We are advised that no bids were received for the \$40,000 sewer bonds offered on July 25—V. 105, p. 310. The bonds will be re-advertised.

SCOTT COUNTY (P. O. Benton), Mo.—BOND ELECTION.—Reports state that an election will be held Aug. 15 to decide whether or not this county shall issue \$800,000 road bonds. This proposition was defeated by the voters on May 17.

SEATTLE, Wash.—PROPOSED BOND ISSUES.—According to local papers, extensions to the municipal street car system that will cost close to \$500,000 and a \$3,700,000 water bond issue have been authorized by the City Council. This, it is said, with the big hydro-electric plant that is to be built at a cost not to exceed \$3,000,000 and the bridges yet to be completed, will bring the cost of the bond projects under way close to \$8,000,000.

SHAMROCK, Creek County, Okla.—BOND ELECTION.—A special election will be held Aug. 4, it is stated, when the voters will decide whether they are in favor of issuing \$40,000 water-works, \$2,500 city-hall and jail and \$3,500 fire-fighting equipment bonds.

SHASTA COUNTY (P. O. Redding), Calif.—BOND ELECTION PROPOSED.—Reports state that the Board of County Supervisors will be petitioned to call an election in Inwood Permanent Road Division to vote on the question of issuing \$60,000 road-impt. bonds.

SHELBY COUNTY (P. O. Sidney), Ohio.—BOND OFFERING.—Selaed proposals will be received until 10 a. m. Aug. 4 by Geo. P. Staley, County Auditor, for nine issues of 5% ditch-impt. bonds, aggregating \$19,000. Auth. Secs. 6489, 6490, 6492 and 6493. Gen. Code. Denoms. various. Date Aug. 4 1917. Prin. and semi-int. F. & A., payable at the office of the County Treasurer. Due \$2,850 Feb. 4 1918, \$3,250 Aug. 4 1918, \$2,400 Feb. 1 1919, \$2,900 Aug. 1 1919, \$3,800 Feb. 4 1920, \$3,800 Aug. 4 1920. Deposit or certified check for \$200, payable to the County Treasurer, required. Bonds to be delivered and paid for within five days from time of award. Purchaser to pay accrued interest.

SIDNEY, Shelby County, Ohio.—BOND SALE.—On July 20 the two issues of 5% bonds—V. 105, p. 204—aggregating \$77,800, were awarded as follows: \$57,100 paving bonds to Weil, Roth & Co. of Cincinnati at 100.38 and int. and \$20,700 sewer bonds to Provident Savings Bank & Trust Co. of Cincinnati at 100.76 and int. Other bidders were:

| | Bonds. | Bonds. |
|-----------------------------------------------------|----------|----------|
| R. Kleybolte & Co., Cincinnati..... | \$57,100 | \$20,700 |
| Weil, Roth & Co., Cincinnati..... | 185.50 | 66.50 |
| Davies, Bertram & Co., Cincinnati..... | 216.98 | 78.66 |
| Provident Savings Bank & Trust Co., Cincinnati..... | ----- | 101 |
| Sidney Spitzer & Co., Cincinnati..... | ----- | 157.32 |
| Tillotson & Wolcott Co., Cincinnati..... | 97.07 | 28.98 |
| Hayden, Miller & Co., Cleveland..... | 125.62 | 45.54 |
| | 119.75 | ----- |

SIDNEY, Shelby County, Ohio.—BOND ELECTION.—An election will be held Aug. 14, according to local papers, to vote on the question of issuing \$10,000 (city's portion) paving bonds.

SILT, Garfield County, Colo.—BONDS OFFERED BY BANKERS.—The German-American Trust Co. of Denver are offering to investors \$15,000 6% municipal water-works bonds. These bonds are a direct obligation of the entire town. Denom. \$500. Date May 1 1917. Prin. and semi-ann. int. (M. & N.) payable in New York. Due May 1 1932. Exempt, in the opinion of counsel, from taxation in Colorado. Bonded debt, this issue; assess. val. 1917 (est.), \$115,000. Population (est.), 500. Price 102 and int., to net 5.72% to option and 6% thereafter.

SLAYTON, Murray County, Minn.—BOND SALE.—On July 16 the \$3,000 5% 10-15-year serial water-works system bonds—V. 105, p. 204—were awarded to the Minneapolis Trust Co. of Minneapolis at par, less \$75 attorney's fees. Int. ann. on Aug. 1.

SLOAN SCHOOL DISTRICT (P. O. Sloan), Woodbury County, Iowa.—BOND SALE.—We are advised that \$22,000 school-bldg. bonds which were authorized by the voters at an election held July 7 have been sold.

SOUTH BETHLEHEM, Northampton County, Pa.—BOND OFFERING.—Bids will be received until 8 p. m. Aug. 6 by Thos. Ganey, Boro. Sec., for \$55,000 4 1/2% coupon tax-free street paving and storm sewer bonds. Denom. \$1,000. Date Aug. 1 1917. Prin. and semi-ann. int. payable at the office of the Boro. Treas. Due Aug. 1 1947, optional after Aug. 1 1932. Cert. check for \$1,000 required. Official circular states that there never has been any default in the payment of any obligations. Bonded debt (incl. this issue), \$615,900; floating debt (to be paid by taxes and assessments), \$31,515; assess. valuation, \$10,659,900; actual valuation, (est.), \$25,000,000; tax rate (per \$1,000), \$10.

SPRING LAKE SCHOOL DISTRICT NO. 105 (P. O. Manito), Mason County, Ill.—BOND SALE.—The Bank of East Peoria, we are advised, has been awarded the \$3,000 2-4-year building bonds—V. 104, p. 2477—at par for 5 1/2%. Denom. \$500. Date Aug. 1 1917. Int. annually in April. Due \$1,000 April 1 1919, 1920 and 1921.

SPRING VALLEY TOWNSHIP RURAL SCHOOL DISTRICT (P. O. New Burlington), Greene County, Ohio.—BOND OFFERING.—Sealed bids will be received until 12 m. Aug. 3 by W. C. Smith, Clerk of the Board of Education, for \$24,000 5 1/2% coupon school-impt. bonds. Auth. Secs. 7625 to 7627, incl., Gen. Code. Denom. \$500. Date Aug. 1 1917. Int. semi-ann. at Spring Valley Nat. Bank, in Spring Valley. Due \$2,000 yearly on Aug. 1 from 1919 to 1930, incl. Certified check for 3% of the amount of bonds bid for, payable to the Treasurer of the Board of Education, required. Bonds to be delivered and paid for within 10 days from time of award. Purchaser to pay accrued int. and furnish blank bonds at own expense and subject to the approval of the Prosecuting Attorney of Greene Co. These bonds were voted at an election held June 30—V. 105, p. 204.

STOKES TOWNSHIP SCHOOL DISTRICT, Ohio.—BOND ELECTION.—On Aug. 14 an election will be held to vote upon a proposition to issue \$90,000 school-building and equipment bonds, it is stated.

SUGAR CREEK TOWNSHIP (P. O. Tangier), Parke County, Ind.—BOND SALE.—On July 12 the two issues of civil and school twp. bonds, aggregating \$12,000—V. 104, p. 2669—were awarded to the Paston Brick Co. of Crawfordsville at par and int. There were no other bidders.

SUPERIOR, Nuckolls County, Neb.—BOND SALE.—The City Clerk advises us that the \$27,000 Paving Dist. No. 1 and \$4,500 Paving Dist. No. 2 5% coupon bonds described in V. 104, p. 283, have been sold. We are also advised that the City Attorney is preparing another issue of \$60,000 which will be issued shortly.

TENNESSEE, State of.—BOND OFFERING.—Sealed bids will be received until 12 m. Aug. 14 by the Secretary of State in Nashville for all or any part of \$1,000,000 4 1/4% coupon (registered as to principal) 1-50-year serial University of Tennessee bonds. Auth. Chapter 35, Public Acts of 1917. Denom. \$1,000. Date July 1 1917. Prin. and semi-ann. int. (J. & J.) payable in Nashville or in N. Y. City, at option of holder. Cert. check upon a national bank or a regular depository of the State of Tenn. for 2% of bonds bid for required. All bids must be upon blank forms, which, together with the other information, will be furnished by W. R. Marshall, Secy. of Funding Board, Nashville. The legality of the bonds will be approved by Caldwell & Masslich, N. Y., whose favorable opinion will be furnished the successful bidder. All bids must be unconditional. The bonds will be delivered Aug. 30 1917 in Nashville, New York, Philadelphia, Boston, Baltimore or Chicago, at the purchasers' option.

TOOLE COUNTY SCHOOL DISTRICT NO. 14 (P. O. Shelby), Mont.—BOND OFFERING.—Proposals will be received until 8 p. m. Aug. 8 by A. L. Cuamer, Clerk of Board of Trustees, for \$2,500 coupon school-site and building bonds at not exceeding 6% int. Denom. \$500. Int. ann. Due in 5 years and redeemable on any int. payment date upon 30 days prior notice. Certified check for \$50, payable to above Clerk, required.

TREZEVANT, Carroll County, Tenn.—BONDS DEFEATED.—The proposition to issue water-works-system bonds failed to carry at the election held July 17. V. 105, p. 205. The vote was 49 "for" to 62 "against."

UNION COUNTY SCHOOL DISTRICT NO. 5 (P. O. Monroe), N. C.—BOND OFFERING.—Bids will be received until 10 a. m. Aug. 6 by A. A. Secret, Chairman County Bd. of Ed., for \$20,000 5% 20-year high-school-bldg. bonds. Auth. Chapter 55, Public Laws. Denom. \$1,000. Int. semi-ann. A deposit for \$200 is required.

UPLAND, San Bernardino County, Calif.—BOND SALE.—On July 9 the \$24,000 5% 1-24-year serial sewer bonds (V. 104, p. 2575) were awarded to the National City Co. of San Francisco at 100.87. Denom. \$1,000. Date July 1 1917. Int. J. & J. The following bids were also received:

| | | | |
|---------------------------------------|----------|----------------------------------------------|-------------|
| Blyth, Witter & Co., San Fr. | \$24,195 | Torrance, Marshall & Co., San Francisco..... | \$24,075 00 |
| Commercial National Bank, Upland..... | 24,150 | E. H. Rollins & Sons, San Francisco..... | 24,051 50 |
| Wm. R. Staats Co., Los Ang. | 24,128 | R. H. Moulton & Co..... | 24,015 00 |

UTICA, Oneida County, N. Y.—BONDS AWARDED IN PART.—Of the six issues of 4 1/2% bonds, aggregating \$129,887 55, offered on July 24—V. 105, p. 311—four issues amounting to \$100,150, were awarded as follows:

\$94,150 (2 issues) fire-apparatus and school bonds to H. A. Kahler & Co. of N. Y. for \$94,401 (100.266) and int.
 6,000 (2 issues) park and bridge bonds to Geo. C. Hodges of Utica for \$6,020 (100.333) and int.

No bids were received for the \$15,000 culvert and \$14,737 55 paving bonds. Glidden, Lyon & Co. of Utica bid \$94,169 for the fire-apparatus and school bonds.

VAN BUREN TOWNSHIP SCHOOL DISTRICT, Montgomery County, Ohio.—BOND OFFERING.—Further details are at hand relative to the offering on July 30 of the \$25,000 5% coupon school bonds—V. 105, p. 205. Proposals for these bonds will be received until 5 p. m. on that day by William Dean, Clerk of the Board of Education (P. O. Dayton R. R. No. 12). Auth. Sec. 1465-1468, Gen. Code. Denom. \$500. Date July 1 1917. Int. J. & J., payable at Dayton Savings & Trust Co. Due part each year on July 1 from 1919 to 1933, incl. Certified check for \$500, payable to the Board of Education, required. Bonded debt, \$66,500. Assessed valuation 1916, \$3,243,000.

VERMILLION COUNTY (P. O. Newport), Ind.—BOND SALE.—On July 19 the \$9,300 4 1/2% 5 1/4-year average highway-impt. bonds—V. 105, p. 205—were awarded to the Fletcher American Nat. Bank of Indianapolis for \$9,311 25—100.120—and int. Other bidders were: Miller & Co., Indianapolis—100.021; J. F. Wild & Co., Indianapolis—100.

VERMILLION SCHOOL TOWNSHIP (P. O. Newport), Vermillion County, Ind.—BOND SALE.—On July 20 the two issues of 4 1/2% school bonds, aggregating \$44,000—V. 105, p. 97—were awarded to Miller & Co. of Indianapolis for \$44,034, equal to 100.077. Denom. \$1,000. Date July 20 1917. Due \$3,000 yearly.

WALDO TOWNSHIP RURAL SCHOOL DISTRICT (P. O. Marion), Marion County, Ohio.—BOND OFFERING.—Sealed proposals will be received until 12 m. Aug. 6 by H. Gearhiser, Clerk of the Board of Education, for \$7,600 6% coupon school refunding bonds. Auth. Sec. 5656, Gen. Code. Denoms. 8 for \$350, 12 for \$400. Date Aug. 6 1917. Int. M. & S. Due \$350 each six months from Mar. 1 1918 to Sept. 1 1921, incl., and \$400 each six months from Mar. 1 1922 to Sept. 1 1927, incl. Certified check (or cash) on some solvent bank in Marion County for \$100, payable to the above Clerk, required. Bonds to be delivered and paid for within 10 days from time of award.

WALLA WALLA, Walla Walla County, Wash.—BONDS PROPOSED.—Reports state that \$338,000 general municipal bonds will soon be offered for sale.

WALL TOWNSHIP SCHOOL DISTRICT (P. O. New Bedford), Monmouth County, N. J.—BOND SALE.—On July 21 the \$46,000 5% school bonds—V. 105, p. 97—were awarded to B. J. Van Ingen & Co. of N. Y. at 101.789 and int. Denom. \$500. Date July 1 1917. Int. J. & J.

WAPAKONETA, Auglaize County, Ohio.—BOND SALE.—The other bids received for the \$17,500 and \$29,000 street-impt. 5% bonds—V. 104, p. 2669—awarded to Seasongood & Mayer of Cincinnati on July 26 for \$17,623 (100.702) and \$29,165 (100.568), respectively, were as follows:

| | \$29,000 Street. | \$17,500 Street. |
|--------------------------------------------------|------------------|------------------|
| First National Bank, Wapakoneta..... | \$29,145 25 | \$17,587 75 |
| Ohio National Bank, Columbus..... | 29,112 80 | 17,576 75 |
| Provident Sav. Bank & Trust Co., Cincinnati..... | 29,037 70 | 17,536 75 |
| Weil, Roth & Co., Cincinnati..... | 29,035 00 | 17,530 00 |
| Sidney Spitzer & Co., Toledo..... | 29,020 30 | 17,512 50 |

WARREN, Trumbull County, Ohio.—BONDS OFFERED BY BANKERS.—Weil, Roth & Co. of Cincinnati are offering to investors at a price to yield 4.70% \$61,000 5% bonds. Legality approved by Attorneys Peck, Shaffer & Peck of Cincinnati. The bonds are eligible as security for Government postal savings deposits. Denom. \$500. Date May 1 1917. Int. M. & N. Due on May 1 as follows: \$4,000 1918; \$4,500 1919; \$3,000 1920; \$2,000 1921; \$10,500 1930; \$10,500 1931; \$10,500 1932; \$11,000 1933, and \$5,000 1934. Total indebtedness, \$933,993. Sinking funds, \$2,976; net indebtedness, \$900,027; assess. val., \$23,184,510; population (1910 census), 11,081; 1917 (est.), 26,000.

WARREN COUNTY (P. O. Williamsport), Ind.—BOND OFFERING.—Sealed bids will be received until 1 p. m. Aug. 6 by Ernest Grey, County Treasurer, for the following 4 1/2% coupon tax-free highway-impt. bonds: \$15,240 Wm. Felix road bonds of Prairie Township. Denom. \$762. 4,700 Wm. Goodacre road bonds of Prairie Township. Denom. \$235. Date July 2 1917. Int. semi-ann. Due part of each issue each six months beginning May 15 1918.

WASHINGTON SCHOOL TOWNSHIP (P. O. Columbia City), Whitley County, Ind.—BOND SALE.—On July 21 the \$22,000 4 1/2% 1-11-yr. serial school bonds—V. 104, p. 2669—were awarded to local investors for \$22,208 40, equal to 100.947. Denom. \$500. Date July 21 1917. Int. J. & J. Due \$2,000 yearly from 1 to 11 years, inclusive.

WATERVILLE, Lucas County, Ohio.—BOND SALE.—On July 23 the two issues of 5 1/2% electric-light-plant-construction bonds, aggregating \$13,600 (V. 105, p. 205), were awarded, it is stated, to Spitzer, Korick & Co. of Toledo for \$13,680, equal to 105.230.

WAUKON, Allamakee County, Iowa.—BOND OFFERING.—L. T. Hermanson, City Treasurer, will receive subscriptions at the Peoples Nat. Bank of Waukon, it is stated, for short-term 5% improvement bonds.

WAUPUN, Fond du Lac County, Wisc.—BOND OFFERING.—J. E. Brinkerhoff, City Clerk, is offering for sale \$40,000 4% coupon street-impt. bonds. Denom. \$500. Int. J. & J. in Waupun. Due 1919 to 1937, subject to call any int. date after Jan. 1 1918. No deposit required. Bonded debt, incl. this issue, \$98,000; assess. val. 1916, \$2,566,790 10.

WAYNE SCHOOL TOWNSHIP (P. O. Fort Wayne), Allen County, Ind.—BOND OFFERING.—Allen Hamilton, Twp. Trustee, will receive bids, it is stated, until 10 a. m. Aug. 6 for \$20,000 4½% school bonds.

WAYNE, Wayne County, Neb.—BOND ELECTION.—The question of issuing \$30,000 5% 20-year street-improvement and drainage bonds will be submitted to a vote, it is stated, on July 31.

WEATHERFORD TOWNSHIP, Ohio.—BONDS VOTED.—On July 24 a large majority voted, it is stated, to issue bonds amounting of \$120,000 to build a bridge over the Mahoning River connecting Niles with the McDonald plant of the Carnegie Steel Co.

WEST BATON ROUGE PARISH SCHOOL DISTRICT NO. 2 (P. O. Port Allen), La.—BOND OFFERING.—Sealed bids will be received until 12 m. Aug. 14 by J. H. Bres, Secretary of School Board, for \$10,000 5% 1-10-yr. serial building and equipment bonds. Denom. \$250. Date Aug. 15 1917. Prin. and semi-ann. int. (P. & A.), payable at office of Parish School Board in Port Allen or at any bank designated, at option of holder. Official circular states that purchaser or purchasers of bonds may designate depository of funds, provided it meets with approval of Board and ample security be given for their safekeeping. Any bid predicated upon the favorable opinion of any attorney to be rendered after the bid has been made will be rejected; all investigations as to legality to be made before date of sale of bonds, and necessary data will be furnished for that purpose. Cert. check for \$300, required.

WEST BEND SCHOOL DISTRICT (P. O. West Bend), Palo Alto County, Iowa.—BOND OFFERING.—Secretary of Board of Education will receive proposals until Aug. 1 for \$15,000 school-completion bonds. Auth. vote of 111 "for" to 64 "against" at an election held July 10.

WEST ORANGE, Essex County, N. J.—BONDS AUTHORIZED.—An ordinance was passed by the Town Council on July 17 and approved July 23, authorizing the issuance of the \$23,000 5% town-hall site-purchase bonds—V. 104, p. 2575. Denom. \$1,000. Date July 1 1917. Int. J. & J. Due \$1,000 yrly. on July 1 from 1919 to 1941, inclusive.

WHATCOM COUNTY SCHOOL DISTRICT NO. 69, Wash.—BOND SALE.—The Bellingham National Bank of Bellingham was recently awarded \$7,000 5% 1-10-serial building bonds for \$7,050, equal to 100.714. Denom. \$500. Int. annually in July.

WHITEHOUSE, Lucas County, Ohio.—BOND OFFERING.—Sealed proposals will be received until 7 p. m. Aug. 14 by G. E. Holliker, Village Clerk, for \$2,000 5% fire-cistern bonds. Denom. \$400. Date July 1 1917. Int. semi-ann. Due \$400 yrly. on Oct. 1 from 1918 to 1922, incl. Cert. check on some bank in said village or Toledo for 5% of the amount of bonds bid for, payable to the Village Treasurer, required. Bonds to be delivered and paid for within 10 days from time of award. Bids must be unconditional.

WHITLEY COUNTY (P. O. Columbia City), Ind.—BOND OFFERING.—Proposals will be received, it is stated, until 1 p. m. Aug. 10 by Forrest T. Deeter, County Treas., for \$5,397 4½% highway-impt. bonds.

WICKENBURG, Maricopa County, Ariz.—BONDS OFFERED BY BANKERS.—The German American Trust Co. of Denver are offering to investors \$5,000 6% municipal water-works bonds. Legality approved by Chas. B. Wood of Chicago. Denom. \$1,000. Date Jan. 1 1917. Prin. and semi-ann. int. (J. & J.) payable in New York. Due \$1,000 yearly on Jan. 1 from 1933 to 1937 incl. Total bonded debt, \$26,900; water debt, included, \$14,900; assess. val. 1916, \$274,818 20; actual val. (est.), \$850,000; population (town census), 819. Price, according to maturities, to net the investor 5.40%.

WILLIAMS COUNTY (P. O. Bryan), Ohio.—BOND OFFERING.—Sealed bids will be received until 10 a. m. Aug. 3 by George C. Beucier, Co. Aud., for \$21,000 5% coupon highway impt. bonds, auth. Sec. 1223, Gen. Code. Denom. \$500. Date Aug. 3 1917. Int. M. & S. Due \$2,000 each six months from March 10 1918 to Sept. 10 1919; \$2,500 each six months from March 10 1920 to Sept. 10 1921, and \$3,000 March 10 1922. Cert. check for 5% of the amount of bonds bid for, payable to the Co. Treas., required. Bonds to be delivered and paid for within 10 days from time of award. Purchaser to pay accrued int. Purchaser must furnish blank bonds and coupons at own expense.

WILSON, Wilson County, No. Caro.—BONDS PROPOSED.—Bond attorneys, according to local papers, are in the city looking over the data in preparation for bidding on the \$150,000 issue of graded school bonds authorized by the 1917 Legislature to improve the schools of the city.

WINSTON-SALEM, Forsyth County, No. Caro.—BOND OFFERING.—Sealed bids will be received until 12 m. Aug. 1 by W. H. Holcomb, City Treasurer, for \$125,000 water and \$50,000 school 5% coupon bonds. Denom. \$1,000. Date April 1 1917. Principal and semi-annual interest (A. & O.) payable at U. S. Mtge. & Trust Co., New York. Due April 1 1947. Certified check (or cash) upon an incorporated bank or trust company for 2% of amount of bonds bid for, payable to the above Treasurer, required. Official circular states that successful bidders will be furnished with the opinion of Reed, McCook & Hoyt, of New York, that the bonds are binding and legal obligations of the city of Winston-Salem, and the bonds will be prepared under the supervision of the U. S. Mtge. & Trust Co., New York, which will certify as to the genuineness of the signatures of the officials and the seal impressed thereon. Bonds will be delivered at office of U. S. Mtge. & Trust Co., New York, within ten days from date of sale. Purchaser to pay accrued interest. Total gross debt June 03 1917, \$2,100,933; total deductions, \$719,397; net debt, \$1,381,536. Assessed valuation 1916, \$20,528,188.

WOODBIDGE TOWNSHIP (P. O. Woodbridge), Middlesex County, N. J.—NOTE SALE.—On July 25 \$36,000 5½% notes were awarded to the First Nat. Bank of Woodbridge at 100.10. There were no other bidders.

WOODLAWN (Borough) SCHOOL DISTRICT (P. O. Woodlawn), Beaver County, Pa.—BOND ELECTION.—An election will be held Aug. 11 to vote upon the issuance of \$100,000 school-building bonds, it is stated.

WOONSOCKET, Sanborn County, So. Dak.—BONDS VOTED.—By a vote of 83 to 73 this city on July 17 authorized the issuance of \$10,000 bonds for a city-hall building and other purposes at not exceeding 6% int. Date of sale not yet determined.

NEW LOANS

\$175,000

The City of Bessemer, Michigan
SCHOOL BONDS

Notice is hereby given that sealed bids will be received by the Board of Education of the Public Schools of the City of Bessemer, Michigan, at the office of said Board, up to 3 o'clock p. m., of AUGUST 15TH, 1917, for the purchase of an issue of \$175,000 of the school building bonds of said School District, to be dated September 1st, 1917, bearing 4½ per cent interest, payable semi-annually on the first days of March and September of each year.

Said bonds are 175 in number, of the denomination of \$1,000 each, and both principal and interest are payable at the Corn Exchange National Bank of Chicago, Illinois.

Said bonds will mature serially, \$7,000 in one year and \$12,000 each year thereafter. The Board of Education reserves the right to reject any and all bids.

Any further information desired can be obtained by addressing said Board of Education.

ARTHUR LINTELMANN,
Secretary,
Bessemer, Michigan.

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Our outline J-4 and more information regarding this work will be sent on request.

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WELLESLEY HILLS, MASS.

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United States, Wes Indies Canada, Mexico

INSURANCE

ATLANTIC MUTUAL INSURANCE COMPANY

New York, January 25th, 1917.
The Trustees, in conformity with the Charter of the Company, submit the following statement of its affairs on the 31st of December, 1916.

The Company's business has been confined to marine and inland transportation insurance.

| | |
|------------------------------------------------------------------------------------------------------|-----------------------|
| Premiums on such risks from the 1st January, 1916, to the 31st December, 1916..... | \$8,087,174.02 |
| Premiums on Policies not marked off 1st January, 1916..... | 903,703.66 |
| Total Premiums..... | \$8,990,877.68 |
| Premiums marked off from 1st January, 1916, to 31st December, 1916..... | \$7,855,092.25 |
| Interest on the investments of the Company received during the year \$337,271.78 | |
| Interest on Deposits in Banks and Trust Companies, etc..... | 103,475.76 |
| Rent received less Taxes and Expenses..... | 109,638.08 |
| | \$ 550,385.62 |
| Losses paid during the year..... | \$3,360,156.87 |
| Less: Salvages..... | \$322,138.57 |
| Re-insurances..... | 586,832.53 |
| | \$ 908,971.10 |
| | \$2,451,185.77 |
| Re-insurance Premiums and Returns of Premiums..... | \$1,389,298.73 |
| Expenses, including compensation of officers and clerks, taxes, stationery, advertisements, etc..... | \$ 740,899.72 |

A dividend of interest of Six per cent, on the outstanding certificates of profits will be paid to the holders thereof, or their legal representatives, on and after Tuesday the sixth of February next.

The outstanding certificates of the issue of 1911 will be redeemed and paid to the holders thereof, or their legal representatives, on and after Tuesday the sixth of February next, from which date all interest thereon will cease. The certificates to be produced at the time of payment and canceled.

A dividend of Forty per cent, is declared on the earned premiums of the Company for the year ending 31st December, 1916, which are entitled to participate in dividend, for which, upon application, certificates will be issued on and after Tuesday the first of May next.

By order of the Board, G. STANTON FLOYD-JONES, Secretary.

| | | |
|--------------------------------|-----------------------------|---------------------------------|
| EDMUND L. BAYLIES, | ANSON W. HARD, | ANTON A. RAVEN, |
| JOHN N. BEACH, | SAMUEL T. HUBBARD, | JOHN J. RIKER, |
| NICHOLAS BIDDLE, | LEWIS CASS LEDYARD, | DOUGLAS ROBINSON, |
| JAMES BROWN, | WILLIAM H. LEFFERTS, | JUSTUS RUPERTI, |
| JOHN CLAPLIN, | CHARLES D. LEVERICH, | WILLIAM JAY SCHIEFFELIN, |
| GEORGE C. CLARK, | GEORGE H. MACY, | SAMUEL SLOAN, |
| CLEVELAND H. DODGE, | NICHOLAS F. PALMER, | WILLIAM SLOANE, |
| CORNELIUS ELDERT, | WALTER WOOD PARSONS, | LOUIS STERN, |
| RICHARD H. EWART, | CHARLES A. PRABODY, | WILLIAM A. STREET, |
| G. STANTON FLOYD-JONES, | JAMES H. POST, | GEORGE E. TURNURE, |
| PHILIP A. S. FRANKLIN, | CHARLES M. PRATT, | GEORGE C. VAN TUYL, JR., |
| HERBERT L. GRIGGS, | DALLAS B. PRATT, | RICHARD G. WILLIAMS, |

A. A. RAVEN, Chairman of the Board.
CORNELIUS ELDERT, President.
WALTER WOOD PARSONS, Vice-President.
CHARLES E. FAY, 2d Vice-President.

| | | | |
|--------------------------------------------------------------------------------------------------|------------------------|-----------------------------------------------------------------------------|------------------------|
| ASSETS. | | LIABILITIES. | |
| United States and State of New York | | Estimated Losses and Losses Unsettled in process of Adjustment..... | \$ 3,632,239.00 |
| Bonds..... | \$ 670,000.00 | Premiums on Unterminated Risks..... | 1,135,785.43 |
| Stock and Warrants of the City of New York and Stocks of Trust Companies and Banks..... | 1,773,550.00 | Certificates of Profits and Interest Unpaid..... | 266,399.25 |
| Stocks and Bonds of Railroads..... | 3,588,775.20 | Return Premiums Unpaid..... | 106,624.24 |
| Other Securities..... | 367,185.00 | Taxes Unpaid..... | 174,943.90 |
| Special Deposits in Banks and Trust Companies..... | 2,000,000.00 | Re-insurance Premiums on Terminated Risks..... | 373,669.04 |
| Real Estate cor. Wall Street, William Street and Exchange Place..... | 3,900,000.00 | Claims not Settled, including Compensation, etc..... | 158,309.94 |
| Real Estate on Staten Island (held under provisions of Chapter 481, Laws of 1887)..... | 75,000.00 | Certificates of Profits Ordered Redeemed, Withheld for Unpaid Premiums..... | 22,557.84 |
| Premium Notes..... | 866,035.06 | Income Tax Withheld at the Source..... | 1,210.29 |
| Bills Receivable..... | 1,068,547.73 | Suspense Account..... | 5,899.75 |
| Cash in hands of European Bankers to pay losses under policies payable in foreign countries..... | 206,311.98 | Certificates of Profits Outstanding..... | 7,568,850.00 |
| Cash in Bank..... | 2,808,785.77 | | |
| Loans..... | 135,000.00 | | |
| | \$17,458,990.74 | | \$13,546,488.68 |

Thus leaving a balance of..... \$3,912,502.06
Accrued Interest on the 31st day of December, 1916, amounted to..... \$49,286.30
Rents due and accrued on the 31st day of December, 1916, amounted to..... \$25,933.03
Re-insurance due or accrued, in companies authorized in New York, on the 31st day of December, 1916, amounted to..... \$ 245,472.80
Note: The Insurance Department has estimated the value of the Real Estate on Staten Island in excess of the Book Value given above, at..... \$ 63,700.00
The Insurance Department's valuation of Stocks, Bonds and other Securities exceeds the Company's valuation by..... \$1,988,969.90
On the basis of these increased valuations the balance would be..... \$6,285,864.09

WORCESTER, Mass.—TEMPORARY LOAN.—On July 26 \$200,000 city notes in anticipation of revenues, notes not to be dated later than July 27 1917 and maturing Nov. 7 1917, were awarded to Morgan & Bartlett, New York, at 4.08% discount, it is stated.

XENIA, Greene County, Ohio.—BOND SALE.—On July 24 the \$8,000 5% 6½-year aver. coupon sewerage disposal plant bonds (V. 105, p. 205) were awarded to Bredt, Elliott & Harrison of Cincinnati at 100.56 and int. Bids were also received from Davies, Bertram & Co. of Cincinnati, First Nat. Bank, Gallipolis, Otis & Co., Cleveland; Tillotson & Wolcott Co., Cleveland; Well, Roth & Co., Toledo; Provident Sav. Bank & Trust Co., Cincinnati, and J. O. Mayer & Co., Cincinnati.

YELLOWSTONE COUNTY SCHOOL DISTRICT NO. 46 (P. O. Shepherd), Mont.—BOND OFFERING.—Sealed proposals will be received until 2 p. m. Aug. 20 by E. W. Tenney, Clerk, for \$1,500 5-20-yr. (opt.) school bldg. bonds at not exceeding 6% int. Denom. \$250. Date Aug. 20 1917. Prin. and ann. int.—Aug. 20—payable at the office of the Co. Treas. Cert. check for \$250, payable to the Co. Treas., required.

Canada, Its Provinces and Municipalities.

BURLINGTON, Ont.—DEBENTURE SALE.—A. E. Ames & Co. of Toronto were recently awarded \$45,745 18 6% 30 installment debentures for \$45,187, equal to 98.779.

CARLETON COUNTY (P. O. Ottawa), Ont.—BIDS.—The following bids were received for the \$20,000 5½% coupon debentures offered on July 14 (V. 105, p. 99):

| | | | |
|-----------------------------------|----------|-------------------------------|----------|
| Bank of Ottawa, Ottawa..... | \$20,000 | A. H. Martins & Co., Tor.... | \$19,427 |
| A. E. Ames & Co., Toronto.. | 19,520 | Brent, Noxon & Co., Toronto | 19,411 |
| Macdonald, Bullock & Co., Toronto | 19,506 | W. L. McKinnon & Co., Toronto | 19,391 |
| Canada Bond Corp., Toronto | 19,504 | MacNeill & Young, Toronto | 19,354 |
| Geo. A. Stimson & Co., Tor. | 19,502 | C. H. Burgess & Co., Toronto | 19,328 |
| Imperial Bank, Toronto.... | 19,456 | R. C. Matthews, Toronto... | 19,250 |
| Wood, Gundy & Co., Toronto | 19,456 | | |

ESSEX COUNTY (P. O. Sandwich), Ont.—DEBENTURE SALE.—Reports state that MacNeill & Young of Toronto recently purchased an issue of \$60,000 5½% 10-year patriotic debentures.

GREATER WINNIPEG WATER DISTRICT, Manitoba.—ADDITIONAL DEBENTURES PROPOSED.—An attempt will be made, it is stated, to float an additional issue of \$3,000,000 5-yr. 5% debentures at 90.60 in the United States and Canada. The new issue will be placed by the Bank of Montreal and the proceeds will be used to wipe out an overdraft of \$2,300,000 made by the aqueduct board. The bonds will be offered to the public at 94.70.

Wood, Gundy & Co. of Toronto recently offered to investors \$2,000,000 5% 5-yr. gold coupon water-works debentures.—V. 105, p. 206.

HALIFAX, Nova Scotia.—DEBENTURES WITHDRAWN.—The six issues of 5% debentures or stock aggregating \$199,500 offered without success on June 28—V. 105, p. 99—have been withdrawn from the market, it is stated. The Royal Bank of Canada temporarily, it is said, will take care of the financial needs of the city.

HALTON COUNTY (P. O. Milton), Ont.—DEBENTURE SALE.—On July 10 the \$74,000 5% 20-year debentures—V. 104, p. 2671—were awarded, it is stated, to McDonald, Bullock & Co. of Toronto at 93.57.

LA SALLE, Man.—DEBENTURE SALE.—An issue of \$50,000 6% 25-year debentures were sold, it is stated, at 93.73 and interest.

LOUISEVILLE, Que.—DEBENTURE SALE.—The Credit Canadian Incorporee has purchased \$125,000 5½% serial debentures, it is reported.

MIMICO, Ont.—DEBENTURE SALE.—It is reported that \$97,000 6% 30-year water-works and sewer debentures have been purchased by C. H. Burgess & Co. of Toronto at 98.

MONTREAL SCHOOL DISTRICT (P. O. Montreal), Que.—DEBENTURE SALE.—Reports state that \$50,000 6% 20-year school-building and grounds debentures were awarded to the Credit Canadian Incorporee.

PRESCOTT AND RUSSELL COUNTY, Ont.—DEBENTURE SALE.—An issue of \$50,000 6% 20-installment debentures has been purchased, it is stated, by A. E. Ames & Co. of Toronto at 101.09.

SASKATCHEWAN (Province of).—DEBENTURE SALES.—The following five issues of debentures, aggregating \$29,300, issued by various school districts, &c., in the Province of Saskatchewan, are reported by the Local Government Board as having been sold from July 9 to July 13: \$1,000 Luce School Dist. No. 2782 debentures to Nay & James of Regina. 12,500 Prussia School Dist. No. 3312 debentures to the above firm. 7,500 Tessler School District No. 2437 debentures to the above firm. 6,500 Novar School District No. 1630 debentures to the Great West Life Assurance Co., Winnipeg.

1,800 Diamond Coulee debentures to the Canada Landed & Nat. Investment Co., Winnipeg.

SHAWENEGAN FALLS, Que.—DEBENTURE SALE.—Reports state that A. E. Ames & Co. of Toronto have purchased \$25,000 6% 10-year debentures at 96.829.

SUDBURY, Ont.—DEBENTURE SALE.—MacDonald, Bullock & Co. of Toronto have purchased \$30,995 97 5% 12-installment road debentures, it is stated.

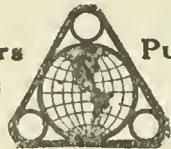
TORONTO, Ont.—DEBENTURES AUTHORIZED.—The by-law passed by the City Council on June 25 providing for the issuance of \$736,000 for the purpose of extending and improving the plant to distribute electrical power in the city of Toronto was registered in the Registry Office of the Registry Division of East Toronto on July 7.

VERDUN, Que.—DEBENTURES PROPOSED.—A by-law has passed first reading in the City Council, it is stated, empowering the city to issue bonds or debentures for \$200,000, to be applied as follows: \$50,000 for strengthening the dyke against danger from spring floods; \$50,000 for embellishing the parks, playgrounds; and \$100,000 for general improvements through the city. The proposal is that the bonds should be issued in denom. of \$1,000, payable in 40 years from the date issued at a rate of interest not exceeding 6% per annum. A sum sufficient to pay the annual interest and to establish a sinking fund of 1% per annum on the \$200,000 is, it is said, to be set aside from the general funds.

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E. B. Morris, President.

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