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CLEARING HOUSE RETURNS.

The weekly bank clearings at New York and other cities are made up by the various clearing houses each Saturday noon. That fact makes it imposssible for us to cover the current week's returns, as we go to press Friday night; so to keep the

week's returns, as we go to press Friday night; so to keep the record accurate we are compelled to give the figures of the previous Saturday in the detailed statement, which is the seeond table of this article.

At the same time, that our readers may gain some idea of the current week's business, we obtain each Friday by telegraph the clearings for five days of six of the more important clearing houses, which together with New York figures make up about 89 per cent of the total for all the clearing houses for the same five days included in the full statement. To this we add in a lump the returns for the other cities (which average only about 11 per cent of the whole) for the same five days of the previous week, and that gives us a five-day total which must be substantially correct for the whole country. For the sixth day, to bring the statement up to a full week's operations, we add about one-fifth of the previous total, making allowance only when the transactions at the New York Stock Exchange are above or below the average. The final result is an approximate statement of what the full six days' clearings for the whole country will aggregate when the week's statement is made up Saturday noon. Prepared in this manner it will be seen, according to the table which follows, that the clearings for the five days have been in the whole country \$909,341,217 this week against \$801,446,687 last year; and adding about a fifth to each of these for the additional day the return for the whole country for the week ending to-day at noon is approximately \$1,227,439,869, against \$1,085,125,544 the corresponding week last year.

CLEARINGS.	Week Ending October 19.					
Returns by Telegraph.	1889.	1888.	Per Cent.			
New York	\$655,239,863	\$552,964,664	+18.5			
Boston	88,132,928	93,940,908	-6.2			
Philadelphia	62,538,492	60,021,059	+4.2			
Baltimore	11,104,211	11,362,104	-2.3			
Chicago	01,995,000	59,280,000	+4.6			
St. Louis	19,966,234	15,417,370	+28.9			
New Orleans	16,361,489	8,460,582	+22.5			
Seven cities, 5 days	\$909,341,217	\$801,446,687	+13.5			
Other citles, 5 days	112,987,437	102,108,960	+10.6			
Total all cities, 5 days	\$1,022,328,654	\$903,555,556	+13.1			
All cities, 1 day	205,111,315	181,569,989	+13.0			
Total all cities for week	\$1,227,439,869	\$1,095,125,544	+13.1			

The returns of exchanges for the week ending October 12, are of a favorable character, and in the aggregate exhibit a decline of only twenty-five millions of dollars from the very full figures of the first week of the month, and the greater part of it is outside of New York. Speculation has been more active on the Stock Exchange in this city, and the dealings on the Cotton and Produce Exchanges have been heavier than they were in the previous week.

Instituting comparison with the corresponding paried of

they were in the previous week.

Instituting comparison with the corresponding period of 1888, it is seen that there is a gain at New York of 14.2 per cent, and that in the whole country the increase reaches 10.3 per cent., the excess outside of New York being 3.4 per cent. Eliminating exchanges due to share operations from the New York totals in each year, we find that the clearings in this city due to other business this year are \$547,475,374, and that they exhibit an increase over like figures for 1888 of 0.5 per cent. Thirteen cities record losses from the week of last year, but aside from those at Dulnth, Los Angeles, Norfolk and St. Joseph, they are unimportant. On the other hand heavy gains are exhibited at Fort Worth, Galveston, Dallas, Des Moines, Columbus, Denver, Louisville and Wichita.

ľ		Week Ending October 12.			Weck Ending Oct. 8.		
ı		1889.	1888.	P. Cent	1889.	P. Cent.	
l	New York	825,030,374	722,325,937	+14.8		+2.6	
ı	Cotton hales	(1,891,428	(1,241,671)	(+52.3)	(1,654,879)	(-200)	
I	(Stocksshares.) (Cottonbales.) (Grainbusheis.) (Petroleumbbls.)	(1,891,428. (601,900) (48,118,722) (4,702,000)	(1,241,671) (527,900) (57,517,600) (18,512,000)	(+14°0) (-10°4) (-74°7)	(332,400) (33,486,875) (5,112,000)	(-3·2) (-75·9) (-71·5)	
İ	Boston	100,818,063	106,217,936	-5.1	104,815,289	-2.8	
I	Providence	5,648,900 2,183,067	4,951,900 2,103,101	+13.4	5,710,700	+24.0	
ļ	New Haven	1,355,115	2,103,101 1,250,688	470	1,773,399	+58.5	
ì	Springfield	1,217,500	1,120,785	-1·8 +8·6	1,510,407	+16.2	
ı	Portland	1,355,115 1,275,180 1,217,500 1,228,815 775,802	1,299,039 1,120,785 1,094,732 701,599	+11.7	1,324,096	+10.3	
İ							
l	Total New England	1	118,789,780	-3.7		-1.5	
ĺ	Philadelphia	73,131,446	64,880,250 12,169,477	+12 7	79,725,847 15,778,829	+13-9 +32-4	
ı	Pittsburg Baltimore	12,901,982 766,810	14,359,560	-10 1	18,227,383	-11-0	
ı	Syracuse	766,810 2,798,609	730,154	+6.0	750,000 3,712,891	+71	
ı	Buffalo"		00.100.443				
Ì	Total Middle	100,784,145	92,139,441	+9-4			
Ì	Chicago	75,397,030 12,025,000	75,274,673 10,123,650	+188		-9·2	
ı	Cincinnati	5,108,995	5,222,862	-2 8		+5°S	
l	Detroit	5,103,995 6,200,000 4,120,438 3,117,100 2,080,057 1,457,570	6,002,831	+3.1	8 6 10 9 UR	+14-7	
ı	Cleveland	9 117 100	3,504,044 2,143,423	+17.8	4,092,115	+14-7	
ı	Columbus	2,080,057	1.903,442	4-9-3	2,172,308	+12.6	
ı	l'egria	1,457,570	1,530,887	-4.8	4,092,115 2,827,000 2,172,308 1,627,437 745,614	3.0	
ı	Grand Rapids	783,345	679,630	+15 3	745,014	+15.8	
ı	Total Middle Western	110,291,441	106,385,042	+3.7	113,060,863	-47	
ı	San Francisco	16,688,771	17,898,342	-6.8 -1.0	21,191,830	+177	
1	Kansas City	7,076,074	10,163,020 7,259,088 4,712,205	+1.9 -2.5 -5.0	6,167,5141	+0'7	
ı	St. Panl	4.477.2591	4,712,205	-5.0	4 406 882	+5.0	
ı	Omaha	4,230,501 4,307,846 1,455,036	4,133,806 3,676,802	+2.3	4,169,150 4,087,569 1,505,689	+19-1	
	Denver Duluth	1,455,038	2,558,264	-431	1,505,689	-52-3	
ı	St. Jeseph	1.171.0851	1,517,107	-22.8	1.520.743	-24.2	
1	Los Angeles	665,815 748,020	587,170	-25·1 +89·3	683,274 711,158	+23.8	
	Topeka	422,169	456,994	-7'6	893,998	+8.9	
	Des Moines	718,202]	465,593	+54'3	893,998 788,910 793,145	+32-8	
	Sleux City* Tacoma*	715,519 763,494	*****	*****	708,833	******	
	Portland*	1,922,455 1,253,215	*****	*****	708,838 1,922,722 955,931	****	
	Seattle*	1,253,715		••••	189,669		
	Total Other Western.	52,317,467	53,639,347	-2.5	55,660,390	+5.4	
	St. Louis	21,539,042	21.079.175	+23.8	21,698,161 9,514,595	+13.8	
	New Orleans	10,988,301 7,826,015	8,872,866 5,614,454	+39.4	8,530,028	+27.5	
	Memphis	2,556,282	2,402,022	+8.4	1,814,320 2,265,320	-9-8	
	Richmond	2,183,740	2,423,607	+277	2,265,320	+38.5	
	Galveston Dallast	3,839,425 850,000	540,000	+57.4	900,0001	+50.0	
	Fort Worth	645,624 1,013,192	287,833	+134.3	624,818 955,0~3	+90-3	
	Norfolt Birmingham*	1,013,192 595,928	1,827,247	-29-7	955,529	-0.9	
	Total Southern	51,411,426	44,257,204	+102	45,678,218	+18.4	
	Tetal all	1,254,811,703	1.137,539,750	+10.3	1.279,411,247	+2·S	
	Outside New Y Tk	429,251,419	415,210,818	+34	448,779,94	+5.3	

"Not included in totals.

THE FINANCIAL SITUATION.

Money has again hardened. Artificial manipulation has been suggested as the cause. Of course it is possible that speculators at the Stock Exchange have taken advantage of the conditions to aggravate the situation. But we can find no evidence that there has been any such movement; and while there are in operation obvious influences tending to increase the activity, there would seem to be no need for looking elsewhere to account for what is happening. Foremost among these influences, we have the situation of the New York banks, -institutions which in reality carry the reserve not only for this city (a work which has more than doubled in extent during the last few years) but indirectly for the whole country. The mere fact that these banks have encroached on their surplus, would be a matter of no great moment, for maturing loans would speedily make the loss good, were it not that there has continued to be a free and active demand upon them from the interior and from so many different points for more currency. Provisions are moving freely, grain is moving in increasing cotton is being pushed to more rapidly than a year ago, while each of these products has been produced in excess of 1888; besides all this, business and speculation are both everywhere very active, as our exchanges clearly show. So it surely can surprise no one that the interior demand continues heavy. It is, however, mainly these fresh calls which have forced our banks to disturb loans and restrict accommodation, inducing the increased stringency which has prevailed this week.

Loans on call as represented by bankers' balances have this week being made at 15 and 6 per cent. Comparatively small amounts were loaned at either extreme and probably the average was about 8 per cent, with renewals at 7 to 8 per cent according to the character of the loans and the circumstances of the market at the time of renewal. The banks and trust companies did nothing below 6 per cent and only on choice collateral There is no change in the quotation for first class time leans for from four to six months, it still standing at 6 per cent, but for sixty days the rate is now 7 per cent. Very little is however being done. In the commercial paper market the inquiry is fair, but it is from out-of-town, while the supply is moderate. Our city banks as a rule have loaned only to their customers and on urgent demand. That they are in no condition to extend loans is apparent from what has been said above; an increased inquiry from the interior for currency, coming upon them at a time when they are endeavoring to augment their reserves, obviously leaves them without the power, even if they had the disposition, to afford relief. Last Saturday the Clearing House institutions reported a deficiency below the 25 per cent requirement of \$708,025. One of our largest banks held \$1,290,600 surplus, another held \$460,200 surplus. Those facts make the condition sufficiently evident.

There has been no essential change in the condition of money at the various financial centres in Europe. It is reported that the South American demand for gold will be largely met at Paris. A cable from Sofia to the Cologne Gazette says that the Austrian Lander Bank, conjointly with German banks, has loaned the Bulgarian Government 25 million francs, of which ten mil-day in another column the complete foreign trade lions is to be paid immediately, and the remainder in two statement of the port of New York, which shows that the

quite large amounts. This week the Bank of England reports a gain in bullion of £290,000, but a private cable to us shows that that total is the result of arrivals from abroad (from New York and "bought") of £576,000, of exports wholly to Brazil and Egypt of £375,000, and of receipts from the interior of Great Britain of £89,000. Our cable does not state the amount of the arrivals from New York, but we presume the amount covers the shipments of October second, fourth and fifth, which aggregated a little over one million dollars, leaving nothing affoat from New York to London now. The cable also reports discounts of sixty to ninety-day bank bills in London at 35 per cent. At Paris the open market rate is 23 @3 per cent, at Berlin 41 per cent, and at Frankfort 45 per cent. The Bank of France reports a loss of £205,000 gold this week.

Our foreign exchange market has ruled dull and heavy all the week, gradually falling since our last one cent per pound sterling. This decline has been due to a free outpouring of commercial bills (chiefly drawn against cotton), which has been induced by dear rates for money. Activity in the loan market has also led to the selling of accumulations of other bills. The demand is insignificant, and if the stringency in money here continues there will probably be a further fall in exchange, continental as well as sterling. Throwing light on the condition of the exchange market, we have this week from the Bureau of Statistics the preliminary figures of exports of leading articles, -cotton, provisions, &c. These returns cover the month of September, and only bring the movement down, therefore, to the first of October; but they disclose the nature of the outflow of merchandise at that date, and reflect its volume fairly for subsequent weeks, remembering and making allowance of course for the increase in the cotton shipments. It will be noted that the total values of all the articles for September this year reach \$43,921,031 against \$33,565,403 in September, 1888, or an increased export of nearly 101 million dollars. The following gives the results in detail for three years, arranged in our usual form.

EXPORTS OF BREADSTUFFS, PROVISIONS, COTTON AND PETROLEUM.

Exports	188	1889. 1888.		38.	1887.		
from U.S.	September.	9 Months.	September.	9 Months.	September.	9 Months.	
Quantities							
Wheat.bush.	3,945,508	31,590,729	6,532,156	37,621,514	5,732,873	82,412,818	
Flourbbls.	859,075	6,899,706	956,393	8,246,308	1,172,347	8,726,560	
Wheatbu.	7,811,845	62,639,405	10,835,925	74,729,901	11,008,434	121,682,338	
Cornbush.	4,910,152	63,753,249	3,985,542	20,575,645	1,873,721	27,903,143	
Tot. bush	12,721,497	120,892,654	14,821,467	95,305,540	12,892,155	149,585,491	
Values.	8	8	8	8	8	8	
Wh't & flour	7,302,371	60,166,799	10,483,152	70,466,803	10,053,672	115,230,955	
Corn & meal.	2,122,954	23,853,844	2,175,251	12,273,559	996,173	13,986,284	
Rye	56,584	315,158	23,710	67,100	413	174,677	
Oats & meal.	142,028	026,960	39,270	190,087	27,535	902,768	
Barley	160,911	311,448	30,780	° 263,938	16,339	191,740	
Br'dstuffs	9,874,788	90,274,218	12,758,169	83,201,293	11,094,132	122,892,824	
Provisions.	11,559,797	104,112,439	7,805,572	74,727,928	8,154,178	71,923,773	
Colton	17,907,778	130,805,183	8,099,288	111,024,287	13,790,442	109,521,580	
Potrol'm,&c.	4,578,868	39,197,615	4,002,374	31,099,007	4,013,189	33,349,547	
Tot. value.	43,921,031	364,380,45	33,565,408	304,312,575	37,051,911	344,687,524	

* Including cattle and hogs in all months and years.

Analyzing the foregoing figures more closely it will be seen that the increase is mainly in cotton and provisions, though the item of petroleum, &c., also contributes slightly to the larger total. The aggregate value of these articles is in fact over 13 million dollars in excess of the same articles for last year, there being a loss of about 3 million dollars in wheat, which reduces the net increase to the figure already stated. We also give toinstalments. London seems to be drawing gold in imports in September at this city were only \$37,873,-

882, against \$45,908,167 in August and \$48,134,418 in July. This is a material falling off during these last three months, and brings the total for September this year just about the same as it was for September, 1888, and would indicate a favorable balance on the whole trade of the United States for September of probably from 7 to 10 millions dollars, against an unfavorable balance of about 2½ millions for September last year. The Bureau of Statistics will most likely issue the completed trade statement next week, and if it bears out this favorable forecast, it will disclose a more promising condition of our foreign trade than has existed for a long time. We have had to record almost constantly and largely increasing imports ever since 1884-85; in fact though our exports during the last fiscal year developed materially, imports grew so rapidly that the balance of our merchandise trade was again unfavorable, which was only the second time that imports have exceeded exports since 1874-75. It is to be presumed also that as the present season advances, wheat exports will increase. The speculators in that staple have been doing their best to repeat the folly of past years, but it looks now as if the load was getting too heavy for them to carry much longer.

We regret in common with many friends of the Northern Pacific Railroad, the action of the stockholders at their annual meeting on Thursday, in dropping Messrs. Robert Harris, Brayton Ives and others from the directory. There is no one of those thus omitted from the management who would not do credit to any board, while the mere fact that they were not wholly in harmony with the prevailing policy (even though granting it was in every particular the wiser policy) does not seem an objection to their continuance; in fact an element of opposition among conncillors is a conservative influence, a source of strength, while in this case it could not hinder effective work, as the power would still be with the majority. With regard to Mr. Harris his loss will be special and widely felt. He carried the Northern Pacific successfully through a very trying time. Besides, he has had a long and varied experience in railroad affairs, and has proved not only that he possesses a clear head, but (what is less common perhaps among those who have had his opportunities) clean hands. We confess that we cannot but feel closely attached to that kind of official, and look upon the disconnection of such an officer from the conduct of any property as a public loss.

Of course the plan for creating the 160 million Northern Pacific consolidated mortgage was ratified, for that had the approval of the Board of Directors and was favored by majority and minority interests alike. Some comment has been made on the fact that there has been no announcement of the vote on that point, and that the meeting was adjourned till next week. We know, however, that the explanation offered is correct; namely, that the annual meeting, taking place immediately after the preferred stockholders' meeting, there was no time to count the vote. All parties in interest admit that a sufficient amount of the preferred shares was voted to carry the scheme through. It is also admitted that the minority could have defeated the plan; there was, however, no disposition to do this, the opposition having full confidence in the integrity of the new management, even though they differed with them on questions of policy. The other action taken at the

passage of a resolution recommending to the new board the distribution of the whole amount due the preferred stock under the plan of reorganization. Mr. Villard. in his circular of a month ago, stated this as \$2,844.-000, but proposed that it be set aside as a dividend reserve fund with which to maintain one per cent quarterly dividends in case current earnings should not be sufficient. Under the resolution referred to, the whole amount would be distributed at one time, giving the preferred stock a dividend of over 7½ per cent.

As regards the results of operations for the late fiscal year ending June 30, we referred to them quite fully when furnishing the preliminary figures some months ago. President Oakes' report, however, is as usual a very interesting document, containing a mass of facts and figures hardly to be found in the reports of any other company, and which throw not a little light on the present and future position of the great property under his control. Mr. Oakes points out that the gain of nearly four million dollars in gross carnings is all the more remarkable because other Western roads had suffered a diminution of their receipts, and also because the wheat crop at the eastern end of the line had been a failure. The development of the North Pacific Coast section, however, was such as to make the crop failure in Minnesota and Dakota of comparatively little consequence. "To the rapid "and constant growth of Washington Territory "and the bountiful crops enjoyed in that district we "are indebted for the largest measure of the year's suc-"cessful showing; and next in development Montana "and Idaho are ranked, by reason of the large growth "of their mining industries." What Mr. Oakes has to say of the present season's crops is also important. The average yield of grain per acre in Washington, he states, will, because of the drouth experienced, be only about 50 per cent of the preceding year's crop, but the increasing acreage under cultivation and the additional country opened up by new branch lines will, he thinks, more than make up for such deficiency. East of the Missouri River, however, the yield, though not so large as in the best of previous years, "is far ahead of the gen-"eral crop of 1888 in quantity, and the quality is of "the very highest." The complete and exhaustive review of the road's traffic and business which Mr. Oakes furnishes leaves a very favorable impression on the mind of the reader and confirms one in the view that the Northern Pacific has a great future before it.

In trade- circles the chief feature is the increasing activity, at steadily rising prices, in the iron and steel markets of the country. Production is in most cases on an unprecedented scale, and yet consumption is more than equal to it. There would be nothing new in that circumstance, for the fact that both consumption and production are large has been noted over and over again during the last twelve months. But until lately this activity was accompanied by sagging prices and a more or less dubions outlook. Now the situation has completely changed. Prices have greatly improved and the tendency still is in the same direction. In place of indifference buyers are beginning to manifest anxiety as to their ability to renew orders except at higher prices, while the Western markets are nearly all reported in a state of great excitement, with quotations rapidly advancing. And that is the situation not with regard to any special form of iron and steel, but with regard to all forms, raw and manufactured, finished and unfinished. Very little is heard annual meeting is quite important. It consisted in the 'now of the competition of Southern irons, for all the fur

naces are getting as many orders as they can fill, while wages are being advanced and complaints of unprofitable business have almost ceased. In the East, the feeling is always more conservative than in the West, and prices here have not advanced quite so much. Still the tone is remarkably firm, and the utmost confidence prevails as to the future of values. In other departments of business the situation also continues satisfactory. The gains in railroad earnings and bank clearings, so generally reported in our weekly and monthly statements, are the proof of this. The Agricultural Bureau report last week showed even better crops than generally expected. It is true that grain prices are low, and that the farmer therefore is not as well off as could be wished. Still, the movement of grain continues quite free, and this, with the activity in general trade, is keeping transportation facilities fully employed, so that nearly all railroad officials are complaining of an inability to fill the demand for ears to earry the freight offered.

It is rather singular that with the situation so favorable elsewhere, the anthracite coal trade should remain in an unsatisfactory condition. There is again talk of advancing prices, but if any advance is made it will not be because the existing demand warrants such a step, but for some other reason-either to force buyers to come forward with orders, or to make up by an increase in price for the loss in production, or perhaps simply to help the coal managers to keep up their It is true that within the last week or two a trifling improvement has occurred, but the figures which Mr. John H. Jones, the accountant of the companies, has this week made public for the month of September, leave little room for hope of any great change for the better just yet, though if cold weather should come the prospects might materially improve. The companies restricted the output as compared with September last year, no less than 729,443 tons. That was necessary and commendable. In the face of this reduced output, however, stocks at tidewater points, already large, were further increased, and at the end of the month amounted to 877,237 tons. indicating a greatly diminished consumption. But as respects this consumption, it is to be remembered that we are comparing with a period of exceptionally heavy totals, 1888 having been a very favorable year in that particular for the coal producers. Here is our usual statement showing production, stocks, consumption, &c., for September and the nine months-in 1889, 1888 and 1887.

Anthracite Coal.		September,		Jan. 1 to Sept. 30.			
Anthraciae Cour.	1889.	1888.	1887.	1889.	1888.	1887.	
Stock beginning	Tons.	Tons.	Tons.	Tons.	Tons.	Zons.	
of period	795,749	396,752	020,415	625,156	130,977	872,282	
Production	3,186,882	3,910,825	8,137,651	25,587,290	27,535,616	25,001,450	
Total supply .		4,313,077	3,707.068	26,212,446	27,606,593	25,373,732	
St'k end of period	877,237	870,811	894,748	877,237	370,811	894,748	
Consumption	8,105,394	3,942,266	3,372,821	25,935,209	27,295,782	24,978,984	

Thus while the consumption for the month stands 837,000 tons less than last year, it is only 267,000 tons less than in 1887. For the nine months ending September 30, the consumption is nearly two million tons below last year, but 356,000 tons in excess of 1887. Stocks compare unfavorably with both years, the total now being 877,237 tons, against 370,811 tons September 30. 1888, and 394,748 tons September, 1887.

The stock market this week has been rather irregular. but the tone on the whole has been weak and some stocks show considerable decline. There have been no

developments of moment affecting values to account for this. Trade reports continue satisfactory, earnings are good, and traffic rates fairly remunerative. But the high quotations for money on the Stock Exchange constitute a great drawback to speculation, and from the way the market has acted it looks as if the banks, owing to their necessities, had been obliged to eall loans freely. The Chesapeake & Ohio and Big Four shares were quite strong early in the week, but latterly have followed the course of the general market. The Vanderbilt stocks as a rule have been very firm, and so has Louisville & Nashville. Lake Shore at one time was active and higher. Western properties have generally been depressed and lower. New York & New England has also been a weak specialty, and the coal stocks have not been nearly so well sustained as before. In the trust stocks, Sugar Trust has had a further important drop, the close yesterday being at 78, against 126 when the stock was at its highest. These trust stocks, however, are having very little influence now upon the general market, and quite frequently follow an independent course. The Gould shares have not been protected, and Missouri Pacific has been alternately weak and strong. Atchison, on the other hand, has improved since the announcement of the reorganization plan, which altogether is meeting with a favorable reception. The Northern Pacific shares developed sudden weakness on Thursday, the day of the annual meeting, and had a severe drop, but yesterday recovered part of the decline.

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

Week ending Oct. 18, 1889.	Received by N. Y. Banks	Shipped by N. Y. Banks.	Net Interior Movement.
Currency	\$1,765,000		Loss. \$3,250,000 Loss. 1,135,000
Total gold and legal tenders			Loss. \$4,385,000

The above shows the actual changes in the bank holdings of currency and gold caused by this movement to and from the interior. In addition to that movement the banks have gained \$1,200,000 through the operations of the Sub-Treasury. Adding that item to the above we have the following, which should indicate the total loss to the New York Clearing House banks of currency and gold for the week covered by the bank statement to be issued to-day. It is always to be remembered, however, that the bank statement is a statement of averages for the week, whereas the figures below should reflect the actual change in the condition of the banks between Friday of last week and Friday of this week.

{ Week ending Oct. 18, 1889.	Into Banks.	Out of Banks.	Net Change in Bank Holdings.
Banks Interior Movoment, as above Sub-Treasury operations			Loss \$4,385,000 Gain, 1,200,000
Total gold and legal tenders			Loss. \$3,185,000

Bullion holdings of European banks:

		Oct. 17, 18	59.	Oct. 13, 1888			
Banks of	Gold.	Silver.	Total.	Gold.	Silver.	Total.	
	£	£	£	3.	£	£	
ingland	19,809,202		19,809,232	20,531,556		20,531,559	
France	51,725,381	50,088,589	101,813,970	41,145,264	48 991,970	90,137,248	
Germany*	25,207,334	12,643,666	37,846,000	28,616,000	14,309,000	42,924,000	
AustHung'y	5,444,000	15,989,000	21,421,000	5,980,000	15,356,000	21,386,000	
Netherlands	5,308,000	5,936,000	11,211,000	5,183,000	7,505,000	12,748,000	
Nat.Relgium*	2,500,000	1,250,000	8,750,000	2,513,000	1,257,000	3,770,000	
Fot.this week							
Tot.prev.w'k.	100,972,037	83,094,936	196,080,973	105,102,942	89,497,553	193,000,530	

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

Note.—We receive the foregoing results weekly by eable, and while ne tall of the date given nt the head of the column, they are the returns issued nearest to that date—that is, the latest reported figures.

THE ATCHISON REORGANIZATION PROPOSAL.

In submitting a plan of reorganization, the management of the Atchison have peculiar claims upon the confidence and good will of the security-holders. For months it has been evident that a readjustment of the company's finances was inevitable. The managers, however, did not act hastily in the matter. They proceeded with nnusual care and deliberation, studying the situation in all its bearings, and making every effort to inform themselves of the condition and prospects of the property, with the view to determining how best to provide for the existing emergency; and in the meantime they have been meeting all obligations in full. Knowledge of this fact alone would naturally make security-holders predisposed in favor of any recommendations coming from that quarter. But the plan itself is its own best recommendation. It is simple, yet strong and comprehensive, and shows evidence of conscientions work. If it is generally accepted by the security-holders, as no doubt it will be, the company will be lifted out of its present embarrassments and placed on an assured and solvent basis, free to develop its business and avail of the great possibilities which the growth of the country seems to offer to it.

In some respects reorganizing the Atchison is like reorganizing the Reading. Both are to be regarded as very big undertakings, and yet it seems to us that in the Atchison case the work is of greater magnitude, and also more complicated than in the other. The mass of securities to deal with is much heavier, reaching if we include the stock over 250 million dollars, and this covers a great variety of bonds and mortgages, nearly all having distinct and separate liens on special pieces of road or property. As regards the extent of road embraced, and its character, there is no analogy whatever between the Atchison case and the Reading. The Reading was a comparatively small system and very compact in form. The Atchison, on the other hand, stretches half way across the Continent and comprises over 7,700 miles of road. With its extreme northern and eastern terminus at Chicago on Lake Michigan, we find it extending west to the Pacific Ocean in the one direction and south to the Gulf of Mexico in the other, and having also a fork or division running through the northern part of the Mexican Republic. Control of this vast mileage is held in a great many ways, both direct and indirect, and the various pieces forming the system are as different in earning and traffic contributing power, and hence in value and usefulness, as they are wide apart in location.

The problem was how to deal with this great mass and variety of securities and this extensive and varying mileage, so as to be just to each, while promoting the interests of all. In that endeavor we think the management have been very successful, though it were too much not to expect some dissatisfaction by special interests. One very simple method of reorganization would have been to go to default, lop off the unprofitable pieces, and reorganize with the rest. If there had been an absence of scruples, that plan would no doubt have commended itself as offering very important advantages. But those in control of the property were evidently unwilling to sacrifice any interest, however inferior, so long as there was a possibility of making an arrangement which, while meeting the existing emergency and providing for a thorough rehabilitation of the com-

edness on a basis preserving every existing equity and yet suffer no impairment of the older and superior liens. Besides this, there is mutual gain in avoiding disruption. The best results of course can only be obtained by having an harmonious and a complete system. This being so, imagine the position of the holder even of a lien of undoubted strength and value, if the system should be divided up and operated in parts, each regardless of all the rest. Hence the present plan is to be highly commended in that it provides for maintaining the system intact, that no part of it is to be cut off, that it is to be operated in its entirety now as before, thus preserving its full earning capacity.

It is to be noted, too, that the end which is so needful is to be attained in a very simple manner and without imposing any undue exactions on the security holders. No assessment is levied either on the stock or the bonds. Nor does the security holder have to submit to any reduction of the principal of his holdings except in three very minor instances, such as the Chicago Kansas & Western incomes which have only a nominal value at the best. The only concession asked is that bondholders agree to the making of part of their interest dependent upon earnings, rather than having it all obligatory as at present. Since it is not possible to get more than what the property earns in any event, compliance with this request entails no hardship or burden. The terms of exchange are graded so as to give precisely the amount of new securities (general first mortgages and incomes) necessary to yield, in case the company earns it, the same income to which the old bonds are now entitled. In this respect the proposed adjustment is really quite ingenious, possessing a degree of merit which could hardly have been obtained in any other way. The difference in the standing and character of the various securities is of course clearly recognized, provision being made for it in the apportionment of the relative amount of 1st mortgage and income bonds to be allotted in each case. That is to say, a superior lien is given its quota of securities chiefly in the new first mortgage bonds on which the payment of interest is certain, while an inferior lien gets mostly income bonds on which interest will be paid only if earned. Thus take the Atchison 1st 7s. A holder of \$1,000 of these will get \$1,100 of new 4s and \$520 of income 5s. On the other hand, a holder of \$1,000 Gulf Colorado & Santa Fe 2d 6s will receive only \$300 in new 4s and \$960 in incomes. In each case the total interest is the same as it was before-\$70 per annum on the firsts and \$60 per annum on the Gulf seconds-but of the former amount only \$26 is made contingent upon earnings, while of the latter amount \$48 is made so contingent. The principle is an eminently fair one, and the only question any security holder can raise is whether it has been justly and impartially applied. After a close study of the details, we are of the opinion that very little fault will be or can be found with it on that score.

But what position will the company hold as respects charges under the new arrangement? That question suggests that though the method adopted was simple, the work of the management was far from easy. Not only was it necessary for them to provide a basis of exchange which would prove satisfactory to all interests, but care had to be taken to keep the obligatory interest charge, as represented by the new firsts, well within the current earnings of the company. That was indeed the object they had to keep constantly in view-the pany and its finances, would adjust charges and indebt-! one consideration to which all other considerations must yield. be desired. and sinking funds) is estimated at \$11,157,769. Under the reorganization the obligatory requirements of all kinds would be only \$7,352,390. In the calendar year 1888, with rates demoralized, crops poor and a part of the mileage of the system operated in an incomplete state, the net earnings reached \$6,370,-849. This, however, does not include the earnings from coal and other properties, nor the income from investments, which together will aggregate several hundred thousand dollars more. For the eight months of 1889, ending with August, net earnings show an improvement over the corresponding period last year of \$714,559, and the prospect is for further gains. There would seem no reason to doubt, therefore, that the present earning capacity of the property is at its lowest and amply sufficient to provide for the obligatory charges on the new basis.

At the same time the total of all charges (supposing full interest paid at 5 per cent on 80 millions of incomes) is very little greater than at present. Adding \$4,000,000 to the \$7,352,390 of obligatory charges, we get a total of all requirements ahead of the stock of \$11,352,390. On the existing basis, as already stated, the charges are estimated at \$11,157,769, showing only a small increase, and that increase is apparent only, for under the plan the company is furnished with considerable new capital for current purposes, interest on which is counted in the total given above. If one looks only at the \$6,370,849 net earnings for 1888, there would seem little likelihood of any interest being earned on the new incomes, but if we go back one year further and find that the company then had net of \$10,954,586 on an average of about 1.800 miles less of road than at present, things wear a very different aspect.

Of course the aggregate of indebtedness will be increased. Still, that is a matter of little consequence so long as the annual burden is not increased. The augmentation in debt however is not as large as generally supposed. The company is to sell 121 millions of the new firsts, and will use the proceeds to retire the floating debt and the outstanding equipment lease warrants. and will get \$5,000,000 of new capital besides. Even with this 12½ millions included, only 140¾ millions of the new 150 million mortgage will be required at present. Of the 80 millions income, 781 millions will be required, making a grand total of 219 million dollars. As against this, the company retires \$160,786,000 of interest-bearing debt, \$1,445,660 of lease warrants, \$10,136,000 of old incomes, \$3,554,340 of floating debt, and secures \$5,000,000 of cash, making an aggregate of about 181 million dollars, thus giving a net addition of about 38 million dollars. If the plan is fully earried out, the whole of the company's indebtedness will be consolidated into two issues of large dimensions, getting rid of the mass of bonds and obligations of branch, auxiliary and leased roads. This in itself is a great advantage to all interests. Doubtless as the result of it, some saving in expenses can be effected by bringing the different parts of the system closer together. Moreover, as both the new firsts and the incomes are to run 100 years, the indebtedness will be fixed and settled for a century to come.

The plan also provides fully for the company's promptitude with which they returned the complifinancial needs in the present and immediate future. ment.

In no other way could the property be Besides the 12½ millions of 4s to be sold and which as placed on a firm and assured footing. In that partieu- already stated will give five millions of eash in addition lar as in the others the plan seems to leave little to retiring floating debt and car trusts, a reserve of On the present basis the com- \$9,265,250 firsts (out of the 150 millions) will remain pany's total of fixed charges (interest, rentals, taxes in the company's treasury, and there will also be a reserve of \$1,756,685 of incomes. The total of the fours may be increased beyond 150 millions dollars, but only for newly-constructed or newly-acquired mileage.

> It has been asked what inducement there is for holders of prior liens to make the exchange offered. The answer is, that they will get, in the first place, a longtime security in place of only a short-date one. Then they will get a lien covering the entire property (includ ing the equipment), instead of a lien covering only a part of it, and the issue will be a large one, by reason of which facts it will have a wider and better market than any small divisional mortgage ever could have, no matter how well secured. Finally, an additional inducement is offered in the fact that holders receive a greater amount of new securities than their holdings of the old, the income bonds being given as compensation for the reduction of obligatory interest. Of course, there is a possibility that a small but determined minority of some issue may attempt to obstruct the earrying out of the plan, but that contingency would seem to be covered by the provision in the plan reserving to the directors, when a majority of bonds of any issue has been deposited, the right to deal with those bonds by foreclosure or otherwise the same as the original owners might have done. The right is also reserved to proceed with the reorganization in ease some particular issue should fail to assent.

> We look however for no eaptious opposition, but for a speedy rehabilitation of this important railroad With that accomplished, with earnings property. improving (there was a gain in net for August of \$265,397 and in gross for the first week of October of \$68,847), with rates though low fairly well maintained, with Kansas having a corn crop over 100 million bushels in excess of the previous year, and with general business large and active, the prospects for Atchison will be bright and promising.

THE MEETING OF THE EMPERORS.

The long-deferred visit of the Czar of all the Russias to Berlin, to repay the visit made to him by young Emperor William nearly a year ago, on the occasion of his accession to the Imperial throne of Germany, has at length been accomplished. Whatever may be the result of the visit, it will be memorable for the delay and disappointments which preceded it, and for the formal, rather than cordial, nature of the reception by the people, as well as for the language which the Czar was pleased to adopt when making his short speech at the opening banquet.

Nothing could be more natural than the expectation that the visit first made by the young Emperor would be the first returned. In proportion to the keenness of the expectation, so was the bitterness of the disappointment. St. Petersburg was first visited. The visits to Vienna and Rome were made later; but Francis Joseph and Humbert showed their appreciation of the courtesy and consideration which had been extended to themselves and to their people by the

Now that the visit has been made, although we are ignorant of its object beyond the mere fact that it was a return compliment, it is very natural that we should feel some anxiety to know why it has been made now, and why it was not made some six or eight or more months ago. Were there toward the close of the last year, and at the beginning of the present, barriers in the way of a cordial meeting, preventive causes which have since lost their force? It is not unfair to say that there is a reasonable presumption in favor of the existence of deterring causes-barriers which blocked the way and made the visit, if not impossible, at least undesirable by one of the parties concerned. We have no reason to doubt that a visit from the Czar at any time since the date of Emperor William's visit to St. Petersburg would have been heartily welcomed at The sentiments which hindered action and delayed the visit were all on the side of the Czar.

It is then very natural and very reasonable to inquire what those causes were. There is an inner court life which is always carefully, and, as a rule, artfully concealed from public view; and there are scerets connected with that life at the knowledge of which the outside world has no means of arriving. There is an outer surface, however, to court and diplomatic life which cannot be concealed from public view; and there are movements connected with that life visible to the outside world and of which the outside world can judge. Before the death of the late Emperor William of Germany, and during the too brief reign of the good Frederick, the relations of Russia were strained with both Austria-Hungary and Germany. The triple alliance was already in existence, and the Czar and his ministers were well aware that the triple alliance was a combination which had for its ostensible object the preservation of the peace of Europe, but for its main object the holding in check of French revenge on the one hand and of Russian ambition on the other. It was feared by some, and it was believed by many, that the triple alliance was put in peril by the visit of the young Emperor William to St. Petersburg. There are not a few who are of the opinion that if the Emperor could have had his way he would have carried out his grandfather's advice more fully than his grandfather ever intended it should be carried out, and that he would have cultivated the friendship of Russia at the expense of the triple alliance. If such a policy had prevailed in Germany, we cannot doubt that the visit to Berlin which has just been made by the Czar would have been made many months ago.

Such a policy, however, was not permitted. It was well that it was not. What would have signified a visit of the Czar Alexander to Berlin if it had upset a combination which so long as it lasted was to make tho peace of Europe secure, but which if broken up would have set aside all the arrangements of the treaty of Berlin and brought to nought all the plans of German and Austrian statesmen in regard to the East of Europe? Prince Bismarck saw the danger; and by the time that his young master had completed his visits to Vienna and Rome, all fears of a rapprochement between Russia and Germany were at an end. The situation had changed. 'The triple alliance took a firmer shape than ever. Germany had not been drawn closer to Russia. On the contrary she had been confirmed in her attitude of distrust and watchfulness. We can readily understand how in such circumstances the Czar could have no desire to visit Berlin. A visit at that is visible.

juncture, and indeed for some months afterwards, would, if we are to judge by the tone of the press at the time, have been the reverse of agreeable to the German people. It would most certainly have called forth no enthusiasm. If a visit was intended, the idea was immediately abandoned.

But the triple alliance still exists, and is perhaps in better form than ever. Between the Powers represented at Berlin and Vienna there is a perfect understanding; and the relations of both with the Government at Rome are in the highest degree friendly and satisfactory. This, however, is not all. Recent events have shown that the immense strength of the triple alliance is backed by the mighty power of England. It is only a few weeks since Russia was feeling the pulse of Europe at more places than one. Under Russian encouragement the Greeks were about to invade and take possession of Crete and the Servians were on the verge of war with Austria and Bulgaria, so as to restore the limits of what they call Old Servia. The initiative taken, even by these small States, it was impossible to say what or how many other States would be dragged into the conflict, or what dimensions the war might assume. In the emergency the Powers represented by the triple alliance, Great Britain with them, took immediate and simultaneous action. The Greeks of the kingdom were told to leave the Cretans severely alone; and the presence of some British men-of-war in Grecian waters gave emphasis to the command. The Servians were similarly reminded that if they broke the peace they would do so at their peril. Russia had felt the pulse of Europe; but the response was not to her wishes. It throbbed with a mighty energy, but the energy was against her. The Panselavists pulled in their horns; the Greeks abandoned their purpose, and the Servians felt it convenient to discontinue their demonstrations, and to content themselves within the limits of the Servia that is. Russia had an eye-a hopeful eye-upon France; but the turn which events have taken in that country has been sufficient to show that help cannot come from her. It has thus become manifest to the Czar and his counsellors that to push their aggressive Pansclavic schemes was to go to war with the forces of combined Europe. Wise counsels have prevailed, and the situation has been accepted.

From what has been said, it will have been gathered that causes which did exist towards the close of last year and in the early part of the present year-causes which had the effect of occasioning delay in the execution of the Czar's purpose to visit Berlin-exist no longer. We do not say that the sentiments of the Czar or of the Panselavists generally have in any material way been changed; but we do say that their sentiments, if unchanged, are not allowed to push them into aggressive courses, and that the political necessities to which they have no choice but to yield, are different. If a visit was to be made to Berlin at all, there was no longer any need to wait. A more convenient season was not likely soon to arrive. The Czar went to Berlin, not because he yielded to the promptings of affection or of sympathy, not because he had any great scheme to advance or special political purpose to serve, but because he could not act otherwise and be on friendly terms with a neighboring and powerful sovereign and people. It is not our opinion that any consequences of great political import will result from the meeting; and so far no fruit

NET EARNINGS FOR AUGUST.

It is seldom that it is our privilege to present such a favorable statement of net earnings as that which we have now compiled for the month of August. The July exhibit had certainly been good—in extent of gain the best of the year up to that time, the increase over the corresponding month in 1888 reaching \$3,278,609 on 105 roads, or 22.64 per cent. But the showing for August is still better, the gain being over four million dollars on 103 roads-\$4,106,873-and the ratio of increase also being heavier (it is 23.10 per cent) though the comparison is with much larger totals than was the The improvement in gross earnings is likewise greater, the amount of addition being over 5 million dollars (equaling 10.14 per cent) while for July the increase was only \$3,948,297, or 8.77 per cent. Altogether, the results are in the highest degree satis-Below is our usual comparative summary covering August and the eight months.

			August. (103 roads.)			. 1 to Aug. (96 roads.)	31.
٠.		1869.	1888.	Increase.	1889.	1888.	Increase.
		8	\$	8	\$	8	\$
	Gross earn's	54,484,109	49,463,882	+5,015,227	348,901,071	328,859,267	20,041,804
	Oper. exp	32,605,512	31,697,158	938,354	235,453,064	230,128,430	5,324,634
	Net earn's	21,878,597	17,771,724	+4,106,873	113,448,007	98,730,837.	14,717,170

It will be urged no doubt that we are comparing with rather poor results last year. That is true, and the circumstance is one that should not be lost sight of. Yet it has less bearing in interpreting the August figures than it had in almost any other month this year. Our statement for August last year comprised 83 roads, but the loss in net earnings was only \$720,876 or about 41 per cent. Moreover, if we go back to August 1887, we find a gain in net earnings then of \$1,523,566, or 11 per cent, on 66 roads, and this followed quite considerable gains in the year preceding, though the exact amount we cannot state, as we had not then begun to summarize the figures in the present form.

A feature of some significance is the fact that the improvement in net at the present time follows so largely from a reduced ratio of expenses. The proportion of expenses to earnings for August, 1889, is only 59.84 per cent, while for August, 1888, it is 64.07 per cent. Or to put it in another way, with an increase in gross earnings of \$5,015,227, expenses were added to in amount of only \$908,354, leaving the gain in net \$4,106,873, as already stated. And the same feature was also observed in the July tabulations. It is known of course that railroad managers are practicing economy wherever possible, but is the lower basis of expenses entirely due to that fact? Is there any reason to apprehend that the roads are economizing too much—that is, allowing the condition and standard of their properties to deteriorate? That question can only be intelligently answered by taking the present comparison in conjunction with the comparison disclosed in our exhibit for August last year. In this way we find that the one explains the Thus the loss of \$720,876 in that month in 1888, already referred to, resulted entirely from a very heavy augmentation in expenses, the gross then having shown an increase of no less than \$2,363,959—in other words, net then fell off simply because of an increase of over three million dollars in expenses. .Hence the conclusion would seem to be that the addition to expenses this year is small, because in the year preceding it had been very heavy. As is known, there were some special and exceptional circumstances in 1888 tending to swell fined to any special section or class of roads, but exthe expense account, and these of course there was no tends all over the country. And the showing is the

reason to suppose would be repeated the present year. Besides this, the low rates prevailing in 1888 naturally made the ratio of expenses to earnings high.

In the present year, the greatest advantage that the roads have had is in the changed situation in the latter particular-that is, in the improvement in rates. There has been more or less disturbance at special points, and on the whole the situation in this respect was not so good in the later months as in the earlier months, but as compared with last year the improvement has been very marked. Now, tariff schedules are fairly well maintained. Last year they were totally demoralized. As to the other advantages which have existed the present year, general business of course was large and active. The grain movement at the West also was heavier than a year ago, though this benefitted chiefly Chicago and the roads to that point from the West and Southwest. Neither Middle Western points nor the Northwestern spring wheat markets participated in the enlarged movement—in fact some of them suffered a reduction as compared with 1888. Chicago had, too, heavier receipts of live stock and provisions. On the other hand, in the South the cotton movement as reflected in the receipts at the ports and the shipments overland, did not equal that of the previous year, though it will be understood that the staple forms but a small part of the business at that season of the year. In order to furnish a comparison between the results for August and the months preceding, we annex the following summary.

GROSS AND NET EARNINGS.

	Gr	ross Earnii	ngs.	Net Earnings.			
	1889.	1888.	Inc. or Dec.	1889.	1888.	Inc.or Dec.	
	\$	\$	\$	*	8	8	
Jan. (35 roads.).	38,029,124	33,437,101	+4,501,983	9,499,510	7,133,022	+2,305,888	
Feb. (95 roads)	38,225,494	37,158,829	+1,068,865	10,328,149	9,763,079	+505,070	
Mch. (97 roads).	42,511,961	40,354,323	+2,177,688	13,185,271	11,807,895	+1,877,878	
Apr. (07 roads).	42,047,279	41,280,860	+1,368,410	12,816,342	11,873,085	+942,657	
May (97 roads)	44,750,133	42,840,156	+1,000,977	14,735,427	12,881,420	+1,851,007	
June (07 roads).	40,374,440	40,408,076	-31,636	13,517,672	12,608,260	-180,588	
July (105 roads).							
Aug. (103 ro'ds).	54,484,109	19,408,882	+5,015,227	21,878,597	17,771,724	+4,106,873	

We need hardly say that in examining the separate roads, we find a large number of very heavy gains. In the case of the Pennsylvania (Eastern lines) the net has increased \$483,051, and this follows not a decrease but a gain last year. The Burlington & Quincy has an increase of \$457,180, with \$86,140 more on the lines controlled, being very much more than what the road lost last year, though it had also lost heavily in the year preceding. The Union Pacific, counting all the lines owned or controlled (including the Oregon Railway & Navigation, which reports a loss of \$96,469) shows an increase of \$265,549; the Southern Pacific system treated in the same way has a gain of \$256,748, and the Atchison lines a gain of \$265,397. three systems all had larger or smaller decreases in August, 1888. On the other hand, both the Canadian Pacific and the Northern Pacific had small gains last year, and yet the one reports an increase now of \$243,-056 and the other an increase of \$318,717. the South, the Louisville & Nashville has improved its net \$242,011, which is nearly four times the amount of its last year's loss in the same month. Some other large gains are \$166,537 by the Illinois Central, \$184,-279 by the Erie, \$117,665 by the Baltimore & Ohio (Eastern and Western lines combined), \$105,948 by the St. Paul, and \$94,361 by the Chicago St. Paul & Kansas City.

It will be observed that the improvement is not con-

same if the smaller gains and smaller systems are taken into the account. Out of the 103 lines or systems included in our table, 21 have reduced net, but these are mostly minor roads (those from the coal districts predominating) and in only two cases is the falling off important. One is the Oregon Navigation, already mentioned, which has sustained a decrease of \$96,469, after a gain of \$65,000 in August, 1888, and the other the Central of Georgia, which reports net of only \$84,008 for the month in 1889, against \$187,130 in 1888. The latter however really has no significance, since it is the result of very heavy expenditures for betterments, the gross earnings having been \$41,990 in excess of those of last year.

August.	Gross E	arnings.	Net	Earnings.		
August.	1889.	1888.	1889.	1888.	Inc. or Dec.	
	*	- \$	\$	8	8	
Trank lines(16)	16,091,885	14,577,184	6,345,682	5,947,992	+997,690	
Middle Western (11)	2,683,890	1,850,884	769,897	556,686	+213,281	
Northwestern(16)	6,851,311	8,038,916	2,686,652	1,799,362	+887,290	
Southwestern[11]	4,530,377	4.218,422	1,717,589	1,211,069	+505,620	
Pacific systems(16)	11,566,666	10,831,010	5,165,567	4,099,835	+1,066,232	
Southern roads(25)	5,924,414	5,004,275	2,191,065	1,739,199	+451,876	
Coal companies(16)	4,259,482	4,284,883	1,906,946	1,998,887	-83,041	
Eastern & Middle(8)	2,067,202	1,087,968	858,609	819,704	+44,905	
Mexican roads(2)	869,762	675,360	236,596	212,650	+23,940	
Total, 103 roads	54,481,109	49,468,882	21,878,597	17,771,724	+4,106,873	
Jan. 1 to Sept. 1.						
Trunk lines(7)	91,268,157	90,892,537	29,447,214	27,860,519	+1,586,695	
Middle Western (16	14,697,676	13,002.534	5,109,181	3,691,678	+1.416,503	
Northwestern(0,	42,625,547	37,361,572	18,391,694	6,593,993	+8,797,704	
Southwestern(11)	31,648,727	28,812,660	8,430,592	8,469,473	+1,981,119	
Pacific systems (15)	77,925,762	78,261,638	27,115,148	25,820,628	+1,295,120	
Southern roads(24)	41,818,514	37,795,118	13,134,821	12,054,509	+1,080,312	
Coal companies(10)	28,019,274	27,447,078	10,585,868	10,889,202	-303,339	
Eastern & Middle (8)	12,162,658	11,927,424	3,473,741	3,078,262	-4,461	
Mexican roads(2)	3,534,75€	5,418,886	2,280,753	1,893,236	+887,517	
Total, 96 roads	348,901,071	28,859,267	113,448,007	08,730,837	+14,717,176	

NOTE .- INCLUDED UNDER THE HEAD OF

Middle Western.
In. Jack, & Mack.
Reveland & Canton.
Det. Bay City & Alpena.
Ilinois Central.
Lake Erle & Western.
Leioto Valley.
Poledo Col. & Cin.*
Coledo & Ohio Central.
Lol. & O. C. Extension.
Tol. Peoria & W.

Northwestern.

Burl. & North.

Burl. & Quincy.
es controlled.

Mill. & St. Paul.
St. Paul & K. C.

Central.

Southwestern.
Atchison Tup. & S. Fe.:
Central Br. Union Pac.

Trink Lines.

B. & O., East of Ohlo.
B. & O., West of Ohlo.
Clev. Cin. Chic. & St. L.
Grand Trunk of Canada.
Chic. & Grand Trunk.
Det. Gr. Haven & Mil.
N. Y. Lake Erle & West.
Ohlo & Misssissipl.
Pennsylvana.
Wabash (consol. aystem.)

Pacific Systems.

Pacific Systems.

Pacine Systems.

California Southern.

Canadian Pacific.

Northern Pacific.

Oregon Improvem't Co.

Prescott & Ariz. Cent.

San. Fran. & North. Pac.*

So. Pac.—Pac. System.

Gal. Har. & S. A.

Louis. Western.

Morgan'a La. & T.

N. Y. Tex. & Mex.

Texas & New Orleans.

Union Pacific.?

Montana Union.

Oregon Ry. & Nav.

Oregon S. L. & Utah No.

Southern Roads.
Atlantic & Danv.
Cape Fear & Yad. Val.
Central of Georgia.
Ches. & Ohio.
Cns. Ohio & Southwest.
Eliz. Lex. & Big S.
Cin. N. O. & Tex Pac.
New Orl. & Northeast.
Vickshurg & Meridian.
Vickshurg Sh. & Pac.
Kenbucky Central.
Louisville & Nashville.
Louisville & Nashville.

Nash. Chat. & 8t. Lonis.
Norfolk & Western.
Ohio River.
Petersburg.
Bichmond & Danville.
Virginia Midiand.
Char. Col. & Aug.
Columbia & Greenville.
West. North Carolina.
Wash. O. & W.
Rich. & Petersburg.
Shenandonh Valley.

Coal Companies.
Buff. Koch. & Pitta.
Central of New Jersey.
Phila. & Reading.
Pitts. Cieveland & Tol.
Pitts. Paineaville & F.
Pittsburg & Western.
Snmmit Branch.
Lykene Valley.
Western N. Y. & Penn.
Western N. Y. & Penn.

Eastern & Middle.
Allegheny Valley.
Baltimore & Potomac.
Camden & Atlantic.
N. Y. Onlario & West.
Northern Central.
Rome Wal. & Ogdena.
Staten Island.
West Jersey.

Mexican Roads. Mexican Central. Mexican National.

* For the month only. ‡ Including whole system, all hat California Southern. ¶ Including that part of the system not separately given in this or other sections.

Arranging the roads in groups, only the coal roads show reduced net, and in that case the decrease is trifling. It is a fact, however, that these companies have not fared well as a whole, though exceptions must be made in favor of the Central of New Jersey, the West Virginia Central, the Buffalo Roehester & Pittsburg, and the Pittsburg Cleveland & Toledo, which were able to enlarge their net as compared with last year. The Reading and the other roads have lower totals. In contradistinction to the poor exhibit by the coal group, every other section reflects greatly enlarged results. In the trunk line group, one of the minor lines in the Grand Trunk of Canada system-namely, the Detroit Grand Haven & Milwankee-stands alone in having the Baltimore & Ohio and the Pennsylvania, noted above, the Wabash, the new Big Four, the Ohio & Mississippi, and the Grand Trunk, all present very favorable statements. In the Middle Western section likewise there is but one line showing a decrease-namely, the Flint & Pere Marquette; all the rest have very good statements.

In the Northwest, the exceptions to the rule are the Keokuk & Western and the "Soo" road. Besides the Quincy, the St. Paul, and the St. Paul & Kansas City, he Wiseonsin Central and the Iowa Central are specially distinguished for heavy gains. In the Southwest the Atchison leads in amount of increase, but some of the other roads excel, it in ratio of gain. The Rio Grande Western reports net of \$54,947 against \$26,726. the Denver Texas & Fort Worth \$87,100 against \$44,563, the San Antonio & Aransas Pass \$59.082 against \$26,033, the Central Branch Union Pacific \$43,561 against \$28,328, the St. Joseph & Grand Island \$57,800 against \$26,854, the St. Louis & San Francisco \$272,341 against \$234,055, and the Denver & Rio Grande \$312,883 against \$248,927. One of the minor lines operated by the Union Pacific reports a de-In the Pacific section, besides the Oregon Navigation, the Prescott & Arizona, one of the Southern Paeific and also one of the Union Paeific roads have losses. In the Southern group the Central of Georgia, the Elizabethtown Lexington & Big Sandy and the Vicksburg Shreveport & Pacific stand alone with decreases. Among the Eastern and Middle roads, there are two which fall behind, namely the Baltimore & Potomae and the Staten Island; those with large gains are the Rome Watertown & Ogdensburg, the Allegheny Valley and the West Jersey. Of the two Mexican roads, the Mexican Central has a small decrease and the Mexican National a gain.

Monetary Commercial English News

[From our own correspondent.]

LONDON, Saturday, October 5, 1889.

On Monday and Tuesday there was a sharp squeeze in the money market. The outflow of coin and notes at the end of the quarter was far larger than usual. As the gold shipments continued, fears were very generally entertained that the Bank of England would on Thursday raise its rate to 6 per cent. Consequently everyone desired to increase his resources as much as possible. During the week ended Wednesday night the Bank of England lent to the outside market over three millions sterling at 6 per cent, and in the outside market, too, there was a very active demand, rates ranging from 51/2 per cent to 61/2 per cent. In some cases as much as 61/2 per cent was paid for loans for a month on the security of Treas ury bills.

On Wednesday, however, there was a complete change in the feeling of the market. The Bank of England repaid some money it had borrowed, thus adding to the supply in the outside market, and at the same time the announcement that gold was being shipped from New York, Holland and Belgium restored confidence. It was assumed that the great financial houses, in their desire to keep the market easy, so as to enable them to carry out their arrangements, had resolved to do what was necessary to replenish the reserve of the Bank of England. On Thursday the more hopeful feeling increased. It was reported that the Bank of France had agreed to supply London with nearly half a million sterling of the metal, and also that a considerable amount of gold had been sent from Buenos Ayres and Montevideo to Rio de Janeiro. Consequently, the rate of discount, which on Tuesday was about 41/2 per cent, has declined to about 41% per cent, and the rate of interest for short loans to from 3½ to 4 per cent.

The sanguine feeling now entertained is as unfounded as the scare earlier in the week. As has been already explained in diminished net. Besides the heavy gains on the Erie, this correspondence, the Brazilian Government has obtained large credits in London, and is in a position therefore to take 'Republic, the frequent and numerous failures in Italy, the scarmuch gold. Nobody can know whether it has yet obtained as eity and dearness of money in Germany, and the very large much as it wants, and it appears reasonably certain that more of the metal will be taken if rates remain as low as they have now fallen. Besides, in the present condition of the Argentine Republic, an Argentine demand may at any moment spring up, and it is certain that shipments will continue to South Africa, Egypt and other countries, while the improvement in trade and the higher prices and wages prevailing make it probable that the expansion in the internal coin circulation will continue. The Paris exchange upon London has been rising during the past few days, but it is not yet up to the gold-exporting point, and until it becomes reasonably certain that all the gold required can be obtained from the Bank of France the position of this market will continue critical. On Thursday the Imperial Bank of Germany raised its rate of discount to 5 per cent and its rate of interest to 6 per cent. So it is evident Germany will do all she can to protect ber metallic reserve.

In the midst of the excitement in the money market this week, Messrs. Rothschild brought out a Brazilian conversion loan amounting to 20 millions sterling. Four of the existing 5 per cent loans are to be redeemed. They amount in the aggregate to about 171/2 millions sterling, and the conversion will thus increase the capital of the debt by about 21/2 millions sterling. As the existing 41/2 per cents were nearly at the same price as the 5 per cents, the wisest course would have been to have offered 41/2 per cents at par in exchange for the fives, the Brazilian Government pledging itself not to convert again for a certain number of years. In that way it would have avoided increasing the capital of the debt, and would have saved about £90,000 a year. By the course it has adopted it saves only about £75,000 a year, it increases the capital of the debt, and it puts it out of its power to make future savings. This loan will not increase the power of the Brazilian Government over the London money market; but, as already explained in this ·correspondence, a large proportion of the internal loan issued in Rio last August has been pledged in London. The immediate object of the Brazilian Government is, firstly, to provide means for making advances to the planters impoverished by the emancipation of their slaves, and, secondly, to withdraw Government notes now in circulation to the amount of about 2216 millions sterling, substituting bank notes secured on gold or honds of the Empire. The Brazilian Government is anxious to carry through this reform quickly, and nobody knows therefore how much gold it will require within the present year. While the uncertainty lasts our money market remains liable to violent fluctuations.

The premium on gold at Buenos Ayres continues to fluctuate wildly. According to the latest report it is now 120 per cent. No gold has yet been taken for the Argentine Republic, but fears continue that a demand may spring up at any momeut, for it is known that the Finance Minister is doing his utmost to obtain the means of taking a considerable amount. Meantime the market for Argentine securities continues wonderfully steady. It is evident from the fluctuations in the gold premium that confidence at home has not been restored, and it is difficult to see how a crisis can be avoided, especially as the indebtedness of the owners of houses and lands is enormous, and the speculation in them has been carried beyond all bounds. Yet investors here cling to the hope that somehow or other a remedy will be found.

Early in the week there was a slight decline in the price of silver; but buying for the British Mint began again on Thursday, and the price recovered to 42 11-16d. per oz. There has been a very strong demand for the far East for Mexican dollars, which have risen to 421/4d. The demand is believed to be for Cochin China and Tonquin.

The flurry in the money market of course checked business on the Stock Exchange. The fall in prices was less than might have been expected; and already there is some recovery. The market for American railroad securities still follows obediently every movement of the New York Stock Exchange. The public here holds entirely aloof. The greater operators are waitlng, and the members of the Stock Exchange are too timid to commit themselves largely. British securities, too, are neglected. Trade is highly satisfactory, and the railway traffic returns are very encouraging; but there is a feeling that now the working expenses are likely to increase largely, and that prices are nearly as high as facts justify. In the market for international securities the critical state of affairs in the Argentine

speculation there, all accentuate the influence of the money market. On the other hand, there are powerful causes working for a rise. The Bank of France is very strong, the Paris money market is extremely easy, the satisfactory result of the elections has removed political apprehensions, and the success of the Exhibition has added largely to the profits of the French people. Moreover, the great financial houses all over Europe have entered into numerous engagements that render it necessary for them to support markets. This week the Messrs. Rothschilds have brought out, as stated above, a Brazilian Conversion Loan of 20 millions sterling. Almost immediately it is expected that the French Government will give its assent to the conversion of the Egyptian Preference Debt; it is reported that the Russian Government has decided to complete conversion within the present year; in Germany there is to be a large Italian issue; and powerful Paris bouses have contracted for numerous Brazilian issues. The impression here, therefore, is that the great houses will combine to keep the European money markets easy, and that they will then so act as to raise prices generally. To-day the liquidation on the Paris Bourse ends, and to-morrow the elections to the Chamber will be com-An early upward movement in Paris is therefore looked for. The speculation in South African gold shares is hanging fire this week, and even land companies' securities have rather given way. Yet there has been a little boom in the shares of one or two of these.

The crisis in Italy still continues. Every week heavy failures are reported, and prices of all kinds are steadily falling. The Italian Government has been negotiating in London for the sale of 3 per cent Italian obligations of the nominal amount of 36 millions sterling, but no English house could be induced to take up the matter on the terms offered. It is understood, however, that through the good offices of Prince Bismarck Herr Bleichröder of Berlin has now consented to bring out a portion of the obligations in Germany. It is said that he has taken part of the issue firm at 50 per cent. The price at which the obligations will be offered to the public is not yet settled; but the belief is that it will be under 55. the German public will subscribe largely remains to be seen. It may safely be predicted that the English public will not. and the French public are selling all kinds of Italian securities. Indeed, the large short account in Paris is now the chief support for Italian Rentes.

From a private eircular issue! by the Banque de Paris et des Pays Bas to the members of the syndicate formed to establish the National Bank of Brazil, which has just been published, it appears that the committee of the syndicate consists of the bank just mentioned, the Chairman of the Ottoman Bank in Paris, and Mr. J. Stern, of A. J. Stern & Co. The capital of the bank is about 10 millions sterling, and it has a right to issue notes to three times the amount of the capital. There is a provisional agreement between the Brazilian Treasury and the Banque de Paris et des Pay Bas, according to which the Government undertakes to withdraw its notes no. in circulation, and the National Bank undertakes to replace them with its own notes. The National Bank absorbs the International Bank of Brazil, which was founded about three years ago. Half the shares of the new bank have, it is stated, been subscribed in Brazil, the other half being reserved for

The wheat market is firm but rather slow. Prices are quoted about sixpence a bushel higher than last week. There is, however, not a very great demand, as, though the receipts are moderate, they are sufficient for present requirements.

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

Rates of	October 4.		September 27.		September 20.		September 13.	
Interest at	Bank Rate.	Open Market	Bank Rate.	Open Marker	Bank Rate.	Open Market	Bank Rate.	Open Market
Paris	3	23/8	\$	23/8	3	234	3	2
Serlin	5	4	4	316	4	338	4	234
Frankfort	5	41/6	4	356	4	3%	4	2%
Hamburg	5	4	4	836	4	814	4	256
Amsterdam	214	234	216	254	234	23/8	21/6	234
Brussels	4	334	3	256	3	296	8	236
Madrid	4	834	4	850	4	830	4	314
Vienna	4	4	4	4	4	4	4	4
st. Petersburg	6	6	6	6	6	6	6	6
Copenhagen	8	l s l	S	3 1	S	3	3	3

The rates for money have been as follows:

	ate.				Interest allowed for deposits by				
London	k R	E	laak BU	la.	T	rade Bil	ls.	T	Disc't H's
20,000	Ban	Three	Four	Six	Three	Four	Siz	Joint Stock	At 7 to 14
		Months	Months	Months	Months	Months	Months	Hanks.	Call, Days
Aug. 30	4	31/4 435/4	846 -	3360 -	354@4	S%@4	S14@4	21/2	216 234-234
Sept. 6	4	314@376	396@ -	3784 -	334 4	4 6436	4 @416	21/4	214 274 274
* 13	4	33/4 -	436 a -	834 4 -	3% . 4	334 34	336 44	234	236 234 234
** 20	4	856 33a	3346 -	3410 -	334444	3% @4%	3%44%	236	276 2 14-294
" 27	5	4163 -	11616	416@ -	416@5	41635	41665	31/4	314 874-37
Oct. 4	15 .	43/4-4 -	1340 -	41400 -	416065	416 45	41695	31/6	334 354 33

The following return shows the position of the Bank of England, the Bank rate of discount, the price of consols, &c., compared with the last three years:

	1889.	1888.	1887.	1886.
	£	£	£	£
Circulation	25,681,780	25,896,790	25,141,820	25,5%1,675
Public daposits	4,012,558	0,449,735	0,723.923	4.582,552
Other deposits	28,016,665	23,853,165	22,041 580	27,450,515
Government socurities	15,057,401	15,169,988	19,911 03 :	15 935 213
Other accurthler	23,817,689	23,368,452	21,440,022	23,181,475
Reserve of notes and coin	10,260,482	10,302,350	11,178,212	10,723,187
Coin and bullion	19,742,262	19,999,140	20,120,032	20,551,862
Prop. assets to liabilities p. c.	83 5-16	23%	88%	3314
Bank rate	5 p. c.	δ p. υ.	4 p. o.	31/4 p. e
Conaula	96 9-10	971/6		
Clearing-Housa raturn	187,964,000	172,028,000	142,407,00	115,547,000
	}			

Messrs. Pixley & Abell write as follows on the state of the bullion market:

outhon market:

Goid—There is no demand for gold bars. The sum of £295,000 has been purchased by the Bank during the wiek, and £138,000 withdrawn. Arrivals—From Alexandria, £18,700; West Indies, £37,400; South Africa, £6,500. Shipments—Per P. & O. steamer, Sept. 27, £2,000 to Bombay; Ort. 3, £150,000 to Alexandria.

Silver decided duling the wiek owing to lower Indian exchanges, together with dear money here; but with a demand for India has to-day advanced to last we k's rate, viz., £211,80. Arrivals—From Now York, £58,000; West Indies, £40,000. Shipments per P. & O. steamer—Sept. 27, £85,000 to Bombay; Oct. 3, £10,000 to Hongkong.

Mexican Dollais—The balance ex French eleamer has been sold at 424d., which is to-day's quotation. Shipment—Oct. 3, £73,300 to Panang.

stations for bullion one penerted or follows

GOLD. London Standard.	Oct	. 3.	Sep	t.26.	SILVER. London Standard.	Oct. 3.	Sept. 20.
	8.	đ.	1.	đ.		đ.	đ.
Bar gold, fine 0z.	77	9	77	9	Bar silveroz.	42 11-16	42 11-16
Bar gold, contain'g					Sar sliver, contain-		
20 dwts.silver.oz.	77	10	77	10	ing 5 grs. gold.oz.	43 1-16	43 1-16
Span.donbloons.oz.					'ake silveruz-	46 1-16	46 1-18
S Am.doubloons.oz.			١		Mexican dolsoz.	421/4	

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

	IMP	ORTS.		
	1889.	1888.	1887.	1886.
Wheatcwt.	5.514,097	5,137.913	4,576,660	4,760,652
Barley	1,469,556	789, 197	931,666	1,414,1 5
Oats	1,329,338	1,125,883	1,042,919	1,522,895
Peas	101.787	124,520	189,379	136 378
Beans	381,419	242,100	180,391	184,357
Indian corn	2,628,430	2.227,461	1,772,203	2,234,211
Flour	1,314,629	1,333,186	1,463,686	1,350,209

Supplies available for consumption (exclusive of stocks on

Imports of wheat.cwt. Imports of flour Sales of home-grown.	1889.	1888.	1887.	1886.
	5,514,097	5,137,913	4.576,660	4,760,652
	1,314,629	1,383,186	1.463,686	1,350,.09
	3,517,275	1,227,517	3,915,442	2,240,074
Total		7.748,616	9,955.788	8,350,935
Aver, price wheat week	k.198. 1d.	32s. 2d.	28e. 5d.	30s. 3 .
Av. price wheat season	1.298. 11d.	55s. 10d.	28s. 11d.	31s. 6d.

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

	Wheatqrs. Flour, equal to qrs. Maize	166,000	Last week. 1,284,000 160,000 368,000	1888. 1,986,600 202,000 218,500	1,850,500 121,000 202,000
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English Financial Markets-Per Cable.

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

London.	Sal.	Mon.	Tues.	wea.	Thurs.	FYs.
811ver, per ozd.	421118		43	4234	4278	427g
Consuls, new 23 percts.	97116	97118	97118	97118	973_{18}	9718
do for account	97516	975 6	97516	975.6	9738	974
Fr'ch rentes (in Paris) fr.			87.3712			37.30
U. 8. 4128 of 1891	108	108	108	10814	10834	10814
U. 8. 48 of 1907		1294	1294	130	130	130
Canadian Pacific	714	7178	71	7078	7112	71%
Chio. Mil. & St. Paul	7318	7334	7358	7312	724	7158
	12012	1204	12014	120	120_	12112
Lake Shore	10358	1087e	10914		10878	10858
Louisvil o & Nashville	82	6314	8314	8234	82%	8278
Mexican Contral 48	694	6958	6958	6958	6958	6934
N.Y. Central & Hudson.	11034	111			10958	10458
N.Y. Lake Eri- & West'n	30_	3058	304	3038	3036	2018
do. 24 0 ms	10678	107	10714	107	1074	107
Norfolk & Western, pief	5858	5914	5914	5758	5749	5714
Northern l'acitic, pref .	77	77	7722	7712	7712	7112
Pennsylvania	55%	56	5618	5578	56	557a
Philadelphia & Reading.	2338	234	2358	23 49	234	2318
Union Pacitle		6718	67	6678	6714	6658
Wabash, pref		3234	3234	3212	3242	32

Commercial and Miscellaneous News

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show a decrease in dry goods and an increase in general merchandise. The total imports were \$9,229,240, ngainst \$8,033,487 the preceding week and \$7,942,163 two weeks previous. The exports for the week ended October 15 amounted to \$6,247,647, against \$7,934,885 last week and \$7,327,175 two weeks previous. The following are the imports at New York for the week ending (for dry goods) October 10 and for the week ending (for general merchandise) October 11; also, totals since the beginning of the first week in January.

FOREIGN IMPORTS AT NEW YORK.

For Week.	1886.	1887.	1888.	1880.
Dry Gnods Gen'l mor'dise	\$2,030,125 6,585,652		\$2,288,502 6,765.429	\$1,987,794 7,241,416
Total Since Jan. 1.	\$8,616,077	\$7,812,791	\$9,033,931	\$9,229,210
Dry Goode Gen'l mer'dise		\$100,279,593 270,666,657		
Total 41 weeks.	\$343,718,630	\$370,946,250	\$360,106,239	\$393,973,312

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

EXPORTS FROM NEW YORK FOR THE WEEK.

	1886.	1887.	1888.	1889.
For the week Prev. reported				*6,247,647 207,054,726
Potal 41 weeks.	\$248,718,707	\$244,196,756	\$231,S94,150	+273,302,373

The following table shows the exports and imports of specie at the port of New York for the week ending Oct. 12 and since January 1, 1889, and for the corresponding periods in 1888 and 1887:

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK

Cold	Exp	oris.	Imports.		
Gold.	Weck.	Since Jan.1.	Week.	Since Jan.1.	
Great Britain. France. Germany. West Indios. Mexico. South America. All other countries.	\$12,500 45,600	\$13,997,115 27,718.805 5,273 4,310,170 30,300 2,188,752 76,200	\$21 4 471 20,9 0 380		
Total 1889 Total 1888 Total 1887	\$59,100 537,992 21,779		\$25,851 102,365 4,510,834	\$4,907,172 5,550,043 32,176,928	

(12) am	Exp	ores.	Antiports.		
Silver.	Week.	since Jan. 1.	Week.	Since Jan.1.	
Great Britain France. Germany. West Indies. Mexico. Jouth America. All other countries	\$612,750 14,700 25,212 10,255	2 < 287 138,331	\$	\$87,598 14,711 973 115,314 51,508 46,929 781,508	
Total 1889 Total 1888 Total 1887			\$		

—Messrs. Taintor & Holt offer to investors the first mort-7 gage 5 per cent gold bonds of the Cleveland City Cable Railway Co., due 1909, Central Trust Co., Trustee. The bonds are secured by a first mortgage on 24 miles of horse-car track, horses, cars and real estaie; also by ten miles of single-track cable road now being constructed upon Superior Street. The interest charges when road is finished will be \$75,000, or less than present earnings from the horse-car lines.

—A new firm has just been organized, under the firm name of Chas. D. Freeman & Co., at 7 Wall Street, composed of Charles D. Freeman and Edward K. Cone—two experienced and active men. The firm proposes to do a general investment commission business.

—Banks or other corporations desiring bonds of suretyship will do well to consult the advertisement in the CHRONICLE to-day of the Guarantee Company of North America.

Southern Iron Company.—This company has purchased the Roane Iron Company's steel rail mill at Chattanoga. The other property purchased is the ore mines of the Roane Iron Company at Cranberry, the Ætna, LaGrange and Warner furnaces in Middle Tennessee, the Wayne iron property and the Attalla Furnace Company and property, the purpose being to consolidate all of the charcoal furnaces in the South, the products of which are to be shipped to Chattanooga to be made into steel. Having secured the property desired, the incorporators met at Huntsville, Ala., on Sept. 28th, and organized "The Southern Iron Company," with a capital stock paid up of \$2,700,000. In the organization the following gentlemen were elected directors: G. M. Fogg, Nat. Baxter, Jr., John P. Williams, Isaac T. Rhea, Percy Warner, James C. Warner, T. W. Wrenne, Nashville; John H. Inman and Chas. M. McGhee, New York; Thomas Sedden and T. T. Hillman, Birmingham; H. S. Chamberlain, Chattanooga. Mr. N. Baxter, Jr., was elected President. An issue of \$3,300,000 bonds is proposed. Two new furnaces are in contemplation. The works of the Roane Iron Company at Chattanooga will be enlarged at once.—Chattanooga Times. larged at once. - Chattanooga Times.

New York City Bank Statement for the week ending Oct. 12, 1889, is as follows. We omit two ciphers (00) in all cases.

Commerce 5,000,0 3,258,2 18,613,2 1,474,4 2,176,4 13,454,6	BANKS.	Capital.	Surplus.	Loans	Specie.	Legais.	Deposits.
Bank of New York 2,000,0 1,240,6 9,817,0 1,780,0 9,298,0 Merebants' 2,000,0 8,50,0 6,820,0 1,181,0 696,0 0.77,3,0 America 3,000,0 1,775,3 8,576,0 0.94,0 678,0 685,0 678,0 0.85,0 0.77,3,0 1,000,0 2,112,4 1,051,5 1,110,9 1,000,0 2,124,4 10,535,5 11,243,3 1,518,0 1,003,4 9,524,1 Tradesmet's 1,000,0 2,112,4 10,535,5 1,452,3 757,0 9,552,1 Chemical 300,0 6,656,0 23,068,2 7,084,0 887,3 26,743,5 Mechanic' Exchinge 600,0 1,374,8 6,341,8 600,4 332,4 4,242,7 382,0 26,768,0 123,2 213,2 <th></th> <th>s</th> <th>\$</th> <th>\$</th> <th>\$</th> <th>\$</th> <th>\$</th>		s	\$	\$	\$	\$	\$
Manhattan Co	Bank of New York	2,000,0	1,011.6	11,400,0	1,720,0	860,0	10,670,0
Mechanics		2.050.0	1,240,6	9,817,0	1,518.0	793,0	9,298,0
Phenix	Merchants'		8 5,0	6,562,0	1,189,0	696,0	0.7-3.0
Phenix	Mechanics'	2,000,0	1,110,3	8,07,6,0		1 110 0	0.850.0
Tradesmen's. 1,000,0 2,1412,4 2,980,5 300,7 75,0 9,592,1 1	America		5100	4 600 0	1,010,0	959 ()	4.019.0
Tradesmen's	City City		2 112 1	10 534 5	1 452 8	7.7.0	O FOIL
Merchante' Exch'nge Gallatin National. 1,000,0 1,37s,8 5,341.5 696.0 332.2 42.20 3,889,9 6 6 1 1,000,0 1,37s,8 2 2,08.5 1 1,000,0 1,37s,8 2 2,08.5 1 1,000,0 3,25s,2 2,786,0 1 122.0 388,0 3,108,0 108,0 108,0 1 1,000,0 1,000	Tradeumen's	1.000.0	219.7	2.980.5	300.7	126.3	2.211.3
Merchante' Exch'nge Gallatin National. 1,000,0 1,37s,8 5,341.5 696.0 332.2 42.20 3,889,9 6 6 1 1,000,0 1,37s,8 2 2,08.5 1 1,000,0 1,37s,8 2 2,08.5 1 1,000,0 3,25s,2 2,786,0 1 122.0 388,0 3,108,0 108,0 108,0 1 1,000,0 1,000	Chemical	300.0	6,056,0	23,068,2	7,089,6	887.3	26,745.5
Batchers & Drovers 200,0 222,2 2.786,0 122,0 308,0	Merchante' Exch'nge	600,0	118,4	8,410,4	553,2	442,0	3,899,5
Batchers & Drovers 200,0 222,2 2.786,0 122,0 308,0	Gallatin National	1,000,0	1,978,8	5,341,8	696,0	332,2	4,214,7
Republic	Butchers' & Drovers.	300,0	284,0	2,058,5	418,7	100,4	2.1122 15
Republic	Mechanice & Tradere	200,0	100 6	2,786,0	122,0	161 8	1 270 1
Republic	Loother Manufactive	600,0	818 5	3 300 7	469 1	289.1	2 691 8
Republic	Seventh National		75.1	1.503.9	347.2	b5,5	1.545.7
Republic	Stale of New York	1,200.0	406,4	3,764,1	221,6	010.0	2.951.4
Republic	American Exchange	5,000,0	1,667.5	17,020,0	2,642,0	731,0	14.096.0
Republic	Commerce	5,000,0	3,258,2	18,619,2	1,847,4	2,176.4	13,054,6
Republic	Broadway	1,000,0	1.002,2	5,969.7	1,093,9	268,5	5,054.0
Republic	Mercantile.	1,000,0	780,0	7,537,6	1,033,3	0,900	8,432,1
Handowst	Pacino	1 500 0	867.7	10.606.5	2 592 2	243 7	11 001 8
Handowst	Chatham	450.0	595.8	4.500.4	959.6	375.7	5.027.9
Handowst	Peoples'	200.0	256,0	2,373,9	294.0	191,3	3.076.6
Handowst	North America	700,0	482 0	4.742,7	561,8	539,7	
Sat. Nicholass. 500,0 202.7 1,972.5 286.3 125.5 1.732.1 Shoe & Leather 500,0 239.1 3,033.0 531.0 385.0 365.0 Corro Exchange 1,000,0 1,05.6 6231.7 621.0 302.0 5,172.4 Continental. 1,000,0 280.4 4,325.4 620.1 688.6 4,971.8 1000.1 11.0 11.0 17.0 17.0 17.0 17.0 17	Hanover	1,000,0	1,250,8	14,592,5	3,608,8	041,1	15,627,2
Sat. Nicholass. 500,0 202.7 1,972.5 286.3 125.5 1.732.1 Shoe & Leather 500,0 239.1 3,033.0 531.0 385.0 365.0 Corro Exchange 1,000,0 1,05.6 6231.7 621.0 302.0 5,172.4 Continental. 1,000,0 280.4 4,325.4 620.1 688.6 4,971.8 1000.1 11.0 11.0 17.0 17.0 17.0 17.0 17	Irving	500,0	274,5	2,868,0	310,7	336,7	2,788,0
Sat. Nicholass. 500,0 202.7 1,972.5 286.3 125.5 1.732.1 Shoe & Leather 500,0 239.1 3,033.0 531.0 385.0 365.0 Corro Exchange 1,000,0 1,05.6 6231.7 621.0 302.0 5,172.4 Continental. 1,000,0 280.4 4,325.4 620.1 688.6 4,971.8 1000.1 11.0 11.0 17.0 17.0 17.0 17.0 17	Citisene'	900,0	384,1	2,769,4	409,2	378,5	2,959,9
Shoe & Leather	Marker & Fulton	750.0	609 ×	4 106.5	872 3	285 8	4 399 6
Importers'& Tradere 1500.0 4.375.7 21.841.1 4.169.0 1.581.4 22.272.0 2.000.0 2.114.8 20.335.8 4.300.0 892.3 23.338.8 34.01 h River 240.0 11e.1 2.644.4 101.3 112.5 2.227.1 25.16 123.7 1.264.4 4.169.0 892.3 23.338.8 36.01 h River 250.0 11e.1 2.644.4 101.3 112.5 2.227.1 2.641.1 2.644.4	At Nicholes	500.0	2027	1 972.5	266.3	125.5	1.792 1
Importers'& Tradere 1500.0 4.375.7 21.841.1 4.169.0 1.581.4 22.272.0 2.000.0 2.114.8 20.335.8 4.300.0 892.3 23.338.8 34.01 h River 240.0 11e.1 2.644.4 101.3 112.5 2.227.1 25.16 123.7 1.264.4 4.169.0 892.3 23.338.8 36.01 h River 250.0 11e.1 2.644.4 101.3 112.5 2.227.1 2.641.1 2.644.4	Shoe & Leather	500.0	239,1	3,033,0	531,0	345.0	3,665.0
Importers'& Tradere 1500.0 4.375.7 21.841.1 4.169.0 1.581.4 22.272.0 2.000.0 2.114.8 20.335.8 4.300.0 892.3 23.338.8 34.01 h River 240.0 11e.1 2.644.4 101.3 112.5 2.227.1 25.16 123.7 1.264.4 4.169.0 892.3 23.338.8 36.01 h River 250.0 11e.1 2.644.4 101.3 112.5 2.227.1 2.641.1 2.644.4	Corn Exchange	-1.000.0	1,105,6	6,231,7	621,0	302,0	5,172,4
Importers'& Tradere 1500.0 4.375.7 21.841.1 4.169.0 1.581.4 22.272.0 2.000.0 2.114.8 20.335.8 4.300.0 892.3 23.338.8 34.01 h River 240.0 11e.1 2.644.4 101.3 112.5 2.227.1 25.16 123.7 1.264.4 4.169.0 892.3 23.338.8 36.01 h River 250.0 11e.1 2.644.4 101.3 112.5 2.227.1 2.641.1 2.644.4	Continental.	1.000.0	280,4	4,325,4	620,1	688,6	4,971.8
Serial River	Oriental	300,0		2,001,0	173,8	413,5	2 020.1
Serial River	Importers & Tradere	1,500,6	9 114 8	00 395 8	4,169,0	1,381,9	22,272,0
Salarth National	March Divor	240.0	110 1	2 0,755,0	101.8/	112.5	2 287 1
## Alth National. 2,000,0 561,1 8,018,0 1,159,0 7;17.0 2,500,0 Secrad National. 300,0 240,8 4,222,0 1,014,0 322,0 51,89,0 First National. 750,0 297,7 5,02,5 728,6 340,2 20,221,4 First National. 1,000,0 267,4 6,739,6 1,264,3 731,2 7,443,6 N.Y. Nat'l Exchange 300,0 394,7 2,473,0 1,264,3 116,7 1,148,7 Serman-American. 750,0 217,6 2,752,4 428,4 143,5 2,250,3 Fitth Avenue. 200,6 221,9 2,645,5 710,0 151,0 3,194,5 Serman-Exchange 200,6 221,9 2,645,5 710,0 151,0 3,194,5 Fitth Avenue. 200,6 221,9 2,645,5 710,0 151,0 3,194,5 Fitth Avenue. 200,6 221,6 2,752,4 428,4 1,136,8 11,500,8 Fitth Avenue. 200,0 381,5 2,744,3 234,6 311,1 3,194,3 Fitth Avenue. 200,0 247,8 2,811,2 2,814,8 311,368,8 Fitth National. 200,0 293,0 2,926,0 471,1 3,284,6 311,1 3,194,3 Fitth National. 200,0 293,0 2,926,0 471,1 3,24,6 311,1 3,24,6 Fitth National. 200,0 239,1 2,944,0 324,0 234,6 311,1 3,24,6 Fitth National. 200,0 239,1 2,944,0 324,0 236,0 2,586,0 Fitth National. 200,0 329,1 2,944,0 324,0 2,586,0 Fitth National. 200,0 239,1 2,944,0 328,0 235,0 2,586,0 Fitth National. 200,0 239,1 2,944,0 328,0 513,0 2,586,0 Fitth National. 200,0 239,1 2,944,0 328,0 513,0 2,586,0 Fitth National. 200,0 262,7 11,23,4 1,004,6 1,317,5 9,573,5 Fotal (Capital of)	Anal River	250.0	123.7	1.265.5	249.7	110.8	1 4200
Second National. 2,000,0 240,8 4,222.0 1,014,0 229,0 5,800,0 1,014,0 322,0 5,180,0 1,180,0 229,0 340,2 5,036,0 340,2 5,036,0 340,2 5,036,0 340,2 5,036,0 340,2 5,036,2 5,0	Sourth National.		1,410,0	18,207,2	3,430,0	1,380,2	18,624,9
Nhith National	Central National	2,000,0	561.1			797,0	8,500,0
New York County	Second A stions.	300.0	240,8	4,222,0	1,014,0		
New York County	Niidh National.	750,0	297,1	01.952,5	2 101 6		
New York County	Third National	1 000.0	267.1	6739 6	1 264 3	731.9	7 413 3
New York County	N. V. Nat'l Exchange	500.0	130.6	1.294.9	146.3	116.7	1.148 7
Chase National 500 (c) 715.0 9 (689.1) 1,183.4 1,133.8 11,540.8 Fith Avenue 100.0 717.1 3,988.7 972.2 1,89.3 423.8 12,540.8 German Exchange 200,0 423.2 2,911.2 121.4 629.1 3,388.0 Juited States 500.0 513.4 4,138.6 1,867.8 31.1 3,199.4 Lancoln 300.0 247.8 3,43.4 555.8 276.9 4016.9 Garfield 200.0 293.0 292.0 471.1 352.6 342.4 Fith National 150.9 264.3 1,645.1 302.8 222.4 1,606.9 Weet Side 200.0 239.1 2,960.5 722.8 381.2 2,586.0 Seaboard 500.0 132.2 2,904.0 328.0 138.0 2,960.5 513.0 2,586.0 Buth National 3,500.0 262.7 1,1243.4 1,004.6 1,317.5 9,573.8 Total 80,762.7			394.7	2,473,0	480.8	227.4	2,695.9
Chase National 500 (c) 715.0 9 (689.1) 1,183.4 1,133.8 11,540.8 Fith Avenue 100.0 717.1 3,988.7 972.2 1,89.3 423.8 12,540.8 German Exchange 200,0 423.2 2,911.2 121.4 629.1 3,388.0 Juited States 500.0 513.4 4,138.6 1,867.8 31.1 3,199.4 Lancoln 300.0 247.8 3,43.4 555.8 276.9 4016.9 Garfield 200.0 293.0 292.0 471.1 352.6 342.4 Fith National 150.9 264.3 1,645.1 302.8 222.4 1,606.9 Weet Side 200.0 239.1 2,960.5 722.8 381.2 2,586.0 Seaboard 500.0 132.2 2,904.0 328.0 138.0 2,960.5 513.0 2,586.0 Buth National 3,500.0 262.7 1,1243.4 1,004.6 1,317.5 9,573.8 Total 80,762.7	New York County	200,6	221,9	2,645,5	710,01	151,0	3,194,5
Fifth Avenue	Garman-American	1 750.0	217.6	2,7524	423,4	143,5	2,580,3
Fifth Avenue	Chase National	1 500.0	715,0	9,669,1	1,583,4	1,136,8	11,540,8
Garfield. 200 0 79.30 2.926.0 471.1 32.26 3.424.7 Fith National. 150.9 264.3 1,645.1 302.8 232.4 1,860.5 Bank of the Metrop. 300.0 482.3 5,960.5 722.8 281.2 4,607.4 West Side. 200.0 239.1 2,383.0 381.0 235.0 2,588.6 Seabosari 500.0 132.2 2,904.0 328.0 513.0 3,615.6 Bixth National. 3,500.0 262.7 11.2*3.4 1,004.6 1,317.5 9,573.8 Total 80,762.7 55,945.1 403.246.2 69,157.0 31,926.5 407.168.1	Film Avenue	100,0	117,1	3,985,7	972,2	1,8,9	4,293,6
Garfield. 200 0 79.30 2.926.0 471.1 32.26 3.424.7 Fith National. 150.9 264.3 1,645.1 302.8 232.4 1,860.5 Bank of the Metrop. 300.0 482.3 5,960.5 722.8 281.2 4,607.4 West Side. 200.0 239.1 2,383.0 381.0 235.0 2,588.6 Seabosari 500.0 132.2 2,904.0 328.0 513.0 3,615.6 Bixth National. 3,500.0 262.7 11.2*3.4 1,004.6 1,317.5 9,573.8 Total 80,762.7 55,945.1 403.246.2 69,157.0 31,926.5 407.168.1	Cormania	200,0	981 5	9,744 3	934 4	0 6 0 0 4	3 190 4
Garfield. 200 0 79.30 2.926.0 471.1 32.26 3.424.7 Fith National. 150.9 264.3 1,645.1 302.8 232.4 1,860.5 Bank of the Metrop. 300.0 482.3 5,960.5 722.8 281.2 4,607.4 West Side. 200.0 239.1 2,383.0 381.0 235.0 2,588.6 Seabosari 500.0 132.2 2,904.0 328.0 513.0 3,615.6 Bixth National. 3,500.0 262.7 11.2*3.4 1,004.6 1,317.5 9,573.8 Total 80,762.7 55,945.1 403.246.2 69,157.0 31,926.5 407.168.1	Tinited States		513.4	4,138.6	1.367.×	37.2	5.074 7
Garfield. 200.0 293.0 2,926.0 471,1 322,6 3,423,1 Fifth National. 150.9 264.3 1,645.1 302.8 292.4 1,860.8 Bank of the Metrop. 300.0 482.3 5,960.5 722.8 28.2 4,607.4 West Side. 200.0 239.1 2,984.0 381.0 255.0 2,588.0 Seabousti. 500.0 132.2 2,904.0 383.0 313.0 313.0 30.15.6 Western National. 3,500.0 262.7 11,243.4 1,004.6 1,317.5 9,573.8 Total 60,762,7 55,945.1 403.246.2 69,157.0 31,926.5 407.166.1	Iancoln	300.0	247,8	3,4 3,4	555.8	276,9	4.016.6
Bank of the Metrop. 300,0 482,3 5,960,5 722,8 78,2 4,607,4 Weet Side. 200,0 239,1 2,383,0 381,0 235,0 235,0 25,88,0 Seabourd. 500,0 132,2 2,904,0 328,0 513,0 3,615,0 Bixth National. 200,0 75,4 1,910,1 360,0 110,0 2,049,1 Weetern National. 3,500.0 262,7 11,243,4 1,004,6 1,317,5 9,573,8 Total 60,762,7 55,945,1 403,246,2 69,157,0 31,926,5 407,166,1	Garfield.	200,0	293.0	2,926,0	471.1	252.6	3,423,1
Scalogari Sol. So	Fifth National	150,0	264,3	1,645,1	302,8	232,4	1,860,5
Scalogari Sol. So	Bank of the Melrop	300,0	482,3	5,960,5	722.8	281,2	4,607,4
Scalogari Sol. So	West Side	200,0	239,1	2,585,0	381,0	230,0	2,598,0
Total	Sixth National	200.0	75.4	1,910.1	360.0	110 0	2 040 1
Total	Western National	3,500.0	262.7	11.243.4	1.004.6	1.317.5	9,573,3
(Capital at							
(Capital at	Total	60,762,7	55,945,1	403,246,2	69,157,0	31,926,5	407.166.1
			1	-		1	1

Total		60,762,7	5,945,1 4	103,246,2	69,157,0 8	31,926,5	407.166.1
BANKS.	Capital & Surplus.	Loans.	Specie.	Legals.	Deposits.	Circum	Clearings.
N. York.	\$				\$	*	
Sept. 14		409,703,2					
. 21		409,602,3					
Oct. 5		409,311.7					
12		403,246,2					
Bostoo.				1 - 10 - 010	,,.	.,0 .0,0	
Sept. 28		155,033,6			137,014,0		
Oet. 5		154,962,2			135,884,1		
" 12	65,544.9	155,517,3	10,354,4	5,176,0	135,136,1	2,044,7	100,818,1
Sept. 25	35 132 3	100,438,0	24 9	244,0	97.813.0	2 1 28 0	66,579.9
Ort. 5		100.168.0		300.0	98.749.0		
11 12		69 965,0		348,0	96,054.0		

*We omen two explicts in all fless agartes. † Includion, for Boston and Philis delphia, the item "due to other banks."

FOREION TRADE OF NEW YORK—MONTHLY STATEMENT.—Ir addition to the foregoing tables, made up from weekly returns, we give the following figures for the full months, also issued by our New York Custom House. The first statement covers the total imports of merchandise, IMPORTS INTO NEW YORK.

		1889.	1888.					
Month.	Dry General Merchan-dise.		Total.	Dry Goods.	General Merchan- disc.	Total.		
	8	8	\$	8 -	8	8		
January	15,984,160	31,642,557	47,626,717	15,530,747	25,357,540	40,888,287		
February	18,798,968	80,359,29	44.158,258	14,299,496	30,484,188	44,783,632		
March	12,766,553	29,514,392	42,310,945	10,129,258	81,121,301	41,244,559		
April	12,288,551	29,612,048	41,900,629	11,117,537	27,377,727	38,495,264		
May	6,871,012	36,970,966	43,841,978	7,061,072	82,614,351	39,675,423		
June	7,961,555	32,078,621	40,040,176	6,539,019	84,518,633	41,057,652		
Jnly	12,052,320	36,082,098	48,184,418	13,988,020	27,434,405	41,402,425		
August	11,793,020	34,114,638	45,908,167	11,740,428	26,815,506	88,055,981		
Septamber.	12,885,867	24,988,015	37,873,88.	10,199,832	26,808,740	37,0(8,072		
Total	108,402,545	285,392,625	391,795,170	100,578,909	262,032,339	862,611,218		

EXPORTS FR	OM NEW 1	ORK.	CUSTOMS RECEIPTS.				
	Total Mer	chandis.		At New York.			
Month.	1889.	1888.	Month.	1889.	1888.		
	\$	\$		3	3		
January	80,136,144	24,055,029	January	14,031,750	13,496,621		
Fabruary	26,242,020	26,349,257	February	12,954,011	19,150,682		
March	28,859,635	22,863,204	March	18,423,001	11,059,638		
April	29,108,075	25,066,227	April	11,963,587	11,159,654		
May	26,449,235	23,917,585	May	11,097,653	9,982,080		
June	21,281,774	22,988,504	June	10,607,750	10,948,946		
July	23,304,127	22,810,769	July	18,787,330	14,159,594		
Angust	81,544,187	24,858,52	August	13,324,502	13,854,742		
September	28,866,001	21,516,407	Septembor	12,016,108	12,124,964		
Total	253,901,198	217,528,511	Total	113,296,935	109,937,201		

-Messrs, Griswold & Gillett are offering in our advertising columns 10-year 4 per cent school district bonds of Kansas City, Mo.; also 6 per cent improvement bonds of the City of Council Bluffs, Iowa, and a line of railroad bonds paying 5½ to 61/2 per cent per annum.

—Messrs. Dominick & Dickerman, 74 Broadway, have opened a branch office at 117 Monroe Street, Chicago, under the management of Messrs. J. Frank Kelly and J. T. Kilgour.

Anction Sales.—The following were recently sold at anction by Messrs. Adrian H. Muller & Son:

Banking and Financial.

SPENCER TRASK & Co., BANKERS.

Nos. 16 and 18 Broad Street, New York City. LBANY, N. Y.: 8ARATOGA, N. Y: PROVIDENCE, R. L.: ALBANY, N. Y.: 8ARATOGA, N. Y.: PROVIDENCE, R. I.: TRANSACT A GENERAL BANKING BUSINESS.

All classes of Securities Bought and Sold on Commission. Special attention given to investment Securities. Direct wire to each office and to Philadelphia, Boston and Chicago.

COFFIN & STANTON,

Bankers and Dealers

IN

Hlgh-Class American Bonds,

72 BROADWAY, NEW YORK.

COFFIN & STANTON, LIMITED,

DEALERS IN

CAREFULLLY SELECTED AMERICAN BONDS.

NO PROMOTION OR SPECULATIVE BUSINESS TRANSACTED

:84 WINCHESTER HOUSE, LONDON, E. C.

DIRECTORS.

J. R. Pine Coffin, J. P., D. L., (Chairman.) Sir John E. Dorrington, Bart., M. P., J. P.

Walter Stanton. Wm. Edward Coffin.

F. A. Hyait, J. P., Charles Hervey Jackson.

MANAGING DIRECTOR. Charles Hervey Jackson.

KANSAS CITY, MO.,

20-Year 4 per cent School District Bonds. (The School District comprises the entire city.)
INTEREST AND PRINCIPAL PAYABLE IN NEW YORK,

ALSO,

CITY OF COUNCIL BLUFFS, IOWA,

6 Per Cent Improvement Bonds, And a line of Desirable Raliroad Bonds, paying from 512 to 612 per cent interest. FOR SALE BY

GRISWOLD & GILLETT, 5 WALL STREET, NEW YORK.

Municipalities are dealt in largely by Messrs. S. A. Kean & Co, of New York and Chicago. The attention of Savings' Bank officers is called to these securities. The New York office is at 115 Broadway.

GAS STOCKS AND HORSE HAILROAD SECURIties made a specialty by Messrs. Guo. II. PRENTISS & Co., Brokers, 37 William Street, New York. Prompt attention will be given to all orders for buying or selling etocks and boads of this class.

The Bankers' Gazette.

DIVIDENDS:

The following dividends have recently been announced:

Name of Company.	Per Cent	When Payable.	Books Closed (Days inclusive)
Hallroads, Baltimore & Ohio—Washing'h Br. Northern N. H. Seabourd & Roanokc. Wheeling & Lake E., pref. (quar.) Miscellaneous.	5 3 5 1	Nov. 15	Oct. 17 to Oct. 21 to Nov. 1 Nov. 2 to Nov. 15
Edison Elcetric Iliumin'g (quar.). Holiand Trust. Oregon Improvement. Puliman Palace Car (quar.). I ron Steamboat.		Nov. 1 Nov. 1 Nov. 15	Oct. 16 to Nov. 1 Oct. 22 to Nov. 1 Oct. 22 to Nov. 1 Nov. 2 to Nov. 15 Oct. 19 to Nov. 6

WALL STREET, FRIDAY, Oct. 18, 1889.-5 P. M. WALL STREET, FRIDAY, Oct. 1S, 1889.-5 P. M.
The Money Market and Financial Situation.—The Stock Exchange markets have been quite irregular the past week. The money market has again worked closely, and there have been important events which had a direct bearing upon the values of certain stocks—chief among these events being the issue of the Atchison plan and the Northern Pacific election and partial change of management.

The principal sensation was, of course, the famous Atchison plan, which came out on Tuesday, and has certainly been received with much favor, when we consider the many and diverse interests to be satisfied. There is one argument in regard to the exchange of bonds which is forcible throughout the list of securities affected, and that is that the market price

gard to the exchange of bonds which is forcible throughout the list of securities affected, and that is that the market price of the new fours and new incomes to be given will probably be high enough to enable the present holders in nearly every case to realize and get as much in cash as their holdings are now worth or likely to be worth in the future. In other words, going right to the point of the matter, every holder can probably get more by accepting the plan than he could possibly get were the plan than the could possibly get more by accepting the plan than he could possibly g going right to the point of the matter, every holder can prob-ably get more by accepting the plan than he could possibly get by rejecting it. If the project goes right on to speedy com-pletion, as now seems likely, the Atchison stock will be re-moved as an incubus from our market, over which it has hung

moved as an incubus from our market, over which it has hung with ever threatening aspect since it touched the high-water mark of recent years at 119% in June, 1887.

The Northern Pacific election removes another uncertainty from the market (uncertanities are the bane of healthy stock operations), and places this very important company fully under the control of Mr. Villard and his associates.

The money question is always one in regard to which it is difficult to predict with safety, but it seems highly probable that the rates now ruling will draw funds towards this centre if they keep up. With any reasonable assurance of a good supply of money at rates not over 6 per cent, and with the prospect for activity in railroad freight, and in general business, the outlook seems to favor a strong market in the long run, provided we have no clouds looming up in the financial horizon, of which there is at the present moment no outward and visible sign.

The open market rates for call loans during the week on

and visible sign.

The open market rates for call loans during the week on stock and bond collaterals have ranged from 6 to 15 per cent, and to-day the rates were the same. Prime commercial paper is quoted at 5½ 6½ ber cent.

The Bank of England weekly statement on Thursday showed a gain in specie of £290,000, and the percentage of reserve to liabilities was 36°21, against 33°70 last week; the discount rate remains unchanged at 5 per cent. The Bank of France lost 5,125,000 francs in gold and 3,950,000 francs in silver.

The New York Clearing House banks in their statement of October 12 showed a deficiency under the 25 per cent requirement of \$708,025, which is an increase of \$960,025 from the deficiency of \$1,668,050 shown the previous week.

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

diverges of the few forth of the first builds.									
	1889. Oc. 12.	iff r'nc's fr'm Prev week	1888. Oci. 13.	1887. Oct. 15.					
	\$	S	8	\$					
Capital	60,762,700	\$	60.762.700						
Surplus	55,915,100	Inc.1,320,000	49.518.200						
Loans and disc'ts.	463,246,200	Dec.4,070,306	397,243,200						
Specie	69,157,000	Inc.1,835,300	85,050,000	74,559,500					
Circulation	3,916,500	Dec. 13,200	6,519,300	8,201,700					
Net deposits	407,166,100	Dec.5,107,700	414,469,800	355,255,200					
Legal tenders	31,926,500	Dec.2,152,200	28,882,000	21,514,500					
Legal reserve	101 701 525	Dec.1,276,925	102 617 450	88.813.800					
	101,701,520	Dec. 316,900	112 699 000	96,074,000					
accept o hera	102,000	270,300	210,002,000	50,071,000					
Surplus reserve	def. 708,025	Inc. 960,025	10,314,550	7,260,200					

Exchange.—There has not been much demand for sterling exchange, and the tendency has been steadily downward all the week, rates having been affected by the offering of commercial (especially cotton) bills, and the continued high

commercial (especially cotton) bills, and the continued high rates for money. Posted figures are to-day 4 82½ 4 83 and 4 87½ 4 87½.

To-day the rates on actual business were as follows, viz.: Bankers' 60 days' sterling, 4 81¾; demand, 4 86¼ 4 4 86½. Cables 4 86¾ 4 87. Commercial bills were 4 80 4 4 80¼. Continental bills were: Francs, 5 21½ and 5 19¾ 4 5 19¾ 4 5 19¾; reichmarks, 94¾ 4 31½ and 95½ 4 95¼; guilders, 39½ 40 and 40¼ 40 3-16.

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

14 discount, selling 14 discount @ par; Charleston, buying 14@3-16 discount, selling par; New Orleans, commercial, \$1 75@\$2 discount; bank, par; St. Louis, 75c. discount; Chicago, 50c. discount.

The rates of leading bankers are as follows:

October 18.		Bixty Days.		Demand.
f'rime bankers' sterling bills on London. Prime commercial Documentary commercial. Paris (francs) Amsterdam (guilders). Frankfort or Bremen (reichmarks).	47.00	1 904004 804 1 80	1	******

United States Bonds.—Government bonds have been even less active than usual this week at the Stock Exchange. The offerings to the Secretary of the Treasury have also been on a more limited scale and the total acceptances are only \$1,945,750.

The statement for this week is as follows:

	434 E	Per Cents d	lue 1891.	4 P	Per Cents due 1907.			
	Offerings.	Furch'es.	Prices paid.	Offerings.	Purch'es	Prices paid		
Baturday	\$57,150	\$57,150	105%	\$12,050	\$42,050	127		
Monday	40,750	0,750	105%	13,500	13,500			
Tuesday	113,100	115,100	105%	138,400	134,400	127		
Wedn'sday.	31,500	\$1,500	105%	422,200	422,200	127		
Thursday	84,600	66,600	105%	16,450	16,450	197		
Friday	91,200	31,200	103%	1.006,850	1,006,850	127		
Total	346,300	806,800	105%	1,689,450	1.689,450	127		

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

	Interest Periods		Oct. 14.	Oct. 15.	Oct. 16.	Oct. 17.	Oct. 18.
41es, 1891 reg. 41es, 1891 coup. 4s, 1907 reg. 4s, 1907 coup. 6s, cur'ev, 95 reg. 6s, cur'ev, 96 reg. 6s, cur'ev, 98 reg. 6s, cur'ev, 98 reg. 6s, cur'ev, 98 reg.	QMch. QJan. QJan. J. & J. J. & J. J. & J. J. & J.	*105½ *127 *127 *118 *120 *123 *126	10534 *127 *127 *118 *123 *123 *126	*105\2 *127 *127 *128 *128 *120 *123 *126	*105½ *127 *127 *119 *120 *123 *126	*105 ¹ 9 *127 127 *118 *120 *123 *126	*10512 *10512 *10512 *127 *127 *117 *120 *123 *126 *129

This is the price bid at the morning heard; no sate was made

State and Railroad Bonds.—In State bonds there has been more done than during the previous week, the sales including Louisiana consol. 4s at 89½-½; Tennessee settlement 3s at 74-½; Virginia 6s deferred, trust receipts, at 8½; Arkansas 6s funded at 14; South Carolina Brown consol. 6s at 101¾.

In railroad bonds there has been little feature. Business

has generally been moderately active and well distributed but the changes in prices have not been great in most i..stances. The Gulf Colorado & Santa Fe and Atlantic & Pacific bonds have recovered somewhat since the publication of the Atchison plan of reorganization.

Railroad and Miscéllaneous Stocks.—With only a moderate business the stock market has continued irregular and somewhat erratic in its movements. There have been wide fluctuations in a few stocks subject to speculative influences, but there has been little news of a general character, the depression, wherever it has occurred, being chiefly traceable to special causes or to bear pressure. Tight money has again helped the bear side, and this, in the absence of any active bull movement and with the downward turn in certain specialities, has given rather an appearance of weakness to the market.

helped the bear side, and this, in the absence of any active bull movement and with the downward turn in certain specialties, has given rather an appearance of weakness to the market.

The Atchison plan, which was published early in the week, has naturally attracted a great deal of attention, and on the whole has been well received. The stock advanced on its issue, and has held its price with much steadiness, as there is great satisfaction that no cash assessment is forced on the stockholders. The rights to subscribe to new bonds sold first at ¼, and were then advanced to ½, but have reacted a little. The grangers have been rather weak and unsettled, led by Burlington & Quincy and St. Paul, though there has been nothing in particular to account for their decline, except perhaps the bearishness of the Chicago operators.

Quite suddenly and unexpectedly Northern Pacific preferred developed great weakness on Thursday, declining to 71½. This was the more surprising from the fact that the meeting resulted, as expected, in a complete victory for Mr. Villard, and a resolution was adopted recommending the Directors to pay as soon as possible all that is due to the preferred stock under the new financial plan. The theory of the Street was that the decline resulted from the selling by parties who were dissatisfied with the change; to-day the price recovered and closed at 73½. Another weak stock was Missouri Pacitic, which declined on large sales to 68½, but with some recovery afterward. Among the coalers, Lackawanna has been active and Reading moderately so, with the tendency downward in sympathy with other leading stocks.

On the other hand, a few specialties have been quite strong at times, including C. C. C. & St. L., the Chesapeake & Ohios

with other leading stocks.

On the other hand, a few specialties have been quite strong at times, including C. C. C. & St. L., the Chesapeake & Ohios and Manhattan Elevated, and to-day, Friday, there was a better tone all around, the market closing dull but strong.

The Trust stocks have continued to attract a good deal of attention, and dealings in Sugar and Cotton-Oil have been very heavy. Rumors have been plenty, though de inite information is not obtainable. In the case of Sugar Trust, which declined over 10 points, to 72½, it was rumored that a large amount of stock had been sold by an insider; the price recovered and closed at 78 to-day. Cotton-Oil has also been weak, though not as low as in the previous week.

STOCKS-PRICES AT N. Y. STOCK EXCHANGE FOR WEEK ENDING OCTOBER 18, AND SINCE JAN. 1, 1889.

				OWEST PRI			Sales		Jan. 1, 1889.
STOCKS.	Saturday. Oct. 12.	Monday, Oct. 14.	Tuesday. Oct. 15.	Wednesday, Oct. 16.	Thursday, Oct. 17.	Friday, Oct. 18.	Week, Shares.	Lowest.	Highest.
Active RH. Stocka, Atchison Top, & Banta Fe. Atlantic & Pacific. Canada Southern Central of New Jersey. Central Pucific. Chesspeake & D.—Vot.Tr.cert. Do do lat pref. Do do 2d pref. Chicago Burlington & Quincy. Chicago & Eastern Illinois. Do pref. Chicago Milwaukee & Sirt'ani. Do pref. Chicago Milwaukee & Sirt'ani. Do pref. Chicago & Northwestern. Do pref. Chicago & Northwestern. Do pref. Chicago & Rock Island & Pacific. Chicago & Rock Island & Pacific. Chicago & Fani Min. & Om. Do pref. Chicago St. Paul Min. & Om. Do pref. Clicago St. Paul Min. & Om. Do pref. Cleve. Cincin. Chic. & St. L. Do pref. Columbus Hocking Val. & Tol. Delaware Lackawanna & West Don't Tex. & It'k. W, Vot. cert. East Tennossee Va. & Ga. Don't Tex. & It'k. W, Vot. cert. Green Bay Wincha & St. Paul. Illinois Central. Lake Erio & Western. Do pref. Lake Shoro & Mich. Southern Louis New Alt. & Chicago. Manhat:an Elevated, consol. Michigan Central. Milwaukeo Lake Sh. & West. Mobile & Ohlo. Neshv. Chattanooga& St. Louis. Do pref. New York Central & Hudson. New York Chick. & St. Louis. Do pref. Do lat pref. Do pref. New York Chick. & St. Louis. New	8aturday. Oct. 12. 2814 2938 412 412 70 70708 5334 5334 125 12558 324 13 3134 22138 25 65 4212 4334 108 10812 1121 1121 11412 1112 113 12 9934 9944 17 17 1423 1133 2758 28 1034 1034 ************************************	MIGO Monday, Oct. 14. 2878 3178 453 434 7018 7038 554 12512 12714 343 434 2478 2538 65 6634 4414 10814 10814 4114 96 97 7114 7178 1141, 11414 11214 1125 11274 1127 117 18 1273 23 123 12 100 177 18 1423 1434 177 117 1812 1812 646 649, 1056 10678 89 92 814 44 1071 103 1156 649, 1157 1157 1157 1157 1157 1157 1157 1157	Tuesday. Oct. 15. 3038 3234 *413 5 6014 6012 54 5414 *12512612 55 2558 2558 2518 2558 4416 4512 108 109 4012 4012 96 97 7034 7134 114 114 1121 11314 1121 11314 1121 11314 1122 11314 1122 11314 1122 11314 1122 11314 1122 11314 1122 11314 1121 11314 1121 11314 1121 11314 1121 11314 1121 11314 1121 11314 1121 11314 1121 11314 1121 11314 1121 11314 1121 11314 1121 11314 1121 11314 1121 1012 1012 1012 1013 1013 ** ** ** ** * * * * * * * * * * * * *	Wednesday, Oct. 16. 2934 3112 *453 5 *6812 6014 125 126 *342 35 2512 2638 4434 4712 1078 10818 *96 97 7014 71 11378 11378 *112 1127 *12 1127 *12 1127 *12 1127 *12 1127 *13 112 1127 *13 112 1127 *14 12 12 12 12 12 12 12 12 12 12 12 12 12	Thursday, Oct. 17. 2034 3138 434 434 6912 6912 5314 5314 1244 125 3134 34 32 2538 2652 6514 6612 4354 4558 10635 10734 4019 4018 96 96 69 7012 1132 114 11114 1124 1142 122-2 9712 9914 *14 138 334 3314 3312 *** 99 7534 77 90 59 90 58 142 1438 2678 2714 **1012 1034 *** 1012 1034 ** 11714 118 1814 6631 77 22 224 ** 1012 1034 ** 11714 118 1814 6631 064 ** 119 93 7934 8038 ** 149 1114 1114 6918 6934 ** 114 1114 6918 6934 ** 114 1114 6918 6934 ** 115 114 1114 6918 6934 ** 116 114 1114 6918 6934 ** 117 11714 ** 118 114 1114 6918 6934 ** 119 114 1114 6918 6934 ** 110 114 1114 6918 6934 ** 1114 1114 6918 6934 ** 114 1114 6918 6934 ** 115 114 1114 6918 6934 ** 117 11714 ** 118 114 1114 6918 6934 ** 114 1114 6918 6934 ** 115 114 1114 6918 6934 ** 116 114 1712 ** 88 70 ** 2918 29-4 ** 4434 4578 1838 383 34 484	Friday, Oct. 18. 30½ 3158 *458 5 69 6918 53 53½ 124¾ 124¾ 2558 2539 64 65 433¼ 44 105¾ 107 40 96 96 69 6978 111 113½ 111 1115 *141 142 97½ 98¼ *15 18 38¼ 38¼ *5 75¾ 75¾ 99 99 *17 18 126¼ 2658 *141 142 *5 18 38¼ 38¼ *11 111 *15 38¼ 38¼ *11 112 97⅓ 98¼ *11 10¾ *11 10¾ *11 10¾ *11 10¾ *11 10¾ *11 10¾ *11 10¾ *11 10¾ *11 10¾ *11 10¾ *11 10¾ *11 10¾ *11 10¾ *11 10¾ *11 10¾ *11 10¾ *11 11 11 *17 17 *17 *18 19 63½ 63½ *10¾ 4½ *11 11¼ 12 69 70½ *11 11½ *11 10	8alos of tho Week, Shares, 202,516 2,410 2,660 5,170 29,735 7,081 25,915 42,521 850 13,702 2,760 800 600 35,6.3 2,581 100 64,416 8,780 882 100 64,416 8,780 882 100 12,755 2,660 12,755 2,660 12,755 1,114 200 93,830 40,00 1,233 1,	Range Since Lowest. 2612 Oct. 10 4 Oct. 11 4712 Mar. 16 5012 Jan. 24 923 Mar. 16 33 Mar. 29 1514 Mar. 2 5612 Frb. 26 2915 Fcb. 27 887 Mar. 16 97 Fcb. 25 607 Mar. 16 97 Fcb. 25 10212 Mar. 27 135 Mar. 26 11 Jan. 15 33 Jan. 21 33 Jan. 21 36 July 12 11 July 22 1315 Apr. 3 56 July 12 11 July 22 1315 Apr. 3 63 Jan. 28 20 Apr. 21 86 Jan. 30 258 Ang. 6 106 Fcb. 13 5814 Jan. 25 16 Jan. 26 5138 Jan. 4 5614 Jan. 30 258 Ang. 6 106 Fcb. 13 16 Jan. 20 5138 Jan. 4 5614 Jan. 7 90 Jan. 30 258 Ang. 6 106 Fcb. 13 16 Jan. 20 1712 Jan. 7 90 Jan. 30 258 July 12 1712 Jan. 7 90 Jan. 30 3412 July 18 181 Jun 19	Jan. 1, 1889. Highest. 58 Jan. 2 89 Jan. 14 7142 Oct. 2 564 Feb. 14 131 Oct. 13 662 Jan. 16 263 Aug. 9 4558 Oct. 17 11145 Jan. 16 494 Aug. 12 1072 Aug. 12 1072 Aug. 12 1072 Aug. 12 1074 Aug. 12 1074 Aug. 12 1074 Aug. 12 1074 Aug. 12 1074 Sept. 12 1042 Sept. 9 7818 Oct. 15 10312 Aug. 12 2844 Feb. 6 424 Feb. 6 424 Feb. 6 424 Feb. 6 427 May 23 1013 Sept. 9 7818 Oct. 15 10312 Aug. 12 2844 Feb. 20 1042 Feb. 11 10712 June 12 9612 Mar. 4 73 Feb. 8 118 Aug. 9 203 Anz. 9 6614 Sept. 11 10712 June 12 9612 Mar. 4 1071 Mar. 4 1071 Mar. 4 1071 Mar. 4 1071 Mar. 4 1071 Mar. 4 1071 Mar. 4 1071 Mar. 4 1071 Mar. 4 1071 Mar. 4 1071 Mar. 4 1071 Mar. 4 1071 Mar. 4 1071 Mar. 4 1071 Mar. 4 1071 Mar. 4 1071 Mar. 4 1071 Mar. 4 1071 Mar. 4 1071 Feb. 4 1773 Feb. 4 1774 Apr. 26 5315 June 2 175 Feb. 2 175 Feb. 2 175 Feb. 2 175 Feb. 2 175 Feb. 2 175 Feb. 2 175 Feb. 2 175 Feb. 12
Missouri Kansas & Texas Missouri Pacilio Mobile & Ohlo Nashv. Chattanooga& St. Louis. New York Central & Hudson. New York Central & Hudson. New York Chio. & St. Louis. Do lst pref. Do 2d pref. New York Lake Erie & West'r New York & New England. New York Ontario & West New York Ontario & West New York Susquehan. & West Do pref Onthok & Western Do pref Ohlo & Mississippi Oregon & Trans-Continental. Peoria Decatur & Evansville. Phila, & Read, Vot. Trust. Cerk. Etchmond& West P't Terminal Do pref. Rome Watertown & Ordensb'g St. Louis & San Francisco Do pref. Do 1st pref. Do pref. Do 1st pref. St. Paul & Duluth. Do pref.	*11 \(^1_2\) 12 \\ 69\(^7_6\) 70\(^7_8\) \\ 101\) 101\\ 101\) 101\\ *107\) 107\(^8_9\) \\ *16\(^4_1\) 18\\ 407\) 69\\ *30\(^3_8\) 29\(^8_8\) 29\(^8_6\) \\ 18\(^4_1\) 45\(^4_1\) 45\(^4_1\) 34\\ *81\(^4_1\) 22\(^8_1\) 22\(*11 ¹ 4 12 70 ³ 8 71 ⁵ 8 14 14 ¹ 4 100 ³ 1 100 ³ 4 106 ³ 4 106 ³ 4 *16 ³ 4 18 68 68 ³ 4 *36 38 29 ⁵ 8 30	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$^{*11}_{083} \begin{array}{c} {}_{1114} & 12 \\ {}_{083} \\ {}_{12} & {}_{121} \\ {}_{13} & 15 \\ {}_{101} & 101 \\ {}_{106} \\ {}_{12} & {}_{106} \\ {}_{12} \\ {}_{106} \\ {}_{12} \\ {}_{12} \\ {}_{12} \\ {}_{12} \\ {}_{12} \\ {}_{12} \\ {}_{13} \\ {}$	$\begin{array}{c} 11^{1}4 & 11^{1}4 \\ 69^{1}6 & 69^{3}4 \\ 13 & 14^{1}2 \\ 100^{1}2 & 100^{1}2 \\ 106^{2}4 & 107 \\ *16^{1}4 & 17^{1}2 \\ *08 & 70 \\ *36 & 38 \\ 29^{1}8 & 29^{-4} \\ \hline \\ 18^{2}8 & 18^{3}8 \\ *8^{1}8 & 8^{3}4 \\ 34 & 34 \\ \end{array}$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	500 93,830 400 2,050 1,233 62 312 7,960 58,997 2,576 2,100 4,123 64,014 800 2,505 22,228 1,330 83,035	10 June 1) 64½ M r. ½ 8 Jan. 1 81 S Jan. 2 104% July 27 15½ Ju.y 15 66½ 86pt. 3 34½ July 18 2538 July 22 61 Jan. 4 41½ Apr. 1 14½ Jan. 5 7½ Apr. 18 303 Mar. 19 125 Jan. 5 58½ Mar. 16 193 Mar. 19 283 July 18 283 July 18 49 Ang. 16 283 July 18 49 Apr. 1 19½ July 18 19½ July 18 19½ July 18 19½ July 18 19½ July 18 19½ July 18 19½ July 18 19 Apr. 1 153 Mar. 19 104 Mar. 18 104 Mar. 19 104 Mar. 19 104 Mar. 19 104 Mar. 18	14 Jan. 14 78 Sept, 12 15 July 1 102½ Sept, 12 102½ Sept, 12 102½ Sept, 12 177 Feb. 4 443 Feb. 2 3078 Sept. 11 71¾ Apr. 28 53½ Feb. 7 9½ Feb. 2 37 Sept. 23 36% Sept. 3 21% Sept. 23 21% Sept. 23 21% Sept. 3 21% Sept. 3 57878 Sept. 3 21% Sept. 3 178 Sept. 3 17
Oregon Improvement Co. Do pref. Oregon R'y & Navigation Co. Pacific Mail Pullman Paluce Car Co. Western Union Telegraph Express Stocks. Adams	*52 54 *93 96 103 100 3234 3234 *188 189½ 85½ 85½ 150¼ 151	*150 153	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	115½ 115½ 19½ 19¾ 61⅓ 61⅓ 16¼ 16¼ 30⅓ 30ҧ 70⅓ 70⅙ 27 27⅙ 55 56⅓ 31 31¾ 89¾ 90⅓ 150 150 51⅓ 51⅓ 93 9∂ 132⅓ 32⅓ 186 186⅓ 84⅓ 84¾ 151 154	3,382 836 400 1,020 770 1,453 19,173	17½ Mar. 18 56½ July b 12½ Jan. 3 24 Jan. 9 50½ Jan. 5 21⅙ July 8 34 Jan. 16 21 Apr. 17 80⅙ Jan. 21 130 Mar. 18 42¼ Apr. 5 75 Apr. 10 85 Apr. 23 31½ Oct. 8 171 Mar. 19 83 Jan. 2	67 ¹ 4 Mar. 4 18 ² 8 8ept. 12 34 ² 4 8ept. 9 7 ³ 6 8ept. 12 30 ³ 4 8ept. 12 30 ³ 4 8ept. 12 62 June 7 36 ¹ 2 Feb. 11 92 ³ 8 May 28 156 8ept. 6 72 ¹ 9 Jan. 16 107 ¹ 2 Jan. 30 105 8ept. 20 40 Feb. 7 205 ³ 4 Feb. 11 88 ³ 4 June 6 153 Feb. 4
American United States Wells, Fargo & Co. Inactive Stocks. Cincinnati Wash. & Balt. Do do pref. Commercial Cable Co. Douver & Rio Grande. Do do pref. Do pref. New Central. Do pref. Kingston & Pembroke. Morris & Essex. New York New Hav. & Hart. Richme nd & Apglany—Tr.rec. Southein Cotton Oil Co. Southein Pacilic Co. Texas & Pacific Land Trust. Tol. Ann Arboi & N. M. Cameron Iron & Coal. Tennessee Coal & Iron. Do pref. Trust Stocks, & C. (Unitst	$ \begin{array}{c} ^*117 & 119 \\ 83^{18} & 83^{34} \\ 140 & 141 \\ \\ ^*2 & 2^{14} \\ ^*4 & 4^{36} \\ 102^{14} & 102^{14} \\ ^*11 & 18 \\ ^*51^{12} & 52^{12} \\ ^*8 & 0 \\ 25^{5} & 25^{78} \\ ^*28^{34} & 29 \\ \\ 22^{18} & 22^{18} & 22^{18} \\ 63^{14} & 67 \\ 17^{12} & 18 \\ ^*32^{12} & 33^{12} \\ ^*6 & 7 \\ 51^{14} & 52 \\ 99^{34} & 99^{34} \\ \end{array} $	$\begin{array}{c} *117 \\ 83^{5}_{8} \\ 84^{1}_{2} \\ *139 \\ 143 \\ 2^{1}_{2} \\ 2^{1}_{2} \\ 4^{5}_{8} \\ 102^{1}_{2} \\ 102^{1}_{2} \\ 18^{1}_{4} \\ 52^{1}_{2} \\ 52^{7}_{2} \\ 25^{1}_{2} \\ 25^{1}_{2} \\ 25^{1}_{2} \\ 22^{1}_{2} \\ 22^{1}_{2} \\ 22^{1}_{2} \\ 22^{1}_{2} \\ 36^{3}_{3} \\ 37^{1}_{2} \\ 32^{1}_{2} \\ 33^{1}_{3} \\ 7 \\ 75^{1}_{1} \\ 4 \\ 52 \end{array}$	11812 11812 8312 8412 *139	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	110 1,008 177 1,116 1,200 	109 Jan. 10 7312 Jan. 4 134 Jan. 19 38 Apr. 3 100 Sept. 26 1512 Mar. 18 424 Jan. 31 7 Oct. 8 1812 July 18 27 Jan. 4 144 Jan. 5 1412 Jan. 4 144 Jan. 5 24112 Jan. 4 141 Jan. 6 2112 Apr. 1 15 Apr. 2 1 Jan. 2 412 Sept. 2 31 Jan. 2 31 Jan. 2	120 y June 6 135 y Jule 5 146 June 18 219 Oct. 14 439 Oct. 5 1023 Oct. 14 1819 Sept. 9 5278 Oct. 14 1019 Mar. 12 3258 Sept. 9 15618 May 25 3 23 Aug. 12 72. 9 Sept. 20 3 23 Aug. 12 1214 Feb. 8 3 254 Sept. 9 3 344 Apr. 22 3 554 Sept. 9 3 554 Sept. 9
Sugar Refinerics Co. National Lead Trust American Cotton Oll Trust Distillers' & Cattle F. Trust Pire Line Cont.	82 83 225 238 421 43	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	7214 7538 23 2334 3934 41 *40 41	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	75¼ 77 23 23¼ 40³8 41¼ *39 40½	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	208.675	1958 Mar. 26	5 126 June 2 5 35 June 2 7 61 2 May 25 8 47 78 Aug. 1

BONDS - LATEST PRICES OF ACTIVE BONDS AT N. Y, STOCK EXCHANGE, AND RANGE SINCE JAN. 1, 1889.

	l or :						
RAILROAD BONDS.	Oct. 18; Oct. 11		nee Jan. 1.	RAILROAD BONDS.	Olosing.		ice Jan. 1.
W 2 L 4 1010			Highest.		Oct. 18 Oct. 11	Lineat.	Highest.
Atl. & PacW. D. Inc., 6s, 1910 Guar., 4s, 1937	7142 69	13 Oct. 6812 Oct.	2238 Feb. 83 Feb.	Mobile & Ohio—New, 6s, 1927 General mort., 4s, 1938	118½ 119 b.	1123 Feb. 413 Jan.	120 Oct.
Can. South.—1st guar., 5s, 1908	1684a. 1084 96 b. 1064	1106 lo Jan.	1121 ₂ May 100 May	General mort., 4s, 1938. Mutual Un. Tel.—S. f., 6s, 1911. Nush. Ch. & St. L.—1st, 7s, 1913.	101½b. 103	99 Jan.	1044 Apr.
2d, 5s, 1913	96 b. 06 ¹ 4 101 ⁷ 8 102 a.	1014 Aug.	10612 Jan.	Comoni de 1990	AUR GM	DEWISHA.	1384 June 1074 June
Convert 7s 1902	128 b. 128	120 Jan. 125 Jan.	1241 ₂ June 1284 Apr.	N. Y. Central—Extend., 58, 1893.	105 b. 104 b.	101 May 1323 Oct.	107 Feb.
General mort., 5s, 1987 Leb.& W.B., con. 7s, 1909, as 'nt	112½b.113	10638 Jan.	1154 June	N. Y. C. & H.—1st, cp., 7s, 1903 Debenture, 5s, 1904	111128, 112120.	III Jan.	1374 June 1154 June
Am. Dock & Imp., 58, 1921 Central Pacific—Gold 68, 1898	11312a. 114 a.	115 ¹ 2 Jan. 108 Jan.	120 12 May 113 May	N. Y. & Hariem—1st, 7s, 1900 N. Y. Chie. & St. L.—1st, 4s, 1937	94 9334	OTS Ton	134 Mch. 984 Jane
Land grant 6s, 1890	101 40. 10t D.	113 ¹ 4 Feb. 101 ¹ 4 Oct.	12014 June 1051 ₂ Feb.	N. Y. Elevafed—1st, 7s, 1906 N. Y. Lack. & W.—1st, 6s, 1921.	116 4b. 116 4 137 3a. 137 b.	116 Jan, [121 May
Mortgage 6s, 1936 Ches. & Ohio.—Mort. 6s, 1911	105 b. 105 b.	10518 Apr. 11314 Jan.	108% Meh. 120 Sept.	Construction, 5s. 1923	*****	1111 Ckah	138 ¹ 2 June 116 ¹ 2 July
1st consol, 5s, 1939. Ches. O. & So. W.—6s, 1911	10314 103	94 Feb.	1044 Aug	N. Y. Oat. & W.—1st, 6s, 1914 N. Y. Sus. & W.—1stref., 5s, 1937	111 20. 111 39. 101 4h.	110 ¹ 2 Meh. 94 Jan.	115 Feb. 10314 June
Chie Ruri & No -1st, 58, 1926		98 Jan.	114 July 10173 July	Midland of N. J.—1st, 6s, 1910 Norfolk & West.—Gen., 6s, 1931	115 D. 116 1	1144 Apr.	110 2 Sept.
Chie, Burl. & O.—Con. 7, 1903	129½b. 130 106¼b. 155¾	1291 ₂ July 1023 ₄ May	131 May 10612 June	North, Pac.—1st. conp., 6s, 1921	1144 11438	1144 Oct.	1213 Apr. 12078 May
Debenture 5s, 1913 Denver Division, 4s, 1922 Nebraska Extension 4s, 1927.	93½ 9438a. 94 b. 94¼b.	92 1/2 Feb.	9612 May	General, 2d, coup., 1933 General, 3d, coup. 6s, 1937	1081 ₂ b.	9734 Jan.	117 Aug. 110 May
Unic. & E. III.—1st, s. I., 68, 1907	120 h.	118 Jan.	9558 Apr. 120 July	No. Pac. Ter. Co.—1st, 6s, 1933. Ohio Ind. & West.—1st, 5s, 1938	80 80 80	10334 Jun. 61 July	112 June 83 2 Sept.
Consol. 6s, 1934	120 b. 120 b. 103½a. 102½b.	118 Jan. 97 Jun.	12712 Sept. 10434 Aug.	Ohio Ind. & West.—1st, 5s, 1938 Ohio & Miss.—Consol., 7s, 1898. Ohio Southern—1st, 6s, 1921	11812a. 117345.		121 June
Consol. 6s, 1934	95½b.	83 Feb. 99 Jan.	101 May	2d, Income, 6s, 1921	60 n. 58% u.	103 Jnn. 4434 Jnn.	1134 Sept. 604 Oct.
Chic. Mil. & St. P.—Con. 78, 1905 1st, Southwest Div.—68, 1909.	1263 128 a.		196 June 13012 June	Omaha & St. L.—1st, 4s, 1937 Oregon Imp. Co.—1st, 6s, 1910.	75 b. 75%b.	71½ Jan. 102 Feb.	60 ¹ 8 Oct. 80 ³ 4 June 106 ⁷ 8 Feb.
1st, Southwest Div.—68, 1909. 1st, So. Min. Div.—68, 1910	116 b. 116 b.	112 Jun. 110 Jan.	11712 Sept. 121 Sept.	Ore. R. & Nav. Co.—1st, 6s, 1909	112 ¹ 2b. 112 ¹ 2a.	TIO SHILL	1104 1096
1st, So. Min. Div.—6s, 1910 1st, Ch.& Pac.W.Div.—5s,1921 Wis, & Minn. Div.—5s, 1921	108 1084	103 Jan. 99 Jan.	1093 June	Oregon & Transcon'i-6s, 1922.	10512 104140.	10112 Jun.	1053 May 10712 Apr.
Terminal 5s, 1914	105 91,	100 Jan.	108 ¹ 2 June 108 June	Penn. Co.—4 ¹ 28, coupon, 1921 Peo. Dec. & Evans.—1st,6s, 1920 Evansy, Div.—1st, 6s, 1920 2d pont 5s, 1927		104 ¹ 2 Feb.	1111 Sept. 110 May
Chie. & N. W.—Cousol. 7s, 1915. Gold. 7s, 1902	1294sb. 128	14334 Jan. 127 Aug.	149 Ang. 133 May	24 WIULIA 93, 194 (10 00 04	10234 Jan. 66 Jan.	109 ¹ 2 Feb. 76 ¹ 2 Meh.
Sinking fund 6s, 1929 Sinking fund 5s, 1929	118 a. 115 b.	119 Jan. 10812 Jan.	123 Apr. 112 June	Phila. & Read.—Gen. 48, 1958 1st pref. income 5s, 1958	90 ¹ 2b. 90 ¹ 2 81 ¹ 4 81 ⁵ 8	885g Jan.	9134 June
Sinking fund debent. 5s, 1933 25-year debenture 5s, 1909	II44D.	109 Jan.	116 Sept.	2d pref. income 5s. 1958	61 a, 61 ¹ 2	6278 July	9112 Jan. 8238 Jan.
Extention 48, 1926	98% 994	98 Jan.	109 Apr. 104 ¹ 4 Feb.	3d pref. income 5s, 1958 Pittsb. & West.—1st, g., 4s, 1917 Rich. & All.—1st, 7s, Drexel cert.	51½b	51 Oct. 784 Jan.	62 ¹ 4 Jan. 87 ¹ 2 May
Chic. Peo. & St. L.—Gld. 58, 1928 Chic. R. I. & Pac.—6s, coup., 1917	135 a. 134 b.	13114 Mch.	9834 May 1381 ₂ June		67% 67 b. 354	58 Jan. 26 Jan.	7018 Aug. 37 Aug.
Extension & col. 5s, 1934 Chic.St. P. M. & OCon. 6s, 1930	$ \begin{array}{c cccc} 10534 & 106 \\ 12112 & 12212 \end{array} $	1045 ₈ Jan. 1191 ₂ Jan.	108 2 June 124 2 May	Rich. & Dany.—Con., 6s, 1915 Consol. gold, 5s, 1936 Rich. & W. P. Ter.—Trust 6s, 1897	118 ¹ 2b. 118 b. 88 b. 90 ⁵ 8	114 Jan.	11938 May
Ch.St.L.& Pitt.—1st,con.5s,1932 Cleve. & Cauton—1st, 5s, 1917.		92 Aug. 92½ Jan.	100 Feb.	Rich.& W.P.Ter.—Trust 6s, 1897	$99^{1}4$ $98^{7}8$	85 Jan. 90 Feb.	9434 May 1031 May
C. C. C. & I.—Consol. 78, 1914	130 b. 130 b.	130 Jan.	135 Apr.	Rome Wat. & Ogd.—1st, 7s, 1891	108 a. 108 a.	10642 Jane []	1193 ₄ July 1031 ₂ May
Col. Coal & Iron-1st 6s, 1909	102 a. 102 b.	112 Jan. 9358 Apr.	125 Sept. 105 Jan.	St. Tog & (in lot _ lat Go 1005 [106% 1064	101 Jan.	112 May 1091 ₂ Apr.
Col. 11. Val. & Tol.—Con. 5s, 1931 General gold, 6s, 1904	71 b. 72 a.	604 July 50 July	8734 Feb.		113 b. 113 b.	111 July	115 June 1124 June
Denver & Rio Gr.—1st, 7s, 1900 1st consol. 4s, 1936	121½b. 121 b. 79½	11858 May 75 Jan.	123 Sept. 8212 May			104 ¹ 2 Jan.	108 Apr.
Denv. & R. G. W.—1st, 6s, 1911. Assented	9412 95	8412 Jan.	102 Meh.	20, 68, 1936	274 28	77 July 25 May	99 Feb. 38 Feb.
Denv. S. Pk. & Pac.—1st,7s, 1905	86 b. 89 ¹ 2a.	73 ³ 4 Jan. 81 Jan.	95 Sept. 911 ₂ May	St. L. & Iron Mt.—1st, 7s, 1892. 2d mort., 7s, 1897.	1 I O -	105 Tan	110 Jan. 110 July
Det. B. C. & Alp.—1st,g.,6s, 1913 Det. Mac. & M.—Ld.gr.3 ¹ 2s, 1911	3634	32 Ang.	108 ¹ 2 Feb.		102 0. 10240.	1014 July	10512 June 107 Apr.
Dul. & Iron Range—1st, 5s, 1937 E. Tenn. V. & G.—Con., 5s, 1956	102 a. 100^{1} ₂ b. 107	96% Jan. 102 Jan.	40 Feb. 104 Feb. 10812 May	Gen. R'y & land gr., 5s, 1931 St. L. & San Fr.—6s, Cl. A, 1906 6s, Class B, 1906 6s, Class C, 1906 General mort. 6s, 1931	84 b. 864 1184b. 1184b.	81 Jan. 116 Jan.	90 Feb.
Eliz. Lex. & Blg Snn, -68, 1902.	105 b. 105 b.	99 Jan. 137 Meh.	10734 Aug. 142 July	6s, Class B, 1906	118 ¹ 2b. 118 ¹ 20.	1154 Jan.	121 Apr.
Erle—1st, consol. gold, 7s, 1920 Long Dock, 7s, 1893	111 b. 111 b	1103 Jan.	114 May	General mort., 6s, 1931	116 b.	115½ Jan. 1 115½ Jan. 1	121 Apr. 121 May
Consol. 63, 1935 N Y.L.E.&W.—2d con. 68, 1969 Ft. W. & Deny. C.—1st, 68, 1921	10418 10434	118 Apr. 98 Jan.	123 Feb. 10712 May	General mort., 6s, 1931 General mort., 5s, 1931 8. P. M. & M.—Dak, Ext., 6s, 1910	122 ¹ 2a. 121 ³ 4a.	1014 Jan. 1 118 Jan. 1	103 June 122 Apr.
Gai II.&San Ant.—W.Div.18t,58	9478	90 Jan. 92 ¹ 8 May	101 ½ Sept. 95 % Mcb.	Do reduced to Alex	1011a 1011ab	001. [111	21% June
Gr B.W.&St.P.—2d inc. 8s, 1911 Gulf Col. & San. Fc—1st, 7s, 1909	10510 10710	13 July	25 Feb. 116 Feb.	Collateral trust, 5s, 1898	874b. 88 h.	964 Feb. 1	1001g July
Gold, 6s, 1923	64 65	63 Oct.	87 ¹ 2 Jan. 124 Feb.	Shen. Val.—1st, 7s, 1909, Tr. rec.	94½b. 91½b.	8712 Apr.	96 May
Han, & Sf. Jos.—Cons. 6s, 1911. Int. & Gt. No.—1st, 6s, gold, 1919 Conpon, 6s, 1909 Kentucky Cent.—Gold 4, 1987. Knoxv. & O.—1st, 6s, gold, 1925 L. Erle & West.—1st, g., 5s, 1937 Lake Shore.—Con.ep., 1st, 7s, 1900 Consol. coup., 2d, 7s, 1903 Long Island—1st, con., 5s, 1931 General mort., 4s, 1938 Loulsv. & Nashv.—Con., 7s, 1898 E. H. & N.—1st, 6s, 1919 General, 6s, 1930 Trust Bonds, 6s, 1922 10-40, 6s, 1924	103 104 b.	1001 ₂ Apr.	1091 ₂ Jan.	Collateral trust, 5s, 1893. Moutana Ext. 1st, 4s, 1937. Shen. Val.—1st, 7s, 1909, Tr. rec. General 6s, 1921, Trust rec. South Carolina—1st, 6s, 1920. 2d, 6s, 1931	9578 96 b.	90 Jan. 1	101 Ang.
Kentucky CentGold 4, 1987.	76 b.	71½ Jan.	90 June	2d, 6s, 1931. So. Pac., Arlz.—1st, 6s, 1909-10. So. Pac., Cal.—1st, 6s, 1905-12. So. Pac., N. M.—1st, 6s, 1917. Tenn. C. I. & Ry.—Ten. D., 1st, 6s. Birm. Dlv., 1st, 6s, 1917. Tex. & Pac.—1st, gold, 5s, 2000. 2d, gold, income, 5s, 2000.	434b. 7 a.	5 Sept.	TO TOU.
L. Erle & West.—1st, g., 5s, 1937	111 a. 111 29.	101 Jan. 107 Jan.	11242 Sept. 116 Sept.	So. Pac., Ariz.—1st, 6s, 1909-10. So. Pac., Cal.—1st, 6s, 1905-12.	108 b. 108 b.	04 2 July 1 114 Jan.	1084 June ! 184 Sept.
Consol. coup., 2d, 7s, 1903	127 b. 127 b.	125 ¹ 4 Jan. 124 Jan.	130 May 1304 May	So. Pac., N. M.—1st, 6s, 1911	108 b. 108 b. 1	105 4 July 1	10914 Oct. 100 Meh.
Long Island—1st, con., 5s, 1931 General mort., 4s, 1938	1163 ₄	1144 Jan.	117% Sept.	Birm. Dlv., 1st, 6s, 1917	9734 97	89 Jan.	99 Mch. 91 May
Louisv. & Nashv.—Con., 7s, 1898	116-2b. 11634b.	117 Oct.	12112 Meh	2d, gold, income, 5s, 2000.	35 b. 3634b.	34 Mch.	40 Apr.
General, 6s, 1930.	114 b. 114½b.	114 Jan.	1184 May	Tol. A. A. & Gr. Tr.—1st, 6s, 1921	112 b. 112 b. 1	103 Jan.	1104 Juna 120 June
10-40, 6s, 1924	110 b. 110 b.	109½ Jan. 101½ Jan.	115 ¹ 2 May 106 Apr.	Tol. & Onio Cent.—1st, 5s, 1935 Tol. Peo. & West.—1st, 4s, 1917	101%	101 Jan. 1 74 Apr. 1	10112 June 8212 June
10-40, 68, 1924	104½b. 104¼	98 Jan. 964 Jan	107 Sept. 1041 ₂ Apr.	2d, gold, income, 5s, 2000. Tol. A. A. & N. M.—1st, 6s, 1924) Tol. A. A. & Gr. Tr.—1st, 6s, 1921] Tol. & Ohio Cent.—1st, 5s, 1935 Tol. Peo. & West.—1st, 4s, 1917 Tol. St. L. & Kun.C.—1st, 6s, 1916] Union Pacific—1st, 6s, 1899	1033 ₈ 1031 ₄ 119 b. 1193 ₄ b. 1	92½ Jan. 1 15 Jaa. 1	105 May 121 4 July
Louis. N. A. & Ch.—1st, 6s, 1910 Consol., gold, 6s, 1916	117 ¹ 2b. 118	11214 Jnn	122 June 106 Sept.	Sinking fund, 8s, 1893	14 b 110 b. 1	14 Sept. 1	120 Jan.
Lonis. South., 1st g. 6s. 1917	974 9778	95 Ang.	9938 Aug.	1st, 6s, 1896	1118b. 111 b. 1	109 2 Jan. 1	124 May
Louis, N. A. & Ch.—181, 68, 1910 Consol., gold, 68, 1916. Louis, South., 1st g, 681917 Louis, St.L.& Tex., 1st g, 681917 Mem. & Char.—68, gold, 1924 Metro, Elevated—1st, 68, 1908 24, 68, 1899	105½b. 1047 ₈ b.	10212 Jan.	100 Sept. 10938 June	1st, 6s, 1896	16 в. 116	12 ¹ 2 May 1 12 Jan. 1 11 Feb. 1	17 Apr
2d, 6s, 1899. Mieb. Cent.—1sf, con., 7s, 1902.	108 108 ¹ 2b.	11178 Jan. 106 Jan.	120 June 1112 May	Virginia Mid.—Gen. m., 5s, 1936	89 89 b.	7838 Jan. 1	90 Apr.
Mieb. Cent.—1st, con., 7s, 1902. Consol., 5s, 1902.	129 b. 129 b.	129 Oct.	133½ Mch. 114 May	Virginia Mid.—Gen. m., 5s, 1936 Wab. St. L. & P.—Gen., 6s, Tr. rec. Chicago Div.—5s, 1910, Tr. rec. Wabash—M., 7s, 1909, Tr. rec.	1034b	37 Apr.	514 Sept. 01 Aug.
Consol., 5s, 1902. Mil. Lake Sh. & W.—1st, 6s, 1921 Conv. debeufure, 5s, 1997. Milw. & North.—M. Ls, 6s, 1910.		1184 Jan.	128 Sept. 105 Oct.	Wahash-M., 78, 1909, Tr. rec.	03 b 1031th	86 Jan. 1	01% Sept. 03% Sept.
Milw. & North.—M. L., 68, 1910.	108 b. 108 b.	10612 Jan.	111 Apr.	Tol. & W.—181, ext., 78, Tr. rec. 1 1st, St. L. Div., 78, 1889, Tr. rec. 1 2d, extend., 78, 1893, Tr. rec. 2 Con., conv., 78, 1907, Tr. rec. 3 Gt. West.—18t, 78, 1888, Tr. rec. 1	03 b. 10314b.	9312 Feb. 1	0312 Aug.
Minn. & St. Lonis—1st, 7s, 1927	92 b.	90 Jan.	100 Sept.	Con., conv., 78, 1997, Tr.rec.	99 b. 100 4b.	85 Feb. t	03 June 01 Aug
Consol., 5s, 1920	565ab. 57 b.	50 ¹ 2 Apr.	6012 June	20. 48. 1899. Trust receibts. 1	02 1102 0.1	86 Moh. 1	03½ July 02½ Juno
Mo. Pacific—1st, con., 6s, 1920	935b. 9312b.	87 ¹ 2 Mch.	97 June 11512 Apr.	West Shore—Guar, 4s	0555 1106 11	023 Jan. 1 954 Jan. 1	0958 June
3d, 7s, 1906 Pac. of Mo.—1st, ext., 4s, 1939	991sb 99 b	116 ¹ 2 Jan.	12112 Apr.	West. N. Y. & Pa.—1st, 5, 1937. 2d mort., 3g., 5se., 1927. West. Un. Tel.—Col. tr., 5s, 1938 1	03 b. 103	334 Aug. 9878 Jan. 1	44 Fob.
MIW. & North.—M. L., 68, 1910 1st, Con., 68, 1913 Minu. & St. Lonis—1st, 78, 1927 Mo. Kan. & Tex.—Con., 68, 1920 Consol., 58, 1920 Consol., 78, 1994-5-6 Mo. Pactite—1st, con., 68, 1920 3d, 78, 1906 Pae. of Mo.—1st, ext., 48, 1938 2d mort., 78, 1891		103 Oet.	10512 Apr.	wheel. & Lake E.—1st, 5s, 1026 1	05 105 5.1	02 Apr. 1	
Note.—The letter "b" in licate	s price bid, and	"a" price as	ked; all othe	er prices and the range are from a	ctual sales.		
QEQUEDITIES .	(Dia () 1-1		DOLLAR ELE	Did Lawren	CHONDARING	1 1	Did I Ask

ST.	AT	E	BO	N	DS.

SECURITIES.	Bld.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask
Class 1, 5s. 1906 Class C, 4s. 1906 6s, 10-20. 1900 Arkansas—6s, Runded. 1899-1900 7s, Little Rock & Fort Smith 1ss. 7s. Arkansas Central RR. Georgia—7s, gold. 1890 Louislana—7s, cons. 1914 Etanped 4s.	$ \begin{array}{c} 107 \\ 99^{1_{2}} \\ 100^{1_{2}} \\ 12 \\ 8 \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\$	111 16 15 10 8934	Norih Carolina—6s, oldd. & J. Funding act	$104^{1}4$ 110 $108^{1}4$ $108^{1}4$ 35 10 20 5 96	8 81 ₂ 971 ₂	South Carolina—6s, non-fund. 1888 Brown consolidated, 6s 1893 Tennessee—6s, old 1892-1898 Compromise, 3-4-5-6s 1912	102 67 78 101 74	103 ¹ 2 80 110 104 ¹ 2 74 ¹ 4

GENERAL QUOTATIONS OF STOCKS AND BONDS.

Quotations in New York represent the per cent value, write par in ty be; other quotations are frequently made per share.

The following abbreviations are often used, viz.: "M.," for mortgage; "g.," for gold; "g'd," for guaranteed; "end.," for endorsed; "consolidated; "conv.," for convertible; "s. f.," for shaking fund; "l. g.," for land grant.

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

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

	- 4	11	Or by giving nonce of any c		9/		PIA	Anir
UNITED STATES BUNDS.	Bld.	Ask.	CITY SECURITIES.	Bld.	Ask.	CITY SECURITIES. Moutgomery, Ala.—6s	Bld.	Ask.
UNITED STATES BONDS.	1054		Baltimore—(Continued) — 68, bounty, exempt, 1893 M & 8		094	5s, new	102	107½ 106
418, 1891	1054	12719	58, water, 1894	120 1	204	4 68, 1896	104 116	105
4s, 1907	118	12719	68, West. Md. RR., 1902 J&J 58, 1916M&N	121 125		58, 1909	\$122	117
6a. Currency, 1897regJ&J	120 123		4s, 1920Q-J Bangor, Me.—Whter, 6s, 1905. J&J E. & N. A. RR. 6s, 1894J&J		23	78, 1895	132	116
68, Currency, 1898regJ&J 68, Currency, 1899regJ&J STATE SECURFFIES.	126 129		Doth Ma Re 1902 Var	\$105 1	10	New Bedford, Mass.—6s, 1909, A&O 3 ¹ 28, 1910	0132	134
STATE SECURITIES. Alabama—Class"A," 3 to 5, 1906	103	10430	4 ¹ 28, 1907J&J Balfast, Ma.—Gs. rallroad aid.'98	\$107 1	03	N. Brunswick, N.J.—7s, water, 1904 6s, 1906 Va	108	
Olass "B," 5s, 1906	108		Boston, MassWater 6s, 1906 . Var	E + 17 2 2	321 ₂	6s, 1906	1084	
68, 10-20, 1900J & J	1005	16	Water 48, 1917 Var	\$1104g 1	1129	5s, 1934 J&D N. Y. City —7s, 1900 M&N 6s, 1900 M&N	1004	101
Arkansas—6s, funding, 1899. J & J 7s, L. R. & Ft. 8. issue, 1900. A & U	8	15	Boston, Mass.—Water 68, 1900. Var Water 58, gold, 1906. Var Water 48, 1917. Var Water 3428, 1917. A&O Brooklyn, N.Y.—Park 78, 1924. J&J Bridgo 78, 1924. J&J Park 68, 1924. J&J	8165	70	Re cold 1901	2120	133
78, Memphis & L. R., 1899. A & O 78, L. R. P. B. & N. O., 1900. A & O	8 8		Park 68, 1924	\$155 . \$136	140	5s, 1908	§127	
7e, Miss. O. & R. Riv., 1900. A & O 7s, Ark. Central RR., 1900. A & O	8	10	Bildge 48, 1926	\$118 1	121	4s, 1906 MAN	\$112 61-2	
7s, Levce of 1871, 1900J & J Connection-New, rg., 34s, 1903. J&J	*\$100	5	Water 38, 1905. J&J New 38, exempt, 1906-13. Buffslo, N.Y.—78, 1924-5. J&J	\$106	109	3 kg, 1904	10 1 100	10014
New, reg. or coup., 3s, 1910 Dakota Ter. 5s, 10-20s of 1887	\$100 \$106		Water 58, 1898-9A&O	\$103 .		New 2498 Norfolk, Va68, 1914. Var 88, Water, 1901 M&N	112	114
4 s, 10-20s of 1887. Dist.Col.—Cons.3-65s,1924,ep.F&A	1224	:::::	Water 48, 1904	\$100 .		5s, 1916 A&O Norwich, Ct.—5s, 1907 A&O	104	115
Perm imp 6s quer 1901 [41]	1041	118 105 ¹ 2	Wa er 3s, 1916F&A Cambridge, MassWuter6s, '96.J&J	\$ 99 \$114	15	78, 1905 J.&.J Omaha, Neb.—63, 1891	§113 §135	137
Perm. imp. 7s, 1891J&J Wash.—Fund.loan(Cong.)6s,g.,'92	1043		City 68, 1504 J&J Water 3 120, 1911 Var	51014	103	Orange, N. J.—78, long Paterson, N. J.—78, 1900	OTTER	102
Fund. loan(Leg., 68, g., 1902Vst Market stock, 78, 1892	1064	126			83	68, 1901	117	128 121
Perm. imp. 7s, 1891	130		Conv. 4s, 1909	\$1154		4s, 1908 Petersburg, Va.—6s	104	112
		1023	4½8, 1900	\$1054	106	8sJ&J 8s, special tax	113	
Georgin -7s, gold bonds, 1890.Q-J 4128, 1915	116	117	4 4gs, 1900. 3-65s, 1902. Cook Co. 7s, 1892. Cook Co. 5s, 1899. Cook Co. 44s, 1900. West Chicago 5s, 1890. Lincoln Park 7s, 1895.	\$108		Philadelphia, Pa.—6s,1895 J&d 6s, new, reg., due 1905 J&d	116	
Stamped 4 per cent	894	90	Cook Co. 4 48, 1900	\$106 kg .		Pittsburg, Pa5s, 1913J&J 7s, 1912Va.	120	128
Maine—New 3s. Maryland—6s, Hospital, 87-91. J&J	103		Lincoln Park 7s, 1895	\$10434		78, water, reg. & cp., 1898A&()	120	108
6s, 1890	100		8outh Park 6s, 1899	\$103	131	6s, Couso'., 1904 reg J&J	120	122 126
Massachusetts-5s,gold, 1891A&O	8149	1034	78, 1903. Var 68, 1909. Var 68, gold, 1906. M.C.N	\$1374	138	6s, new, reg., due 1905. J&J Pittsburg, Pa5s, 1913. J&J 7s, 1912. Va. 7s, water, reg. & cp., 1898. A&O 4s, 1915. J&D 6s, Consol., 1904 reg. J&J Portisind, Mr6s, RR. Aid, 1907 Mas 4s. funded, 1912. J&J Portsmouth, N. H6s, '93, RR. J&J Poughkeensle, N. Y7s, water lons	\$102 \$107	104
58, gold, 1897 M&S Michigan-7s, 1890 M&N Minnesota-Adj. 4 ¹ 28, 1912, 10-30	1135		6s, gold, 1906	\$12419	125	Poughkeopsie. N. Y.—78, water long Provhience, R.I.—58, g., 1900J&J		11512
		10314	4°, 1908, City Hall	1033	1054	6s, gold, 1900, water loau. J & J	8124	125 110
Long bonds, '89-90J&J	101		58, 30-508, sink. fund, 1930. n&N	\$1144	115	3123, gold, 1916	33	103
Long bonds, '99-90 J & J Asylum or University, 1892. J & J New Hampshire—5s, 1892 J & J War loan, 6s, 1894 J & J War loan, 6s, 1895 J & J New Jersey—6s, 1897-1902 J& J 6s, argmut, 1896 J& J	\$102-9		68, gold, 1906. M&N 48, 1905	\$11212	11312	84, 1899 J&D 8428, 1899 J&D 8428, 1896 M&S Rahway, N. J Old 78 New adjustment, 48 Richmond, Va.—68, 1914 J&J	724	
War loan, 6s, 1905	§109 128	110	58, 1907	\$117	118	8s, 1909 J&J 5s, 1921 & 1922 J&J	135	
6e, exempt, 1896J&J	1001-		Columbus, Ga.—7sVal	105	110	48, 1921 Water 1902	100	103
6e, exempt, 1896	10812		58 Covington. Ky.—7-308, 1892 F&A 7-308 Water Works, 1890 A&C	\$106	105 1071 ₂	48, 192 1 Rochester, N. Y78, Water, 1903 48, 1912 F&A St. Joseph, Mo.—68, 1903 F&A	169	
68 N. C. RR., 1883-5 J & J 68 do 7 coupons off A&O 68, funding act of 1866, 1900. J&J	1170 1170		48, 1927, new	10102 1	110	Companise 48. 1901		100
6s, funding act of 1866, 1900.J&J	10	******	48, 1927, new J&; 58, 1920 F&A Dallas, Texas—88, 1904	*	113	6s, gold, 1894	\$1094	1111
6s, new bonds, 1892-8J&J 6s, Chatham RRA&O 6s, special tax, class 1,1898-9A&O	20 5 5	8	Water, 6s, 1900 5s, Street Improvement, 1923	105	107	4s, 1905	8104	10519
46, new, cous., 1910J & J	96	971 ₂ 126	Detroit. Mich.—78, 1894. F&2 68, W. L., 1906. J&E 3 ¹ 28, 1911. J&I Elizabeth, N. J.—New 48,1912 J.«.	\$123	110	8t. L. Co.—6s,1905A&O	\$124	100
68, 1919	125		Elizabeth, N. J.—New 4a,1912 J.	85	90	St. Louis, Mb.—6s, 1899 Var 6s, gold, 1894 5s, 1900 4s, 1905 3 65s, 1907 8t. L. Co.—6s, 1905 A&O 8t. Paul, Mann.—4s, 1912 4 4s, 1916 5s, 1915 6s, 1904 7s, 1898 8s, 1-97 8avannah—F'd 5s, cons, 1909. Q—F Springnold, Mass.—6s, 1905 A&O	\$10-	1082
Rhode Isl'd-6s, 1893-4, coup. J & J	11012		Evansville, 1nd., comprom. 1s,191 Fitchhurg, Mass.—6s.'91, W.LJ& Galvesten, Tex8s,1893-1909.MAS	\$103	101	58. 1915	\$121	1214
Brown cousols	102	103 13	58, 1920J&I.	101	98	78, 1898 88, 1-97	\$1244	125
Compromise bonds, 3-4-5-6s, 1912	78	80	Hartford, Conv.—6s, 1897 J&J 10-25 years, 4 2e, 18-0-1905. J&J	\$ 10		Springhold, Mass.—6s, 1905. A&O	\$1.8	130
Settlement, 6s. 1913 Settlement, 5s, 1913	101	10113	Hoboken, N. J78, 1892 A&C Improvement 68, 1898 J&L	\$118		78, 1903, water loan	0121	123
Bettlement, 3s, 1913 Texas—6s, 1892. M&S 7s, gold, 1890-1910. M&S	15106	744	do 5s, 1901M&M Houston, Tex.—6s	100	101	8s, 1893-94 Var 6s, 1899 Var 5s, 1-93-1913 AAO	\$1124	2 113 2
78, goid, 1904J&J	1.0120		Compromise 5s, 1919	112		48. 1913	13 00	99
Vermont—6s, 1890			Jarsey City-Water 7s, 1902 Va-	122		Washington, D.C.—See Dist. of Co.	8106	10612
6s, new bonds, 1886-1895. J & J 6s, consols, 1905. ex-coupJ&J	40	45	Water 68, 1907	117		58, 1905	\$1064	2 1174
6s, consol., 2d series	.i 8	9	Hudson County 58, 1905 Mass Hudson County, 68, 1905Ja.	116		RAILKOAD BONDS.	9201	102
Tax-rec'vable coups., from cons'is Do from 10-40s		27	Hudson County, 68, 1905J&. Hudson County 78, 1894J&l Bayonne City, 78, 1002J&l	112		(Bonds of companies consolited will be found under the consolid name.)		100
New 3s (Riddleberger), 1932. J&J 10-40s, ep. & reg., 3 to 5, 1919. J&J	33		Kausas City, Mo.—8s, 1890 Va 7s, 1898	\$1.5		Ala. Gt. Southern—1st mort., 190s. Debenture scrip, 6s, gold, 1906. Gen'i mort. 5s, 1927	6119	110
do nou-fundable	33		68. 1900 A&C	10120	111	Gen'i mort. 5s, 1927	90	95
Albany, N.Y.—78, 1910-16M&N	\$140		Long Island City, N.Y—Water.7s	103	125	2d debent. 68. 1907	6 40	50
6e, 1915 to 1919	5102		6s, 1897	\$107	103	Alb'y & Susq.—Cons. 7s, 1906, guar. Consol. mort., 6s, 1906, guar. A&C	122	122%
Allegheny, Pa.—5s, cp., '87-97. Var 4 2s, coup., 1885-1901 Var 4s, coup., 1901 Var	.1 100	106 105	Lowell, Mass.—68, 1890, W. L.M.C.	10103	103 1024	Lilegn. Val.—Gen. M., 73-10s. J&J		3512
Augueny Co., 58, cp., 1913.J&J	103	105	Lynohburg, Va.—6e, 1901-4J&3&	110		Atch. Fop. &S. Fe-1st,7s, '99 J&f Land graut,7s, g., 1900	\$100	110
48, riot loan, 5-108	100	101	Lynn, MassWaterloan, 6s, '94. Ja. Water loan, 6s, '96 Ja.	18110	111	58. 1909 (18t mort.)	9 90	924
5s, do 10-20s 4s, refunded, 5-20s, 1891-1906	1 102	102	5s, 1905	\$ \$115	117	5s, platu bonds, 1920	0 63	65 88 72
4s. Court House, 190s, reg. J&J Atlanta, Ga.—8s, 1902J&	104	106 121	Manchester, N.H 68, 1894. J&J 68, 1902. J&J	\$103	19	Guar, fd. Gs. uotes, 1891Man	3 97	100
Water 78, 1904	1 106		48, 1911	- \$102 4		Califor. So1st 6s, g., 1926. J&J	\$ 27	95 40
58, 1914-15J&. 4 ¹ 28, 1916J&.	1 102		Tax Dist., 68, 1913J& Tax Dist., 68, 1915J&	103	104	Chie. & St. L.—18t 68, 1915. M&S thie. Sau. Fe & Cal.—18t 58, 1937	90	93
Augusta, Me.—6s, 1905, Fund .J.c. Augusta, Ga.—7s, 1900-2Vu	J § 120	122	Minucapoils, Minn 8s, 1892. J.v.l. 78, 1901) \$1074	109	Guif Cot & S.Fe., 18t, 7a.1909J&J Gold 6s, 1923	103	
6s, 1905	1 199 J 998	110	4 128, 1912-15	- 8019	112	Cowl. Sum. & Ft.8-78, 1909. A&C Kan. C. Emp. & So1 st 78, 1908	88 (
68, Bait.& O. ionn, 1890 Q- 68, Park. 1890 Q-1	1 1003	101	48, 1915-17. Milwaukee, Wis Water 78, '02. J& Water 48, 1906-7	100	1083	Mar'u & McP.—1st 7s, 1909. A&C	0 0 98	
6s, bounty, 1893	8	103	Mobile, Ala4-5s, funded, 1906.1&	J 80	85	Florence & El Dor'do, 181.78, A&C		

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

For	Expla	mati	ous See Notes at Head of F	irst E	Page	of Quotations.		
	1 1				(1		1
RAILROAD BONDS.	Bld.	Ask.	RAILBOAD BONDS.	Bld.	Ask.	RAILHOAD BONDS.	Bld.	Ask.
And Man & F. D. (County and)			ONLY A STATE OF THE STATE OF TH					
Atch. Top. & S. Fe- (Continued)-	011		Chic. & Alton-(Continuod)-			Cin. Leb. & Nor1st, 5s, 1916J&J		10710
South Knosas, 1st 5s, 1626 . M&S	8110		Bds. Kan. C. line, 6a, g., 1003. M&N	124	126	Cin. Rich. & Chic1st. 7s. '95. J.J.J.	31134	1144
Texas Div., 1st 5s, 1927M&S lucome (s, 1927	63	80	Mias. Riv. Bridge, 1st., s.f., 6s, 1912	1044		Cin. I. St. L. & Chic.—Con. Ga. 1020	3110	
K.C.Topeka&W., 1st M., 7s,gl&J	6109	110	Louis'a & Mo.R., 1st. 7s, 1900 & A Louis'a & Mo.R., 2d, 7s, 1900 M&N	117		1st gold 4s, 1936. Q-F Cin.& Indianap., 1st.,7s, '92.J&1)	112	10312
do income 7a. M&s			St.L.Jacks'v.& C., 18t, 78, '94.A&O	1114	112	2d M 7a 1900	9107	109
N.Mex. 480, Pac. 1st. 7s. 1909 A & O	6106	107	do lat gnar.(564).7s,'94A&O	1114		2d M., 7s, 1892	1109.4	*******
Pueblo & Ark. V., 1st, 7s, g., 1905.	\$102	101	do 2d M. (360), 78, '98J&J	115		Ctn. Laf. & C 1at. 7a g 1901 Mass	5117	
Pueblo & Ark.V., 1st, 7s, g., 1905. Sonora, 1st, 7s, 1910, guar., J&J Wichita&S.W., 1st, 7s, g., gua., 1902	\$ 2875	60	do 2d guar, (188) 7a.'98.J.t.1	115		Cln. Rich. & F. W1st, 7s, 1921J&I	6114	117
Wichitads. W., 1st, 7s.g., gua 1902	\$100	1001	Chle. & Atlantic-1st, 6s, 1920. M&N	70	000		1 . 3 9	102
Atlanta & Charlotte Air L.—1st.7a Income. 6s, 1900 A&O	102	2012	2d. ds, 1923	1.201-	32	2d mort., 7s, 1890 J.(1)	\$1014	1014.
Atlantic City-lat. 5s,g, 1919. Man		107	Bonds, 5s. 1895J&D	129 ¹ 9	10112	Consol. mort., 78, 1890 J&D Consol. mort., 58, 1928 J&	\$103	104 .
Atlan. & Dun1stg. ts. 1917.A&O	964	99	5s. sinking fund, 1901 A&O	10112		78. puar 1.8 4 M 8 1001 A 40	4115	*******
Atlantie & Pac 1st 4s, 1937. JeJ	7034	7112	DS, debenture, 1913 M&N		107		100	101
W. D., 2d. gu. g. s.f.6s.1907 M&S	101	7.41	Iowa Div. 5a. 1919 A.60		112	2d mort., 5s, 1931J&J	(1119	
W. D. meomes, 1910A&O Central Div., old 6s, 1891	90 1	$\frac{14^{1}_{2}}{100}$	Iowa Div., 48, 1919	07	0.1	2d mort., 5s, 1931	27 6	*****
do incomes, 6s, 1922	15	25	As plain bonds, 1922F&A	923	31		10	
do acc. ld. gr. 6a. 1891	00		4s, plain bonds, 1921M&S	51124	113	Clourf & Left 18t, 78, 1893. J&D	116	
Augusta & Knoxv78, 1900 L&L	1		Plain, 7s, 1896		9458	Balt. Short L., 1st, 7s, 1893. J&D Clearf. & Jeff.—1st, 6s, 1927. J&J Clev. Akron & Col.—1st, 6s, 1920 J&J	#1U3	*****
Dailimure & Onio - New 48 A&O	9919		Bur. & Mo. R., 1'd M., 78, '93.A&O	\$10934		Glev. Agron & Col.—1st, 6s, 1920 J&J Gen. M., g., 5s, 1927	# 9714	
58 gold, 1925F&A	1074	.09	Bur.& Mo. (Nob.), 1st. 68, 1918. J&J	\$1194		Cleve. & Canton-1st. 5s. 1917.J&J	19 ta	97
Consol. gold 5s, 1988. F&A Parkersburg Br., 6s, 1919. A&O	109 119 ¹ 2	0.0	do Cons, 6s, nou-ex. J&J	11047	108	Clev.Col.Cio.&Ind.—18178,'99M&N	123	124
Schnylkill Rlv. East Side 5s, 1925	105	0312	do 48, (Neh.), 1910 J.v.J. do Neb.RR, 18t, 78, '96A.v.	§ 90 §116	91 112	Consol. mort., 7s, 1914J&D	130	******
Sterling, 4 to 8, 1933 A.GO	e103 1	05	do Om.&S.W.,1st,8s,1896		121	Cons. 8. F., 78, 1914	122	123
Sterling, 58, 1927 1.61)	ELO7 11	09	Ill. Grand Tr., 1st, 8s, '90A&O	\$10312		Bellef. & Ind. M. 7a 1990 Lt-1	122	140
8terling, 68, 1805	e103	10	Ott. Osw. & Fox R., 8s, 1900 J&J	1254		Cleve. & Mah. ValG. 58, 1938J&J	107	
Sterling mort., 68, g., 1902 M.&S.	e113 1	15	Quincy& Wars'w, 1st, 8s, '90]&J		10312	Clev. & Pitts.—4th M., 68, 1892.1&J Consol. S. F., 78, 1990 M&N Colorado Mid.—1st, 68, 1936 J&D Columbla & Gr.—1st 68, 1945.	10108	
Balt & Potte - 1st 63 - 1910. M&N	6123	.25	Atch'n & Neb.—1st, 7s, 1908 M&8		1254	Consol. 8. F., 78, 1900 M&N	******	******
18t. tunnel 6s g g'd 1011 161	100	30	Repub. Val., 1st, 6s, 1919J&J Chic. Burl.& Nor.—5s, 1926A&O		1004	Colorado Mid.—1st, Cs. 1936 J&D	104	105
do 68, g., 1910. M&N Balt. & Pot'e—1st, 68, g., 1911A &O 1st, tunnel, 68, g., g'd, 1911. J&J Beech Creek—1st, g'id, 48, 1936, J&J Rall's Gan_1st	120	90	d. fs, 1918J&D	8 97	9712		103	100
	1	11	Depent, 68, 1896 1.013	9019	97	2d mort., 6s. 1923	82	85 ,
	11778		Equipment 7s, 1903. F&A Chio Kan. & West'n.—1st, 5s, 1926	994	100	Column Hook V & T . Con K. 1021	73	7319
Cons. 4s, 1927	100121	014	Chio Kan. & West'n1st, 5s, 1926	6114	6412	Gen. 68 gold, 1904J&D	. 71	
68, 1895J&J	\$1071911 \$1111911	191	Income 68, 1926	13	14	Geo. 8s gold, 1904	8019	112 ,
Bost, Cenc. & Mon -Cone 7s 1999		0812	Chic. & East Ill.—1st mort. 6s, 1907	120	125	Col & Toledo 100 78, 1892. J.&1	8112	
Consol mort., 6s, 1893 A.60		0412	lst. con., 6s, gold. 1934 A&O Gen. con., 1st, 5s, 1937 M&N Chio. & Gr. Trunk—1st, 6s., 1900	103	10338	do 2d mort 1900 W.	\$102	
Improvement 6s, 1911J&J Boston & Lowell—7s, 1892A&C	5110121	11	Chio. & Gr. Trunk-1st, 6s., 1900.			Ohlo&W.Va., 1st, s.f., 7s, 1510M&N	\$108	
Boston & Lowell-7s, 1892A.k		074	Chlc. & Gt. W1st, g., 58, 1936. J&D			Col. Springt.&C.—1st, 78, 1901. M&:	3112	114
6a, 1896J&J		124	Chic. & Gt. W.—1st, g., 5s, 1936, J&D Ch. & Iud. Coal R'y, 1st 5s, 1936 J&J Chic. Mil. & St. Paul—	10178	102	Col. & Rome 1st, 6s, gu, Cent. Ga.	103	112
48. 1905-6-7	\$109½ 1 \$104 1	0414	P. du C. Dir. 100 90 1900 F64	12578	1001.	Col.& West.—1st, 6s. guar Cent. Gu.	51013	114
58, 1899 J&J 48, 1905-6-7. Var 4 28, 1903 M&N Boston & Maine—78, 1893 J&J 78, 1894	\$10712 i		P. du C. Div., 1st, 8s, 1898. F&A P. D., 2d M., 73-10s, 1898. F&A		120	Col. & Xenia—1st M., 78, 1390. M&Conn. & Passump.—M., 78, '93. A&O	81104	11016
Boston & Maine-78, 1893 1.6.1	3111 12	114	R.D., 1st, \$, gold, 7s, 1902 . J&l La. C., 1st M., 7s, 1893 . J&l I. & M., 1st M., 7s, 1897 J&J			Conn. West.—1st. M 7a 1900 1&1	\$ 21	26
78, 1894	8:11 1	1.131	La. C., 1st M., 7s, 1893J&.		113	Connecting (Phila.)—1st, 6s M&S	122	
Bost. & Providence—78, 1893. J&J	\$1114 1	114	I. & M., 1st M., 7s, 1897J&J	117	119	Consol. KR. of Vt., 1st. 5s. 1913. J&J	3 81-41	83
Bost & Revere B'h—1st,6s,'97.J&J Bradford Bord. & K.—1st, 6s, 1932 Bradf Fld. & Chia. Let. 6s, 1932		15	1'a. & Dak., 1st M., /8, [899.J&J]	1014		Cor. Cow. & Ant.—Deb.68, '98M&N		
	0.0		Hast. & Dak. Ex. 1st, 7s, 1910. J. 4.1	124	1051	Chinh. & Penn.—1st 6s, '91bl&S	*****	
	10912			1244		Cumberl. Val.—1st M., 8s, 1904. A&O Dayton & Mich.—Con. 5s, 1911. J&J	\$1074	108
2d mortg, 58, 1915. J&J Union F1.—18t, 08, 1938. M&N Bruns, & West, 1st 4s, 1938. J&J	8912	91	Consol., 7s, 1905	1264	1474	Dayton & Union-lat, 78, 1909J&D	\$125	
Union F.1.—1st, Us, 1938M&N	10734 1	03	1st M., I. & D. Ext., 7s, 1908J&J			Dayt. & West1st M.,6s, 1905.J&J.	\$125 \$1131g	11512
			1at M., 6a, S'thwest Div. 1909J&J	7		lst mort., 78, 1905		
Buff. Brad. & P.—Gen. M. 78, '96. J&J Buff. N. Y. & Erle—181, 78, 1916. J&D Buff Book & Blad.	104	4278	1st M., 5s. La C. & Dav. 1919J&J		10639	Delaware-Mort., 68, guar., 95. J&J	132	134
Buff. Roch. & Pittsb.—Gen. 58, 1837	142 1	0016			lis	Del. & Bound B'k—1st, 7s, 1905F&A Del. Lack. & W Conv. 7s, 1892 J&D	10519	10%
1000. at P., 181. 69, 1921. F.C.	9819	23	do West Div., 58,1921.J&J	107	108	Mort. 78. 1907		******
	119 1	21	Chie, & Mo. Riv. 58, 1926J&J	10-1	1043	Mort. 78. 1907	1214	
Pull of dout it west 60 1000 T & T	9219		Minoral Pt Div 5a 1910 I.t. I	10312	107	1st con. 4s, 1938	78	79
Buil. C. K. & N.—1st.5s,new, 1906	9919 1			10349		Hupr., g., 5s. 1928	9331	95 95
Cons. 1st & col. tr., 58, 1931. A&O				10412		Denv. & Kio G. W 181.03, 888. IT. TC.	847.4	8912
Iowa C. & W., 1st, 7s, 1909 Mas C. Rap.I.F.& N.,1st,6s,1920.A&O	95 .	•••••		1124	123a	Denv.S.P.& Pao.—1st,7s,1905 M&N Des M.& Ft,D.—Guar.4s, 1905.J&L	85	904
			Wis. Val. Div., 1st, 6s, 1920.J&J	1054	10512	1st mort., guar., 2128, 1905 J&J	48	
Value 180 M 448 1912 J. J. J.	108 1	12	Fargo & South 68, ass. 1924 J&J			18t M , ou Ext., guar. 48, 1905J&J	85	
2d M. 6a, g., end C. Pac., '91.J&J	10412		Inc. conv. sin. fund 58, 1916 J&J	100		Det.&B.C.1st,8s,en.M.C.1902M&N	5	70.12
3d M. (gnar. C. P.), 6s, 1905. J. J. J. do do do do 3s, 1905. J. C. Camden & Atlanta (To Tallanda)	014 5	12	Dak. & Gt. Sc. 58, 1916J&.	Qu		Det. B. C. & Alp., ler, Ga, 1913 J&J		10434
	200		Gen. g. 4s. ser. A., 1989J. J Wisconsin Val., 1st 7s, 1909.J&J §			Det.G. Haven&Mil.—Equip.6s, 191 Cou. M., guar. 6s, 1915		120
			hic.& Northw.—Con.78,1915.Q—r	145 .		Det. L. & North.—1st. 7s. 1907.J&J	1124	
OUII6. UN. 1911			Consol., gold, 78, op., 1902[&1]	1397	130	Gr.Rap.L.& D., 1st,5s,1927.M.&3	\$	
Causua 50.— Islas, onar 1009 1.61		09	Sinking rund, 6s, 1929 A&O		118	Det. Mack.& MLd. gr. 3 98, S. A.	2410	3719
2d mort., 58, 1913		97	do 58, 1929A&O	11.13.		Dub.&S. City—1st,2d Div. '94. J&J	108	1001
		∪6 ∪41 ₉	do debent., 58,1933.M&N Exten. bds. 48, 1926F&A	11434	99	Dulath & Iron R.—1st,5s,1937 A&O Dunth 8 sh. & Atl —5s,1937.J&J	924	9449
OGI USIJIRI CERTI, → [91.659 & 7/11/16] [3-1]		บธิ	25-yrs. deb. 5s, 1909M&N	1063	107	Dunk.A. V.& P1st,7s,g 1900J&D	110	
Calawissu-Mort 7a 1900 CGA		21		3 1 9		E.Tenn. Va. & Ga.—1st, 78,1900 J&J	124	12419
Court F. & Min. — 1st 7s 1007 14-11		8175	Des M.& Mion's, 1st, 7s, 1907, F&A			Divisional, 5s. 1930	110	1.079.
Cent. Br. U. Pac., 1sts, 6s, 95 M&N Fund. conpon 7s, 1895 Man			Iowa Mid., 1st M., 8s, 1900. A&O		130	Consol. 58, g., 195dM&N 1st Ext., gold, 5s, 1937J&D	1074	107%
Atch.Col.&Pao., 181, 68, 1965Q.—FI	92	94	Chic. & Mil., 1st M., 7s, '98., J&J			Equip. & imp., g., 5s, 1938. M&S	92	9319
A 100. J. Co. & W. 1st its 1005 (i _ v)		93	Mil. & Mad., 1st, 6s, 1905. M. &S.	11642		Mobile & B rm., 1st. 58, 1937.J.v.J		9618
Volle, OI (18,18f, cons. 7a 202 [4.1]	106		Madison Ext., 1st, 1s, 1911. Accord	133		Kaoxv. & Ohio, 1st, 6s, 1925. J&J		112
Collat'l trust 5s, 1.37. M&N Eav.& West., 1st, guar., 1929 M&S		02	Menomince Ext., 18t, 78, 19113 XD 9			Ala. Cent., 1st, 6s, 1913J&J	11419	
Contrator N. J.—186.78, 1890 E&A		024	Winona&St.Pet.—2d7s,1917.M&-			East. & W. Ry., Ala1st, 6s, 1926 Eastern, Mass6s, g., 1906. Mee	127	1274
CCII. IHOFI., DR. 19X' 1.5-11	I	14	Ott. C. F. & St. P., 58, 1909 MAS	108		Easton & Amboy -M.,5s,1920M&N	11)4	
48. CORV., 1902 M.C.N.	128 .		North. Ills., 1st, 5s, 1910 Mas	3 4 1 77		Elizab. Lex. & Big S.—ca, 1902. Mas		
Consol, M., 78, 1899.	121 1	2131	North. Ills., 1st, 5s, 1910 MAN Chio. & Tomah.—1st,6s,'05. MAN C	117 1	121 - 1	Elmira& Winspt—1st 6s,1910 J&J		
Am. Dk & laun Co. 50 1003 V. 11	11949	13	Cedar R. & Mo 1st, 78, 91. F&A	[031 ₂] [34]	311			
1000 WIL - 111 78 v 1000 asa (1)	111 I 116 I	1612	1st mort., 7s, 1916	1234	23	Cons. mort., 7s. 1898	112	
		06		107	108		SLOI	103 ,
Cont. Onio-tal M. 68. Iniin M. S.	101		Thic. Pec. & St. L Gu. 58, 1923. M&S	92 1	9342	Evaus. & Ind. — lst, guar., g., 6s, 1924		115
ACUTE CONS. 141 4 44 1930 WAS	100		Chic. R. I. & Pac 6s, 1917, coup Jas	133 .	41.	1st, con., 1926		115
18t. 6a. volu 1895 .J&J	114					Evens.& T.H., lst cou., 6s, 1921, J&J	110	114
1st, 6s, kold, 1896J&J 1st, 6s, gold, 1897		•••••			*****	Mi. Vernoo-1st, 6s, g., 1923A&O Evhosv. T. H.&Chi1st. 6s, g. 19 0	100 .	
200, 00, 8010, 1000, 2222	1174		Chic. & Gt. East., 1st, 78, 93-95.	105 .		Fitchburg-5s, 1899-1903 Var.	102	105
September 2 Septem	111		Col.& Ind. C., 18t M., 78, 1904.3&3 3	120 1	23	58, 1908		107
UML& Or. C.P. honds, 6s. £. '92 J.C.1'.	e107 10	09	do 2d M.78,1904.M&N	115 .		68. 1397A&OS	1094	110
449 HQ 278 RL M., 68, g., 1890 A & Ol	1074	- 11	Un.& Logansp., 1st, 7s, 1905. A&O				111 10 pt (0)	
MAURIERE DOMES, 69, 1936 A A-O			Cin. & Chlo. A. L., 7s, 1390 F& \ \\	83	90	4 99, 1007	95	97
West. Pacit., 1st, 6s, g., '99. J&J Central of So. Car. 1st 6s, 1921. J&J	104 1	5	Chi. St P.& K.C1st, g, 58, 19 JoJ & John Chic. St. P. Min. & Om. — Con. Cs, 1930	1	23	14, 1907		99
Quaries, Cin. & C. 18t g. 5g. 1947. () 11	9212		Ch.8t.P.& Minn. 1at,68,1918M&N			Flint & P. Maro.—M. 68, 1920, A&O	1214	
CHARLES COLARA .—Cons 7a '95 at 1	111		St. Paul&S.City, 18t 6s.1919.A&O	125 .		1st. con., gold, 5s. 1939 M&N	107 12 1	0542.
20 mort. 78 (910 A.S.A.)	11612		Chic.& W.Ind.—S.fd. 6s, 1919 M&N	110].		Fla. C. & Pen.—181, g., 03, 1915 J&J	100	01
Consol., g · d, 6s, 1933 J&J Chartlers—1st, 7s, 1901 A&O	106 10	08	General mort., 68, 1932 Q-M		3445		1244	
Ches. & Ohio Pur money fd. 68 '98	115				15	do do Hustsanned l	12 4	123
Series A. 68, 1908, coups. off . A&O	1164		in. & Balt1st, 7s, 1800J&J. & Sio. Georg. & Posts6s, 1901 A&O &		95	Gal. Har. &San Aut1st, 6s,g. 1910.	1034 1	1034
08, 1911	114491	18	In. Ham, & Dayt.—Consol. 38 A&O)	106 .		2d mort., 78, 1905J&D	10 / 1	103
Ches. & Ohlo Rv. lat.5a. 1939 M. W.	103 10	J3 4	Consol mort., 78, 1900	123 19		West, Div. 1st. 5s. 1931M&N	94	724.
Cues. O. & S. W.—M.6s. 1911 F.6.1	111 1	1134	Consol. mort., 6s, 1905 A&O \$\\ 2d nort., gold, 4\(^1\)2s 19\(^1\)7. J&J\\	1 1512	16	Gal. Hous. & Hen.—1st,5s,1913A&O		
2d mort., 6s, 1911 F&A Cheshire—6s, 1896-93 J&J	7818	11	Cup 11 4: 1 19: N 70: 1903 Int 1	11.56 1	891 ₂ (Georgia—68, 1910JæJ Georgia Paclife—1st. 68, 1922.JæJ	1134 1	14
Vaic. & Alton-18t M., 78, '93J&J	109 31		Cin. H. & f., 1st M., 7s; 1903.J&J Vin. Jack. & Mac.—1st,5s,1930. J&D			Con. 2d mort., 5s, g, 1923 A&O Con. Income, 5s, g., 1923 A&O	30	82
Sterling mort., 6s, g., 1903. J&J	120 1	22	Ciu. Van W. & Mich. 18,68,1901		[]	Con. Income, 54, g., 1921 . AvO.	30 1	JI.
			chaser also pays accrued interest		Condo			

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

For	Expl	anati	one See Votes at Head of Fi	rst P	tge o	Quotations.		
RAILROAD BONDS.	Bid.	Ask	RAILROAD BONDS.	Bid.	Ask.	RAILROAD BONDS.	Bid.	Ask.
Ga.Carol.&No.—1st,5s.g.,1929.J&J	1014	1013	I. sv. N. A. & Chic.—1st,6s,1910. J&J	1174		N. Y. Lake Erie & West(Cont'd).		
Ga. So. & Fla 1st 6s. g. 1927. J&J		984 122	Con. mort. 68, 1916 A&O Ind'ap. Div., 68 gold, 1911 F&A	102 108	وا 102	1st cons. fund coup.,78,1920 M&S	105	
Gr.Rap. & Ind.—1st, l.g., g'd, 7s, g. 1st M., 7s, l.g., gold, not guar. A&O	\$115	117	Louisv. So.—1st 6s, g. 1917. M.&S. do Extension, 6s	97% 87	98 88	Gold lacome bonds, 6s, 1977	iii	112
Ex land grant, 1st 7s, '99	9		1 offer N O &Toy _let 40 1034M.69	902		do con. g., 6s. 1935 . A&O	120	115
Gr.B'yW.&St.P.—1st,6s,1911.F.&A 2d, Incomes, 1911	81 15	****	2d mort., inc., 5s, 1934M&S Louis.St L.&T.—1st 6s,g.1917.F&A	99		Gold lacome bonds, 6s, 1977 Long Dock mort., 7s, 1893J&D do con.g., 6s, 1935A&D N.Y. & L. Br'cl.—1st, 5s, 1931.J&D N.Y. & North1st g.5s, 1927.A&O 2d gold 1s, 1927.	110 109	
2d, Incomes, 1911	119	$\frac{120^{1}}{116}$	Maine Cent.—Mort. 78, 1898J&J E cten. bonds, 68, g., 1900A&O	\$110	121 112			55
Hart. & Conn. West.—5s,1903.J&J Housatonic—Cons. 5s, 1937 .M&N	\$ 99		Cons. 7s. 1912A&O	8101	133	N.Y.Ont.& W.—1st.g., 68, 1914M& Consol. 58, g., 1939 J&D	112	98
Ho'st.E.&W. Tex.—lat.7a,'98.M&N	67	74 116	Lesds & Farm'gt'n, 6s, 1898.J&J Portl, & K., Cons. M., 6s, '95.A&O	\$109	110 10J	N. Y. & N. Eng.—1st, 7s, 1905. J&J 1st M., 6s, 1905J&J	912719	
H.d. Tex.Cen—let 7s, Tr. rec. 1891 West Div., 1st, 7s, Tr. rec. 91. J&J		115	Debenture, 6s, 10-20s, 1905, F&A Msn. Beach Imp., ilm., 7s, 1909, M&S	\$104	106	2d m.,6s, 1902F&A 2d 6a (scaled to 3s)F&A	\$1034	109
Waco & N. W., 1st, 7s, g., 1901. J&J Cons. mort., 8s, 1913, Tr. rec. A&O	1204		Mar'ta& N.Ga - 1st.6s.g., 1911.J&1	******		N.Y.Pa.& O.—1st, Inc., acc. 78, 1905	e 3t	35
Gen. mort. 6s, 1925, Tr. rec. A&O Hunt. & Br. Top—1st, 7s, '90&&O	103	80	Consol. 1st 8s, 1937 J&J Marq'tte Ho.& O.—Mar. a O., 8s. '92	\$1074	10719	do prior lien.inc.ac.,6s.1895 Equip. Trnst., 5s,1909M&N 2d mort.inc., 5s, 1910	e 96	98
2d mort., 7s, g., 1895F&A Cons. 3d M. 5s, 1895A&O	113		6s, 1908	\$105	1054	3d mort. Inc., 58, 1915	(e 24	312
Cons. 3d M. 5e, 1895A&O Illinois Cen.—1et C.& 8.,68,'98.J&J lst, gold, 48, 1951J&J	1 103% 1	109	8s, 1925 (Mary. & West.). A&O Memph.& Charl.—1et,7s, 1915.J&J	122	108 5	Leased L. rental truet, per deb. 4- West. ext. certifs, 8c, 1876J&J	e 73	93 78
Gold, 31gs, 1951	100	9 178 101	2d mort., 7e, extended, 1915.J&J 1st consol. 7s. 1915J&J	122		West. ext. certifs, 8s, 1876J&J do do 7s, guar. Erie N.Y. Phil. & Nor.—1st, 1923J&J	e 70	75
Gold, 3128, 1951. J&J Col. fr., gold, 48, 1952. A&O Middle Div. reg. 58, 1921. F&A Sterling, 8. F., 58, g., 1993. A&O Sterling, gon. M., 68, g., 1895. A&O Sterling, 80, 1965. A&O	115	107	1st consol. 7s, 1915	10558		Income 6s, 1933	30	504
Sterling, gen. M., 6e, g., 1895.A&O Sterling, 5s. 1905	e:03	110	M-trop'n Elev.—let, 6e, 1908, J&l 2d 6e, 1899	1164	117 ¹ 2	1et refund., 5s, 1937J&J 2d mort., 4 2s, 1937F&A		1021 ₉ 80
Ohlo.8t.&N.O.—1st con. 7s, 1897.	121	122	Mexican Cent.—Con. 48,1911. J&J lat con. loc. 38, 1939July	\$ 664 31		Midi'd of N. J.—1st,6s,1910.A&O Norf. & West.—Gen., 6s, 1931.M&N	115	117
Chlo.8t.&N.O.—1st con. 7s, 1897. 2d, 6s, 1907. J&D Ten. llen, 7s, 1897. M&N	121		2d con. Inc. 3s. 1939July	17	19	New River 1st 6s, 1932 A&O	113	115
Mem. Div., 18t 4s. g., 1951 ded		101	Debenture 10s, 1895A&O Mexican Nat.—1st, 6s, 1927J&D	§102 101	1024	Impr. & Exten., 68, 1934F&A Adjustment 78, 1924Q.—M.	112	
2d m. inc. 58, 1948	30	35	2d M., Ser. A. Inc., 68, 1917 M&S 2d M., Ser. B. Inc., 68, 1917 April		62 17	Equipment, 5s, 19.18	97	9819
Ind. Dec. & 8p.—1st,7a,1906.A & O Ind'polis & 8t. L.—1st,7s, 1919. Var.	10114		Mich. Cent.—Consol.,78, 1902.M&N Consol. 58, 1902	1293	115	Norf'k & Petersb., 2d, 8s, '93. J&. 80. Side, Va., ext. 5-6-8s, '90-1900	10012	111
Ind'apolis& Vin.—1st, 7s, 1908. F&A 2d mort 6s, g., guar., 1900. M&N	118		1st M. on Air Line, 8s, 1890.J&J Air Line, 1st M., 8s, guarM&N	19 T (10 T C	1063	do 2d M., ext. 5-68. 20-190	1 101	
Int. & Gt.North.—let.6e,1919.M&N 2d coup. 6e, 1909	104 661 ₂	105 63	6e, 1909		1154	do 3d M., 6s, '96-1900.J&J Va.& Tenn., 4th M., 8s, 1900.J&J do extended 5s, 1900.J&J	102 2	125
Iowa C-nt.—1st g., 5e, 1938. J&D I'a Falls & S. C.—1st, 7s, 1917. A&O	874	88	J.L.& Sag.Cons.1st M, 8s, '91.M&S do Cs, 1891	\$105	1051g	North Penn.—1st,7s, 1896M&N Gen. mort., 7s, 1903J&J	119	
Jacksonv. S. E1st, 6s, 1910J&J	9	117	Joliet & N.Ind., 1st, 7e (guar. M.C.)		101	Debenture 8s, 1905M&S	126	
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Litch'id C.& W., 1st. 6s, 1916.J&J Louisville & St. L., 5s, 1927.A&O		100	Mil.L.Sh.&West.—1st6s,1921.M&N Conv. dob. 5s, 1907F&A	105		Consol. gold. 68, 1932 J&J Northern, Cal.—1st. 68, 1907. J&J		
Jefferson—let 5s, guar. Erie 1904 Jeff. Mad. & Ind.—let, 7e, 1906. A&O	0115	116	Ext. & Imp. s. f. g. 5s, 1929 F&A Mich. Div., 1st, 6s, 1924J&J	105		Northern Cent.—4198, 1925A&O 2d mort., 68, 1900A&O	113	121
Kanawha & O.—1st de 1936 J.&J	9123-2	1244	Ashiand Div., 1st 6s, 1925 M&8 Incomes, 6s, 1911	*****		Con. mort., 6e, g., coup., 1900.J&J Mort. bds., 5s, 1926, series A J&J	119	111
Kan. O. Clinton & Spr.—1st,5s,1925 Pleas. Hill & De Soto, 1st, 7s, 1907	§118	120	St. P. E. & Gr. Tr'k, 1et, guar., 8s. Mil. & No.—1et, 6e, 1910 J&D	108	110	do series B	111	
Kansas C. Lawr. & 80. 1st, 6s. 1909 Kan. C. M. & B. 1st, 5s, 1927. M&S	\$100	1001 ₉ 1001 ₈	1et, 6e, on extension 1913J&D Minn'p. & St. L.—1et, 7s.1927.J&D	106	10878	Cons. M. 6s., 1904	103	111
K,C.8t.Jos.& C.B.—M.76,1907. J&J Nodaway Val, 1st, 7s, 1920. J&D	51223	123	1et M., Iowa City& W., 1909.J&D 2d mort., 7s, 1891J&J		95 59	Northern .Paci0c— Gen.1st. 6s. 1921J&J	i	1144
K.O.F.So.& Meio1st.6s, 1928.M&N Current River, 1-t.5s 1927.A&O	01154	11531	Southwest. Ext., 1st, 7a, 1910. J&D Pacific Ext., 1st, 6e, 1921. A&O			Gen. land gr., 2d. 6s. 1933 A&O Gen. land gr., 3d, 6s. 1937 J&D	11078	111
K.C.Ft.Scott & O.—1st.7s,1908 J&D Kan. C.Wy.&N W -1st 5s, 1938. J&J	\$117	1174	Imp. & Equip. 6s, 1922J&J. Miun'p. & Pac., 1st, 5s 1936 J&!		94	Dividend scrip ext. 6s, 1: 07.J&J Pen D'Oreille Div., 6s, 1919M&r	103 102	
Ken. Cent. Ry.—Gold 4e, 1987.J&J Keokuk&Des M.—1st.5e,guar.A&O	75 105	83 108	Minn. S. Ste. M. & Atl1st, 5s, 1 .26	e 94 85	96 90	Mo. Div. 6a, 1919 M&\ James Riv. Val.—1st,g6e.'36J&J	102	108
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Kings. & Pem ^h .—1st. 6s,1912 J&J Lake E.& West.—1st.g.,5s,1937J&J Lake Shore & Mich. So.—	110	113	Consolidated 6s. 1920J&D	634	633	8t.P.& Nor.Pac.geu.6s,1923.F&4 Helena& Red Mt.1et,6 4,1937M&5	102	1024
Ol. P. & Ash., new 7s, 1892A&O	1101	120	Consolidated 5s, 1920J&D let, 6e. g., 1899, (U. P. S. Br.)J&J			Dul. & Man., 1st, 6s, 1936J&J Dak. Ext., 1st s.f. 6s, 1937.J&D		110
Buff.& E., new bds, M., 78, '93. A&O Det. Mon. & Fol., 1st, 78, 1906. F&A	130	103	1et, 6e. g., 1899, (U. P. S. Br.) J&J Han. & C. Mo., 1st 7s, g., '90.M&N Mo. Pac.—Consol. 6s, 1920 M&N	11J ¹ g 103	105	No.Pac.& Mon., 1st, 6e, 1939.M&S Coenr d'Al., 1st, g. 6e, 1916.M&S		*****
Kal.& Wh. Pigeon.1st,7s,'90J&J Dividend bonds, 7s. 1899A&O	1 20011-1	123	Pac. of Mo., 2d 7s, 1891J&J 1st ext. g. 4s, 1938F&A Car. B., 1st, 63, g. 1893A&O		.69.™	Coent d'Al., 1st, g. 6s, 1916. MAS do Gen. 1st g., 6s, 1938. A&O Cent. Wash'n, 1st g. 6s, 1933. M&S		1101
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Mahon. Coal RR. 1et, 5r, 1934.J&J Lehigh Val.—1et, 6s, 1898J&D	1184	110	Gen mort., 48, 1938 M&5	55	122 59	Consol., 68, 1920	20	21
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L. Rock & Ft.S.—1st, 7s, 1905J&J Little R.& Mem.—1st.5s.1937.M&S	\$ 96	98 70	1st mort., 7s, 1918	1234a	1211 ₉ 150	2d sec. int. cert	30 1184	35
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18t 56, 1911 M #8	;	110	2d mort., 6s, 1901J&J Consolidated gold 5s, 1928. A&O	1014	10112	Gen. guid, 5s, 1937A&O Ohio Southern—1st 6s, 1921J&D	11119	11278
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Louis. & Nash — Cous. 1st, 7s 1895 Occilian Br., 7s, 1907	1 1 1 1 1 1 1 1 1 1	117	N. O. & NortheastPrior 1.68.1915	117	119	48, 1938J&, Bost C. & Fitchb. 1st 7s. 1890 J&J	\$1054g	100%
24 mort., 78, 1907A&()	6120	113	N.Y.C.& Hud Riv.—Ext'd 5e. M&N Mort., 7s. comp., 1903	1054	105%	B. C. F. & N. B., 58, 1910 J&J N. Bedford RR., 78, 1894 J&J Omaha & St. L.—181, 48, 19 . 7 J&J	\$113 \$1114	114
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	1	if	errat tara	o or Quotations.	
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2d pref. inc., 5s, gold, 1958F 3d pref. inc., 5s, gold, 1958F	134 6410	1st con. g. 5a, 1-38	100	Ala. Gt. South.—Lim., A., 68, pref	34 34
3d pref., Inc., convertible	51	30. Pac., Ariz.—1st, 6s, 1909-10. J&J 30. Pac., N. M.—1st, 6s, 1911. J&J	108	HAIR, N. O. & Pag., &c., pref	e 1 & Z
New gen. mort., 4a, 1958 JøJ Coal& I., guar., 7a, '92, ex-cp. M&S Phila. Wil. & Balt.—6a, 1892 A&O	9012 91	Spok. Falls & N1st Cs.g., 1939. J&J State L. & Sul1st Cs. 1899. J&J	§ 100	do do def Albany & Susoneh., Guar., 7100 Ashtahula & Pittsburg50	165 175
Phila. Wil. & Balt.—6s, 1892A&C	102 103	Stat. Ial. R. Tr.—1-168.g. 1913.A&O	1142/116	do pref5 s	
68, 1900	\$110 112 \$1064 107	2d mort guar. 5s, g., 1926 .J&J Steuben. & Ind., 1st 5s, 1914J&J	102 103	Atchiaon Topeka & Santa Fe. 100 Atlanta & Charlotte Air Line 100	303 31 84 80
5s, 1910	1014 1(2	stock. & Cop = 1st, 5s. 1905 J & J sun, Haz. & W-B. = 1st, 5s, 1928 M & N	10812 10912	Atlanta & West Point 100	103 105
Pittsb.C.& St.l.—1st.7s.1900.F&A Pittsb.Cl.& Tol.—1st, 6s, 1922.A&O	117 118	2d mort., 6s, 1938 M&N 8 mb. & Lewistown, 7s, 1896. J&J	100 2 100 3	Angusta & Savannah, leased100	1 5 140
Pittsb.&Con'llsv.—18tM.78,'98.J.&J		Susp. B. & Eris Juno.—1st 7s. 1900	5112		88 90 1211 125
Sterling cons. M. 6a, g., guar. J&J Pittsb. Ft. W. & C.—1st. 7a, 1912 Var	e129 131 147	Syr. Bing. &N.Y.—consol.78, 766A&O Terre H & Ind.—1st, 78, 1893 A&O	108 1344	Parkersburg 2d, pref100	110 11212
Pittsb.Ft.W. & C.—1st,7s,1912 Var 2d mort., 7s, 1912		C nsol, mort., 5s, 1925 JvJ	105	Becch Creek	
Pittsb. June. 1st 6s, 1922J&J	169	Terre H. & Log pt.—1st,gu., Ga J&J 1st aud 2d, 6s, 1913 J&J	95	Bell'a Gap	45
Pittab. & Lake E.—2d, 5a, 1928 Pittab. McK.& Y.—1at.6a, 1932 J&J	115	Fsx. Cent.—1st,sx.fd.,7s,1909M&N lat mort., 7s, 1911	45	Belleville & So. Ill., pref1+0	21512 216
Pitta.Pain.&F1st,g.,68,1916J&J Pittab. & West181, 48, 1917.J&J	8414 8419	Taxas & New Orleans—1at, 7s. F&A Sabine Div., 1st, 6s. 1912 M&S	10312	Baston Con. & Mont., pref100	1.112 130 1671 168
Pitts, Y. & Ash 18t, 58, 1927, M&N		Tax. & P. East. D. 1st 6s. 1905, MAS	1:04	Boston & Maine	21412 215
	107 §118 120	1st gold, 5a, 2c00J&D 2d gold inc., 5s, : 000Mch	3 12 38	Boston & Providence100	102 105 258 259
Port Royal & Aug.—1st, 6s, '99.J&J Income mort., 6s, 1899	106 108	Fo.A.Ar.&N.M.—1st,6s,1924.M&N Fol. A. A.& Gr. T.—1st,6s,1921.J&J	$10^{-1}2 107$ $111 115$	Boston Revere Beach & Lynn. 100 Brooklyn Elsvated. new	14 48 150 37 40
Income mort., 6s, 1899J&J Ports.Gt.F. &C n4128, 1937.J&D	10312 104	Tol. A. A.&M.P.—1st,6s,1916.M&8	1024	Buffalo Rochester & Pittab100	22
Pres. & Ariz. C —1stg 68,1916.J&J 2d inc. 6r, 1916J&J		Tol. A. A.& Ca 1.—1st, 6s, 1917. 1&5 Tol. & Obio Cent.—1st, 5s, gu.1935	104 1/2 108 102 102 38	do pref	20 , 35
Prov. & Worces.—1st / s,1897.A&O Ben.&S'toga—1st 7s,1921 ouu,M&N	152 155	Tol. & O. C. Ext1st, 5s, g., 1938. Mariotta Min., 1st, 6a, g., 1915.	92 100	California Pacific	10 1542
Rich'd & Allegh-18t, Drex. receip a 2d mort. 6s, 1916, trust receipts.	68 68 ¹ 2	Tol. Peorla W.—1st, 48, 1917J&J Tol. St.L.&K.C., 1st, 68, 1916I&D	7714 7814	Camdon & Atlantio	
Rich. & Dany Con., os. 1890. M&N	102	United Co's N.J-Gen.68,1908.MA8	10.81	Canada Southern100	5110 044
General mort., 68, 1915 J&J Debenture, 68, 1927 A&O	1 1 4 119 12	do gen. 4s, 1923F&A Sterling mort., 6s, 1894M&S	107 109	Canadian Pacifio	61 38 69 3a 11 12 2
Con. gold, 5a, 1936	8912 9031	do 68, 1901M&8 Cam. & Ambmort 68, '89.M&N	120 122	Catawissa	54 61
Rich. York R. & Ches., 1st 8s, 894	111	Uulon Pacifio -1st, 6s, g, 1896, J&J	1134	Cedar Falla & Minnesota100	2 5
Rich. York R. & Ches., 1st 9s, 894 2d mort., 6s, 1900	99 994	1st, 6s, 1897J&J 1st, 6a, 1898J&J	1114 116 11718	Central of Georgia 100 Central Massachusetta 100 do pref. 100	1119 12
Col. trust, 18t, 58, 914	76 80 93	1at, 6e, 1899	1193_{4} 1143_{2} 1153_{2}	Central of New Jersey100	221 23 1241 1244
Roms & Dec.—1st., 6s, 1926J&D RomeWat'n&O.—8.F.,7a,1891.J&D		8:nk. F., 8s, 1893	114 120	Central Ohio	52 50
2d mort., 7s, 1892J&J	107	Collateral trust, 5s. 1907 L&D	94	Central Pacific100	3414 344
Nor.&M1st gu.,g.,58,19 6.A&O	10512 10912	Kans. Pac., 1st, 6s, 1895F&A do 1st M., 6s, 1896J&D	111	Charlotte Col. & Aug100	57 55
R.W.&O.Ter.—1st,gu.,g.,5e,1918. Bntlang—1st M., 6s, 1902	11214 11219	do Den. Ext., 6a,1899.M&N do lat cons. M.,6a,1919 M&N	116 1174 1 6 117	Chesap'ke & Ohio, Vot. Tr. cert. 100	26 2634
Equipment, 2d 5s, 1:95	100 10012	Oregon Short-L., 68, 1922 . F&A U.P. Lin. & Col., 181,g.,58'18A&O	114 1144	do do 1st pref. 100	6634
2d mort., Incomes, 5s, 1925	30	Otan Can.—18t M., 68, g., 1890. J&J	1014 104		100 101
Bal.Alt.&1.H.—1st M., 78, '94.Jo.J	84 88	do Ext. 1st. 7s. 1909 L&.11	115 118	do pref 100	127 130
20 mort., pref., 78, 1894 F&A	107 110	Utah & Nor.—Oold 5, 1926 .J&I Unea & Bl'k R.—Mort., 78, '91.J&J	104	Chicago & Atlantio Beneficiary Chicago Burlington & North 100	41 4112
2d income, 7s, 1894	45 53	valley of Onio-Con. 6a, 1921 M&S	106	Chicago Burlington & Quincy., 1081	1074 1074
Bellev.& 8.111.,1st,8.F.8s,'96.A&() Bellev.& Car., 1st 6s, 1923J&D	118	Ver. & Mass.—Guar. 5a, 1903 M& N (Vlokab. & Mer.—1at, 6s, 1921.A& O	.00.8.107	Chicago & East. Illinois100 do pref100	40 41 16 97
Ch.St. L. & Pad., 1st, g., 5s, 1917 St. L. Sonth., 1st, 4s, 1931M&S	82 86	Vicksb. Sh. & Psc. Prior lien, 6s.	110 112	Chicago Milwaukee & St. Paul. 100 do pref., 7.100	70 70 ¹ 8 113 ¹ 2 114
do 2d, income ; s, 1931 M&S Carb. & Shaw., 1st g.4s, 1532. M&S	40	Virginia Midland— 1st series, 6s, 1906M&8	120	Chicago & North Western100	$\frac{11176}{142}$ $\frac{1124}{143}$
5t. L. Ark. & Tex. 18t 68.1936. MA:NI	80 8038	2d aeries, 6s, 1911	1164	Chicago Rock Island & Pac100	09 9934
2d mort., os, 1836	271g 28 16	3d aeries, 6s, 1016	110	do pref100	37 38
	10, 14 109 110	5th aeries, 5s, 1926	994 994	do pref. 100	3314 3312
2d mort., 7a, g., 1597	166 16712	General 5a, 1936M&N	894 91	Chicago & West Michigan 100	27 1011 102
Cairo & Ful., 1st, 1.g., 7s, g., '91. J&J Gen. con. r'y & I. g., 5s, 1931A&O	102 1124	Wabash-1st gold 5a, 1939M&N	10314 10314	Cincinnati N. O. & Tex. Pac100	63 70 2414
56.L.& S.FT20 cl. A. 68. 1906. M&N	5 ¹ 4 86 116 ¹ 9		1634	Cin. Sandusky & Cleveland50 Concinnati & Springfis'd	120
2d M., 6s, olbas B, 1906M&N 2d M., (s, class C, 1906M&N	1184		100	Cin. Wash. & Bait. Trust rec100 do pret100	218 238
Kan. C. & Sw., 1st, 68, g., 1910J&J Pierre C. & O. 1st, 68 F&A	97 101	Equipment 7s, 1883	10 20 5012 20	Cleveland Akron & Col100 4	3178
Equipment 7s. 1895J&D	105		1034	Cleveland & Cauton	2112 25
General mort., 5s. 1931J&J General mort., 5s. 1931J&J	120		129 100 101	Cleve. Cln. Chic. & St. L100 do do prof100	9919 8976
18t trust, g., 5s, 19s7	90 94	1st. 8t. L. div. 78. 89. Tr rec. F&A	1034	Clev. & Pittsburgh, guar., 750	1: 8 161 160 165
8t. L. W. & W., 6s, 1916	90	do 2d, 7s, '93, Tr.rec.M&N	102 1034	Col. Hock. Val. & Tol	17 18
	115	Han. & Nap., 1st, 78, 1909, Tr. rec.	111034	Col. Springf. & Cin	23 24
2d mort., 7s, 1898	1094	Ill.& S.la., 1st, 6s, 1912, Tr. rco	1034	Concord & Portsmouth,guar.,7 100	145 150
2d mort., 5a 1917	112	do No. Mo., 1st, 1895J&d	116 1163	Connecticut & Passumpsto100	112% 113 203 205
51. F. Minn. & Man. — 1st 7s. 1969 (A. 1)	116 117	Warren (N.J.)-2d, 78, 1900 A&U	123	Cousol of Vermout, pref100 Current River100	42 43 80
Dak. Ext., 68, 1910	1214 122	W. Jersey & At. 1st M.,6s1910Mas	104	Daytou & Michigan, guar., 3450	72 80
do reduced to 4 ba J.J.J		West Jersey -1st, 6s, 1896	113	Delaware & Bound Brook100	165
Collat. ir g., 5s, 1898 F&A Mun's U'n, 1st, 6s, 1922J&J	\$95 ₈	Unusol. 6s. 1909 M&N	120	Delaware Laca. & Western50	17 18 18
MODISON Ext., 1st. 48, 1937. [&O]	8719 89	West Va C. & Pitts1st, 68, 1911 J&J	108		5114 524 17 18
Montana Cent1st. (8, 1857 Ja.)	100	wat'n Ala.—2d. 88, guar.'90.A&O	103 ,	Denver & Rio Grande West 1100	274 273

GENERAL QUOTATIONS OF STOCKS AND BONDS-CONTINUES.

For Explanations See Notes at Head of First Page of Quotations.											
RAILEOAD STOCKS.	Bld.	Ask.	MISCELLANEOUS.		Aek.	MISCELLANEOUS.	Bid.	Ask.	MISCELLANEOUS.	Bld.	Ask.
Dos M. & Ft. Dodg. e. 100	6	8	N irth'n Pac., com .100	3242		Eq. G. & F. Chic. 1st,68	10112	1034	ELECTRIC		
do Pref.100 Det Hills & 8'west100	17	21 80	Norwas Worcester. 100	175	7538 180	Hackens'k Wat. 1st, 5s Hend'n Bridge6s, 1931		٠٠٠٠٠٠	Angio-Am.E. L.Mfg.10		
Det. Lar. & North. 100 do Pref. 100	50	25 501 ₉	Ohio Ind. & West. 100	51 ₂	6 10 24	Iron Steamboat Co. 6s Maxw'll L.G.prior 1.,6s	* 8719 * 2719	884	Brush, Balt100 Brush Eleo, Light50 Brush Illuminal'g 100	4 81	65 80
Duluth 80. Sh. & Atl. do Pref.	7 19	22	do Pref.100 Ohio & Miss	20 221 ₂ 89	23 92	Income Or. Imp., 1st, 6s. 1910 Oreg.R.& N.1st.6s.J&J	1044	10412	Cousolidated100 Datt Eleo. Light 100	*	75 60 55
E, T. Va. & Ga. Ry 100 do do 1st pref. 100	75	103	do Pref. 100 Onio Southern100	14	17 175 4	Con. 5s 1925 J.&D Ocean 88.Co., st guar.	10512	106	Daft Eleo. Power. 100	* =0	80 190
do do 2d pref. 100 Enet Pennsylvania. 50	22 5 5 6 kg	2234	Old Colony100 O naha& St. L100 do pref. 100			Peo's G. &. C. Chic. 2d. 6s Phila. Co. 1st. c. f 6s		102	Edison Illuminat .100 Ft Wayne Elec. 0 25	4 93	14%
do Pref. 100	139	1104 131 108	Or. S. L. & Utah N.100 Dregan Trans-Continu	53 313 ₈	54 345g	Poughk'sieB'ge,1st.6s. St. 1. Bridge & Tun-		9378	Julien Electric Co Do Traction Co	*	20
Eastern in N. H. 100 Eliz. Lex. & Big S. 100	104 184		Pennsylvania RR50 Pensacola & Atlantic		54 34 64	1st, 7s, g, 1928.A&O Tenn.C.&l.—T'nu D.5s		140 96	Malden Ele tricColon Spanish-Amer. L. & P	*119	
Elmira & W'msp't 50	93	95	Petersharg100	20	20 \ 6 L	Bir. Div. 1st.6s, 1917 Whiteb'st Fuel-G., 6s	974	93	Sprague Elec. Mot.100	66	75 67
Evansville & T. H 50 Fitobburg, Pref100 Flint & Pere Marq.100	731g		Phila, & Erie50 Phil. Germ. & Nor50		2× 1291 ₂	Wyo. Val. Coal 1st 6e.	100	105	do pref25 ThomH. internat.100		27
do pref 100 .Fla.Cen.& Pen.V.T.Cer	934	95	Pulla, & Read, cert. 50 Phila, & Trenton 100	404	454	MISC'LLANEOUS STOCKS.			do T.Sec.Ser.C.10	• • • • •	174
do 1st pref.eum.100 do 2dpf.non-eum.100		294	Polla. Wilm.& Balt.50 Pitts. Cin. & St. L50	64	65 193	Amer. Bank Note Co Amer. Pig Iron War'nts	42 17 71 ₄	45	do do Ser.D	95 ₈ 225	
Galv. Har. & San An		15	Pitts. & Connell'e50	8		Aspinwall Land10 Boston Land10	~ 4		U. S. Electric Co. 100	* 50	120 60
Georgia Pacific Ga. RR. & B'kg Co.100 Gr. Rarids & Ind	195	194	Pitts. McK. & You50 Pitts. & Western50	25	28	Boston Water Power Brookline (Mass.)L'd5	534	51g	U. S. Illuminat Co. 100 Westinghouse El. L.50	* 50 8 491 ₂	60 50
Gr. B. W. & St. P 100 do Pref 100	4	456	do Prof50 Pitts.Youngs.&Ash.50		40	Brunswick Co Canton Co. (Balt.) 100	2719	28 ¹ 4 50	Am. Loan & Trust. 100		120
Hous, & Tex.Cent. 100	8 82 212	312	do pref50 Port.Baco & Ports, lad 6	125	125 5	Continent'i C n.&Imp. Cov. & Cin. Bridge, pf.	175 338	210	Atlantic100 Brooklyn 1 rust110	385	
Hunting. & Br. Top. 50 do Pref. 50	8 40 4	46 4	Ports. Gt.F.& Con. 100	93	102 192	East Boston Land. Frenchman's Bay Ld.	578	6	Central	750 610 201	
Illinois Central100 do lessed l., 4p.c.100	98	117	Rens. & Saratoga 100 Rich. & Alleg., cert	22	23 120	Keeley Motor Manh'tt'n B'ch Co.100	31 ₂	6 74	Franklio100 Holland100 Knickerbocker100	205	
Iowa Central100 do Pref.100	8 25	91 ₄	Rich. F. & P., com. 100 Richmond & P'b'g. 100 Rich & West Point 160	101	108 2318	Mayerick Land 10 Maxwell Lan t Grant.	* 15	23 ₈	Long Island 100 Manhettan 30	175	
Jeff. M. & Ind., l'd. 100 Kanawha & Ohio	70	75 2 5	Rich. & West Point! 60 do Pref 10' Richmond York R.&C.	80-5		Mi. Dec. &E.S. Laud. 5. N.E. Mtg. Secur. (Bost.)		1.25	Mercantile10 Metropolitan100	248 235	260
do 1st pref. do 2d pref	74	76	Rome W. & Ogd 100	99	100	N. Y. Loan & hupr't Nicaragua Can Con Co.	48	52	Nassan 100 N. Y. Guar, & Ind 100	159	160
Kan.C.Ft.S.&Mem.100 Kan.C.Ft.S.&G.pf.100		131	R ttland	45 lg		Oregon Improvement.	51 93	53 96	N. Y. Life & Trust. 100 N.Y. Security & Tr. 100		
Kan.C.Mem.& Bir.1t 0 Kan.C.Cl'n & Sp'd.100 Kan. City & Omeha	25	30	St. LonisAlt. & T.H.100 do Pref. 100	40 12	47 ¹ 2 125	Oregon Ry. & N.Co.100 Pacific Mail 88. Co.100	100 32%	33	United States100	640	725
Kan C.Wy. & N W 100 Keniucky Cent100	40	50	St. L. Ark.& Texas100 St. Louis & Chicago	.	7	Philadel. Co. Nat. Gas. Pipe Line Certificates.	1004g		N.Y. & BR'KLYN		
Keokuk & Des M. 100 do pref. 100	3	9	St. L. Van. & f. H.	5	25	Putim'n Palace Car100	24	2119	HORSE RRS.		
Keokuk & West'n 100 Kinget'n&Pembr'ke50	2734	284	8t. Louis & Ban Fr.100 do Pref100 do 1st pref.100	23 56	24 kg 57 kg	St. Louis B'dge, let pref 2d pref. certificates. St. Louis Tunnel RR.	e113 e55	53	CHAONICLE each w'k. except third of month)		
Lake Erie & W100 do Pref.100	18 ¹ 4 63 ³ 4		St. Paul & Duinth. 100	27	29	St. Louis Transier Co.		112	GAS STOCKS.	400	
L. Sh. & Mich. Bo 100 Lehigh Valley. 50	8 535A	54	St. P.Minn. & Man. 100	117	80 118	South'n Cotton Oli C). Union Ferry Co100	165 165	120	Balt. Consol. Gas, New East Boston25	40	41
Little Miami50 Little Rock &Ft. 8		1474	Soloto Valley50 Seab'd & Roanokeloo			Union St'k Yds.&Tr.Co Wagner Palace Car Co.	103		Brookline, Mass100 Cambridge, Mass100	200	110 201
Long Island50 Long Island50 Lon. Evans.&St. L.100	91	70 93	South Carolina 100 Southern Pac. Co 100	3612	37 135	West End Land (Bost.)	W 24-6	24.4	Camhridge, Mass100 Chelsea, Mass100 Jamaica Pl'n, Mass100 Lawrence, Mass100	17334	120 174 145
dn. Pref. 100	37	25	3'west., Ga., g'd, 7.100 Innihit Branch, Pa.50 Ferre H. & Ind'nap.50	612		COAL & MINING STOCKS, N.Y. American Coal Co25			Lowell100 Lynn, Mass., G. L100	210	241
Louisv. & Nashv. 106 Louisv. N. A. & Chic. 100	39	8038 44 31	Texas & Pacific 100 Tex.Pac.Land Tr't 100	19 ¹ 2 17 ¹ 2	20	Cameron fron&Coal50 Colorado Cual & 1.100	6 32	33	Mald. & Melrose100 Newton & Wat'n100	125	125½ 167
Louis. St L.& Tex.100 Louisville South'n 100 Mahoning Coal RR.50	14	16	Fol. Aun Arbor & N.M. Fol. & Ohio Cent'l. 100	324	33	Col. & Hock. 100, C & I. Consol. Coat of Md. 100	17	20 26	Salem, Mass., 100 Brooklyn, L. I25	112	114
do Pref 50	107	109	do Pref. 100 Tol. Peor. & Western.	56	58 141 ₂	Homestake Min'g. 100	28 ¹ 4	1012 30	Citizens', Brooklyn.20 Fulton Municipal, 100	07	70 127
Man. & Law'ce100 Manhattan. con100	219 1064	220	Tol.St.L & K.City. 100 do pref. 100	* 10 * 31	15 34	Marshall Cons. Coal Maryland Coal100	13	15	Metropol., B'ktyn.100 Nassau, Brooklyn2	90	
Marq. H. & Ont100 do Pref100	10 92	14 94	U. N.J. RR &C. Co.100	6178	225 6518	Minn. Icon Co 100 New Central Coal 100	75 8	9	People's, Brooklyn.10 Williamsb'g, B'klyn50	75	76 122
Massawippi 120 Memph.a Charl 25 Mexican Central 100	108	1086	Utica & Black Riv. 100 Vt. & Mass., l'sed. 6.100	13037		N.Y. & Percy C. & I.100 Ontario Sil. Min'g. 100	34.0		Charlest'n.S.C., Qas. 25 Chicago Gas Trust	57	22 ¹ 2 57 ¹ 2
Mexican Nat., Tr. rec.	14%	15	Virginia Midiand 100 VahashSt. L.&Pac. 100	164		Pennsylvania Coal.50 Quicksilver Min'g.100	В	326	Cincinnati O. & Coke Hartford, Ct., O. L25 Jersey C.& Holok'n 20	193%	30
Mex. Nat. Constr. Co. Michigan Cent100 Midland of New Jersey	92	9342	do Pref.100 Warr'n(N.J.),l'a'd,7.50		315 ₈	do pref.100 Tenn.Coal&IronColou	514	36 ¹ 9 52 100	People's, Jersey C	60	122
Mil. Lake S. & W 100	95	964	W. End pref. (Bos.) 50 West Jersey	8018	Vā	do pref.100 Whitebr'st Fuel lo.100			Louisville G. L	120	
Milwaukee & No100 Mine Hill & S. 1150	30	116 55 72	Vestern Maryland 50 West, N.Y.& Penn. 10	8 40 ¹ 4	4684 13 98	EXPRESS STUKS Adains	150 117	118	Memphis Gas	65 guig 120	91 125
Minneap. & St. L. 100	4 84	5	Wheel. & L. E. prof. 100 Wil. Columbia & A.100	7018		United States100 Vells, Fargo & Co.100 TRUST STOCKS.		81	Mutual of N. Y10	102	104 88
Misso'i Kan & Tex. 100	90 111 ₄	1134	Wilm. & Weldon, 7.100 Wisconsin Cent, Co 100	112		TRUST STOCKS.	4-149		Standard Gas, pref N. Orieans O. L 10- Pittsburg Gas Co 50	964	97
Missonri Pacific100	6919		do Pref. 100 Wor. Nash. & Roch 100	60	61 1291s	Am srican Cattie	12 57	5719	Pritsburg Gas Co50 Portland, Me., G. L. 30 San Francisco Gas	89 571 ₈	90 574
Mohile & Ohio100 Morgan's La.&Tex.100 Morris & E'x, gu.,7.50 Nachv.Chat.& St. L.25	123 153	153	CANAL HONDS. Cres.&Del1st, 58,'16		80	Distillers' & Cattle F	39 46	90 40 %	MINING STOCKS,	424	43
Nashua & Lowell 100	190	101 195	Del. & II.—78, '91.J&J 1st ext., 1891M&N	107	10538	Nation il Lead	107	23 %	(N. Y. & SAN. FRAN.		30.30
New Jersey & N.Y.10	8 5234		Coup. 7s. 1894.A&O 1st Pa.D.op.,7s,M&S	112%		Sugar Refineries Co.	784	784	American Flag		1.00
N. News & Miss. Val. Co	18	20	RR. 6s, reg., '97,Q-F	1144	1144	American l'el. & Cable	86	90	Alta Montana100	1.80	1.00 2.20
N.Y.Cent.& H.Riv.100 N.Y.Ch.&St.L.new100 do lst pref.100	104	10718 1719 70	6s,g.,op.&rg.'94M&S	11334		Cent. & So. Am. Cable Commer l Cable Co 100		103	Astoria		*****
do 2d met 100	36	38	Cons.M., 1911 78J&D Gre'u.Tr.7e,'92.F&A Len.C.&N. 4les 1974	130	105	Commercial Tel. Co Franklin100		33	Belle Islelo Best & Belcher Bodie100	3:00	3.50
N. Y. & Hariem50 N.Y.Lack.&West100 N.Y.L.Erie& West.100	2938		Len.C.&N.,4428.1924 Penn.—68, conp., 1910 OANAL STOCKS.	บอั	70	dold & Stock 100	100		Bodie100	*65	85
M.Y. & N. England. 100	68 42 45 49	70	Cuesapeake & Del. 50 Del. & Hadson100	150	152	Mutual Union 6s N'west., 7s. 1901. Jac		105-	Bruns wlok	102	
N.Y N II.& Hartf.160	115	116 250	Lehigh Navigation50	8 25 18		Picific & Atlantic Postai T. Cabie, new.	35	60 37	Caledonia B. H100 Cashier	2.90	2 75
N. Y. & Northern, pref. N.Y. Out. & West. 100	150	20	Morris, guar., 4100 do pf., guar.10100 TISC! LLANEOUS	8196	200	South'n & Atlantic.25 Western Union100	8112		Castle Creek	'02	
N. Y. Phill. & Norf. 100 N. Y. Prov. & Boston.			BONDS. Amer. Boll Fel. 7e, '98.	§113	113 ¹ 2	Deb. 7s, 1370-1900 Deb. 7s, 1834-1900	117		Consol. California. 100		
do Pref. 100	34	83 ₄ 35	Am. Wat'rW.Co., 1st, 6s 1-t, com. 5-, 1907. J&J	1 012	11012	Colat. trust, 5s	10242		Chrysonte 50 Cuollar 100	1.60	
N.Y. West Shore & B. Norf. & West,, com. 100	18	1834	Bust Un.Ga., fr. 0.58.	\$1034 85	907 ³		3310		Cousol. Pacific 100 Crown Point100	20	
No. Pennsylvania50 Northern Central50	8 81	71	Canaba Coal, et.78,'07 Chtc.G.L. &C. 1st,5s,'37	95%	2612	Huds in River	45 65c.	70c.		1.25	
Northeastern5	4 %	157	Col.Conta Iron—1st.6s .& II. C.& Ir.6s 19 7 Con.stas Balt.con.cs		98	N. Y. & New Jersey New England	49 20c.	49 % 200.	DunkinEl CristoEureka Consol 100	·80	9.0 5.00
	,,,,		топодопи.	,	101.7	12 coprotes		1 200	Taratona Congot 100	2 00	

GENERAL QUOTATIONS OF STOCKS AND BONDS—Concluded.

	For	Explanations 800	Votes a	t He:	id of Pirat Page	of Qu	otatle	na.	
MINING STOCKS.	Bid. Aek.	BANK STOCKS.	Bid.	Ask.	BANK STOCKS.	Bid.	Ask.	INSURANCE STOCKS. Bio	l. Ask.
Father De Smet 100	-30	Proy C. & W.(F.R.) 500	1000000	030 56	First National Fourth National	275 21419	220	Bank of No. Amer. 100	
Fre-land	1.50	Julou C.Mt. (F.R.) 100 Wampanoag(F.R.) 100	1	35 (German National Market National	95%	17719	Commercial Nat	J14
Hale & Norcross100 Holyoke	2.75 3.50	Vashingt'n(Mass.)100 Veetatuoe (F. R.)100 Villim'tic Linon(Ct)25		64	Morchants' National	1424 310 1461 ₉		Fourth St. Nat'i 100 11	970 121
Horn Silver 20	2.20	Winchester R. arms Co York Co. (Me.)750		180	Second National	206	210	Independence Nat 100	
Kings & Pembrike Iron	10			11.	Third National Western German Bank	250	140	Kensington50 Keystone Nat'i50 Manufact'r'rs' Nat.100	71 ₈ 81 ₉ 100
Lacrosse10 Le dville Consoi10	·08 ·11	Bank of Baltimore 100	15		Louisville. H'nk of Commerce Hank of Kentucky100	120	130	Mechanics' Nat100 12	125
Little Chief 50 Little Pitts Mexican G. & Silv.100		om. & Farmere'100	19	1294	Bank of Louisville100	106	1224	Nat. Bk N. Libertics. 50 16 Penn National50 9	219
Montan	30 45	'armers' B'k of Md.30	61	62	City Nat	120	121	Western	74 250 112
Navalo100		'armers'&Planters'25 'irst Nat. of Bait100 'ranklin60		125	ENGINEER OF INCASSION	/ 4 10	110	B'k of Commerce 100 46	
Oriental & Miller	000000	derman American		125 1058	First Nat	146		Continental Nat.::100 1	342 115
Potoel 100	3·00 5·00 1·00 1·40	darine 30	33	1312	(Jerman	140	139	Fourth National 100 2	
Rappahanock1 Robinson Consol 50		Jational Exchigo, 100	128		Kontucky Nat100		291	Mechanica'100 13	24
Silver King		boond National 10	162	19%	Masonic100 Morohante' Nat100 Northern of Ky100	1491		St. Louis National.100 1:	155 134 1144
Standard100 Sutro Tunuel	61	hird National10	5 83	84 39	Poople's Bank	. 125	1:3	Anglo-Californian	88
do Trust cert Union Consol100	90	Hoston.		142	Third National10	0 145		First Nat. Gold 100 1	554 60 165
Ttah Yeilow Jacket	2.90 3.2		0 114	119	New Orleans.		143	Pacific INSURICE STOCKS.	60 165
HOSTON MINING	500. 6 H	Boston Nat10	$0119 \\ 0135$	121	Bank of Commerce.	0 9	102 161	Hartford, Conn.	53 260
Bost. & Mon. (Copper Brunew'k Antimony .	34 2 34	Broadway10	0 190	19019	Capal & Banking. 10 Citizens'10 German's Nat10	6 20 6 130	25	Connecticut 100 1	21 1234 04 312
Calumet & Hecia22 Catalna Silver10	5 219 2 220	Cintral10	0 95	135 954 1214	Hibernia Nat10	10		National100 1	40 150 90 93
Central2	5 878 9		10, 12/22		Metropoli'an10	10 144	150	Steam Botter50 1	92 200 05 110
Mi: nesota2	5 2 4	c. Commercial10	100	1165	Mutual Nat10 New Orleans Nat10 People's5 State Nat10	0 81	-81 CO		00 i15 50 160
Nati nal 2 Osceola	9 10 10	to Engle	103	130	diffusion Nat 10	10 1 127	260	Bowery23	15 120 25 130
Pewable2	5 49 50	Everett	06 101 00 128	130	Whitney National. 10	-		Citizene	10 115
Ridge 2 Tan arack 2 MAANU FACTING		First Natl mat	JU 254	142 237 131	America10 American Exch'gett Asbury Park Nat. 10	0 162		Continental10c	90 100 2:0 225 300 210
An Linen(F 31v) 110	0 1154 116	19 Figrth National	00 115	117	Bowery	JO 265	310	Eagle	90 95 96 105
Androscog'n (Me.).100	00 135 136	G obe	00 994		Central National1	UU 122	145	Patragation 100	05 110
Appleton (Mass.) . 100 Atlantic (Mass.) 10	107-6 100	Howard	00 106	123	Chase National!	25 300		Firemen's	80 85 320 325
Barnaldy (Fall Riv.). Barnard Mig. (F. R.)	00 119 120	L ocoin	00 102	116	Chemical1 City1 Citizens	00 100		Globe 50	160 170 115 125
Bates (Me.)10 Boott Cot. (Mass.) 100 Border City Mfg. (F.F.	00 1345 13	Market(Brighton).1	00	. 135 2 109	Columbia		200	Guardian100	190 205 0 55 90 95
Boston Co.(Mass.)100 Boston Belting10	00 17612 17	M tverick1	00 200	238 133	Continenta1	00 133	136	Hamilton	90 95 135 145 140 145
Best, Duck (Mass.)70	00 1150 12	Merchandise1	00 82	821 a 142	East River	25 170	175	Home30	103 118
Cocheco (N.H.)5	00 486 48	Sie Minument	00 104	233	Eleventh Ward First National		00	Knickerbocker30 Lafayette (B'klyn) .50	60 70 75 80
Collins Co. (Conn.) Continental Me.). 1 Cres't Mills (F. R.) 1	00 32 3	2 12 M; Vernonl	00 162	138	Fifth National	00 20	00	Long fel'd (B'klyn).50	70 80 75
Crystal spr. 3. (3 R Days, alilis (F. R.) 1	.) 5	0 Vorth	00 116	119	Fourteenth Street.1	00 16 50 27	Ü	Manui. & Builders 200	138 140
Dougr's Axe (Mas) 1 Dwlght (Mass.). 5	00 795 30		100 157	161	Garfield	75 12	2 127	National	90 100 105 110 80 90
F. R. Machine Co 1	00	Republic	100 105	134	German Exchange.	$\begin{bmatrix} 100 & 25 \\ 00 & 27 \end{bmatrix}$	0	New York Fire	1. 4 160 75 85
Filmt Mills (F. R.) 1 Franklin (Me.)1	00 1054 Lu	Jacond Nat	100 173	1175	Hanover	100 31	0 350	Pacific100	165 170
Gl'be Y.Mille(F.R.)1 Granite(F.R.)10 Great Falis (N. II.)1	00	the smult	100 126	128		100 34	U 533	Poter Cooper	155 160 90
Hamilton (Mass.) 10 Hart. Carpet (Ct.)1	00 985 98	3 hoe & Leather	100 122	123	Leather Manuite	100 23	0	Phenix (B klyh)25	134 137 125 130 100 105
Holyoke W.Power. I	06 250	Ehird Nat	100 102		Madison Square	.50 18	4	Standard25	90 100
King Philip (F. R.)	100	5 Inton	$\begin{array}{cccc} 100 & 110 \\ 100 & 142 \end{array}$	19 11 2	Market & Fulton	25 20		Westchester	160 170 300 305
Laconia (Me)4 Lancaster M.(N.H)4 L'rel Lake Mills (F.	100 520 59 100 590 59	Washington	TOO TOO	14 96	Mechanics & Ir.	100 Z	15	DANCE SCRIP	
Lawrence (Mass.)10	000 1545 1	Specklyn	100 150			50 1 100	134 13	Atlantic Mutuat1886	101 1041g 1011g 105
Lowell (Mass)(Lowell Bleachory. Lowell Mach.Shop.	500 870 8	SH SHITE NATIONAL	40 167	7	Mount Morris	100 3	15]	105 10519 10119 10619 1064 10719
Lyman M. (Mass.). Manchester (N.H.)	100 1523 1	53 Commercial)	Musray Hill	.50 1	50 34 42 24		100 1 70
Mass. Cotton1 Mechanics' (F. R.)	100	Manufacturers'	50 250		New York	100 1	2/		CHANGE
Merchaute' (F. R.) Merrimack(Mass): Metacomet (F.R.)	000 1320	Naccau	100 250	1	Ninth National	70 1	50	N Y.Stock	\$ 12,000 bld.
Middlesex (Mass.). Narragans'tt(F.R.)	100 175	93 Atlas National	at 12	9 110	North River	25 4	5	N.Y.Coneol.St'k & Pet.	500 ask.
Nachua (N. H.) Naumkeag (Mase.)	500 633 0 100 103 1	034 Commercial Nat	.100 20	2 13	7 Pacino	100 2	10	N.Y. Produce	1,100 ask. 1,050
N. E. Glass (Mass.) Newmarket	500 395 4	00 First National	100 310	0 318	Phenix	. 20 1	39 14 124 11	5 N.Y. Cottou	675 bld.
Pacino (Mass.)	500 1295	300 Hide and Leather 15 Merchants' Nat	100	15	Produce Exchange	10C I	75 .	N. Y. Cuffee	6 0 bld.
Pocasset (F. R.) Rich. Bord'n(F.R.) Robeson (F. Riv.) 1	100	03 Metropolitan Nat. Nat. Bk. of Amer.	100 13	3	Socond National.	100 3	25 30	N. Y. Metal Last sale	55
Bagamore (F. Riv.) Balmon Falls (N.H.)	300 290 2	20 Nat. B'k of Illinois 95 North western Nat	.100		Sixth National	100	10U	E'l Est Exo. & Anc R'in Last sale, Oct Boaton Stock	1,255 11,000 bid.
2audw.Giass(Mass Shove (Fall Riv.).	100	Union National Un.Stock Y'ds Nat Cincinnati	.100	••••	St. Nicholas	100	20 13 11 11 25 13	Last sale, Sept	2.5 0 bld.
Elade (Fal. Riv.) Stattord (Fall Riv.)	100,	20 Atlas National	20		O Fradesuon's	100 2	100 10	Chie. Board of Trade.	1,200
Etark Mills (N.H.) Teoumseh (F. R.). Thorndike (Mass.)	100,	.10 Commercial Sank 155 Equitable Nation	Bl	13	1 Western National	.100	9419 9	Last sale. Oc. H Pittsb.Pet. St'k *Me'.	425 bld
Tremont & S. (Mass	11'A 13+	Hala Fith National	1 1	3 9	WPSUDITIO				

Anvestment

Knilrond Intelligence.

The Investors' Supplement, a pamphlet of 150 poges, contains extended tables of the Funded Debt of States and Cities and of the Stocks and Binds of Railroads and other Componies. It is published on the last Saturday of every other month-v z., January, March. May, July September and November, and is furnished without extra charge to all regular subscribers of the Chronicle. Extra copies are sold to subscribers of the Chronicle at 50 cents each, and to others at \$1 per copy.

The Gen ral Quotati no of Stocks and Bonds, occupying six pages of he Chnonicle, are now published on the third Saturday of each month.

RAILROAD EARNINGS.

	Latest F	Carnings R	Penorted	Jan. 1 to L	atest Date
ROADS,	W. kor Ma	1	1		
	H + + V DL WE	1889.	1888.	1889.	1888.
Allegheny Val.	August	215,224	185,713	1,519,569	\$ 1,327,664
Annap. & B. S. L. Auniston & Att.	Septemb'r.	3,725	4 439 7,288		
Anniston & Cin.	Septemb'r.	8,841	7,258	89 950	65,362
Ashv. & Spartan. Ateb. T. & S. Fe	Septemb'r.	471.097	423,126	89,454 15,034,758	85,156
Ateb. T. & S. Fe St. L.K. C. & con.			1,429		3 140 015
Gulf.Col. a S.F. Califor'a Cent.	4th wk Sep	13,027 15 855	89,801 28,540	2,733,148 764,553	2,140,817
Total systemt.	1st wk Sep	15 855 052 086	-583.239	20.272.814	
Guif.Col. As.F., Califor'a Cent. Califor'a Sou. Total systemt. Atlanta & Char, Atlanta & W.Pt Atl. & Dalville. Atlantic v. Re. B. & O. East Lines	July	112,281 43 101	91,033 31,802 20,09 64,348	20,272,814 8-2,051 301,019	715,986
Atl. & Dar ville.	Septemb'r.	36 700	20, 09		
			1,338,587	2 057,357 12,427,640	2,192 084 11,521,857
MAGINE LIBOR	Bontom b'r	1 43.77 (90)	4 6 0 9 7	3.624.869	3.415,635
Balt. a Potomac Beech Creek Bir. Selma & N.O.	August	1 5,179	133,940	16.052,509 1,047,834 511,353	14,937,442 1,006,524
Bir.Selma&N.O.	Septemb'r.	77,4: 3 3,177 121.591 33.894	73,249 2,963 75,563 46,037	511,353 14,938	618.+2.i 14,073
Brooklyn Eley Butt.Roch.a Fint Camden & Atl Canden & Atl Canden & Atl	Septemb'r.	$\begin{array}{r} 121.591 \\ 33.894 \end{array}$	75,563	1,476,003	1,483,999
Camden & Atl.	Angust	154,495	147,368 287,000	536,368	507,243
Cp. F'r&Yad. Val	za wa Oet. Eeptemb'r.	3 3,000 35,540	27,560	11,364,.78 283,137	9,939,4: 9 231,850
Cp. F'r& Yad. Val Ceat. Br. U. P Cen. RR. & Hg. Co	August	35,540 93,903 570,773	27,560 85,0 3 528,783	476,175 4,5±0,234	231,850 571,743 4,297,485
Central of N. J.	August	1,309,036	1,369,315	-8.722.0341	-8.381.613
Central Pacitie Central of S. C	July	6,640	1,526,555 6,957	$10,123,191\\56,812$	10,172,122 58,165 372,957
Charlest'n & Sav Char.Col. & Aug.	August	34,964 70.870	35,153 62,153	398,168 628,658	372,957 626,077
Chat.R'me&Col. Cheraw. & Darl.	Septemb'r.	34,964 70,870 25,300 6,775 565,670	8,035	189,014	
dChes. & Ohio	Septemb'r.	565,670	5.981 $445,728$	50,416 4,351,445 1,517,624	47.768 3,781,894
dChes. & Ohio Ches. O. & S. W. Bilz.Lex.&B.S. Ches. & Lenoir Chie. & Atlantic.	Septemb'r.	191,191 80,208 5,770	170,382 9, 214	1,517,624 536,707	1,431,676 $643,812$
Chie & Atlantic	July.	5,770	9. ,214 5 816	40,337	41,315
CHIE. BIHL & NO.	August	59,048 163,833	45,097 186.537	1,722,498 1,256,79	1,767,153 1,166,147
Chle. Burl. & Q. Lines contr'l'a	August	2,580,806 681,410	2,273,703 534,080	16,631,733 $4,648,756$	14,113,1(9)
Chie, & East, Ill. Chie, Mll. & St.P.	1st wk Oct	64,252 667,500	70.3521	-1.969.843	2.007.624
Chie, & N'thw'n.	August	2,575,101	2,295,291	19,148,008 15,953,467 54,049	18.302,844 15,922,384
Chie. & Oh. Riv. Chie. Pe. & St. L. Chie. 8t. P. & K. C.	Septemb'r. July	30,691	10,207 27,086	54,049 195,364	42,755
Chie. 8t.P. & K.C.	4th wk 8ep	98,165	77,357 605,568	2.305.085	170,898 1,671,606
Chic. St.P. M. &O. Chie. & W. Mich.	lst wk Oet	26,309	25,260 6,932	3,822,845 1,046,655	3,050,403 1,074,035
Cin. Ga. & Posts. & Ci i. Jack. & Mac	1st wk Oct	6,849 13,896	11.478	47,381 461,970 2,874.772 1,373,156	47.926
Cn. N. C. ATP	let wie Ooil	78,459	64,812 24,765	2,874.772	491,532 2,739,435 1,123,087
N. Orl. & N. E.	st wk Oct	38,748 20,720	14,833	740,540	009.953
Ala. Gl. Pourn. N. Orl. & N. E. Ala. & Vicksb. Vicks. Sh. & P.	ist wk Oct	13,808 15,0/6	6,259 11,955	412,221 410,767 5,811,556 339,343 62,66s 391,708 1,601,279 559,957 318,424	321,121 369,069
Erianger Syst. Cin.Rich.& Ft.W	lst wk Oct	166,801 8,586	12 .6241	5,811,556	5,162,664 310,353
Cin. Sel. & Mob. 8	entemb'r.l	9.894	7,867 11,266 46,932	62,665	77,173
Cin. Wab. & Mich. & Cin. Wash. & Balt	ist wk Oetl	47,502 48,584	40,350	391,708 1,601,279	77,173 359,211 1,566,899
Clev. & Canton. i	lst wk Octi	48,584 15,2 4 42,600	16,929 34,559	559,957 318,424	£ 11.500
eCi.Cln.Ch.& F I.	lst wk Oct	249.134	238,610	7,177,058 182,970	283,314 6,796.833
Color. Midiand.	lst wk Oct	19,663 35,738 52,850	23,156 $24,957$	1,246,921	200,687 1,007 687
Col. & Greenv	Septemb'r.t	52,850 7,145	42.427	492,467 260,038	420,255 273,567
Col. & Cin. Mid Col. Hoek.V.& T. & Coving.&Mac'n.	Septemb'r.	7,145	7,574 296,326	1,782,662	2,114,259 30,500
Day lit W & Ch (Cantanilla	8,389 45,521	3.402 44,487	1,782,662 68,352 361,287	310,442
Denv. & Rio Gr. Dev. Leadv. & G. Den. Tx. & F. W. Det. Bay C. & Aip	2d wk Oct. Angust	176,600 105,686	172,500	6,095,148 595,405	5,983,113 725,553
Det Bort's Am	st v k Oct	105,086 74,990	105,137 49,592	1,7, 9,9:4	1,335,910
Det.Lans'g & No 1	st wk Oct	8,507 23,047	7,691 $22,175$	395,481 847,265	364,325 765,996
E.Tenn. Va. & Ga.	st wk Oct.	40,271 145,728 7,626 20,392	36,892 125,484	1,437,889	1,142,557 4,175,175
E.Tenn. Vn. & Ga. I Evans, & Ind'plis & Evansv. & T. 11. 2 Fitchburg.	d wk Oct.	20.309	6,351 19,206 585,398	232,609 693,271	194,122
Fitchburg	August	0001110	535,398	3,734,448	677,033 3,445,415
Flor. Cent. & P. 1	" wk Oct	45,651 22,409	15,655	1,805,413 832,871	1,843,154 749,999
Georgia Pacine	uly	23,782 113,608	22,686 118,260	163,696 967,980	148,446
Geo. So. & Fla Gr. Rap. & Iud I Other lines Grand Trunk V Chie & On Tr	ligust	28,721 41,872	4,253		912,526
Other lines	st wk Oct	3,820	45,861 3,984	1,7 2,073	1,727,184 153,648
Chie & Car Tr	Vk. Oct. 5	443,845 77,780		4,937,303 1 2,672.077	13,924,157
1					

Pours	Latest 1	Carnings 1	Reported.] Jan. 1 to .	n. 1 to Latest Date.	
ROADS.	Week or M	1889.	1888.	1889.	1888.	
Grand Trunk- Det.Gr. H.& M.	 Wk Oct. 5.	25,683	25,891	\$ 789,632	\$ 834,841	
Gulf & Chleago.	Septemb'r.	3,709	$\begin{bmatrix} 2,985 \\ 121,034 \end{bmatrix}$	30,779 770,977	713,918	
Hous. & Tex. Cen. Humest'n & Shen	Septemb'r.	15,000	220,001 15,618	103,805	1 107.404	
Ill.Cen.(Ill.&So. Cedar F.&Min.	August	1,177,834 8,075 145,207	1,016,396 8,540	58,068	7,356,356 60,198	
Dub, & Sjo'x C. lowa lines	August	153,282	140,571	1,036,778	1,103,283	
Total nil Ind.Dec.& West. Int. & Gt. Nor	August Septemb'r. July	1,331,116 $36,286$ $253,740$	1,156,968 44,330 210,149	279,548	8,459,639 281,751 1,565,806	
Iowa Central Iron Railway				1,117,097	1.056.046	
J'ks'nv.T.& K.W Kanawha& Ohlo	August	3,528 26,213 6,350	16,416 5,617	341.337 210,258	320,800	
K.C.F.S. & Mem. Kan. C. Cl. & Sp	4th wk Sep 4th wk 8 0	113,090	6,462	3,444,309 193,197	3,083,707	
K.C. Mem. & Bir. K.C. Wv. & N.W	3d wk Sept Septemb'r.	6,41 19,360 39,300	29,883	301,870	200,584	
Kentucky Cent Keokuk & West.		8.008	101.340	757,860 250,919	750,494 240.075	
Kingst'a & Pem. Knoxy. & Ohlo.	July	5,098 44,568	39.848	1 - 323.566	145,229 277,207 42,290 1,611,745 186,700	
L. Erle All. & So L. Erle & West Lehigh & Hud	Septemb'r. 1st wk Oot Septemb'r.	5,250 51,952 24,682	49,695	[-1,904,682]	1,611,745	
L. Rock & Mem. Long Island	lst wk Oct Septemb'r.	14,030 363,388	15,868	428.173	Marione in	
La. & Mo. River, Louis, Ev. & St. L.	July	41,20° 27,310	371,340 39,707 25,170	233,504 783,867	245,326 763,384	
Louisv. & Nashy.	1st wk Oct 1st wk Oct	393,920 50,901	338,800 48,906	[13,370,073	12,148,936 1,713,812	
Louis, N. A & Ch. Louisv.N.O. & T. Lou. St.L. & Tex.	2d wk Oct. Septemb'r.	77,247 32,939	54,194	1,984,234	1,677,089	
Louisv. South'n. Memphis & Chas	Septemb'r. 1st wk Oct	L 31.000	27,536		1,142,006	
Mexican Cent	2d wk Oct. Septemb'r.	37,826 121,284 253,165 66,527	103,382	4,804,646 2,705,634 3,145,440	1,668,938	
Mex. National Mexlean R'way Mll.L.Sh. & West Milwankee & No	Wk Sep. 28 2d wk Oct. 2d wk Oct.	85.586	32,275 66,677	3,145,440 2,741,334 931,736	2,802,316 2,222,518 532,360	
Mineral Range	Septemb'r.	27,400 10,026 143,589	9,710	931,736 80,636 983,158	71,834	
Minneap. & St. L. M.St.P. & S.S.M. Mo. Kan. & Tex.	Septemb'r. Septemb'r. Septemb'r.	143,589 160,253 719,161 239,044	29,973 103,362 168,311 32,275 66,677 24,791 128,957 117,340 597,726 181,779 69,100 271,179	1,030,037 5,168,219	718,709	
Mobile & Ohio	Septemb'r.	239,044 72,926	181,779	5,168,219 2,145,957 476,530	1,754,698	
Nash. Ch. & St. L. New Brunswick.	August Septemb'r. July	72,926 300,216 79,794	271,179 75,609	2,592,960 512,453	2,200,000	
N. Jersey & N.Y. New Orl. & Gulf	August Septemb'r.	13,295	11,609	512,453 157,631 118,248	154,906 110,213	
N. Y. L. E. & W.	Septemb'r. August	3.350,097 2,778,708	3,36t,100 2,440,766	26,483,145 $17,513,730$	110,213 26,112,695 17,666,146	
N. Y. & N. Eng N. Y. & North'n.	August Septemb'r.	537,442	577,493 516,308	3,628,619	3,423,074	
N. Y. Onf. & W	2d wk Oct. August	537,442 52,925 36,286 145,865 133,262	50,484 32,091	455,600 1,451,457 887,097	426,469 1,351,410 598 979	
Norfolk & West.	1-t wk Oet July	133,262 35,694	14.,655 116,330 33,651	4,092,306 363,809	3,677,612 375,452	
	August	588,086 592,106	33,651 600,205 513,609	3,847,191	4.062.692	
Objo and. & W	4thwk Ang 1st wk Oct	37,095 $122,534$	38,662 104,538	911,195 $3.066.519$	13,415,567 935,263 2,896,434	
Col. & Maysv.	Septemb'r. Septemb'r.	19,991 859	19,949 743	156,897 8,263	138,359 6,356	
Obio Southern	lst wk Oct Septemb'r.	14,351 46,727	12,182 48,009	370,622	401,731	
Omaha & St. L	2d wk Oet.	4,011	2,723 35,196	$\begin{array}{r} 122,297 \\ 312,586 \\ 2,814,112 \end{array}$	101,380 260,141 3,298,901	
Oregon Imp. Co. Oreg. R. & N. Co. Ore.S. L. & Ut N.	August	$\begin{array}{r} 418,671 \\ 542,259 \\ 619,049 \end{array}$	407,283 563,211 528,403	3,780,170 4,136,409	3,884,182	
Pennsylvania Peorla Dec. & Ev.	August 2d wk Oct.		5,390,939 16,543	39,239,875 560,386	38,071,556	
Pennsylvania Peoria Dee, & Ev. Petersburg Phila, & Erie Phila, & Brie Pitts, Cev. & T. Pitts, Cev. & T. Pitts, Patn, & F. Total system Pt. Royal & Aug. Pt. Roy. & W. Car. Pres. & Ariz, Cen. eR, & Dan, Sys'm	August	34,968 489,131	31,621 476,844	323,612 2,931,624	290,538 2,815,486	
Phila. & Read'g. Piitsb. & West'n	August	1,901,599 $127,741$	1,904,416 126,719	927,648	817,437 303,352	
Pitts.Clev.&T. Pitts.Patu.&F.	August	48,538 30,596	44,618 27,003	335,626 199,742	163,175	
Pt. Royal & Aug.	August	22,989	35,966 22,162 24,987	1,164,287 196,285	1,505,523 218,589 203 419	
Pres. & Ariz. Ccu.	septemb'r.	8,195 284 600	10,137 285,700	+ 219,437 94,080 8 358 673	203,419 73,771 7,396,489	
Pitts, Path, & F. Total system Pt. Royal & Ang. Pt. Royal & Arg. Pt. Roy. & W. Car. Press & Ariz. Cen. eR. & Dan. Sys'm Rich. & Petersb. Elo Gr. West. Rome W. & Ogd. St. Jos. & G. 181. St. L. A. & T. II. B's' St. L. A. & T. II. B's'	August	284,600 24,812 28,650	20,459 25,975	94,080 8,358,673 194,216 1,111,929 2,612,522 882,954 793,993 2,623,749 44,654 4 549,260	176,371 979,097	
Rome W. & Ogd. & St. Jos. & G. Isl.	Septemb'r.	26,980	31,358	2,612,522 882,954	2,477,155 828,146	
St.L.A.&T.11.B's St.L. Ark. & Tex. St.L. Des M. & N. St.L. & San Fran.	est wk Oet 2d wk Oet.	26,140 110,506	81,952	793,993 2,623,749	684.369	
St.L.& San Fran.	eptemb'r. 2d wk Oet.	5,691 139,100	5,568 145,061 170,784		2,183,995 37,778 4,363,993 1,147,847	
St.P.Min.& Man.	Septemb'r.	139,546 959,678	170,784 865,814	5,641,333	6,510,676	
East, of Mina. Montana Cent. S.Ant.&Ar.l ass. S. Fran.& N.Pac.	Septemb'r.	76,062 79,375 45,499	42,817 23,947	957,590	732,436	
8. Fran. & N. Pac. Say. Am. & Mon.	Septemb'r.	80,117 21,000	68,767 14,960		70,270	
Scioto Vailey & Seattle L. F. & E.	Angust	60,749	62,647 3,197	1:5,596 416,339 206,256	427,621	
Shenandoah Val	septemb'r.	102,060 131,885	76,117 100,888	682,829 953,397	620,412 869,180	
Gai.Har.&S.A.	August	325,531	305,072	2,466,552	2,425,965	
Louis'a West A Morgan's L&T. A	August	94,559 348,997	90,493 358,041	675,321 3,118,985	006,915 3,131,079 77,663	
N. Y. T. & Mex. A Tex. & N. Orl. A Atlantic sys'm	August	14,076 $154,175$ $937,340$	15,215 137,017 905 839	1,050,725 7,342,714	77,663 910,689 7,152,308	
Pacibe system & Total of all.	August!	$937,340 \ 3,273,078 \ 1.210.418$	$egin{array}{c} 905,839 \ 3,245,784 \ 4.151.628 \end{array}$	22.171.3200	22,790,020	
		226,111	217,245	1,408,576	1,313,076	
So. Div. (Cal.) Arlzona Div., A	August	567,917 $140,137$	542,208 162,397	4.055,481 1,205,050	4,442,810 1,448,067	
New Mex. Div. A Spar. Un. & Col. J	uly	75,436	85,812 5,851	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	686,399 53,751	
No. Div. (Cal.) A So. Div. (Cal.) A Arizona Div. A New Mex. Div. Spar. Un. & Col. J Staten I. Rap. T. Summit Brunch. Summit Brunch.	eptemb'r.	98,000 94,196	97,363 132,045 75,305	759,397 866,516 616 +85	743,480 1,059,955 749,587	
Lykeus Valley & Texas & Pacitie. 2	a wk Oct.	88,424	150,517	4,816,519	4,669,229 501,111	

ROADS.	Latent E	arnings R	Jan. 1 to Latest Date.		
ROADS.	Weekor Vo	1889.	1888.	1889.	1888.
		\$	8	8	\$
Tel. Col. & Cin		5,500			141,377
Tol, & Oblo Cent.		31,233		936,154	915,839
To. & O.Cen. Ex.		7,926		90,494	63,695
Tol. P. & West		20,806	20,028		666,956
Tol. St. 1. & K.C.		26,024	14,411	791,319	413,241
Union Pactfle		3,014,138	2,668,795	19,078,507	19,197,927
Total system!					
Valley of Ohlo		61,636	61,597	416,298	391,340
Vermont Valley		20,568			119,743
Virginia Midi'd.		199,050			1.345,882
aWabash		304,000			9,529,623
Wash.O.& West.		14,325			89,694
Western of Ala.		54,439			317,425
West. N. Y. & Pa.		73,300			2,474,806
West, N. Car'l'a.		73,610			
West Jersey		245,379	243,738		1.100,910
W.V.Cen.&Pitts.		61,302	67,542	549,926	470,000
Wheeling & L.E.		21,258			683,799
Wil. Col. & Ang.		4.4,451			445,477
Wisconsin Cent.	fran MR OGL	93,559	81,593	3.119,942	2.864.467

t Including lines in which half ownership is held. Mexican currency. a Wahash R'way now incinded. b includes the Memphis division in 1889. c Eurnings of entire system, including all road operated. d Richmond & Allegheny included in both years. f Includes Fort Worth & D. C. for first three months in both years.

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

The 27 roads which have thus far reported for the second week of October show 10.64 per cent gain in the aggregate.

2d week of October.	1889.	1888.	Increase.	Decrease.
	\$	\$	\$	\$
Atlantic & Pacific	50.157	64,348	Ψ	14,191
Canadian Pacific	363,000	287,009	76,000	17,101
Chicago v Atlantic	59.048	45.097	13,951	*******
Chicago Mil. & St. Paul	667,500	671,789		4,289
Denver & Rlo Grande	170,000	172,500	3,500	-,0
Dulath S. S. & Atlantie	40,271	36.892	3,379	
Evansville & Indianap	7,626	6,351	1,275	
Evansville & T. H	20,392	19,206	1.186	
Iowa Central	42,884	36,809	6,075	
Louisville V O & Texas	77,247	54,194	23,053	
Mexican Central	121,284	103,382	17,902	
Milwaukee L. Sh. & West	85,586	66,677	18,909	
Milwankee & Northern	27,400	24,791	2,609	
N. Y. Ont. & West	36,286	32,091	4,195	
Northern Pacific	592,106	513,009	79,097	
Ohio Valley of Kentucky.	4,011	2,723	1,288	******
Peoria Dee. & Evans	15,074	16,543		1,469
St. Louis Ark. & Texas	110,506	81,952	28,554	*******
St. Louis & San Fran	139,100	145,961		5,961
Texas & Pacific	174,671	150,317	24,354	
Tolodo Ann A. & No. Mich.	20,186	16,418		
Toledo Col. & Cin.	5,500	3,855		
Toledo & Ohlo Central	31,233	30,017	1,216	
Toledo St. L. & Kan. C	26,024	14,411	11,613	
Wabash (cong. sys.)	301,000	287,000		
Western N. Y. & Pean	73,300	72,100	1,200	
Wheeling & Lake Erie	21,268	20,609	668	
Total (27 roads)	3,291,660	2,975,133	342,437	25,910
Netinerease (10.64 p. e.).			316,527	

The complete statement for the first week of the month covers 85 roads, the increase being 10.65 per cent.

1st week of October.	1889.	1882	Increase.	Decrease.
				ф.
Prev'iv report'd (29 roads)	8 000 007	\$ 63.0	\$ 000	\$ 49,633
Atch T.& S. F. (5 roads)	2.930,665	2,695,618	284,680	49,000
	652,086	583,239	168,847	6,100
Chie. & East. Illinois	64,252 26,309	70,352	******	2,951
Cincinnati Jack. & Mack.		29,260	2,418	
Cin. N. O. & F. P. (5 r'ds).	13,896 166,801	11,478		
Cincinnati Rich, & Ft. W.	8,586	122,624 7.867	44,177	
Chn. Wash. & Balt	49,584	40,350	8,234	
Oleveland Akron & Col	15,224	16,929	3,000	1,705
Cleve. Cin. Ch. & St. L	219,134	238,610	10,524	1,700
Colorado Miliand	35,738	24,957	10,781	
Col. & Cin. Midland	7,145	7,574	10,701	429
Denver Texas & Ft. W	74,990	49,392	25,598	*******
Detroit Bay C. & Alpena.	8,507	7,691	816	
Detroit Lang. & No	23,047	22,175	872	
East Tenn. Va. & Ga	146,728	125,484	21,244	
Filat & Pere Marquette.	45,651	44,317	1,334	
Fla. Cent. & Penlusula	22,409	15,655	6,754	
Grand Rapids & lad	41,872	45,861	0,.02	989
Other lines	3,820	3,984		161
*Grand Trunk of Canada.	443,845	401.716	39,123	******
"Chicago & Grand Tr	77,780	61,745	16,035	
*Detroit Gr. 11. & Mil	25.032	25,891		209
Kanawha & Ohio	6,350	5.617	733	*******
Keekuk & West rn	8,008	7,747	261	
Lake Erie & Western	51,952	49,695	[2,257]	
Little Rock & Memphis	14,030	15,868		1,838
Louisv. Evan & St. L	27,310	25,170	2,140	******
Louisvillo v Na-hville	393,920	338,800	55,120	
Memphis & Charleston.	37,826	29,973	7,853	
Mexican Central	110,303	92,456	17,847	
Ohio & Mississippl	122,531	104,538	17,996	******
Ohio River.	14,351	12,182	2, 69	
Rlo Grand Western	29,650	25,975	3,675	7 700
Rich. & Dany, (4 roads)	284,600	235,700		1,100
St. Joseph & Hr. Island.	23,930	31,355	4 25	4,378
St. L. Ait. & T. H. Brohs	26,140	21,238	4,852	******
San Automo & Ar. Pass.	45,499	23,947	21,552	
Toledo Peorla & Western	6,925	3,197	3,623	
Wabash (consol. s stem)	20,906	20,628	25,511	
Wiscousin Central	299,061 93,559	273,553 81,593	11,966	
THE COUNTRY COUNTRY OF THE PARTY 80,000	01,093	11,000		
Total (85 roads)	6,755,459	6,105,054	719,901	69,496
Not increase (10:65 p. c.)	0,100,100	0,200,001	650,425	
1976 Historia (10.09 0.69)			000,4 '01	*******

* For week en ling October 5.

	1889.	1888.	-Jan. 1 to 1889.	Aug. 31 -
Roads. Ateli. Top. & S. Fes. Gross.	94	98	搬	*
8t. L. K. Cy & Col. Gross.	728,795	0.104	3,484,786	*******
Net	8,679 3,581	******	def.2,780	******
Gulf Col. & S. FeGross. Net	333,430 86,307	277,022	2,182,836 129,314	1,755,838
Catifornia Central, Gross. Net	80,952 15,373	72,961		*******
California South'n. Gross.	52,640	109,909	501,762	1,132,600
Net Tot.lineseontr'l'd.Gross.	5,905 2,382,673	4,308	48,011 16,009,086	258,426
Roads owned jointly—	839,861	*******	3,758,719	*****
Atchison's haifGross. Net	109,778 $1,590$		904,298 8,411	******
Grand totalGross. Net	2,492,451 841,456		16,973,385	16,023,117
Atlantie & Danville. Gross.	39,400	23,489		3,052,570
Net Buff. Roch. & PittsGross.	18,200 180,397			1,269,000
Net Ceutral of GeorgiaGress.	60,765 570,773		359,453 4,580,234	267,166 4,297,485
Net	84,008	187,130		1,269,075 1,027,785
July 1 to Aug. 31, Gross. 2 months Net	1 701 004	1	170,494	331,407
Central PacificGross. Net	703,029	693,111	10,123,191 3,567,737	10,172,122 4,138,677
Chesapeake & OhioGross. Net	639,000 208,000	474,000 1156,380	3,814,775 824,619	3,336,166
Ches.Ohio & So. WGross. Net	204,569 94,822	109,983	1,326,433 546,085	1,261,295
Eliz. L. & B. Sandy. Gross.	80,208 24,346		536,707	643,812
Net Chie. 8t. P. & K. Cy. Gross.	346,341	216,699	1.949.238	196,335
July 1 to Aug. 31, Gross. 2 months Net	122,797	28,436	498,776 616,742	138,314 404,420
2 months \ Net Cin. Jack, & Mack Gross.	69,461		199,981	46,088 337,476
Net	24,310	17,889	72,308	41,868
Donv. Texas & Ft. W. Gross. Net	258,046 87,100	44,568		*******
Flint & Pere MarqGross. Net	$\begin{array}{r} 193,762 \\ 65,035 \end{array}$	197,283 82,804	1,574,996 483,661	1,616,333 488,925
Grand Trunk of Can. Gross.	£ 375,175	£ 342,035	£ 2,560,859	2,363,380
Net	112,247	99,752	744,433	665,380
Chic. & Gr'd Trunk, Gross. Net	68,212 15,792	11,431	*******	
Detroit G.H. & Mil. Gross. Net	21,139 6,549	22,215 7,189	*******	
L. Erie & WesternGross.	263,189	\$ 234,031	\$ 1,620,563	1,336,404
Net Minn. & St. Louis Gross.	121,442 127,715		623,251 839,569	460,203 831,236
Net	30,614	34,064	173,398 248,189	177,630 215,815
July 1 to Aug. 31, Gross. 2 months Net	110.000	******	74,475	70,057
Minn. St. P. & S. S. M. Gross. Net	118,099 24,091	116,101 28,219	869,784 218,071	601,369
St. L. & San FranGross. Net	$578,901 \\ 272,341$	537,468 234,055	3,667,488 1,574,097	3,513,186 1,389,980
San Ant. & A.PassGross. Net	127,979 59,082	83,394 26,033	759,166 278,054	613,397 192,972
July 1 to Aug. 31, Gross. 2 months Net			219,846 94,116	163,155 45,811
San Fran. & No. Pac. Gross. Net	88,240 37,640	71,255 26,922		
Shenandeah Valley. Gross.	100,164	85,897	580,829	544,295
Net Southern Pacific RR. Co.—	20,899	11,673	def.25,726	5,518
Northern Division. Gross. Net	226,111 96,731	217,215 111,919	1,408,578 507,154	1,313,076 580,495
Southern Division. Gross. Net	567,917 247,191	542,208 111,985	4,055,481 1,162,620	4,442,810
Arizona DivisionGross.	140,137	162,397	1,203,050	1,449,067
New Mexico Div. Gress.	60,034 75,436	def.3,613 85,812	349,171 629,875	277,040 686,309
Net Toledo Coi. & CinGross.	37,289 21,176	26,096 18,281	226,293 159,553	187,849
Net	8,647	8,447 8,042	8 ',568	56,054
Tol. & Ohio Cen.Ext.Gress. Net	8,231 3,855	3,645	41,002	23,617
Tel. Peeria & West. Gross. Net	82,206 20,000	77,562 19,329	590,959 133,175	553,221 98,156
Union Pactfle— Ore.S.L.&Utah No. Gross.	619,049	528,403	4,136,403	3,562,146
Net Den.Leadv.& Gan.Gross.	283,156 105,686	242,326 105,137	1,816,813 595,405	1,459,354 725,553
	def.1,773	9,302	def.90.437	def.35,329 14,910,229
Net	1,152,163	853,623	6,028,892	5,859,739
	1,433,547	1,109,811	7,700,200	114501100
Ore. Ry. & Nav.Co. Gross. Net	542,239 166,393	563,211 262,962	3,780,170 932,702	3,891,182
St.Jo. & G'd Island. Gross. Net	126,657 57,800	100,145 25,851	756,189 235,544	671,908 186,638
Cen.Br.&L'dLines.Gross.	93,903	85,084 28,328	476,176 95,557	571,744 27,924
Net Montana UnionGross.	43,501 72,926	69,100	476,530	513,909
ar'dsi'ntlyown'dt.Gross.	df.14,598 39,240	37,373	df.100,465 258,293	108,152 277,876
Net Gross.	def.9,301	2,596	def.70,639 21,349,333 2	19,426
Net	1,692.000	1,426,451	8,948,432	8,903,838

			-Jan. 1 to	
Road.	\$ \$	1888.	1889. \$	
Wabash (con. sys.) Gross.	1,314,591 1	,266,365		7,769,883
	447,313		1,854,683 2,442,893	1,481,808 2,285,252
July 1 to Aug. 31, 7 Gross. 2 months Net			780,997	589,348
	Sepler			Sept. 30
Road.	1849,	1888.	1889.	1888.
B.& O. E. of Ohlo Riv. Gross. Net	1,600,175	1,338,587	12,427,640	11,521,507
				1,039,913
Oct. 1 to Sept. 30, Gross.			16,343,199 5,531,857	5,491,836
West of Ohto River. Gross.	437,090	426,097	3,621,869	3,415,635
Oct 1t 2 Sept. 30, 7 Gross.	125,590	95,604	670,945 4,928,141	382,770 4,718,257
12 months Net			949,561	661,095
Total systemGross.		1,764,684	16,052,509	14,937,112
Oct. 1 to Sept. 30, Gross.	802,817	597,947	4,923,412 21,271,340	4,422,692
12 months Net			6,481,418	6,152,931
Nash. Chatt. & St. L. Gross.	300,210	271,170	2,592,960	2,295,963 939,180
July 1 to Sept. 30, 7 Gross.	128,142	108,550	1,047,647 $928,059$	805,948
3 months Net			381,253	336,968
Pres. & Ariz. Cent'l§. Gross. Net	8,195 1,485	10,137 6,391	94,080 61,934	73,771 45,356
Summit Branch Gross.	91.196	132.045	866,516	1,089,955
Net		23,263	38,027	158,493
Lykens Valley Gross.	88,424	75,305	616,185 def.43,858	749,587 def.21,781
Net West Virginia Cent'l, Gross.	def.3,362 61.802	67,542	549.926	470.000
Net	20,246	20,808		149,145

*Including the Chicago line, St. Joseph RR., Chicago Kansas & Western, Now Mexico & Arizona and Sonora.

† Figures of net (not gross) for August, 1888, do not include Richmond & Alleghany.

† Includes Montana Union.

§ Business practicully suspended seven days on account of strike on Atlantic & Pucific RR.

ANNUAL REPORTS.

Northern Pacific Rallroad.

(For the year ending June 30, 1889.)

An article reviewing at some length the operations of this company in the late fiscal year was published in the Chronicle of August 10, on page 158. The report of Chairman Harris in full will be found on subsequent pages of this issue, giving many details which merit the attention of every person interested in the affairs of this remarkably progressive com-

All the main facts as to the land grant and sales of the year are given in Mr. Harris' report, but the following details from the Land Commissioner's report are also of interest.

LAND SALES BY POLITICAL DIVISIONS

Minnosota	A cres. 5.713	Amount. \$27,459
The Land	+00 207	
Dakota	100,000	126,304
Montana	51,531	140,852
Idaho	3,581	15,236
Washington	411,539	1,514,602
Oregon		3,520
M-4-1	579 014	@1 OCT OCE

*Total actual sales during the year in Dakota, 128,137 acres; less contracts canceled, 28,540 acres; net sales for the year, 9,597 acres

"Total actual sales during the year in Dakota, 128,137 acres; less old contracts canceled, 28,540 acres; net sales for the year, 94,597 acres.

"In Minnesota and in Dakota there has been little change from last year. During the year 120,906 06 acres in Dakota were selected and paid for by the Minnesota & Dakota Land & Investment Company under the contract made with that company. The examination of the timber on the 100,000 acres of land in Minnesota, referred to in last annual report as under contract of sale, has been made, but adjustment of differences in the estimates will require re-examination jointly. This transaction will be closed up during the next fiscal year.

"The adverse action of the Secretary of the Interior in August, 1887, in declaring indemnity lands open to entry and settlement, induced a very large number of settlers to go on said lands and make filing, with the expectation of obtaining title direct froin the Government. The company has contested these entries in the Land Offices and before the Department at Washington, and has also brought the question of the company's title into the courts. The District Court of Minnesota, and also the United States Circuit Court, have rendered decisions in favor of the company, and the Attorney General of the United States has also decided (by an opinion rendered on January 17, 1888, but not made public until November, 1888,) that the company is entitled to lands duly selected by it in both the first and second indemnily limits. It is understood that the decision of the Attorney General is accepted by the Interior Department as the basis for adjusting the company's land grant, and that the lists of selections made by the company will be speedily taken up and approved, and the lands passed to patent."

The summary of comparative statistics for four years past, compiled in the complete form used in the Chronicle.

The summary of comparative statistics for four years past, compiled in the complete form used in the Chronicle, will be found below:

	ROAD AND	EQUIPMENT.		
	1885-86.	1886-87.	1987 88.	1883-89.
Mileage Jun 30	2,808	3, 02	3,337	3 465
Locomotivis	386	412	442	492
Pass. mail & ex.cars.	274	285	2.3	317
Freight cars	8,323	8,436	9.105	10,246
Coal and other ears.	1,862	2,253	2,413	3,289
Steamers, &o	3	3	2	7

OPERATIONS AND FISCAL RESULTS.						
Operations -	1885-86.	1886-87.	1887-88.	1898-89,		
Pass. carried (No.)	701,404	979,505	1,343,737	1,606,497		
Passengermlleage	90,571,846	111,954,786	159,483,895	223,832,049		
Rate p. pass, p. mile.	3 02 cts.	2.73 ets.	2.70 ets.	2.50 ets.		
Fr'ght (tons) carr'd. Fr'ght (tons) mil'go.	1,547,626	2,123,166	2,597,897	2,877,978		
Fright (tons) mil'go.	1.67 ets.	37,180,940	701,772,500	874,781,233		
Av. ratop. ton p. m.	1.07 GIS.	1.63 ets.	1:44 cts.	1.43 cts.		
Earnings -	\$ 010	\$	\$	\$		
Passenger	2,597,218	3,269,703	4,577,898	5,524,103 12,577,838		
Mail, express, &o	8,189,614	8,730,547	10,426,244	12,577,838		
unit, express, com	643,695	759,197	842,130	1,005,467		
	-					
Total	11,730,527	12,789,447	15,946,328	19,707,468		
Operating expenses						
Maint'co of wai, &o.	1,341,495	1,595,523 768,716	2,239,5;2	3,216,327		
Maint'ce of cars	605,956	768,716	822,140	1,074,896		
Transp't'n expenses.	1,682,108	1,960,555	2,5.12,452	6,480,361		
Motive power	1,902,227	2,209,639	3,044,847)		
1-eneral	387,514	375.113	366,615	1,091,957		
Taxes:	236,964	268,403	241,288	322,103		
Total	6,156,261	7,173,020	9,266,884	12,185,944		
Net earoings	5,574,263	5,616,427	6,579,441	7,521,524		
Per ct. exp. to earn's	52.48	£6·09	58.48	61.83		
tor corp. to care s						
	INCOMI	E ACCOUNT.				
	1885-86.	1886-87.	1837-88.	1888-89,		
Receipts-	\$	\$	\$	\$		
Nct earnings	5,574,263	5,616,427	6,579,144	7,521,524		
From investm'te, &c.	315,835	474,366	548,537	532,325		
4						
Total	5,890,098	6,090,793	7,127,981	8,053,849		
Total	5,050,000	@	\$	8		
Disbursements-	4,339,094	4.456,536	4,703,955	4,917,933		
Interest on bonds	670,748	752,757	782,359	1,159,263		
Rentals	673,550	696,650	881,072	1,060,738		
Sloking funds	55,633	112,698	224,095 17,813	343,309		
Miscellancous	39,774	6,445	17,813	91,228		
			0.000.001	77 870 971		
Total	5,778,899	6,025,086	6,609,294	7,572,371.		
Balance, surplus	111,199	65,707	518,697	481,478		
	ALANCE AT C	LOSE OF FAC	TI FISCAL YE	AR.		
GENERAL B	ALANCE AT C					
	1885-86.	1886 87.	1887-88.	1888-89.		
Assets—	\$	100 100 200	164 229.981	164,452,686		
RR.,equip.,l'ds, &c	156,600,373	100,102,300	19,767,301	22,2(8,731		
Branca lines	2.055,699	2,238,712	4,939,023	3,231,382		
St'as & bondsown'd.	3,676,204	3,887,666	4,315,829	5,119,147		
*Deferred payments Bills & nee'rs receiv.	2,515,:47	3,897,474	4,315,829 3,776,576	4,579,789		
Materials, fuel, &c	1,171,279	1,425,446	1,572,494	2,206,646		
Cosh on hand	2,230,247	1,932,266	1,991,329	1,933,594		
Sinking funds, &c	953,.45	1,147,627	1,915,593	2,828,906		
,			00 1 50v 121	206 901 191		
Total	169,202,794	174,631,497	202,005,431	200,501,151		
Liabitities-		10.000.000	40 000 000	49 000 000		
Stock, common	49,000.000	49,000,000	49,000,000	49,000,000		
Stock, preferred	38,058,311	37,786 199	37,455,618 80,334,000	82,503,000		
Funded debt	68,236,500	72,069,500	1,274,500	935,500		
Dividend certific's.	4,640,821	4,610,821	18,763,000	20,981,000		
Branch bonds guar.	1.882,302	1.969,911	1,894,252	2,323,300		
Interest accrued						
Sinking fuous	618,194	957,719	1,701,341	2,494,004		

* Applicable to retirement of preferred stock and bonds. Of which \$2 205,239 has been invested in equipment.

1,256,976 3,077,106 24,185 2,408,398

by 1st mortuage.
Bills & acets pay'i le
M1-cellaneous.....
Profit and lose†....

Ohio & Mississippi Railway.

Total.... 169,202,794 174,631,487 202,508,431 206,891,181

1,502,445 7,393,366 159,117 2,992,792

88,681 3,474,269

(For the year ending June 30, 1889.)

(For the year ending June 30, 1889.)

The annual report says in regard to the deficit of \$173,243;

"We would state that the expenditure upon the Washington shop buildings and tracks in about those buildings and the yard connected therewith during the year amounting to \$194,769, has been charged into proper expense accounts, and the item of 'repairs of buildings' is, for this reason, unusually large. The Board decided that, in view of the fact that for many years the old buildings had been steadily going to decay, and to a large extent having become practically worthless, they would charge the cost of the Washington shops to the account 'repairs of buildings.' The deficiency has been met by the sale of general mortgage five per cent bonds, such sale being provided for through the operation of the sinking fund. At the date of this report your shops are complete in every respect, and paid for, with the exception of comparatively small items, which will be charged to the same account during the current fiscal year." * * *

"The average earnings per passenger per mile for the year were less than for many years previous, because of the large number of passengers carried at very low rates during the months of July, August, September and October, to and from the conventions of the Grand Army of the Republic, at Columbus, Ohio, of the Knights of Pythias, at Çincinnati, and the Cincinnati Centennial Exposition, which was kept open from the fourth of July until about the first of November, and because of a rate war which was forced on us by other lines."

Particular attention has been steadily given to the promotion of local industries along the line, productive of traffic.

Crops along the line of the company who have been connected with the road for many years say that, as a whole, crops have never been so good at any time. The grain crops in States west of the Mississippi River, which contribute to the traffic of the road, are also much better than the average, and there is a good prospect for a large traffic during t

there is a good prospect for a large traffic during the current fiscal year.

Operations, income, &c., on the whole line for four years have been as follows:

OPERATIONS AND FISCAL RESULTS.					
Operations-	1885-86.	1856-87.	1887-88.	1898-89.	
Pass. carried (No)	1,107,213	1.124.474	1,113,036		
Puss, car, one mile.	57,441,868	64,727.096	67,264,820	.76,171,212	
Rate pe puss. per m.	2 07 ofs.	20 sets.	2:13 ets.	1.01 cts.	
Freight (tons) oar'd.	1,373,977	1,800,885	1,630.478	1,652,519	
Freight (tons) one m.:			297,160 528	272,758,538	
Rate per ton per m	6.038 ers.	0.720 ets.	6.763 cls.	0.814 ets.	
Pass ngers	\$1,191,590	\$1,315,310	\$1 435,109	\$1,456,800	
Freight.	2,227.253	2,407,825	2,248,672	2,218,961	
Express and mail	253,075	245,298	273,778	279,404	
	(01) 11 0	0.1.1.1.00	Au 055 240	00000000	
Total	\$3,6,1,920	\$3,955,433	\$3,977,559	\$3,955,165	
Expenses—	01 074 007	01 701 343	@1 4D 000	Ø1 440 705	
Transportation	\$1,674,967	\$1,704,141	\$1,434,680	\$1,448,735	
Maintenance of cars Maint. of way, &c	183,973 512,435	150,365 513,050	196,796 652,657	240,892 769,546	
General and taxes.	226,333	282,324	449,278	476.184	
General and maco	220,000	202,05%	4.40,210	#10°FO.8	
Tetal	\$2,537,708	\$2,650,480	\$2,733,417	\$2,935,361	
Net earnings	\$1,074,212	\$1.337.9533	281,244,142	\$1,019,804	
2.00	INCOM		WA-1	,, 2,020,000	
NY na namatana	1885-86.	1886-87.	1837-88.	1888-89.	
Net earnings	\$1,074,212	\$1,337,953	\$1,244,142	\$1,019,804	
Disbursements-	#1 000 415	Ø1 001 710	#1 0 10 520	Ø1 047 671	
Interest on debt	\$1,026,415 53,000	\$1,024,716 57,000	\$1,042,530		
Miscellaneons	00,000	31,000	29.931	*80.377	
manoonanouns			23,331	60.011	
Total	\$1,079,115	\$1,081,710	\$1,133,461	\$1,193,043	
Balance	def. \$5,203;	sur.\$256,237	sur \$110.681	df.\$173,244	

^{*} Includes \$50,500 to equipment trust.

Toledo Peoria & Western Railway. (For the year ending June 30, 1889.)

A brief circular has been issued giving the operations of the late fiscal year. The report states that the loss in freight earnings was the result in part of a disturbance in rates; but the principal cause of it was the want of equipment with which to do the business which was offered. The road is dependent upon connecting lines for freight equipment; and when business is good with them, and they have enough to fully employ their equipment, this company is seriously crippled—as was the case in the latter part of 1888.

The liabilities of the company on the 30th June, 1889, were as follows:

40 1010 101	
First mortgage 4 per cent bonds	\$4,506,000
Coupon serlp-4 per cent debenture	135,000
Balance of habilitles, includ 1 g accrued interest	185,240
	-
20.10 (0.00.1	\$1 k96 990

The indebtedness in excess of the first mortgage bonds is the result of the expenses of the Chatsworth accident amounting to \$233,617; and money borrowed for the purchase of new equipment, amounting to \$96,662. Against this floating indebtedness the company holds \$494,000 first mortgage bonds, not included in the above statement—a part of which is used

as collateral for the above loan.

Earnings and expenses and the income account for two years were as follows, not including the Chatsworth accident:

7		
EAR INGS AND EXPENSE	S.	
Earnings fr m- Fassengers.	* O OM O	1892-9.
Fassengers	8227,799	\$241, 04
Preight	1445.7	5.0,352
Mail, expr. ss, ete	76.168	92.581
DEGIL, CAPILOS, CO	, 10,200	02.001
- Putal assertance		\$903.937
Total earnings		
Operating expenses and taxes	148904	730,194
Net earnings	\$109,183	\$173,743
INC.ME ACCOUNT.		
INC. ME ACCOUNT.	3007.00	1888-9.
	1857-88.	
Net earnings	\$199,483	\$173,743
D. duel-		
Interest on bonds	\$180,000	\$180,240
Miscellaneous in crest, etc	399	10.387
TABLEMAN ON ON CLOSE SECTION S		
Maket	Ø1 200	*190,627
Total	GEOLOGIA	
Balance su	11.419,09#	def.\$16,854

Omaha & St. Louis Railway.

(For the year ending May 31, 1889.)

The annual report says that as there is a large corn crop this year not only in Missouri and Iowa, but also throughout Nebraska, it may fairly expect to do considerably better the current fiscal year than ever before. The litigation in which the company was interested has progressed satisfactorily. As the result of the suits to ascertain the amount of equipment to which this company is entitled, it has obtained possession of a large number of cars and locomotives, the estimated aggregate value of which is about \$400,000, more than is needed for its use, and some of them will be sold and the proceeds applied to betterments. The Master in Chancery has reported the amount due this company from the Wabash for equipment to be \$68,126.

"In the suit of the Trustee, under the Omaha Division mortgage, for the recovery of \$222,075 as rental for the use of the division while in the hands of the Wabash receivers, namely, from October 1, 1884, to March 6, 1886, Judge Brewer has recently awarded the Company \$16,765 as rental for a small portion of that period, but has disallowed the balance of the claim. Upon a similar application, however, Judge Gresham decided that the Wabash receivers were liable for their use of one of the leased lines in Illinois for the entire period of use. Believing that Judge Gresham's opinion will be sustained by the United States Supreme Court, your Directors have requested counsel to appeal from Judge Brewer's decision."

No income account is given in the report, but the annual interest charge on \$2,717,000 bonds at 4 per cent is \$108,680, and the earnings for the past two years were as follows:

EARNINGS AND EXPENSES.	
Earnings from - 1887-2	1888-9.
Passengers \$101,62	28 \$109,007
Freight 29-,42	23 316.798
Mail, express, cto 25,88	9 21,000
Total carnings \$125,94	\$149,805
Operating expenses and taxes	3 336,486
Net earnings \$104.65	37 \$112.310

GENERAL INVESTMENT NEWS.

Atchison Topeka & Santa Fe.—The plan of re-organization for this company was issued by the managers on Tuesday, and it is safe to say that no railroad document more simple and at the same time more comprehensive has ever been put forth. Comments upon the scheme will be found in the editorial columns of the CHRONICLE, and the plan itself is given at length

umns of the CHRONICLE, and the plan itself is given at length on subsequent pages.

A few leading points in regard to the Aichison's proposal are worthy of brief mention, and in the first place it does not appear that it would be for the interest of any class of bondholders to refuse the terms offered them and take their chances in a general disintegration and bankruptcy of the system. Even the holders of the old first mortgage 7 per cents, whose position is strongest, will receive bonds which on a low estimate of market values will probably sell for more than their present bonds. A second point of great importance is the fact that there is no assessment on the stock—not that the stock is unduly favored, since all the new income portance is the fact that there is no assessment on the stock—not that the stock is unduly favored, since all the new income bonds are placed ahead of it—but that such stock assessments are almost invariably applied to paying off in full the floating obligations run up by the Directors and for which the notes are usually held by themselves or their friends. The new four per cents will be strict gold bonds.

There was in 1886 and 1887 an undue extension of the Atchi-

There was in 1886 and 1887 an undue extension of the Atchison system by an over-sanguine management, but from the time that carnings began to fall off and all through the dark days of 1888 the holders of stock and bonds were fairly and honorably dealt with, and the great decline in net earnings was faithfully given out from month to month. Then the bankers and friends of the company stepped in and advanced \$10,000,000 on second mortgage notes to meet the interest payments in full, until it should be demonstrated that the company certainly could not earn its charges.

Upon the whole, there seems to be every reason why the plan should be quickly accepted by stock and bond holders; first, because they will get more than they could by any other means, and, secondly, because they have every reason to believe that the managers will thoroughly keep faith with them and endeavor to protect their interests.

Chicago St. Panl & Knnsas City.—Holders of about four

and endeavor to protect their interests.

Chicago St. Paul & Kansas City.—Holders of about four millions of bonds have so far sent in their assent to the plan recently formulated. Messrs. Pember & Boyle, of London, under date of Sept. 18th. write, in reference to the Minnesota & Northwestern bonds, that they have further considered the position of affairs, and have had the opportunity of examining the trust deed, and after communication with a number of bondholders, have come to the conclusion that the interests as well as the legal rights of all concerned will be best served by their assenting to the scheme proposed by the company and recommended by Messrs. R. Benson & Co., endorsed as it is by Messrs. Hope of Amsterdam.

Notation of the concern of the Louis Brillyay —The gross

Nashville Chattaneogn & St. Louis Railway.—The gross and net earnings and charges for September, and for the three

months of the fiscal year	ır, were a	s follows		
	Seple	riter	-July 1 to	Sept. 30.
	1889.	1888.	1889.	1888.
Gross carnings		\$271 178	\$92m,059	\$\$05,947
Operating expenses		162,628	546,806	4 4,440
o leran 9 care				
Net earnings	\$128,141	\$103,550	\$351,452	#336,9.7
Interest and taxes		74,215	216. 04	218,057
Improvements	EE 13 (1888)	4 246	20,094	15,375
Improveness:				
	\$3 ,138	\$78,512	\$.36,898	\$-33,463
Surplus	\$18,003	\$30,037	\$14 .354	\$103,504
DULIMUS	4 = 01000	4- 1001	7	

onsiy adopted at the meeting:

Onsly adopted at the freeting.

Resolved, That the holders of the preferred stock represented at this meeting hereby recommend to the incoming Board of Directors to take into consideration the distribution of the whote amount due to the preferred stock under the plan of re-organization as soon as the company shall be financially in proper position to do so.

Mevorts and Documents.

PLAN OF RE-ORGANIZATION

ATCHISON TOPEKA & SANTA FE RR. CO.

(CIRCULAR NO. 63-OCTOBER 15, 1889.)

OFFICE OF THE ATCHISON TOPEKA & SANTA FE RR. Co., P. O. Box 316.

No. 95 Milk Street.
Boston, October 15, 1889.

To the Stockholders and Bondholders of the Atchison Topeka & Santa Fe RR. Co. and of its Auxiliary Companies:

The Annual Report which was presented to you for the year endica 31st December, 1888, showed your property to be in a state of such financial embarrassment as to warrant feelings of grave anxiety for its future; and it was under such circumstances that your Directors, a majority of whom were new to office at the last election, took seats at your Board.

An exemination, not humid the execution is the first that the seat of

were new to office at the last election, took seats at your Board.

An examination, not hurried nor superficial, but thorough and resulting from such actual experience of traffics and business as time only could give, was necessary before your Directors could assume the responsibility of proposing or recom pending any special treatment of your property designed to restore it to a sound financial basis.

Your Directors consider that the examination, which it was their duty to make, has now been so complete as to justify them in laying before you, without further delay, a detailed plan for the re-organization of your property on terms as just and reasonable as circumstances permit, and calculated to restore the Company to good credit and prosperity.

It is well known to you that the property of the Atchison Company is situated in many different States and Territories, and that the system is, in fact, a combination, more or less close, of various railway and other companies intended to contribute, directly or indirectly, to the resources of the one main and controlling corporation.

It has been the object of your Directors to connect the separate properties more closely than before, so as to facilitate the introduction of economies in working them, to consolidate the system and make the whole more valuable, and, with the judicious expenditure of new capital for the repair, improvement and completion of the properties, to secure an increase in gross and net earnings to the Company at a minimum of expense of operations.

To accomplish these results, it is proposed to issue new One

provement and completion of the properties, to secure an increase in gross and net earnings to the Company at a minimum of expense of operations.

To accomplish these results, it is proposed to issue new One Hundred Year Four Per Cent General Mortgage Bonds for one hundred and fifty millions of dollars (\$150,000,000), to be secured by a general mortgage covering all the property of the Company, including all the securities representing the control of and ownership in the necessary constituent companies as described herein later, and all equipment now subject to Car Trust Liens. Additional bonds to the above, to be issued only for newly-constructed or newly-acquired mileage. All the security of the old bonds will be preserved, so that the new bonds will have the protection of all existing liens, with the additional security of the completion and betterment of the properties from the new capital proposed to be raised. The taxes and rentals added to the interest upon that portion of the new Four Per Cent Bonds which it is proposed to issue at once make up an annual fixed charge of under seven millions five hundred thousand dollars (\$7,500,000). This sum, in the opinion of your Directors, fairly represents the earning power of the system this year, and they confidently hope and believe it will be increased in the future.

There is also designed to be issued One Hundred Year Income Bonds for eighty millions of dollars (\$80,000,000), bearing interest at the rate of and not exceeding five (5) per cent per annum, non-cumulative, but payable only from, and to the extent of, such net earnings as may be found after the fixed charges have been met, within the limit of five (5) per cent.

This income bond it is proposed to issue to provide for such

This income bond it is proposed to issue to provide for such reductions of interest upon present bonds as it is found necessary to make in order to bring the fixed charges of the Com-

reductions of interest upon present bonds as it is found necessary to make in order to bring the fixed charges of the Company within its earning power.

The general mortgage bonds and income bonds will be issued in denominations of not less than \$1,000.

In forming the bases for the scales of the various bond issues under the proposed exchange, your Directors have given careful consideration to all interests; and they believe that they are now able to present the matter in a manner which treats all holders equitably.

They assure you that they are assiduously and so far successfully engaged in carrying out judicious economies and arrangements for development of business, and they confidently appeal to the holders of all classes of securities to come forward at this crisis and protect their property from the disaster of disintegration and bankruptcy.

They therefore beg to cail your attention to the Plan of Re-organization as hereinafter explained to you in detail, and they feel it necessary to state in the strongest terms that the non-success of this proposal will inevitably result in fore-closure with all its attendant misfortunes.

By order of the Board of Directors,

By order of the Board of Directors, GEORGE C. MAGOUN, Chairman.

DESCRIPTION OF THE SYSTEM, PROPERTIES AND OBLIGATIONS.

The Property of the Atchison Topeka & Santa Fe Railroad Company, embracing its General System, has its important termini at Chicago, Ill.; Saperior, Neb.; Crosby, Kan.; Galveston, Texas; Paris, Texas; Denver, Col.; El Paso, Texas; Guaymas, Mexico; Mojave, Cal. (connection for San Francisco, Cal.); and Los Angeles, San Bernardino and San Diego, California California.

It consists of the following

I	t consists of the following:		
	ilroads-Owned and Controlled:		
	ATCHISON TOPEKA & SANTA FE RAILROAD SYST Atcht-on Topeka & Santa Fe Railroad:	EM-PRO	OPER: MILES.
	Atchtson, Kau., to Western boundary of Kans:	18,	
	Kansas City Tonek i & Fes'ern R tilroad: Kansas City, Mo, to Topeka, K sa. (not include of second track between K in as City and Ar	ng 4·10 n gentine)	niles 66:32
	Leavenworth Northern & Southern Railway: Wilder, Kan. (on K. C. T. & W. RR) to Cam tion, Kan. (on A. T. & S. F. RR	mlngs J	une- 40:19
	Kansas City Emporia & Southern Reilway:		
	Emporia, Kan., t Moline, Kin		-
	Florence, Kan., to Winfiel I, Kan	• • • • • • • • •	72.73
	Fiorence, Kan, to Edinwood, Kan		98.61
	Newton, Kan., to Ark man River, Kan	79.16	
A	Mulvane, K.m. to Caltwell, Kan lacinling extension at Well ngton, Kan	42.67	130.72
	Sedgwick, Kan., to Halstead, Kan	0 00	130-72
	Knusas State Line to South Pueblo, Col	150.23	
	South Pueblo, Col., to Canyon City, Col	7.08	004.70
		90.99	294.16
	D'nver & Santa Fe Railway; Sonth Pueblo, Col., to Denver, Col. (lacluding Denver Circle Road)		126.03
	Your Mariand So there Pucific Rilland .		120.03
	New Mexico State Line to San Marcial, N. M Branch to Santa Fe, N. M.	353·97 18·12	372.09
	R'o Grande Mex er & Pacific Railroad : San Marci d. N. M., to D ming, N. M		
	Rincon, N. M., to Texas State Line	57.04	186.08
	Silver City Deming & Pacific Railroad: Deming, N. M., to Silver City, N. M		48.29
	At: Grande & Et Paso Railroad: Texas State Line to El Paso, Texas		20:15
	New M.x can Railroad:	90.00	
	Nutl. N. M., to L ke Valley, N. M.	30.96 30.96	
	New M·x can Railroad: Socorro, N. M., to M gda'ena, N. M. Natt, N. M., to L ke Valley. N. M San Antonio, N. M., to Ga th ge, N. M. Las Vegas, N. M., to Hot Springs, N. M. Dil'on Junction, N. M., to Blossburg, N. M.	8:27 5:93	68.11
			00.11
	Southern Kansas Railway System: Holliday, Kun., to Pan Handle City, Toyas	546.36	
	Lawrence Janet., Kan., to Lawrence, Kan Ottawa, Kan., to Emperia. Kan	25 · 0 56 · 42	
	Orlaws, Ran., 10 Entert Rad. Burlington Junet., Kan., to Burlington, Kan. Channte, Kan., 10 Pitt-burg. Kan Cherryvale, Kan. to Coff-yville, Kan. Arkansas City. Kan., to Purcell, I. Tr. Wellington, Kan., to Huanewoll, Kan. Attica, Kan., to Medicine Lodge, Kan.	60.55	
	A kansas City, Kan., to Purcell, I. Tr	154:48	
	Attica, Kan., to Medicine Lodge, Kau	21.26	941.93
	ATCHISON TOPEK & SANTA FE RR. SYSTEM-PRO		3,020.26
	Sovora Railway: Nogales (Mexican Boundary), to Guaymas, M	exleo	262.41
	New Mexico & Arizona Railroad: Benson, Ariz, to Nogales (Mexican Boundary)	87.78
	CHICAGO SANTA FE & CALIFORNIA RAILWAY:	439.57	
	Aucona, fill, to Pekin, fill. (excluding 5 91 miles leased)		
	SIBLEY BRIDGE (over Missourl River)	•76	
	MISSISSIPPI RIVER & TOLL BRIDGE (over Miss- lsslppi River).	'6I	
	Atchison Topeka & Santa Fe RR. in Chicago (terminals) yards and sidings not included	2.12	494.46
	ST. JOSEPH ST. LOUIS & SANTA FE RAILWAY:		
	Lexhagion, Mo., to St. Joseph, Mo., and St. Je Alchison, Kan. (Whithrop, Mo.)		97.20
	CHICAGO KANSAS & WESTERN RAILROAD (ex trackage 2 53 miles at Superior, Neb.); All la	eluding	940-93
	CALIFORNIA SOUTHERN RAILROAD and		
	CALIFORNIA CENTRAL RAILWAY: Barstow, Cal., to an Bernardino, Los Angel	es, San	4500
	Diego and National City, Cal	*******	476.20
	Purcell, Ind. Ter., to Galveston, Tex, and bra	nches	1,058.00
T	otal Owned and Controlled		6,443.24
	,		

Raffronds-Controlled Jointly with other Railroad Cos.:

With St. Louis & San Francisco Railway Company.) ATLANTIC & PACIFIC RAILROAD:

OHE-HALF AS ATCHISON COMPANY'S...... 335'82 WICHITA & WESTERN RAILWAY:

OCTOBER 10, 1000.	0.0
Carried forward 6,443'24	Atchison Topeka & Santa Fe Railroad Company.
This property is owned jointly by the St.	Fired Mantague 1902 7 par eant 67 HAL 000 00
I. & S. F. Ry, and Atonison Cos., but its entile issue of bouds, shown herein, is	Fine Per Cent Rands 1903.5 per cent 922.000 00
guaranteed by Atchison Com any. The	Consolidated Morigage, 1904, 7 per cent
total mileage is therefore included as Acculsoa Jompany's Interest	Six Per Cent N. F. Secured Bon 10, 1011, 6 per cent14,277,000 00
TOTAL WITH ST. LOUIS & SAN FRANCISCO RY. Co 460.46	Condictant I rust rive fer Cent B in is, 1931, 5 p. 6 10.000, 000
(With the Un on Pacific Railway Co.)	Guarantee run & Notes, 1891, 6 per cent
Leavenworth Topeka & Southwestern Ry.:	COWLEY SUMNER & Fr. SMITH RR. Co.:
Le mouworth, Kan., to Meriden June., Kan 46'30	First Mr ya,e, 1909, 7 per cout
Manhattan Alma & Burlingame Railway: Burlingame, Kan., to Manhattan, Kan 56.62	First Mortga e, 1307, 7 per cent 775,000 00
TOTAL WITH UN ON PACIFIC RAILWAY CO 102-92	KANSAS CITY EMPORIA & SOUTHERN RR. Co.: First Mirtiage, 1909, 7 her cent
OHE-HALF AN ATCHISON COMPANY'S	First Mirt jage, 1909, 7 per cent
(With Chic Mit. & St. Paul and K. City F.S. & Mem. R'y Cos.)	First Mortgage, 1905, 7 per co.t
KANSAS CITY BELT RAILWAY:	KANSAS CITY TOPEKA & WESTERN RR. Co.: 200,000 00
Kansas City, Mo., Terminal Road:—Double amis de track, 16.65. Maie track 9.81	MARION & M. PHERSON RR. Co:
ONE-HALF AS ATCHISON COMPANY'S 4.92	First Mortgage, 1900, 7 per cent
Aggregate Mortgaged Mileage of Rail-	THE NEW MEXICO & SOUTHERN PACIFIC RR. Co.: First Morty 4ge, 1909, 7 per cent
	THE PUEBLO & ARKANSAS VALLEY RR. Co.:
(Representing operated railway mileage contributory to Atolison Jom pany, 7,178:30), counting joint roads at one-half, excepting Wichita	First Morigage, 1903, . per cont
& Western Ra.lway—as whole, or a grand total of 7,703.74 miles)	WIGHITA & SOUTHWESTERN RR. Co.: First Mortyage, 1902, 7 per cent
Riscellancous Properties-Owned:	KANSAS CITY LAWRENCE & SOUTHERN Rit. Co.:
ARKANSAS V LLEY ELEVAT OR COMPANY, Kansas City, Mo.	First M nt, age, 1909, 6 per cent 2,910,000 00
OSAGE CARBON COMPANY, KARSSS. THE SAN P. DRO COAL & COKE COMPANY, New Mexico.	SOUTHERN KANSAS & WESTERN RR. CO.: First Mortyage, 1910, 7 per cent
THE PANYON CITY COAL COMPANY, Colorado, THE TRINIDAD COAL & COKING COMPANY, Colorado.	SUMNER COUNTY RR. Co:
CHEROKER & PITT-BURG COAL & MINING COMPANY, KADSAS.	First Mortgage, 1910, 7 per cent
THE LAS VEGAS HOF SPRINGS COMPANY, New Mexico.	OTTAWA & BURLINGTON RR. CO.: First Mortyage, 1309, 6 per cent
Miscellaneous Properties-Jointly Owned:	THE SOUTHERN KANSAS R'Y CO.—GULP DIVISION:
THE ATLANTIC & PACIFIC EQUIPMENT COMPANY, KENSAS (one-half). THE ATCHISON CITY ELEVATOR COMPANY, Atchison, Kansas (control).	First Mortgage, 1926, 5 per cent
PATON COAL & COKE COMPANY, New Mexico (one half).	THE SOUTHERN KANSAS RAILWAY CO.: Income, 1927, 6 per cont
THE SCANDINAVIAN COAL & MINING COMPANY, KANSAS (one-half). THE ST. JO EPH TERMINAL & RAILROAD CO., St. Joseph, Mo. (one-half).	THE SOUTH 'RN KANSAS R'Y CO. OF TEXAS:
ST. JOSEPH UNION DEPOT COMPANY, St. Joseph, Mo. (one-ninth).	Atchison Topeka & Santa Fe RR. Co. in Chicago:
UNION DEPOT COMPANY of Kansas City, Mo. (two-tenths). ATCHISON UNION DEPOT & RR. Co., Atchlson, Kan. (two-sevenths).	First Mortgage, 1937, 5 per cent. (Subject to increase
	to, and not exceeding in all, \$7,000,000) 6,225,000 00
The Atchison Topeka & Santa Fe Railroad Company's inter-	CHICAGO SANTA FE & CALIFORNIA R'Y CO. First Morigage, 1937, 5 per cent
ests in the foregoing properties are represented in the follow-	CHICAGO & ST. LOUIS R'Y CO:
ing capital stocks held directly by the Atchison Company and indirectly by the companies whose capital stocks are owned by	First Mortguje, 1915, 6 per cent
the Atchison Company.	CALIFORNIA SOUTHERN RR. Co.: First M. rtgage, 1:25, 0 per cent
CI.	THE CHICAGO KANSAS & WESTERN RR. CO.:
Kansas City Top Ka & Western Rallroad Co	First Mortgage, 1926, 5 per cent
Leavenworth Northern & Southern Railroad Co 6,396	First Mortgage, 1918, 6 por cent
Kansas Ci y Emporia & Southern Ratiway Co	GULF COLORADO & SANTA FE R'Y Co.: First Mirtjage, 1900, / per cent
Mari n & McPherson Railroad Co	GULF COLORADO & SANTA FE R'Y Co.:
The Chicago K apsas & Western Railway Co	Second Mortgage, 1923, 6 per cont
Wichita & Southwestern Railway Co. 18,224 The Chicago K osas & Western Railroad Co. 47,343 The Puebl A Arkarea Valley Railroad Co. 56,142 The Derver & Santa Fo Railway Co. 14,980 The New Mexic & Southern Pacific Railroad Company. 93,000	SONORA RAILWAY CO., LIMITED: First Mortgage, 1910, 7 per cent
The New Mexic & Southern Pacific Railroad Company 93,000	International Topest & Countillers P'r Co.
The Rio Grande Mext o & Paoidis R itroud Co 9,360 Silver City Do ring & P eific Railroud Co 7,060 The New Mext on R & Iread C 14,538 Rio Grande & Ei Paso Railroud Co 1,900	General Martingte, 19:2. 4 per ct. For the one-half of whole issue, guarant'd by Alchison Co. (one-half).
The New Mexican Redroad C	THE WIGHTA & WESTERN RR. CO.
Rio 47ande & El Paso Railroad Co	First Mortgage, 1914, 6 per cont (all)
Gulf Colo ado & Sa ti Fe Ra lway Co	THE KINGMAN PRATT & WESTERN RR. CO.: First Mortgage, 1916, 6 per cont (all)
New M x co & Arizona Rail and Co	AREANTIC & PACIFIC P.P. CO.
St. Joseph St Lonis & Santa Fe Raliway Co	Guaranteed Trust, 1937, 4 per cent (one-half) 8,502,000 00
Redon of B ach Radw y Co	ATLANTIC & PACIFIC RR. Co. (W. D.): Second Morigage, 1907, 6 per cent (one-half)
*Chicago Sant & Fe & C liferet & Railway Co	ORACE CARRON COMPANY:
	First Mirigage, 1898, 7 per cent
* Note.—The shares of the above Chicago Santa Fe & California Railway Company and of the said Atchison	The St Joseph Terminal & RR. Co.: First Mortgage, 1918, 5 per cent
California Railway Compa wand of the said Atchison Too ka & Santa Fo Ra I oad Company in Chicago being subject to the G arantee Fund Mortgage of the	TOTAL OUTSTANDING PRINCIPAL\$160,786,000 00
A chi-on Company, and being deposited, accordingly,	A second
with the Trustee under said mer. gage.	(ANNUAL INTEREST, \$9,203,620 00.)
Arizona Southern Railroad Co	ALSO: ATCHISON TOPEKA & SANTA FE RR. Co.:
The Southern Kansas & Pan Handle Rillroad Co 3,000	Equipment Leass Warrants.—Due in 1889, 1890, and 1891, 6 per cent
The Massission of the Fraction of the Sibley of idee Co 4,980 Atlan ie & Pacific Railroad Co 201,48012 The Wichita & Western Rail way Co. (W. & W. RR. and K. P. & W. RR. consol dated)	(ANNUAL INTEREST, \$86,739 60.)
The Wichita & Western Rail vay Co. (W. & W. RR. and	(ANNUAL INTEREST, \$50,750 00.7)
K. P. & W. RR. (onsol dated). 2,250 Leavenworth Topeka & Southwestern Rallway Co. 5,502	and Language Bond Language upon Roll-good properties in the
Manhattan Alma & Burlingame Railway Co	System owned by Alchison Topeka & Bauta Fe Kin. Co., and used
Miscellaneous Companies. Shares.	as Collateral for issues of that Company:
Arkansas Vali y Elovator Co	Harvey County RR. Co., 1st mortgage & per cent 195,000 00
The Archison City Elevator Co	Wientra & Southwest Pri Riv. Oct. 1st mortgage & per cent
The San Pedro Coal & Coke Co	Kan. C. Emp. & So. RR. Co., Howard Ext., 1st m. 6 p. cent 100,000 00
The Ca you Ci y Coal Co The Triudad Coal & Cokit g Co	Kansas City Toneka & Western RR. Co., — 6 pec cent 630,000 00
Arkansas Vall y Elevator Co	Kan. City Emporta & Southern Rr. Co., 2d mort, 6 per cent 143,000 00 Kan. C, Emp. & So. RR. Co., Howard Ext., 1st m. 6 p. eent 142,000 00 Elk. & Chatauqua RR. Co., 1st mortgago 7 per cent 112,000 00 Kansas City Topeka & Western RR. Co., 2d mort, 6 p. cent 630,000 00 Kansas City Topeka & Western RR. Co., 2d mort, 6 p. cent 795,000 00 (Force) Nor & South RR Co., 1st mortgago 6 per cent 646,000 00
Itaton Coal & Coke of	Leaven. Nor. & Sou. RR. Co., 2d mortgage 6 per cent 508,000 00
The Las Veras Hot Fprings Co	Marion & McPherson RR, Co., 2d morigage o per cent 353,000 00 Marion & McPherson Ext. RR, Co., 1st mort, 6 per cent 130,000 00
The Scandin Vi ii Co 1 & Mining Co. 4,997 Haton Coal & Coke vo. 4,997 The Las Veras Hot Springs Co. 2,446 The Karsas City Lelt R Illway Co. 497 The St. Joseph Ferm nal & Railroad Co. 1,225 St. Joseph Union D pot Co. 10 Union Lepot Co., of Kausas City 419 Atchison Unio 1 Depot & RR. C. (Par \$1,000 per share). 18 The Atlantic & Pacific Equi,ment Co. 1,635	Kansas City Topeka & Western Rf. Co., 2d mort, 5 p. cent 795,000 00 Leaven. Nor. & Sou. RR. Co., 1st mortgage 6 per cent 508,000 00 Leaven. Nor. & Sou. RR. Co., 2d mortgage 6 per cent 508,000 00 Marion & MePherson RR. Co., 2d mortgage 9 per cent 385,000 00 Marion & MePherson Ext. RR. Co., 1st mort, 6 per cent 130,000 00 N w Mexican RR. Co., 1st mortgage 7 per cent 1,070,000 00 New Mex. & So. Pac. RR. Co., 1st mortgage 7 per cent 1,185,000 00
Union Depot Co., of Kansas City	New Mex. & 80, Pac. RR. C), 18 indregage / per cont
Atchison Unio a Depot & RR. Co. (Par \$1,000 per share) 18	Coleago Santa Fo & Cal. Ry. Co., Pekin Div., mort. Cp. cent. 733,000 00
All of the shares of capital stocks of railroad and iniscent-	
neous companies are exclusive only of sufficient number of	Redondo Beach Rv. Co. 1st mortgage 6 per cent 270,000 00
each necessary to be held for qualification of Directors.	New Mexti o & Arizo in RR. Co., 1st mor gage 6 per cent 2,313,000 00
OUTSTANDING BONDS.	St. Louis Kansas City & Col. RR. Co., 1st mort. 6 per cent. 1,381,000 00
The present Outstanding Mortgage Bond Issues relating	Pueblo & Arkansas Valley RR 10., 2d mort. 6 pec cent 2,270,000 00
to the foregoing properties and for which the Atchison	Rio Grando St. Nicola De Co. Lat mortura de Guer e ent 500,000 00
Topeka & Santa Fe Railroad Company and System-General is	Ri Grande & El Paso RR. C., 1st mort. 6 p. cent. 708,000 00 Silver City D ming & Pacific RR. Co., 1st mort. 6 p. cent. 708,000 00
liable, directly and indirectly are as follows:	Silver City D ming & Pacific RR. Co., 1st mort. op. teat. 1905,000 00 Kansas City & Emporla RR. Co., 1st mertgage 6 per ceut. 1,109,000 00
	·

Kansas City & Emporia Div., S. K. Ry. 2d mort. 6 per cent. \$301,000 00 Kansas City & Olathe RR. Co., 1st mortgage 6 per cent... 350,000 00 Kansas Southern Rv. Co., 1st mortgage 6 per cent... 594,000 00 Harper & Western Div., S. K. Ry., 1st mortgage 6 per cent... 378,000 00 Girard Extension 8, K. Ry. 1st mortgage 6 per cent 135,000 00 There are also outstanding the following INCOME BONDS, interest upon which is payable only if earned: \$6,642,000 00 3,494,000 00 TOTAL INCOME BONDS\$10,136,000 00 ANNUAL FIXED CHARGES. The Fixed Charges of the Company at present are as follows: 38,750 00 \$9,242,370 00 86,739 60 \$9,329,109 60 Less-Interest on Bonds and Guarantee Fund Notes owned by the Company and represented as Collateral, etc...... \$9,075,769 60 BINKING FUNDS.
TAXES.
RENTALS. \$359,00) 00 1,221,000 00 502,000 00 \$1,723,000 00 TOTAL FIX ED CHARGES NOW PREVAILING. \$11, 157,769 60 The Fixed Charges -us proposed under the Plan of Reorganization, are as follows: \$140,734,750 00 \$5,629,390 00 TAXES \$1,221,000 00 RENTALS 502,000 00 1,723,000 00 FIXED CHARGES-PROPOSED, TOTAL\$7,352,390 00 PLAN OF RE-ORGANIZATION. PROPOSAL. New 4 Per Cent General Mortgage Bonds to
ne 185UED (Interest Payable January and July)\$150,000,000 00
As Follows:—
TO TAKE UP EXISTING MORTGAGE AND
LIEN ISSUES\$131,766,550 00
FOR CASH SUBSCRIPTION12,500,000 00
FOR RESERVE5,733,450 00 150,000,000 00 TOTAL IN TREAS'Y \$9,265,250 00 New 5 Per Cent Income Honds TO BE ISSUED (Interest adjusted Annually as of June 30th)....... \$80,000,000 00 As FOLLOWS: 80,000,000 00 TREASURY BALANCE AS

TOTAL IN TREAS'T \$1,756,685 70

TERMS OF EXCHANGE OF BONDS.

THE METHOD OF EXCHANGE WILL BE AS FOLLOWS:

Atchison Topeka & Sania Fo RR. Co., First Mortgage 7 per cent Bonds:

Kansas City Topeka & Western RR. Co., First Mortgage 7 per cent Bonds:

7 per cent Bonds:
Holders are entitled to subscribe for new General Mortgage is, receiving for each \$1,0.0 in old Bonds, \$1,100 in new 4s and \$520 in rew income 5s.
Upon subrender of old bonds with Coupons of January 1, 1890, attached, new 4s will be given with coupon No. 1 of January 1, 1890, and new Incomes dating from July 1, 1889.
The Company, on January 1, 1890, will pay in new 4s, at 80 (or in Scrip convertible into new 4s), the difference of Interest between 7 and 4 p. et. on present par value, for months of July, Ang, and Sept.

The Income Bonds given as above to be exclusive of the right to three months' toterest, or one quarter of amount to accrue on coupon of first year.

Kansas City Emporia & Sonthern RR. Co., First Mortgage 7 per cent Honds:
Guif Colorado & Santa Fe Rallway Co., First Mortgage 7 per cent Honds:
Wichita & Southwestern Rallway Co., First Mortgage 7 per cent Honds:
Southern Kansas & Western RR. Co., First Mortgage 7 per cent Bonds:
The Pueblo & Arkansas Valley HR. Co., First Mortgage 7 per cent Bonds:

Holders are entitled to subscribe for new General Mortgage 4s, receiving for each \$1,000 in old bends, \$1,000 in new 4s and \$600 in new lucone 5s.

Upon surrender of old bonds with coupon of January 1, 1890, attached, new 4s will be given with coupon No. 1 of January 1, 1890, and new Incomes dating from July 1, 1889.

The Company, on January 1, 190, will pay in new 4s at 80 (or in Scrip convertible into new 4s), the difference of increast between 7 per cent and 4 per cent on present par value, for months of July, August and September.

The Income Bonds given as above to be exclusive of the right to three months' interest or one quarter of amount to accrue on compon for first year.

California Southern RR. Co., First Mortgage 6 per cent Bonds:

Holders are entitled to subscribe for new General Mortgage 46, receiving for each \$1,000 in old bonds, \$1.000 in new 4s and \$100 in new Income 5s.

Upon surrender of old bonds with coupons of January 1, 1890, attached, new 4s will be given with coupon No. 1, of January 1, 1890, and new Incomes dating from July 1, 1899.

The Company, on January 1, 15 30, will pay tu new 4s at 80 (or in Scrip conve tible into new 4s), the difference of interest between 6 per rent and 4 per cent on present par v due, for months of July, August and 8 ptember.

The Income Bonds given 2s above to be exclusive of the right to three months' interest or one quarter of amount to accene on coupon for first year.

chicago Santa Fe & Callfornia Hallway Co., First Mortgage 5 po cent Bonda:

Atchison Topeka & Santa Fe RR. Co. In Chicago, First Mo tgage 5 per cent Bonds:

Holders are entitled to subscribe for new General Mortgage 4e, receiving for each \$1,000 m old bonds, \$350 in new 4s and \$320 in new lucome 5s.

Upon surrender of old bonds with coupons of January 1, 1890, attached, new 4e will be given with coupon No. 1 of January 1, 1890, and new Incomes dating from July 1, 1899.

The Company, on January 1, 1890, will pay in new 4s at 80 (or in Serip convertible into new 4-), the difference of interest between 5 per cent on present par value and 4 per cent on proposed par value for the mon hs of July, Anzust and September.

The Income Bonds given as above to be exclusive of the right to three months' interest or one quarter of amount to a crue on coupon for first year.

The Wichlta & Western RR. Co., First Morigage 6 per cent Rouds; (Nos. 1 to 791 inclusive.) The Klugman Pratt & Western tH. Co., First Morigage 6 per cent Bonds; (Nos. 1 to 9.6 incl. sive)

G per cent Bonds: (Nos. 1 to 9.6 fool sive)

Holders are entitled to subscribe for new General Mortgage 4s, receiving for each \$1,000 in old bonds, \$500 in new 4s and \$720 in new locome 5s.

Upon surrender of old bonds with coupons of Jannary 1, 1899, atteched, new 4s will be given with coupon No. 1 of January 1, 1800, and new Incomes dating from July 1, 1880.

The Company, on January 1, 1890, will pay in new 4s at 80 (or in Seri convertible into new 4s), the difference of inters to between 6 per cent on present par value and 4 per cent on proposed par value for the months of July, August and September.

The Income Bonds given as above to be exclusive of the right to three mouths' interest or one quarter of amount to accuse on coupon for first year.

ilist year.

Leavenworth Topeka & Southwestern R'y Co, General Mortgage 4 per cont Bonds:

Holders are entitled to subscribe for new General Mortgage 4s, receiving for each \$1,000 in old bonds, (those guaranteed by Atchison Company) \$500 in new 4s and \$400 in new income 5s.

Upon surrender of old bonds with coupons of January 1, 1890, attached, new 4s will be given with coupon No. 1 of January 1, 1890, and new Income 5s dating from July 1, 1890.

The Company on January 1, 1890, will pay in new 4s at 80 (or in Scrip convertible into new 4s), the difference of interest between 4 per cent on present par value and proposed par value for months of Joly, August and September.

The Income Bonds given as above to be exclusive of the right to three months' isterest or one quarier of amount to accrue on coupon for first year.

Sonora Rathway Company—Limited, 1st Mortgage 7 per cent Ronds:
Holders are entitled to anbscribe for new General Mortgage 4s, receiving for each \$1,000 in old bonds, \$300 in new 4s and \$560 in new Incomo 5s.

Income 5s.

Upon surrender of old bonds with coupons of January 1, 1890, at tached, new 4s will be given with coupon No. 1 of January 1, 1890, and n-w Incomes dating from July 1, 1849.

The Company on January 1, 1897, will pay in new 4s at 0 (or in Scrip convertible into new 4s), the difference of int rest between 7 per cent on present par value and 4 per cent on proposed par value, for months of July, August and September.

The Income Bonds given as above to be exclusive of the right to the enunths' interest or one-quarter of amount to accrae ou coupon for first year.

Atchison Topeka & Santa Fo RR. Co. 38 6 per cent S. F. Seenred if nds;

Secured is nds;
Holders are entitled to subscribe for new General Mortgage 4s, receiving for each \$1,000 in old houds, \$500 in new 4s and \$520 lnew Hecomo 5s.
Upon surrender of old bonds with coupons of December 1, 1889, nttached, new 4s will be given with coupon No. 1, of January 1, 1890, and new Incomes during from July 1, 1889.
The Company will issue a Certificate physible January 1, 1890, in new 4s at 80 (or in 8e ip convertible into new 4s), for a per cent the terest on present par value of the bonds for month of June, 1889, and for proposed par value a 4 per cent for months of July, Aug. and Sept. The Uncome Bonds given as above to be exclusive of the right to three months' interest or one-quarter of amount to accrusion coupen for first year.

The Chleago Kansas & Western RR. Co., First Mortgage 5 per cent Ronds;

Holders are entitled to subscribe for new General Mortgage 4s, receiving for each \$1,000 in old bonds, \$550 in new 4s and \$560 in new Incomes 5s.

Upon surrender of old bonds with coupons of December 1, 1889, attached, new 4s will be given with coupon No. 1 of January 1, 1890, and new Incomes dating from July 1, 1889.

The Company will issue a Cortificate payable January 1, 1890, in new 4s at 80 (or in Scrip convertible into new 4s), for 5, ler cent interest on present par value of the bonds for month of June, 1889, and for difference of interest between present par value at 5 per cent and proposed par value at 4 per cent for months of July, August and September.

The Incomes Bonds given as above to be exclusive of the right to three men hs' interest or one quarter of amount to accrue on coupon for first year.

Atchison Topeka & Sauta Fe RR. Co., Collateral Trust 5 per cent Bouds (1937);

per cent Bonds (1937):

Holders are entitled to subscribe for new General Mortgage 4s, receiving for each \$1,000 in old bonds, \$650 in new 4s and \$400 in new Income 5s.

Upon surrender of old bonds with coupons of February 1, 1890, attached, new 4s will be given with coupons of January 1, 1890, and new Incomes deting from July 1, 1889.

The Comp my will isane a Certifiene e payable January 1, 1890, in new 4s at >0 (or in Scrip convert ble into new 4s), the difference between 5 per cent interest on present par value of the bo da for August and September, and 4 p-r cent interest on the proposed par fur July, August and September.

The income Bonds given as above to be exclusive of the right to three months' interest or one quarter of amount to accrue on coupon for first year.

Atchison Topeka & Santa Fe Rit. Co., Sinking Fund 5 per cent Bonds (1920):

Cent Bonds (1920):

Holders are entitled to subser be for new General Mortgage 4s. receiving for each \$1,000 in old bonds, \$550 in new 4s and \$560 in new Income 5s.

Upon surrender of old bonds with coupons of March 1, 1890, and new Incomes dating from July 1, 1884.

Subscribers will be given with coupons of January 1, 1890, and new Incomes dating from July 1, 1884.

Subscribers will pay to the Company on or before January 1, 1890, the interest on preposed par at 4 per cent for months of July and August, which will accrue to them in the new coupon of January 1, 1890; and they will be entitled to receive from the Company the difference between interest at 5 per cent on present par and 4 per cent on proposed por tor month of September.

The Income Bonds given as above to be exclusive of the right to three months' interest or one-quarter of amount to accrue on coupon for first year.

Kansas City Topeka & Western RR. Co., Income 7 per

Kansas City Topeka & Western RR. Co., Income 7 per cent Ronds:

Sumner County RR. Co.. First Mortgage 7 per cent Bonds:

Holders are entitled to subscribe for new General Mortgage 48, receiving for each \$1,000 in old bonds, \$1,000 in new 48 and \$6.0 in new 4.00me 58.

Upon surender of old bonds with compons of March 1, 1870, and new Income 58.

Upon surender of old bonds with compons of January 1, 1890, and new Incomes dating from July 1, 1859.

Subscribers will pay to the Company on orb fore January 1, 1890, the interest on par at 4 per cent for months of July and Angust which will accrue to them in the new compon of January 1, 1890, and they will be entitled to receive from the Company the difference between interest at 7 per cent and 4 per cent on par for month of September.

The Income Bonds given as above to be exclusive of the right to three months' interest or one-quarter of amount to accrue on compon for first year.

The Southern Kansas R'y Co., Gulf Division, First Mort gago 5 per cent Bonds:

gage 5 per cent Bonds:

Holders are entitled to enberribe for new General Mortgage 4°, receiving for each \$1,000 in old bonds, \$800 in new 4s and \$360 in new lncome 5s.

Upon surrender of old bonds with coupons of March 1, 1890, attached, new 4s will be given with coup ns of January 1, 1890, and new lncomes dating from Ju y 1, 1889.

Subscribers will pay to the Company on or before January 1, 1890, th 1 terest on proposed par at 4 per cent for the months of July and August, which will accrue to them in the new coupon of January 1, 1890, and they will be entitled to receive from the Company the difference between interest at 5 per cent on present par and 4 per cent on proposed par or month of September.

The income Bonds given as above to be exclusive of the right to three months' interest, or one quarter of amount to accrue on coupon for first year.

Atchison Topeka & Santa Fe Ult. Co., Consolidated Mort-

three months' interest, or one quarter of amount to accrue on coapon for first year.

Atchison Topeka & Santa Fe Ult. Co., Consolidated Mortgage 7 per cent Bonds:

Atchison Topeka & Santa Fe IIR. Co., Land Grant Mortgage 7 per cent Bonds:

Cowicy *ummer & Fort Smith IIR. Co., First Mortgage 7 per cent Bonds:

Florence Eldorado & Walnut Valley IIR. Co., First Mortgage 7 per cent Bonds:

Marion & McPherson IIR. Co., First Mortgage 7 per cent Bonds:

The New Mexico & Southern Pacific RR. Co., First Mortgage 7 per cent Bonds.

Helders are entitled to subsorbe for new General Mortgage 4s, receiving for each \$1,000 in old bonds, \$1,000 in new 4s and \$600 in new Income 5s.

Upon surrender of old bonds with coupons of April 1, 1890, attached, new 4s will be given with coupons of July 1, 1890, and new Income dating from July 1, 1899; and the Company will issue Certificate payable in Cash January 1, 1-90, for interest at 4 per cent on new 4s a par, for months of October, November and December.

The Inc. me Bonds given as above to be exclusive of the right to three months' interest, or one-quarter of amount to accrue on coupon of first year.

Kansas City Lawrence & Southern RR. Co., First Morts

Kansas City Lawrence & Southern RR. Co., First Mort-gage 6 per cent Bonds: Ottawa & Burlington ItH. Co., First Mortgage 6 per cent Bonds:

Holders are entitled to subscibe for new Goneral Mortgage 4s, recoiving for each \$1,000 in old bonds, \$1,000 in new 4s and \$400 in new Income 5s.

Upon surrender of ald bonds with coupons of April 1, 1890, attached, new 4s will be given with coupons of July 1, 1890, and new Incomes dating from July 1, 1881, and the Company will issue Certificate psyablo in Cash January 1, 1890, for interest at 4 per cent on new 4s at par, for months of October, November and December.

The Income Bonds given as above to be exclusive of the right to three months interest or one quarter of amount to accrue on coupon of 9rs year.

Atchison Topeka & Santa Fe RR. Co., 5 per cent Bonds (1909).

Holders are entitled to subscrib: for new Gener 1 Mortgage 4s, r cetying for each \$1,000 in old bonds, \$1,000 in new 4s and \$200 in new Income 5s.

Income 5s.

Upon aurrender of old bonds with compons of April 1, 1890, attached, new 4s will be given with compons of July 1, 1890, and new incomes dating from July 1, 1889, and the Company will issue Certificate

payab'e in Cash January 1, 1890, for interest at 4 per cent on new 4s at par, for the menths of October, November and December. The income Bonds given as above to be exclusive of the right to three months' interest or one-quarter of amount to accrue on coupon of first year.

Atchison Topeka & Santa Fe RR. Co., 4 1-2 per cent Sink-ing Fund Ronds; Holders are cutified to subscribe for new General Mortgage 4s, receiv-ing for each \$1,000 in old honds, \$850 in new 4s and \$220 in new In-

come 5s.

Up-n surrender of old bonds with coupons of April 1, 1890, attached, new 4s will be given with coupons of July 1, 1890, and new incomes dating from July 1, 1880, and the Company will issue Certificate payable in Cash January 1, 1890, for interest at 4 per cent on new 4s at proposed par value for months of October, November and December.

The Income Bords given as above to be exclusive of the right to three menths' interest or one-quarter of amount to necrue on coupon of trat year.

Gulf Colorado & Santa Fe &R. Co., Second Morigage 6 per cent Bonds:

per cont 160 ds;

Holders are cn'itled to subscribe for new General Mortgage 4s, receiving for each \$1,000 in old bonds, \$300 in new 4s and \$300 in new Income 5s.

Upon surrender of old bonds with coupons of April 1, 1890, attached, new 4s will be given with coupons of July 1, 1890, and new Incomes dating from July 1, 1880, and the Company will issue "criticato physic in Cash January 1, 1890, for interest at 4; er cost on new 4s at proposed par value for months of October, November and December.

cember.
The lee me Bonds given as above to be exclusive of the right to three mouths' interest or one quarter of amount to accrue on coupon of

first year.

The Southern Kansas Ry. Co. of Texas, First Mortgage 5 per cent Bands:

Holders are entitled to subscribe for new General Mortgage 4s, receiving for each \$1,000 in old bonds, \$600 in new 4s and \$520 in new Income 5s.

Ing for each \$1,000 in our bounds, \$000 in new 1s and \$500 in new 1s.
Upon surrender of old bonds with coupons of March 1, 1890, attached, new 4s will be given with coupons of January 1, 1890, and new Incomes dating from July 1, 1889.

Subscribers will pa to the Company on or before January 1, 1890, the increast on proposed par at 4 per cent for months of July and August, which will accrue to them in the new coupon of January 1, 1890; and they will be cuttited to receive from the Company the difference between interest at 5 per cent on present par and 4 per cent on proposed par for month of Septemb r.

The Income Bonds given as above to be exclusive of the right to three mouths' interest, or one-quarter of amount to accrue on coupon of first year.

The Southern Kansas Ity. Co., Income 6 per cent Bonds:
Holders are entitled to subscribe for new general mortgage 4s receiv-

The Southern Kansas Ity. Co., Income 6 per cent Bonds:
Holders are entitled to subscribe for new general mortgage 4s receiving for each \$1,000 in old bonds, \$75J in new 4s and \$600 in new Income 5s.
Upon surrender of old bonds with compons of May 1, 1990, attached, new 4s will be given with compons of July 1, 1890, and new Incomes dating from July 1, 1899, and the Company will sene Certificate payable May 1, 1890, in new 4s at 80 (or in Sorip convertible into new 4s), for interest on present par at 6 per cent from May 1 to Soptember 30, 1889 (inclusive), and a certificate payable May 1, 1890, in Cash for 4 per cent on proposed par value from October 1 to December 31 (inclusive). 1881.
The new lace me Bouds given as above to be exclusive of the right to three months' interest or one quarter of amount to accrue on compon of first year.

of first year.

Atchison Topeka & Santa Fe ith. Co., Guarantee Fund 6 per cent Noies:
Chicago & St. Louis Ity. Co. First Mortgage 6 per ct. Bonds:
St. Joseph St. Louis & Santa Fe ity. Co., First Mortgage 6 per cent Bo ds:
The St. Joseph Terminal & RR. Co., First Mortgage 5 per cent ronds:
The Osage Carbon Co., First Mortgage 7 per cent Honds:
Aliantic & Pacific RR. Co., Guaranteed Trust 4 per cent Ronds:
Atlantic & Pacific RR. Co., (W. D.), Second Mortgage 6 per cent Bonds:
Against these issues are reserved \$200,170,000 Co.

Agair at these issue are reserved \$22.176,000 00 of new General Mortgage 4 per cent Bonds, such issues to be the subject of special treatment in the future.

The Chicago Kansas & Western RR. Co., Income 6 per cent Bonds:

Holders are entitled to subscribe for Atchison Company's rew I acome 5s, receiving for each \$1,000 of old bonds, \$350 in Atchison new Income 5s.

The Chicago Kansas & Western RR. Co Income Bonds paid in as above to include coupon or other interest rights of May 1, 1890, and the Atchison Income Bonds with coupon to date from July 1, 1899.

California Southern Rit. Co., Income 6 per cent Bonds:
Holders are entitled to subscribe for Atchison Company's new Income
5s, receiving for each \$1,000 of old bond 4, \$500 in Atchison new Income
5s.
The California Southern RR. Co. Income Bonds paid in as above to include coupon or other interest rights of September 1, 1889, and of
March 1, 1890, and the Atchison Income Bonds with coupon to date
from July 1, 1889.

CASH REQUIREMENTS.

TOTAL CASH REQUIREMENTS \$10,000,000 00

SUBSCRIPTIONS INVITED.

Subscriptions are invited for \$12.500,000 new Get eral Mortgage 100 year 4 per cent Bonds, Interest payable January 1 and July 1, being part of the issue to be made, under this plan, of the \$150,000,000 previously alluded to.

Subscribers of \$500 in cosh w.li be entitled to receive a block consisting of one \$1,000 new General Mortgage 4 per cent Bond and \$100 in new Income per cent Bonds. Subscriptions may also be made for one tenth of a block and multiples thereof, for which Scrip will be issued convertible into Bonds. Subscriptions will be payable in instalments as follows:

10 per cent in Cash npon application.
25 per cent upon a lotment.
25 per cent on March 20, 1890.
20 per cent on June 20, 1880, and
20 per cent on September 20, 1890.

\$7,521,523 44

526,376 07 5.949 84

7,572,371 73

In the above Sub-cription. Stockholders of record at close of business on October 15, 18-9, will be given the preference, and in the event of the apple ations exceeding the total smouth offered for subscription, the exceeds will be adjusted in proportion to their holdings.

All cash payments under this subscript in are to a made to Messrs. Kidder, Perbody & Company, at their offices. No. 113 Devonships Street, Beston, or No. 1 Nassau street, New York, who will issue receipts the refor, and act as Agents for the subscribers upon the understanding that such moneys shall be held by them in Trust, not to be prid over to the Railroad Company until the Directors of said Company have till fully amounted that the plen of Re-organization has been accepted and a sufficient amount of securities have been deposited to make the Re-organization effective.

Payme is may be anticipated, on any day upon which instalments are due, at the rate of 5 per cent per sinum.

The Subscription Lists will be closed on or before November 15, proximo.

DEPOSITS OF BONDS FOR EXCHANGE.

Deposits of Bonds, under this Plan, should be made with the Union Trust Company. Broadway and Ractor street, New York, who will issue Negotiable Cer incales for same.

For the converience of holders, deposits can be made at the office of J. W. Reinhart, Fourth Vice-President Atchism Company, 95 Milk Street. B stop, who will forward the bonds, effect the exchange, and return the Certificates of the Union Trust Company free of expense to hold rs.

European hold rs may deposit their bends with Messas. Barlog Brothers & Company. No. 8 Bishopsgate withio, London, E. C., who will effect the exchange free of cost to holders.

All deposits must be made before December 15th next.

In case the holders of the Bonds of any particular issue or Issues fail to accept the provisions of this Plan and to deposit their Bonds for exchangs thereunder, the Directors receive the light to carry out the other provisions of the Plan, irrespective of such issue or I saws; and exclude as they see fit from the henefits of this Plan, my holders of Bonds who shall not have accepted the same and deposited their Bonds for exchange the cunder within the time limited herein.

When the majority of the Bonds of any issue or issues have been deposited for exchange inhere this Plan, the Directors reserve the full right to deal with such Bonds, by forcel sure or otherwise, acting through the Trustee or Trustees. It the Mertagages seen in the same, as fully and completely as the holders of said bones might have done, acting In their own being fine case they had not approved of the Plan and surrendered their Bonds for exchange the remider.

By order of the Board of Directors.

By order of the Board of Directors,

GEORGE C. MAGOUN, Chairman.

Blanks required under this Plan may be had upon application to:

J. W. REINHART, Fourth Vior-Pres't. A. T. & S. F. RR. Co., 95 Milk St., Boston.

KIDDER, PEABODY & CO.,
113 Devenshire Street, Boston.

KIDDER. PE BODY & CO., 1 Nassau Street, New York.

UNION TRUST COMPANY,
Rector Street and Broadway, New York.

BARING BROTHERS & COMPANY, 8 Bishopsgate-within, London, E. C.

NORTHERN PACIFIC RAILROAD.

ANNUAL REPORT FOR THE YEAR ENDING JUNE 30, 1989.

To the Stockholders of the Northern Pacific RR. Co.

The Directors submit the following report of the operations of the Company for the year ending June 30, 1889.

The earnings of the Company, including receipts from leased and branch roads, were:

From freight \$12,877,837 84
From passengers 5,824,163 28
From mail, express and miscellaneous 1,005,466 83 \$19,707,467 95

\$11,863,541 47 322,403 04

Total operating expenses and taxes 12,185,944 51

 Leaving net earnings from operating
 \$154,903.80

 Divid'd on 27,527 shares st'exSt.P.&N.P.
 \$154,903.80

 Profits on sales town-sile propert; outside of land grant
 218,309.74

 Sundry other items of income
 123,162.53

Balanco general luterest \$8,053,849 35

Out of which have been paid the following:

Leaving surplus over all fixed charges and expenses for the year.

\$481,477 62 The earnings from traffic as compared with the previous fiscal year were as follows:

	1687-88.		1888-80.		Inc. or Dec.
FREIGHT	8	3 10,426,214 48	\$	12,817,837 84	-2,451,593 36
Commercial.	10,012,703 48		12,780,306 93		+2,776,603 45
Construct's material for C. & br'ch r'ds.			88,530 91		-325,010 09
PASSENGER.		4,577,898 36		5,824,163 28	+1,246,264 92
MAIL, FXP. & MISOEL		842,185 04		1,005,486 83	+163,281 79
Total		15,816,827.89		19,707,487 95	+S.881,140 07

The increase in carnings from through passengers was \$792,445 78, or 83 3-10 per cent; and from local passengers, \$478,319 91, or 14 3-10 per cent.

The earnings from local freight were \$1,407,587 59 in excess of the earnings of the previous year from that source—being 16 1-10 per cent increase. The increase in local tonnage was 357,204, or 15 per cent. The increase in earnings from through freight was \$1,229,938 64, or 118 1-10 per cent, with an increase in tonnage of only 41,327, or 53 9-10 per cent—indicating a general maintenance of rates on through freight during the

year. The net increase in earnings from commercial freight was \$2,776,603 45, or 27 7-10 per cent.

The earnings from through freight were 17 6-10 per cent; from local freight, 81 6-10 per cent; and from construction material for the Company and branch roads 8-10 of one per cent of the total freight earnings.

CAPITAL STOCK AND FUNDED DEBT JUNE 30, 1889.

\$86,172,577 91 ...\$46,943,000 00 ... 20,000,000 00 ... 11,011,000 00 2,130,000 00 Pend d'Oreille Division Bonds.....\$4,500,000 00 Less Canceled by Land Sales.....2,081,000 00

2,419,000 00 Dividend Certificates, Extended—Convertible into Third Mortgage Bonds. 935,000 00

\$83,438,500.00

BONDS OF NORTHERN PACIFIC TERMINAL CO., INTEREST OF WHICH IS GUARANTEED BY THE NORTHERN PACIFIC CO., THE OREGON RAILWAY & NAVIGATION CO., AND THE OREGON & CALIFORNIA RR. CO.

Pacific and the Brauch Roads is..............3,505.69 miles.

Trackage leased of the St. P. M. & M. Ry. Co., from St Paul to Minneapolis and branches, is 16"2 miles.

The earnings of the Branch Roads in the year ending June 30, 1889, were \$1,599,037 09

And their operating expenses and taxes were \$1,427,634 33

\$171,402 76

The amount paid by this Company to the Branch Road Companies, as guaranteed, was for interest, \$960,108 66, and sinking funds, \$100,630; in all, \$1,060,738 66.

The earnings on the main line of the Northern Pacific and the St. Paul & Northern Pacific roads, from business secured to those roads by the branch roads, amounted to \$4,278,304 31.

The constantly increasing business of the road demands Northwest Equipment Company of Minnesota to supply equipconstant additions to the equipment. The contract with the ment, aggregating in cost \$2,000,000, was referred to in the last report. Contracts have been made with that Company and others for a further supply to the amount of \$2,250,000. These contracts require that the sum of \$425,000 of the principal shall be paid annually until the whole sum is paid,

ST. PAUL & NORTHERN PACIFIC RAILWAY. The gross earnings from the business on the St. Paul & Northern Pacific Road were:

 From passengers
 \$404,276 25

 From freight
 1,132,899 73

 From mall, express and miseellaneous
 206,270 75
 \$1,803,442 73 \$662,936 20 106,226 71 9,721 50 \$778,884 41 Total revenue..... To which add surplus from earnings in previous years on hand June 30, 1888..... 163,257 08 \$942,141 49

OCTOBER 19, 1889.] THE CHI	ROI
Carried forward	30,
Dividends. 304,753 80 General expenses. 5,484 60 Rental of terminal property at St. Paul. 45,000 00 794,518 40	Tot
Surplus on hand June 30, 1889 \$147,623 09	Lat
There has been issued during the fiscal year \$500,000 additional capital stock. The proceeds of this stock have been ap-	341
plied to the construction of increased terminal facilities and improvements in and about St. Paul, the principal expendi-	Litte
ture being for the East Side Line in that city, affording direct connection with the St. Paul Union Depot, access to which	lan
was formerly had over the tracks of, and subject to the con- trol of, other companies. The total capital stock of this com-	and
pany is \$5,500,000, of which the Northern Pacific Railroad Company owns \$3,002,500. In The outstanding bonds of the St. Paul & Northern Pacific	nei
Railway Company on June 30, 1889, were as follows: Railread first mortgage 7s, principal due May 1, 1907 \$438,000	Cer
General mortgago 6s, principal due February 1, 1923 6,812,000	Th
A branch connecting line 33 65-100 miles in length is under	the
construction between Little Falls on the St. Paul & Northern Pacific and Staples Mills, 30 miles west of Brainerd, on the	by
Northern Pacific. The construction of this line will shorten the distance between St. Paul and the West about 27 35-100 miles. The cost is defrayed by the sale of general mortgage	car
bonds, the issue of which for this and similar purposes at not exceeding \$20,000 per mile is authorized by the Indenture of	one
Trust of June 1, 1883. The lands of the St. Paul & Northern Pacific Railway Com-	tha cor
pany unsold June 30, 18:9, amounted to 206,674:25 acres. The deferred payments on tands sold, outstanding June	oth
30, 1889, were	Con
Present estimated value of grant	ces
trustee of the mortgages for the purchase of bonds, the expenses of conducting the land department being first paid	tho
and deducted. CONSTRUCTION.	No We
The Northern Pacific & Cascado Railroad has been extended 8:2 miles, to reach valuable coal fields.	7
The Tacoma Orting & Southeastern Railroad has been constructed for a distance of 7.6 miles. This road will be extended southwardly, as fast as required, to transport logs and	of ma
manufactured lumber to tide-water on Puget Sound. The Northern Pacific & Montana Railroad has been ex-	und
tended 6.4 miles. At the date of this report a section of this road is under construction from Gallatin on the Northern	an
Pacific Railread to Butte, a distance of 70 miles, and from Boulder to Elkhorn 20 miles, and from Sappington to Norris	of t
and Mineral Hill mining district 30 miles. The construction of this road from Gallatin to Butte will give a line from Butte	roa
to the East 106 miles shorter than by the way of Garrison and ma, and will enable this Company to transport the coal,	the
na, and will enable this Company to transport the coal, ac other products and supplies of Butte and vicinity tonditions more favorable than those of any other	the tha
Central Washington Railroad is being constructed from y westward into the Big Bend country. At the date of	Jour
report 66 miles of track have been laid. This road a nees the value of the Company's lands through which it	rep
and hastens their settlement; and will secure for the pany a large and valuable traffic which would otherwise diverted to other roads. The road is under construction to	
Ir and Coulce, about 118 miles from Cheney, and will be ex- ended to the Columbia River as fast as circumstances will	i
astify,	1
The number of acres sold in the year, less sales of previous years canceled, was 573,214-11, and for\$1,827,995 31	GE
Town lot sates. 254,178 95 Timber sales, Coal Royalties, etc. 235,470 65	I
The receipts of the Land Department, in the year were:	3
Cash. \$1,209,3°,1 Repertment in the year were:	Pa
Total	3
and Receivers of the United and Stand Offices for selection	S Ca
From the net cash receipt to the Trustees of the several Mortgages the fullowing amounts:	r 1
amounts: To Trustees Genera', First Mart	3 3 5 1
To Trustees General First Mor' \$304,366 8 To Trustees P. d'O. Division \$432,032 0 To Trustees Missouri Divisi \$2,186 4 Total \$500,565 2	9911-13
The amount of serverts on land sold is \$5,119	- (
Preferred p the retirement of	d
\$906,481	35 19
41 First Mortgage Bonds	

The approximate number of acres of land earned to June 1889, remains the same as stated in last report, viz.:

46,924,960 tal sales to June 30, 1889..... .. 7,101,940.03 .. 39,729,010.95

The number of purchasers of the Company's lands during the year was 2,545, and the average number of acres sold to the purchaser was 25:23. The increase in amount of land the over last year was about 32 per cent, and over that of the year ending June 30, 1887, was about 90 per cent. It is stimated that during the year 15,000 new entries and filings, overing 1,750,000 acres, have been made on Government and within the limits of the Company's grant.

The report of the Land Commissioner giving interesting and valuable information in regard to the lands will be found erewith.

rewith.

WISCONSIN CENTRAL CONTRACT.

WISCONSIN CENTRAL CONTRACT.

An important contract has been made with the Wisconsin entral Company and the Wisconsin Central Railroad Comany, for running connections and interchange of traffic between the Northern Pacific and the roads of those Companies, his contract secures for the Northern Pacific the co-operation of companies whose interests are entirely in harmony with mose of this Company, and exclusively in favor of the route etween Chicago and points reached by the Northern Pacific between Chicago and points reached by the Northern Pacific y the way of St. Paul and Ashland, as against routes by way of Omaha and other competing routes. This subject was very urefully and exhaustively considered by your Directors, and are contract was unanimously approved.

Under the contract the Northern Pacific will be entitled to be declared to the contract the Northern Pacific will be entitled to be declared to the contract the northern Pacific will be entitled to be declared to the contract the payments of 35 per cent of all any calendar year, after the payments of 35 per cent of all any calendar year, after the payments of 35 per cent of all any calendar year, after the payments of operating and usintaining all said railroads, provided that the Wisconsin companies may retain out of the moneys so due one-half of any mounts paid by those Companies in former years for rentals and expenses of operating and maintaining their roads in excess of 67½ per cent of the whole of their gross earnings in loss years.

The contract also provides for the participation by the orthern Pacific in the net profits of the Chicago & Great estern Railroad Company.

RESOURCES.

The rapid development of the business of the road makes it the utmost importance that some financial provision be ade on a scale commensurate with the Company's present diprospective needs. The Directors have had the subject ader careful consideration, and have unanimously decided to commend to the Preferred Stockholders the authorization of issue of \$160,000,000 Consolidated Mortgage bonds. The dress to the Preferred Stockholders setting forth the views the Board will be found herewith.

It the necessary authority is given, the Company will be in indition to proseente with vigor the construction of branch hads required for the proper development of the business that in be made tributary to the Northern Pacific, and to provide the necessary equipment and terminal facilities and other dictions and improvements, without using the net surplus of the Company for these purposes. If means are provided so nat equipment can be bought and improvements made without using the surplus, that will be available for dividends. For full and detailed information, reference is made to the port of the President, submitted herewith.

By order of the Board of Directors,

ROBERT HARRIS, Chairman.

New York, October 17, 1889.

SOUTHERN PACIFIC RAILROAD CO.

ENERAL MORTGAGE OF THE SOUTHERN PACIFIC RR. CO. OF CALIFORNIA, SECURING \$38,000,000 GOLD-BONDS DUE OCTOBER 1, 1938.

Data.—August 25, 1888. Larties.—The Southern Paville RR. Co., party of the flist arties.—The Southern Paville Company, lessee of the Southern acific RR., party of the second part, and the Central Trust o., of New York, Trustee, party of the third part.

PROPERTY COVERED.

PROPERTI COVERED.	
The company's lines of railroad lying within the St	rate of
California, and running as follows:	Miles.
1. Hillsdale to New Almaden, in Santa Clara Co	7.80
	21.20
	5.00
3. Castroville, Monterey Co., to Monterey	15.40
3. Castroville, Monterey Co., to Monterey. Montereo to Pacific Grove Retreat, thence to mouth Car.	15:72
mel River	19.15
Con Mignel San Luis ()histo Co., Southeasterly to Aven	250:00
hall, Los Augeles Co.	47.58
	260.00
Tracy, San Joaquin Co., to Panpa, Kein Co	35.00
Tracy, San Joaquin Co., to Hama, Alameda Co 6. Ayon, Contra Costa Co., to Pleaventon, Alameda Co 7. Oakdalo, Stanislans Co., to Poso. Kern Co	200:00
Branches to Modesto, Stanislans Co	16.00
	20.00
to Prosno Erosno Co. (10 m.), and I mare, In-	00.00
	26.00
we as Thomas of in Process Co.	110.00
9. Los Angeles, via Anaheim and Santa Ana to San Diego	110.00

 Los Angeles to Santa Monica, all in Los Angeles Co......
 Long Beach, Los Angeles Co., via Whillier to Ramona.....
 Los Angeles northeasterly to point on San Dimos Creek.
 Long Beach Junc., via Long Beach, easterly, in Los Angeles Long Beach, easterly, in Los Angeles Long Beach, easterly, in Los Angeles Long Beach, easterly, in Los Angeles Long Beach, easterly, in Los Angeles Long Beach, easterly, in Los Angeles Long Beach, easterly, in Los Angeles Long Beach, easterly, in Los Angeles Long Beach, easterly, in Los Angeles Long Beach, easterly, in Los Angeles Long Beach, easterly, in Los Angeles Long Beach, easterly, in Los Angeles Long Beach, easterly, in Los Angeles Long Beach, easterly and easterly easterly and easterly 30.00 12. Long Beach June, via Long Beach, easterly, in Los Angeles Co...

13. Branch Line in San Angeles Co., passing through town of San Pedro.

14. Ramona, Los Angeles Co., to Crafton, San Bernardino Co.

15. San Francisco, via Carmadero June, to Mojave; Carmadero June, to San Benito; Los Gafos Creek, via Goshen to main line; Tehachapi Pass Junction, via Los Angeles to Yuma; Los Angeles to Wilmington, on San Pedro Bay, aggregating. 4.00 908:00

Over the restriction of the second of the se	
Martinez to Tracy and southerly	83.80
Hillsdale to Now Almaden, in Santa Clara County	7.80
Pajaro to Santa Cruz and Aptos to Monte Vista	26.20
Castroville to Monterey	15.12
Los Angeles to Anaheim	
Fresno towards Poso	
Berenda to Raymond.	21.00
Studebaker to Whittier (5.90) and Long Beach to Junction (4).	9.90
Miraflores to Tustln	11.70
Los Angeles to Sauta Monica.	16.80
320 22260000 00 202200	

* This is the amount given as outstanding in the application to the Stock Exchange. The mortgage makes no mention of \$100,000 San Jose and Almaden bonds there included.]

THE BOND.

Date—October 1, 1888.

Denomination.—\$1,000 each.

Amount Authorized.—\$38,000,000.

Principal Payable.—October 1, 1938, in gold coin of the United States at the agency of the company in New York City.

Interest Payable.—At the rate of 5 per cent per annum on April 1 and October 1, in like gold coin, at said agency.

Repsiration—Bonds are coupon bonds with privilege of registration, either as to principal alone, or on surrender of coupons as to principal and interest.

RATE AT WHICH BONDS MAY BE ISSUED.

RATE AT WHICH BONDS MAY BE ISSUED.

Bonds may be issued at the rate of \$22,500 for each mile of road constructed or acquired and described in the foregoing thirteen subdivisions numbered 1 to 3, both inclusive, and 5 to 14, both inclusive, and for twenty-five miles in addition thereto; and to further amounts, not exceeding \$7,500 per mile additional thereto, for expenses incurred in "double-tracking, masonry, iron bridges, rolling stock or other betterments or improvements either to the permanent way, local or terminal facilities or rolling stock."

And additional bonds are to be issued to the amounts to which bonds of the Southern Pacific Branch Railway Company, issued or to be issued under the mortgage of November 24, 1886, shall have been deposited with the Trustee. All bonds so deposited shall be held as collateral security for the bonds issued hereunder, until the whole issue is in the hands of the Trustee, when the mortgage securing it shall be canceled. But no payments shall be required to be made on the bonds so deposited unless proceedings be taken for the foreclosure of the mortgage securing the same, in which case the bends and coupons deposited with the Trustee shall be entitled to share, for the benefit of the bonds hereby secured, on equal terms with the other bonds secured by said mortgage.

And when the Southern Pacific Branch Railway mortgage has been satisfied of record, bonds may be issued under this mortgage in respect of the line described in sub-division 4, on the mileage basis of \$22,500 and \$7,500 as above prescribed for the sub-divisions 1 to 3 and 5 to 14, all inclusive; due allowance being made on the basis of \$30,000 per mile for the bonds.

heretofore issued against deposit of said Southern Pacific Brauch Line bonds.

SINKING FUND \$20,000 YEARLY AFTER 1837-NO DRAWINGS

SINKING FUND \$20,000 YEARLY AFTER 1837—NO DRAWINGS
The company agrees to create a sinking fund by
setting apart \$20,000 of the net income derived from
the lines herein mortgaged in the year 1898, and yearly thereafter, to be held in trust and to be loaned out at interest upon
good securities, or otherwise invested by the Directors of the
company, or used to redeem bonds issued hereunder as often
as \$20,000 shall come into the sinking fund; in which case
notice shall be published in New York City and San Francisco
that said bonds will be redeemed, and inviting bids for the
surrender thereof at prices to be named, the lowest bids to be
accepted, and bonds to be redeemed to the extent of the money
in the sinking fund.

IF COMPANY DOES NOT PAY TAXES, ETC., TRUSTEE OR BOND-

IF COMPANY DOES NOT PAY TAXES, ETC., TRUSTEE OR BOND-HOLDERS MAY PAY AND HAVE SECURED LIEN,

The company agrees to pay all taxes and public charges legally imposed, and the Trustee or any of the bondholders may, in case of default in this behalf, discharge the same and any other lien upon the property which may in any way become a charge prior to these presents, and for all payments thus made the parties making the same shall be allowed interest at 6 per cent; and such payments with the interest thereon shall be secured to them by these presents, and shall be payable by the company to the Trustee upon demand, in trust for the parties paying the same, and may be paid out of the proceeds of sale of the property.

DIVISIONAL BONDS TO BE RETIRED.

DIVISIONAL BONDS TO BE RETIRED.

The company agrees to retire the following outstanding bonds of the consolidated companies, and to cause the mortgages securing them to be canceled: \$530,000 Pajaro & Santa Cruz RR. bonds, \$230,000 Monterey RR. bonds, \$1,023,000 San Pablo & Tulare RR. bonds, \$556,000 Los Angeles & San Diego RR. bonds.

DEFAULT-TRUSTEE ON REQUEST MAY TAKE POSSESSION OF AND OPERATE RAILROAD.

In case of default for six months in the payment of the money specified in said bonds, or in the payment of said interest coupons, then the Trustee may upon request of holders of not less than one-fourth of said bonds then outstanding on which the interest or principal shall be in default, enter upon and operate the railroad, applying the net proceeds after the payment of all reasonable charges to the payment of principal and interest, ratably, without preference of any kind.

DEFAULT-TRUSTEE ON REQUEST MAY FORECLOSE MORT-GAGE AND SELL RAILROAD.

Or the Trustee may in case of default, as aforesaid, and upon or the Trustee may in case of default, as aforesaid, and upon request, as aforesaid, forcclose this mortgage and dispose of according to law all the lines of railroad and appurtenances hereby mortgaged, or so much as may be necessary; and the net proceeds from such sale shall be distributed among the holders of said bonds and coupons in proportion to their several interests until all have been paid in full, principal and accrued interest.

DEFAULT-TRUSTEE ON REQUEST MAY FORECLOSE MORT-GAGE AND SELL LANDS.

If default in the payment of interest for six months be made on any of the bonds the Trustee may, on being requested by holders of \$100,000 of such bonds, take possession of the lands above conveyed and foreclose this mortgage thereon, and may sell at public auction so much of said lands as may be necessary to discharge all arrears of interest.

ON DEFAULT FOR ONE YEAR, PRINCIPAL BECOMES DUE.

ON DEFAULT FOR ONE YEAR, PRINCIPAL BECOMES DUE.

If any such default shall continue for one year, the principal sum of all the outstanding bonds shall become due and payable, and thereupon, or upon default in the payment of the principal of such bonds at their maturity, the Trustee may take possession of all said lands, foreclose this mortgage thereon, and sell at public auction all or so much thereof as may be necessary, after giving six months' notice; and the net proceeds of such sale shall be applied to the payment of the bonds and accrued interest thereon.

FORECLOSURE PROCEEDINGS TO STOP IF COMPANY PAYS INTEREST.

If, after any such entry be made or any foreclosure be commenced, and before the lands are sold, the company shall discharge all interest in default, and shall deliver the coupons to the Trustee, said proceedings shall be discontinued and the lands shall be restored to the company.

LANDS MAY BE SOLD UNDER PRIOR MORTGAGE.

All lands hereinbefore referred to shall be subject to the express provision that so long as any of the first mortgage bonds of 1875 remain outstanding, all sales made in the manner prescribed by the mortgage securing said bonds shall forever release said lands from any lien under this mortgage; and when all said bonds of 1875 have been fully satisfied and the lien of their mortgage fully released, then such of the lands as remain unsold shall be subject to the like provisions in respect to sale and conveyance and release from the lien of this mortgage as are prescribed in said mortgage of 1875.

TRUSTEES—APPOINTMENT. ETC.

TRUSTEES-APPOINTMENT, ETC

Should the Trustee for any reason fail, refuse or become incompetent to discharge the duties herein imposed upon it, the Directors of the company shall appoint its successor.

The Trustee shall not be responsible for the aets or omissions of its agents, when such agents are selected with reasonable discretion or without the express disapprobation of the com-

Atlantic & Danville.—A dispatch from Danville, Va., of Oct. 15 says: "Danville to-day voted \$150,000 toward the western extension of the Atlantic & Danville Railroad, from Danville to the coal fields of southwest Virginia. The city had already voted a like amount to the eastern end of the line from Danville to Norfolk, and that end of the road, 200 miles long, will soon be open for business. Bristol, Tenn., the western terminus of the proposed extension west from Danville, is expected to subscribe a like amount.

Baltimore & Ohio.—The directors' monthly meeting was

The fiscal year ends with Sept. held in Baltimore this week. The fiscal year ends with Sept. 30, and the following statement was submitted of the earnings and expenses for the fiscal year 1888-89, compared with the fiscal year 1887-88 (September, 1889, approximated.)

ALL LIST	D EASI OF THE	OHIO RIVER.	
	1888.	1889.	
Earnings	\$15,635,235	\$16,343,199	Inc. \$707.964
Expenses	10,143,399	10,811,342	Inc. 667,943
Net	\$5,491,836	\$5,531,857	Inc. \$40,021
ALL LINE	S WEST OF THE	OHIO RIVER.	
	1888.	1889.	
Earnings	\$4,718,257	\$4,928,141	Inc. \$209,884
Expenses	4.057,162	3,978,580	Dec. 78,582
Net	\$661,095	\$949,561	Inc. \$288,466
SUMMARY OF ENTIRE S	YSTEM EAST AN	D WEST OF TIPE	OHIO RIVER.
5022020	1888.	1889.	
Earnings	\$20,353,492	\$21,271,340	Inc. \$917.818
Expenses	14,200,561	14,789,922	Inc. 589,361
Net	\$6,152,931	\$6,481,418	Inc. \$328,487
			, , ,

A dividend of five per cent was declared on the stock of the Washington Branch on its business for the six months ended Sept. 30, 1889.

The Board unanimously adopted the recommendation of the

finance committee, that it was inexpedient to declare a dividend

on the common stock for the six months ended Sept. 30, 1889.

The President, Mr. Chas. F. Mayer, stated to the Board that he had made a thorough inspection trip of the entire lines of the company, from Baltimore westward; that he found the entire system in excellent condition and competent to per-form the increased work which a continuation of the present form the increased work which a continuation of the present business prosperity of the country was likely to bring to it. On every side the President saw the most gratifying evidences of the energy and fidelity of the company's officials and employes. He also referred, at some length, to the numerous betterments and improvements, involving large expenditures, that it was absolutely necessary to make, in order to place the system in a properly efficient condition.

The next monthly meeting of the Board will be held on November 13, at which the report of the company's operations for the fiscal year will be submitted, prior to its presentation to the stockholders at their annual meeting on the 18th of Nov.

Ithaca Auburn & Western.—A press dispatch from Auburn, N. Y., Oct. 16, said: "Col. F. T. Peet, Superintendent of the the Ithaca Auburn & Western Railroad, told a reporter this afternoon that George M. Diven, of Elmira, had purchased that road from the Lehigh Valley Company, and that after tomorrow all passenger, mail and express trains would be discontinued. Col. Peet has received orders from Mr. Diven to have the road clear within ten days. It is stated that the road will be abandoned temporarily, perhaps permanently."

Eastwelvy Union—The work under the contract for build-

Kentucky Union.—The work under the contract for building this road from Lexington to Jackson, Ky., about one hunded miles, is progressing rapidly. The line is in operation ing this road from Lexington to Jackson, Ky., about one interded miles, is progressing rapidly. The line is in operation from Winchester to end of track, thirty-six miles, and will be opened to Three Forks, near Beattyville, in a few weeks. The whole line will be completed early in the coming year.

Louisville New Albany & Chicago—Richmond Nicholas ville Irvine & Beattyville.—A lease of this latter company's line has been made to the L. N. A. & C., which company stamps its guarantee of principal and interest upon the bonds. The road is in course of construction from Versailles, on the Louisville Southern Railroad, southwesterly to Beattyville, Ky., 95 miles. The authorized mortgage is for \$2,375,000.

Ky., 95 miles. The authorized mortgage is for \$2,375,000.

Pullman Palace Car Co.—At Chicago, Oct. 17, the annual meeting of the Pullman Palace Car Company was held. The following directors were re-elected: George M. Pullman, John Crerar, Marshall Field, J. W. Doane, Norman Williams, O. S. A. Sprague, of Chicago, and Henry C. Hulbert, of New York. The usual quarterly dividend of \$2 per share from net earnings was declared, payable Nov. 15.

President Pullman reported that during the year 141 sleeping, dining, parlor and special cars, costing \$2,511,596, had been built. The value of manufactured product of all the ear works of the company was \$8,632,746, and of other industries at Pullman, including rentals, \$1,735,417, making a total of \$10,388,164, against \$10,823,225 for the previous year.

San Antonio & Aransas Pass.—The following statement is for July, August and September (Sept. partly estimated).

	1888.	1889.	Increase.
Gross earnings	179 747	\$372,772 196,656	\$114,524
Operating expenses	170,707	100,000	
Mat complete	979 450	@176 116	\$ 17 658

St. Louis & Chicago.—Major Bluford Wilson, Special Commissioner, last week sold this road under the order of the Federal Court at Springfield, Illinois. It was purchased by A. H. Joline, of New York, representing George Coppell, D. D. Withers and F. C. Hollins, the reorganization committee of the second mortgage bondholders. The price was \$570,000. A new company will be formed.

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, Oct 18, 1889,

A strong impulse has been given to regular trade by seasonable weather. Manufactures are active, and labor very fully employed, leaving little room for disputes about wages; but there seems to be some over-production of cotton and worsted fabries, and an important failure in the latter branch of business has occurred this week in Philadelphia. Cotton continues to go forward freely, but the export of breadstuffs, though steady, is not active.

Lard on the spot has been without decided change in respect to prices, but the tone showed less buoyancy and the demand somewhat fitful, closing to-day rather quiet at 6.35c. for prime city, 6.671/c. for prime Western and 6.50 @6.90c. for refined to the Continent. The speculation in lard for future delivery was dull until to-day, when there was a pretty fair business done, including October delivery at 6.65c., November at 6.42 @6.43c., January at 6.37c. and March at 6.40@6.41c.—the market closing steady.

DAILY CLOSING PRICES OF LARD FUTURES.

	Satur.	Mon.	Tues.	Wed.	Thur.	Fri.
Ociober delivery	6.62	6.61	6.60	6.60	6.65	0.65
Nevember delivery c.	6.39	6.37	6.37	6.41	6.40	6.42
Deermber delivery	6.31	6.29	6.28	6.30	6.34	6.32
January delivery	6:30	6.28	6.27	6.30	6.20	6.30
February delivery c.	0.33	6.32	6:31	6.32	6.35	6.35
March delivery		6.38	6.36	6.38	6.41	6.40

Pork has been quiet, but prices are generally well maintained; mess \$12@\$12 50, extra prime \$10 25@\$10 50 and clear backs \$12@\$14. Cut meats have been inactive, and, except for hellies, close easier. Quoted: Pickled bellies, 63/4@ 9e., according to weight; pickled hams, 93/4@10c., and pickled shoulders,41/8 @ 41/4c.; smoked hams,111/4@111/2c.; smoked shoulders, 43/4@5c. Beef has again been active at full prices. Extra mess \$7@\$7 25 and packet \$7 63@\$8 per bbl.; India mess, \$13@\$14 per tierce. Beef hams have been active, but are again lower, and close at \$12@\$12 50 per bbl. Tallow is quiet but steady at 434c. Stearine is quoted at 71/2c. for Western and city, and oleomargarine 53/6 51/2c. Butter dull at 18@25c. for creamery. Cheese easier and more active at 9@

Coffee on the spot has been dull, and the nominal quotation for fair cargoes of Rio is reduced to 191/4c., and there was some business to-day in No. 8 grade at 151/2@153/c. The speculation in Rio options was dull; crop accounts were contradictory and foreign markets fluctuated. To-day the market was rather better in sympathy with Havre, but the close is barely steady with sellers as follows:

an advance of 20@30 points for the week.

Raw sugars have continued dull and prices favored buyers, closing at 5%c. for fair refining Cuba and 6 @61/sc.for centrifugal, 96 deg. test. Refined sugars are still quoted at 77%c. for standard crushed, but some other grades are cheaper. Molasses remained dull until to-day, when a fair business was done at

remained dull until to-day, when a fair business was done at 22@39c. for English Islands. The tea sale on Wednesday was again a large one, but prices were maintained except for country greens, which further declined.

Kentucky tobacco has ruled about steady, with sales about 300 hhds., of which half for export. Seed leaf in good demand, with sales for the week 1,500 cases, as follows: 300 cases 1888 crop, New England Havana, 15½ a45c.; 250 cases 1888 crop, Pennsylvania Havana, 11½@13½c.; 200 cases 1888 crop, Wisconsin Havana, 10@12c.; 200 cases 1888 crop, Untch, 9¾ a 12c.; 100 cases 1887 crop, Pennsylvania seed leaf, private terms, and 150 cases sundries, 5½ a 42½c.; also 600 bales Havana, 72½@\$1 15 and 450 bales Sumatra, \$1 37½@\$2 25.

On the Metal Exchange there has been more animation to its speculative features. Straits tin is dearer, with sales to-day of 275 tons at 20.60 a20.75c. afloat for early arrival and 20.85c. on the spot. Ingot copper is also dearer, but closes flat, 10¾c. for Lake. Domestic lead is dearer at 3.90c., but closes flat, 104c. Spirits turpentine has been moderately active, and an easier market is followed by a firmer closing at 48¼ a 48¾ c. Rosins in good d-mand, and fine grades are dearer; strained quoted at \$1 02½@\$1 07½. Refined petroleum for export, 7c. in bbls. and 9c. in cases; crude, in bbls., 7½c.; naphtha; 8c., crude certificates closing at 100¾@100½c. Hops in better demand, and firm. Wool meets with a less urgent demand.

COTTON

FRIDAY, P. M., October 18, 1889.

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 304,501 bales, against 273,609 bales last week and 245,374 bales the previous week; making the total receipts since the 1st of Sept., 1889, against 1,007,406 bales for the same period of 1888, showing an increase since Sept. 1, 1889, of 288,877 bales

Receipts at-	Sa'.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston	7,928	11,234	5,733	7,031	7,390	7,761	50,077
El Paso, &c						248	248
New Orleans	14,920	14,606	30,952	13,286	8,534	14,893	07,191
Mobile	3,127	1,878	3,394	1,378	1,339	2,381	13,697
Florida						49	49
Savannah	7,220	12,614	7,968	7,363	8,168	11,312	54,645
Brunsw'k, &c.						8,154	8,154
Charleston	3,026	4,540	2,772	3,656	3,503	1,306	18,803
Port Royal, &c						87	87
Wilmington	2,173	2,648	1,298	2,171	1,763	2,049	12,102
Wash'gton, &e						56	56
Norfolk	3,406	5,203	4,657	3,023	4,825	3,404	24,518
West Point	3,502	4,364	4,669	2,291	3,679	2,296	
N'wp't N's,&c.	0,002	3,001	2,01.0		0,000	3,239	,
New York						0,200	-,
Boston		12	50	3	70	43	178
Baltimore		1.5		ا		583	
Philadelph'a,&c	34	2		34		3	73
-							
Totale this wook	45 336	60 101	61 602	40 936	30 271	57 864	304 501

For comparison we give the following table showing the week's total receipts, the total since September 1, 1889, and the stock to-night, compared with last year.

Receipts to	1	889.	18	888.	Stock.		
Oct. 18.	This Week.	Since Sep. 1, 1889.	This Week.	Since Sep. 1, 1888.	1889.	1888.	
Galveston	50,077	263,454	32,937	180,968	79,948	68,783	
El Paso, &c.	248	827	213	839			
New Orleans.	97,191	339,979	72,829	240,206	161,335	121,164	
Mobile	13,679	67,015	12,093	41,380	12,762	17,322	
Fiorida	49	49		1,809			
Savannah	51.645	291,837	51,653	229,579	107,076	86,210	
Bruns., &c.	8,154	37,149	6,094	14,951	7,654		
Charleston	18,803	104,619	24,285	104,464	31,232	59,535	
P. Royal, &e	87	133	723	1,987		445	
Wilmington .	12,102	41,645	8,935	36,238	19,518	19,514	
Wash'tn,&e	56	128	87	192			
Norfolk	24,518	74,593	27,484	89,753	25,307	24,227	
West Point.	20,801	68,057	17,603	46,543			
Nwpt N., &e	3,239	3,465	2,158	5,226	895	1,356	
New York		142	661	669	29,853	98,246	
Boston	178	316	905	1,616	6,200	6,000	
Baltimore	583	1,401	566	2,271	758	5,114	
Phirdel'a, &c	73	1,474	4,037	5,716	1,293	7,997	
Totals	304,501	1,296,283	263,263	1,007,406	483,831	515,913	

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

Receipts at	1889.	1888.	1887.	1886.	1885.	1884.
Galv'ston, &e	50,325	33,150	36,797	40,986	45,631	36,199
New Orleans	97,191	72,829	77,612	68,331	75,637	81,074
Mebile	13,697	12,093	10,114	15,197	10,490	10,592
Savannah	54,645	51,653	46,383	54,105	45,734	50,013
Charl'st'n,&e	18,890	25,008	, 26,712	27,690	33,763	40,384
Wilm'gt'n,&e	12,159	9,022	11,309	8,266	9,443	7,250
Norfeik	24,518	27,484	28,242	31,291	23,707	34,050
W't Point, &e	24,040	19,761	29,887	14,252	13,439	19,543
Allothers	0,037	12,263	4,743	6,700	3,860	6,007
Tot.this week	301;501	263,263	271,799	266,818	261,704	285,112
Since Sept. 1.	1296,283	1007,406	1454,637	1085,318	1120,430	1158,360

The exports for the week ending this evening reach a total of 166,720 bales, of which 97,038 were to Great Britain, 26,865 to France and 42,817 to the rest of the Continent. Below are the exports for the week, and since September 1, 1889.

Exports	Week Ending Oct Exported to—			18. From Sept. 1, 1889, to Oct. 18, 1886 Exported to—				
from-	Great Brit'n.	France	Conti- nent.	Total Week.	Great Britain.	France	Conti- nent.	Total.
Galveston	11,416	5,082	5,593	224 1	49,872	20,683	21,660	92.215
New Orleans	24,232	20,783	15,636	63,651	107,004	€3,500	25,778	198,282
Mobile		,		*****				
6avannah	0,148	*****	10,807	16,955		9,271	30,266	86 670
Brunswick	4,936			4.036	24,213			24,213
Charleston	4,140		*****	4,410	_	5,050	22,919	48,740
Wlimington	6,100	*****		8,100		*****		18,338
Norfolk	5.550			5.550			803	28,842
West Point	6,939	****	*** **	6,830	28,611	*****		28,401
Nwpt Nws. &c.	630			650	653			650
New York	18,943	1,000	0,131	26,094	114,911	8,804	27,387	130,602
Boston	3,436		100	8,430	18,080	*****	442	18,492
Baltimore	726		1,250	1,976	0,835		8,914	15.249
Philadelp'a,&c	572			572	2,321	1.00	103	2,427
Total	97.03%	20,865	42,817	108,720	452,041	108,508	144,3%2	703,441
Total, 1888	68 509	20 310	46,751	123,659	296,401	62 235	107,543	466,179

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

	Or					
Oci. 18, at→	Great Britain,	France	Other Foreign	Ovast-	Total.	Leaving Stock.
New Orleans Mobile Charleston Savannah Galveston Norfolk New York Other ports	30,579 4,000 3,000 3,600 27,955 19,600 4,600 15,000	13,205 None. 3,500 None. None. None. 1,300 None,	11,615 None. 4,100 18,000 4,493 4,000 8,400 5,000	3,149 None. 1,460 7,400 7,989 1,000 None. None.	58,548 4,000 12,000 29,000 40,447 23,600 14,300 20,000	102,787 8,762 19,232 78,076 39,501 1,707 15,553 16,318
Total 1889	107,334	18,005	55,608	20,948	201,895	281,936
Total 1888 Total 1887	81,480 81,816	18,210 40,770	54,048 67,692	29,713 15,941	183,481 206,249	332,432 374,696

The speculation in cotton for future delivery at this market was at steadily declining prices throughout Saturday and Monday to the opening of Tuesday's market. The Liverpool market was weak, Manchester advices were dull, the Southern markets declining, and the weather at the South turned warmer, while the movement of the crop showed a steady, though moderate, increase. Against all these influences the bulls had little that was effective to interpose beyond the small stocks at this market and the relative cheapness of values here. On Tuesday morning, however, the bulletin from the United States Signal Service predicted frost in the Southwest, eausing a brisk demand to cover contracts, upon which prices advanced sharply, revealing the extreme sensitiveness of the market. On Wednesday the frost prediction was not realized and Liverpool was dull and weak, causing this market to show renewed weakness; but with the experience of Tuesday before them the bears showed little disposition to "go short." Yesterday, with a renewal of frost accounts, an early decline was quickly recovered and the close was slightly dearer. The market to-day was dull, and the fluctuations were very slight. October options have been an exceptional feature of the mar-

October options have been an exceptional feature of the market, fluctuating under speculative manipulation. Cotton on the spot declined 1-16c. on Tuesday, and to-day the market closed at 10 9-16c. for middling uplands.

The total sales for forward delivery for the week are 440,600 bales. For immediate delivery the total sales foot up this week 5,586 bales, including 3,857 for export, 1,729 for consumption, — for speculation, and — in transit. Of the above — bales were to arrive. The following are the official quotations for each day of the past week—October 12 to October 18.

UPLANDS.	Nat.	Mon	Tues	Wed	Th.	Pri.
Ordinary % 1b.		778	7131+		71816	
Strict Ordinary	8 16	8.18	914	814 918	814 918	814 918
Strict Good Ordinary	958	958	9'16	99.8	8,18	9916
Low Middling	1018	1018	1012H	10116.	10116	10118
Strict Low Middling	107 ₁₈ 105 ₈	10 18	103 ₈ 10'16	1038	1038	1038
Good Middling.		1078	10116		101316	1013
Strict Good Middling	11'16	11116	11	11	11	11
Middling Fair		$\frac{11^{1_2}}{12}$	11714	11750	11710 .	11716
	112	112	11,000	II ole	1115,	TTIOIS
GULF.	SHE.	****	Files	had	Th.	Fri.
Ordinary % 1b.	818	848	S116	81,		18116
Strict Ordinary		84JH	812	812	812	872
Good Ordinary Strict Good Ordinary	9 1m 97a	97.6	938	913i6	938	938
Low Middling	1038	1038	10 10	10518	1016	10516
Strict Low Middling	1011	10111		10%	1058	1008
Middling. Good Middling	10/8	107 ₈	101214	10131	101 16	101816
Striot Good Middling	11 11		1114	1114	11116.	1134
Middling Fau	1134	1131	1111.40	11 11.	111110	711110
Fair.	124	124	123,0	12 16	1231.	12316
STAINED.	SHE.	(TH tra)	Tues	Wed	Th.	Fri.
Good Ordinary 39 1b.	734	731	71116	711,0	71118	71116
Strict Good Ordinary	838	838	8516	8518	8516	8516
Low Middling	95.6	95tm	914	914	914	94
174 IUICA 111K	10.8	1078	10116	LULIA	1011a	10176

MARKET AND SALES.

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

		SALE	S OF SE	D TRA	NSIT.	FUTURES.		
	SPOT MARKET CLOSED.	Ex- port.	Con-		Tran-	Total.	Sales.	D'liv- eries.
Mon .	Dull	3,837	217			4,407	83,500	
Wed.	Onlet at 116 dec. Steady Steady	••••	$270 \\ 254 \\ 183$			270 254 183		****
Fr1	Quiet & steady.		255			253	59,600	
Total		3,857	1,729			5,586	440,600	

The dally achieves given above are actually delivered the day previous to that on which they are reported.

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

TOT	lown	ig comp	reneusiv	e table;					
Sales since Sep.1,'89'	Tetal sales this week. Average price, week.	Friday, Oct. 18— Dull. Aver 10·50 Aver 10·10 Aver 10·05 Aver 10·04 Aver 10·10 Aver 10·16 Sales, total	Thursday, Oct. 17— Variable, 69,100 Prices paid (range) 10.00 ± 10.49 Firmer.	Wednesday, Oct.16— Easter, Sales, Iotal. 60,300 Prices paid (range) 10 04 a 10 49 Closing. Dull.	Tuesday, Oct. 15— Variable. Aver10·43 Aver10·05 Aver10·06 Aver10·12 Aver10·19 Aver10·26 Aver10·32 Aver10·33 Aver10·34 Aver10·35 Ave	Monday, Oct. 14— Lower. 83,500 Prices paid (range) 10.05 a 10.58 Clesing Easy.	Saturday, Oct. 12— Sales, total	FUTURES.	Market, Prices and Sales of
2,499,400	440,600	Dull. 50,600 10.03 @ 10.53 Steady.			Variable. 117,700 10.01 a 10.49 Firmer.		Irregular. 59,400 10:10 - 10:60 Irregular.	Total Sales.	Markel, Range and
5.43,100	86,500 10.49	Aver10:50 8,400 10:47 @ 10:53 10:50 — 10:51	Aver10.45 14,800 10.39 \$\tilde{a}\$10.49 10.49-10.50	Aver10.47 14,800 10.43.10.49 10.43-10.44	Aver10.43 21,100 10.38 \alpha 10.49 10.45— —	Aver10.53 12,900 10.45@10.58 10.45—10.46	Aver10.57 14,500 10.52@10.60 10.56—10.57	October.	U
320,300	55,200 10·10	Aver10·10 8,200 10·09@10·11 10·09—10·11	Aver10.06 7.700 10.03 \$10.11 10.10-10.11	$\begin{array}{c} \text{Aver} 10 \cdot 47 \text{ Aver} 10 \cdot 08 \text{ Aver} 10 \cdot 08 \text{ Aver} 10 \cdot 05 \text{ Aver} 10 \cdot 11 \text{ Aver} 10 \cdot 18 \text{ Aver} 10 \cdot 25 \text{ Aver} 10 \cdot 21 \text{ Aver} 10 \cdot 25 $	Aver10.08 9,600 10.03@10.13 10.09-10.10	Aver10·12 14,800 10·09 \(\varepsilon\) 10·14	Aver10·15 8,100 10·13 z 10·16 10·13—10·14	November.	
355,000	52,400 10.07	Aver10.05 5,100 10.04 a 10.07 10.05—10.06	Aver10.04 8,600 10.00 410.07 10.06—10.07	Aver 10.05 8,700 10.04@10.07 10.03—10.04	Aver10-06 13,700 10-01@10-10 10-07—10-08	Aver10.08 9,700 10.05#10.10 10.05-10.06	Aver 10·12 6,600 10·10 <i>a</i> 10·14 10·09—10·10	December.	
484,300	91,700	Aver10.04 11,000 10.03 ~ 10.04 10.03 — 10.04	Aver 10.02 15,000 10.00210.06 10.05—10.06	Aver 10.05 7,800 10.04 \$10.06 10.08—10.04	Aver10.06 25,400 10.01@10.10 10.07—10.08	Aver10.08 18,800 10.06@10.10 10.95—10.06	Aver10.11 13,700 10.10@10.14 10.10—10.11	January.	DAILY PI
200,400	43,500 10·12	Aver10·10 3,100 10·09-10·11 10·09-10·10	Aver10.09 9,000 10.06 \(\) 10.12 10-11-10.12	Aver10.11 9.100 10.10.0.10.13	Aver10·12 13,300 10·07æ10·17 10·13—10·14	Aver10·15 6,800 10·12@10·17 10·11—10·12	Aver10·18 2,200 10·16 " 10·20 10·17—10·18	February.	RICES AND
218,100	56,000	Aver10·16 7,100 10·15 · 10·17 10·15—10·16	Aver10-16 7,500 10-14 <i>a</i> 10-19 10-17-10-18	Aver10·18 7,800 10·17@10·19 10·16—10·17	Aver10·19 16,500 10·14æ10·24 10·20—10·21	Aver 10.21 11,500 10.18@10.23 10.18—10.19	Aver10.24 5,300 10.23 a 10.27 10.23—10.24	March.	SALES OF
78,400	18,000 10-26	Aver10.22 1,100 - @10.22 10.21-10.22	Aver10:20 300 10:20@16:21 10:24—10:25	Aver10:25 1,690 10:24 #10:25 10:23—10:24	Aver10.26 6,900 10.21@10.30 10.27—10.28	Aver10.29 4,400 10.25@10.30 10.25—10.26	Aver10.32 3,700 10.30@10.34 10.30—10.31	[April.	DAILY PRICES AND SALES OF FUTURES
69,200	15,100 10.82	Aver10-29 1,600 10-28 #10-29 10-28 10-29	Aver10-28 2,000 10-26 a 10-31 10-30—10-31	Aver10-31 1,700 10-30 210-33 10-29-10-30	Aver10:32 7,300 10:27 & 10:37 10:34—10:35	Aver 10.35 1,400 10.35 @10.36 10.31—10.32	Aver10-38 1,100 10-36 à 10-39 10-36—10-37	May.	FOR EACH
65,800	11,709 10.38	$\begin{array}{c}10 \cdot 22 \\ 1,100 \\ 1,600 \\ 010 \cdot 22 \\ 10 \cdot 23 \cdot a \cdot 10 \cdot 29 \\ 10 \cdot 24 \cdot a \cdot 10 \cdot 29 \cdot 10 \cdot 34 \cdot a \cdot 10 \cdot 36 \\ -10 \cdot 22 \cdot 10 \cdot 28 - 10 \cdot 29 \cdot 10 \cdot 34 \cdot a \cdot 10 \cdot 36 \\ \end{array}$	Aver10.33 2,800 10.31 a 10.37 10.36—10.37	Aver10.37	Aver10.39 3,100 10.33 \(\bar{a}\)10.42 10.40—10.41	Aver10.41 1,000 10.40 ",10.42 10.37—10.38	Aver. 10.44 200 	June.	MONTH.
13,800	8,100 10.43	Aver16:40 100 20:40 10:39-10:41	Aver 10.39 1,200 10.38 ā 10.40 10.41—10.42	Aver10.42 100 - 7 10.42 10.40-10.41	Aver10.43 700 10.39 \(\frac{1}{2}\)10.45	Aver10.45 2,000 10.44210.47 10.41-10.43	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	July.	٠
2,400	2,400 10·46	$\begin{array}{c} \text{A ver }10 \cdot 50 \text{ Aver }10 \cdot 10 \text{ Aver }10 \cdot 10 \text{ Aver }10 \cdot 04 \text{ Aver }10 \cdot 10 \text{ Aver }10 \cdot 10 \text{ Aver }10 \cdot 22 \text{ Aver }10 \cdot 29 \text{ Aver }10 \cdot 35 \text{ Aver }10 \cdot 34 \text{ Aver }10 \cdot 35$	$\begin{array}{c} \text{Aver} : .10 \cdot 45 \text{ Aver} : .10 \cdot 06 \text{ Aver} : .10 \cdot 06 \text{ Aver} : .10 \cdot 02 \text{ Aver} : .10 \cdot 09 \text{ Aver} : .10 \cdot 16 \text{ Aver} : .10 \cdot 28 \text{ Aver} : .10 \cdot 33 \text{ Aver} : .10 \cdot 39 \text{ Aver} : .10 \cdot 39 \text{ Aver} : .10 \cdot 39 \text{ Aver} : .10 \cdot 30 $	$\begin{array}{c} \text{Aver} : .10 \cdot 47 \text{ Aver} : .10 \cdot 08 \text{ Aver} : .10 \cdot 05 \text{ Aver} : .10 \cdot 05 \text{ Aver} : .10 \cdot 11 \text{ Aver} : .10 \cdot 18 \text{ Aver} : .10 \cdot 25 \text{ Aver} : .10 \cdot 37 \text{ Aver} : .10 \cdot 42 \text{ Aver} : .10 \cdot 47 $	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$ \begin{array}{c} \text{Aver} \cdot10 \cdot 53 \text{ Aver} \cdot10 \cdot 12 \text{ Aver} \cdot10 \cdot 08 \text{ Aver} \cdot10 \cdot 08 \text{ Aver} \cdot10 \cdot 15 \text{ Aver} \cdot10 \cdot 21 \text{ Aver} \cdot10 \cdot 25 \text{ Aver} \cdot10 \cdot 35 \text{ Aver} \cdot10 \cdot 41 \text{ Aver} \cdot10 \cdot 45 \text{ Aver} \cdot10 \cdot 50 $	Aver	August.	
		Aver	Aver	Aver	Aver	Aver	Aver	September.	

* Includes sales in September, 1889, for September, 147,600.

We have included in the above table, and shall continue each week to give, the average price of futures each day for each month. It will be found under each day following the abbrevlation "Aver." The average for each month for the week is also given at bottom of table.

Trausferable Orders—Saturday, 10·60e.; Monday, 10·50e.; Tuesday 10·50e.; Wednesday, 10·45e.: Tharsday, 10·50e.; Friday, 10·55e.

The following exchanges have been made during the week.

*20 pd. to exch. 700 Jan. for April. | *01 pd. to exch. 100 Jan. for Dec. *03 pd. to exch. 1,000 Jan. for Nov. *12 pd. to exch. 1,000 Dec. for Jan. *06 pd. to exch. 300 Meh. for Oct. *13 pd. to exch. 3,000 Jan. for lan. *14 pd. to exch. 3,000 Jan. for lan. *14 pd. to exch. 3,000 Jan. for lan. *14 pd. to exch. 3,000 Jan. for lan. *14 pd. to exch. 1,000 Jan. for Meh. *12 p ** exch. 100 Jan. for Nov. *14 pd. to exch. 100 Jan. for Nov. *12 p ** exch. 100 May for Oct. *15 pd. to exch. 100 Jan. for Nov. *16 pd. to exch. 100 Jan. for Nov. *17 pd. to exch. 100 Jan. for Nov. *18 pd. to exch. 100 Jan. for Nov. *19 pd. to exch. 100 Jan. for Nov. *19 pd. to exch. 100 Jan. for Nov. *19 pd. to exch. 100 Jan. for Nov. *10 pd. to exch. 100 Jan. for Nov. *10 pd. to exch. 100 Jan. for Dec. *10 pd. to exch. 100 Jan. for Dec. *10 pd. to exch. 100 Jan. for Pob. *10 pd. to exch. 100 Jan. for Pob. *10 pd. to exch. 100 Jan. for Nov. *10

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

the United States, includin	g in it th	e exports	of Frida	y only.
	1880.	1888.	1887.	1886.
Stock at Liverpoolbales	354,000	250,000	434,000	294,000
Stock at London	22,000	8,000	41,000	19,000
		0,000	21,000	13,000
Total Great Britain stock.	376,000	258,000	475,000	312,000
Stock at Hamburg	1,500	2,000	4,000	
Stock at Bremen	17,500	8,500		1,300
Stock at Amsterdam	5,000		37,900	16,600
Stock at Rotterdam	200	3,000	20,000	11,000
Stock at Antwerp				300
Stock at Havre	8,000	600	900	900
Stock at Marseilles	58,000	70,000	136,000	103,000
Crock at Marsonios	4,000	2,000	2,000	6,000
Stock at Barcelona	20,000	30,000	17,000	28,000
Stock at Genoa	6,000	5,000	4,000	19,000
Stock at Trieste	5,000	6,000	11,000	12,000
Made I Classic and advantage	107.000	445 400	-	
Total Continental stocks	125,200	127,400	233,000	188,100
W-4 3 W - 4-4	20400			
Total European stocks	501,200	385,400	708,000	500,100
India cotton affoat for Europe.	42,000	21,000	60,000	44,000
Amer. cott'n afloat for Europe.	447,000	247,000	476,000	360,000
Egypt, Brazil, &c., afit for E'r'pe	32,000	20,000	42,000	32,000
Stock in United States ports	483,831	515,913	580,495	553,322
Stock in U. S. interior towns	100,795	147,466	200,435	159,780
United States exports to-day.	21,038	27,257	20,437	37.349
Total visible supply	1,627,884	1,364,036	2.087.367	1.685,551
Total visible supply Of the above, the totals of Ameri	1,627,864 lean and of	1,364,036 her descri	2.087,367 ptlons are s	1.685,551 s follows:
Of the above, the totals of American—	1,627,864 lean and of	1,364,036 her descri	2.087,367 ptlons are a	1,685,551 is follows:
Of the above, the totals of American— Liverpool stockbales	1,627,864 lean and of	her descri	ptions are a	s follows:
Of the above, the totals of American— Liverpool stockbales	193,000	her descri	208,000	134,000
Of the above, the totals of American— American— Liverpool stockbales Continental stocks	193,000 40,000	150,000 54,000	208,000 82,000	134,000 80,000
Of the above, the totals of American— Liverpool stockbales Continental stocks American affoat for Europe	193,000 40,000 447,000	150,000 54,000 247,000	208,000 82,000 476,000	134,000 80,000 360,000
Of the above, the totals of American— Liverpool stockbales Continental stocksAmerican affoat for Europe United States stock	193,000 40,000 447,000 483,331	150,000 54,000 247,000 515,913	208,000 82,000 476,000 580,495	134,000 80,000 360,000 553,322
Of the above, the totals of American— Liverpool stockbales Continental stocks American afloat for Europe United States stock United States interior stocks	193,000 40,000 447,000 483,331 100,795	150,000 54,000 247,000 515,913 147,466	208,000 82,000 476,000 580,495 200,435	134,000 80,000 360,000 553,322 158,780
Of the above, the totals of American— Liverpool stockbales Continental stocksAmerican affoat for Europe United States stock	193,000 40,000 447,000 483,331	150,000 54,000 247,000 515,913	208,000 82,000 476,000 580,495	134,000 80,000 360,000 553,322
Of the above, the totals of American— Liverpool stockbales Continental stocksAmerican affoat for Europe United States stock United States interior stocks United States exports to-day.	193,000 40,000 447,000 483,931 100,793 21,038	150,000 54,000 247,000 515,913 147,466 27,257	208,000 82,000 476,000 580,495 200,435 20,437	134,000 80,000 360,000 553,322 152,780 37,349
Of the above, the totals of Amer. American— Liverpool stockbales Continental stocks American affoat for Europe United States stock. United States interior stocks United States exports to-day. Total American	193,000 40,000 447,000 483,931 100,793 21,038	150,000 54,000 247,000 515,913 147,466 27,257	208,000 82,000 476,000 580,495 200,435 20,437	134,000 80,000 360,000 553,322 152,780 37,349
Of the above, the totals of American— American— Liverpool stockbales Continental stocksAmerican affoat for Europe United States stock United States interior stocks United States exports to-day. Total American East Ind.an, Brazil, 4c,—	193,000 40,000 447,000 483,331 100,793 21,038	150,000 54,000 247,000 515,913 147,466 27,257 1,141,636	208,000 82,000 476,000 580,495 200,435 20,437 1,567,367	134,000 80,000 360,000 553,322 152,780 37,349 1,323,451
Of the above, the totals of Amer. Amer.can— Liverpool stockbales Continental stocks American afloat for Europe United States stock. United States interior stocks United States exports to-day. Total American. East Ind.an, Brazil, dc.— Liverpool stock.	193,000 40,000 447,000 483,931 100,795 21,038 1,285,664 161,000	150,000 54,000 247,000 515,913 147,466 27,257 1,141,636	208,000 82,000 476,000 580,495 200,435 20,437 1,567,367	134,000 80,000 360,000 553,322 152,780 37,349 1,323,451 160,000
Of the above, the totals of Amer. Amer.can.— Liverpool stock bales Continental stocks American affoat for Europe United States stock United States interior stocks United States exports to-day. Total American	193,000 40,000 447,000 483,931 100,795 21,038 1,285,664 161,000 22,000	150,000 54,000 247,000 515,913 147,466 27,257 1,141,636	208,000 82,000 476,000 580,495 200,435 20,437 1,567,367 226,000 41,000	134,000 80,000 360,000 553,322 152,780 37,349 1,323,451 160,000 18,000
Of the above, the totals of Amer. American— Liverpool stock	193,000 40,000 447,000 483,331 100,795 21,038 1,285,664 161,000 22,000 85,200	150,000 54,000 247,000 515,913 147,466 27,257 1,141,636 100,000 8,000 73,400	208,000 82,000 476,000 580,495 200,435 20,437 1,567,367 226,000 41,000 151,000	134,000 80,000 360,000 553,322 152,780 37,349 1,323,451 160,000 18,000 108,100
Of the above, the totals of Amer. Amer.can.— Liverpool stock	193,000 40,000 447,000 483,931 100,795 21,038 1,285,664 161,000 22,000 85,200 42,000	150,000 54,000 247,000 515,913 147,466 27,257 1,141,636 100,000 8,000 21,000	208,000 82,000 476,000 580,495 200,435 20,437 1,567,367 226,000 41,000 151,000	134,000 80,000 360,000 553,322 152,780 37,349 1,323,451 160,000 18,000 108,100
Of the above, the totals of Amer. Amer.can.— Liverpool stock	193,000 40,000 447,000 483,331 100,795 21,038 1,285,664 161,000 22,000 85,200	150,000 54,000 247,000 515,913 147,466 27,257 1,141,636 100,000 8,000 73,400	208,000 82,000 476,000 580,495 200,435 20,437 1,567,367 226,000 41,000 151,000	134,000 80,000 360,000 553,322 152,780 37,349 1,323,451 160,000 18,000 108,100
Of the above, the totals of Amer. Amer.can— Liverpool stock	193,000 40,000 447,000 483,331 100,795 21,038 1,285,664 161,000 22,000 85,200 42,000 32,000	150,000 54,000 247,000 515,913 147,466 27,257 1,141,636 100,000 8,000 21,000 20,000	208,000 62,000 476,000 580,435 200,435 20,437 1,567,367 226,000 41,000 60,000 42,000	134,000 80,000 360,000 553,322 152,780 37,349 1,323,451 160,000 18,000 44,000 32,000
Of the above, the totals of Amer. Amer.can— Liverpool stock	193,000 40,000 447,000 483,931 100,795 21,038 1,285,664 161,000 22,000 85,200 32,000 342,200	150,000 54,000 247,000 515,913 147,466 27,257 1,141,636 100,000 8,000 73,400 20,000 222,400	208,000 82,000 476,000 580,495 200,435 20,437 1,567,367 226,000 41,000 151,000 42,000	134,000 80,000 553,322 152,780 37,349 1,323,451 160,000 18,100 44,000 32,000
Of the above, the totals of Amer. Amer.can— Liverpool stock	193,000 40,000 447,000 483,931 100,795 21,038 1,285,664 161,000 22,000 85,200 32,000 342,200	150,000 54,000 247,000 515,913 147,466 27,257 1,141,636 100,000 8,000 73,400 20,000 222,400	208,000 62,000 476,000 580,435 200,435 20,437 1,567,367 226,000 41,000 60,000 42,000	134,000 80,000 553,322 152,780 37,349 1,323,451 160,000 18,100 44,000 32,000
Of the above, the totals of Amer. Amer.can.— Liverpool stock	193,000 40,000 447,000 483,931 100,795 21,038 1,285,664 161,000 22,000 85,200 42,000 32,000 342,200 1,285,664	150,000 54,000 247,000 515,913 147,466 27,257 1,141,636 100,000 8,000 73,400 21,000 22,400 1,141,636	208,000 82,000 476,000 580,495 200,435 20,437 1,567,367 226,000 41,000 41,000 42,000 520,000 1,567,367	134,000 80,000 553,322 152,780 37,349 1,323,451 160,000 18,000 108,100 32,000 362,100 1,323,451
Of the above, the totals of Amer. American— Liverpool stock	193,000 40,000 447,000 483,331 100,795 21,038 1,285,664 161,000 85,200 42,000 32,000 342,200 1,285,664 1,627,861	150,000 54,000 247,000 515,913 147,466 27,257 1,141,636 100,000 73,400 21,000 21,000 222,400 1,141,636	208,000 82,000 476,000 580,495 200,435 20,437 1,567,367 220,000 41,000 40,000 520,000 1,567,367 20,000 20,000 20,000 20,000	134,000 80,000 360,000 553,322 158,780 37,349 1,323,451 160,000 108,100 44,000 32,000 362,100 1,323,451
Of the above, the totals of Amer. Amer.can— Liverpool stock	193,000 40,000 447,000 483,931 100,795 21,038 1,285,664 161,000 22,000 85,200 32,000 342,200 1,285,664 1,627,861 61 ₁₆ d.	150,000 54,000 247,000 515,913 147,466 27,257 1,141,636 100,000 8,000 73,400 20,000 21,000 22,400 1,141,636 1,364,036	208,000 82,000 476,000 530,495 200,435 20,437 1,567,367 226,000 41,000 42,000 520,000 1,567,367 367,367	134,000 80,000 360,000 553,322 152,782 37,349 1,323,451 160,000 18,000 108,100 32,000 36,100 1,323,451 1,685,551 5516d.
Of the above, the totals of Amer. Amer.can.— Liverpool stock	193,000 40,000 447,000 483,931 100,795 21,038 1,285,664 161,000 22,000 85,200 32,000 342,200 1,285,664 1,627,861 6 ¹ 16d, 10 ⁹ 1cc,	150,000 54,000 247,000 515,913 147,466 27,257 1,141,636 100,000 23,000 21,000 222,400 1,141,636 51'1, d.	208,000 82,000 476,000 580,495 200,435 20,437 1,567,367 226,000 41,000 42,000 520,000 1,567,367 20,000 1,567,367	134,000 80,000 360,000 553,322 152,780 37,349 1,323,451 160,000 18,000 108,100 362,100 1,323,451 1,685,551 51,6d 914c
Of the above, the totals of Amer. Amer.can— Liverpool stock	193,000 40,000 447,000 483,931 100,795 21,038 1,285,664 161,000 22,000 85,200 32,000 342,200 1,285,664 1,627,861 6 ¹ 16d, 10 ⁹ 1cc,	150,000 54,000 247,000 515,913 147,466 27,257 1,141,636 100,000 23,000 21,000 222,400 1,141,636 51'1, d.	208,000 82,000 476,000 580,495 200,435 20,437 1,567,367 226,000 41,000 42,000 520,000 1,567,367 20,000 1,567,367	134,000 80,000 360,000 553,322 152,780 37,349 1,323,451 160,000 18,000 108,100 362,100 1,323,451 1,685,551 51,6d 914c

17,000 bales.

The above figures indicate an increase in the cotton in sight to-night of 263,823 bales as compared with the same date of 1888, a decrease of 459,503 bales as compared with the corresponding date of 1887 and a decrease of 57,687 bales as compared with 1886.

AT THE INTERIOR TOWNS the movement—that is the receipts for the week, and since September 1, the shipments for the week and the stocks to-night, and the same items for the corresponding period of 1888—is set out in detail in the following statement.

-0240	and sector			
	Tarboro, N. C.f Louisville, Ky* Little Rock, Ark Brenham, Texas. Houston, Texas.	Total, old towns. Nowberry, S. C Raicigh, N. C.	Augusta, Ga Zolmalua, Ga. Macou, Ga. Montgomery, Ala Selina, Ala. Memphis, Tenn nailville, Tenn. Dallas, Texas. Sheveport, La. Victaburg, Miss. Columbus, Miss. Enfaula, Ala. Allanta, Ga. Griffin, Ga. Allanta, Ga. Charlote, N. C. St. Louis, Mo. Cheinnati, Ohio	
180,584	n en	1,200 1,500	The veck, 11,520 3,593 3,090 11,303 3,000 11	Non
	1,026 10,821 12,545 278,397	424,449 3,827 5,031	Receipts. 8-8-pt.17-89. 20 50,229. 20 50,229. 20 50,229. 20 50,229. 20 50,229. 20 50,229. 20 50,229. 20 50,229. 20 50,229. 20 63,55. 27,244. 28,55. 27,244. 28,55. 28,56. 38,56. 38,56. 38,56. 38,56. 38,56. 38,56. 38,56. 38,56. 38,56. 38,56. 38,56. 38,56. 38,56. 38,56. 38,56. 38,56. 38,56.	07 11
	205 100 2,287 1,108 57,432	89,783 1,200 1,300	Shipm'ta This work: 12,1182 2,900 10,447 15,2466 11,577 2,4417 1,7122 1,7122 1,7122 1,7123 1,761 1,761 1,762	Oct. 18, 1
	27,533 27,533 27,533	109,795	Slock Oct. 18. 3.996 1.425 1.5618 3.7	1889.
176,901	4,143 900 38,822	129,231 1,429 2,085	This vocek. 10,610 3,964 4,844 4,844 1,630 1,457 5,1457 5,1457 1,630 1,950 1,950 2,263 1,950 2,263 1,950 2,263 1,950 2,24,179 2,4,179 2,4,179	Мов
682,401	1,784 1,1784 13,288 9,200 214,339	431,440 3,096 8.116	** Sept. 1 '88. 10 37.207 44 23.438 57 42.638 57 42.638 57 42.638 57 42.638 57 42.638 57 42.638 58 1 4.648 59.114 60.0 16.482 60.157 60.157 60.157 60.157 60.157 60.158	01 1
141,597	3,781 3,781 36,087	97,801 1,429 1,164	8n4pm'ts 1neck necks necks 1.728 8.376 4.728 3.4728 2.5,641 1.209 2.711 1.108 1.1	Oct. 19, 18
174,971	1 1 4 62 8 1 1 8 4 22 3 1 8 4 22 3 1 8 4 22 3	147,466	Stock Oct. 19. 7,416 6,743 5,1411 17,661 17,661 17,661 1,635 1,503	1888.

* 1888 figures are for Palestine. † 1888 figures are for Petersbarg, Va. † The figures for Louisville in both years are "net," † This year's figures estimated.

The above totals show that the old interior stocks have increased during the week 24,675 bales, and are to-night 46,671 bales less than at the same period last year. The receipts at the same towns have been 14,773 bales less than the same week last year, and since Sept. 1 the receipts at all the towns are 54,295 bales more than for the same time in 1888.

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

Week ending	CLOSING QUOTATIONS FOR MIDDLING COTTON ON-									
Oct. 18.	Satur.	Mon.	Tues. Wednes.		Thurs.	Fri.				
Galveston New Orleans	9 ¹⁵ 18	97 ₈ 97 ₈	91816	93 <u>4</u> 913 ₁₈	93 <u>t</u> 93 <u>t</u>	91118				
Mobile Sayannah	97 ₈ 911 ₁₈	978 958	93 <u>1</u>	934	91118	91116				
Charleston Wilmington .	10 103 ₁₈	10 103 ₁₈	97 ₈ 101 ₁₆	10	97 ₈ 97 ₈	934				
Nerfolk Boston	103 ₁₆ 103 ₁ @7 ₈	1018	101 ₁₀ 1034 & 78	101 ₁₈ 105, 234	10 1058 7 34	10 1058 7 34				
Baltimore Phlladelphia	10 ⁵ 8	10 ⁵ 8	$\frac{10^{1}2}{10^{7}8}$	101 ₂ 1013 ₁₆	10 ¹ 2 10 ¹ °16	10 ¹ ₂ 10 ¹ 18				
Augusta Memphis	93 <u>4</u> 10	10	915 ₁₆	934 934	91 ₂ 97 ₈	91 ₂ 91 ₃ 18				
St. Louis Cincinnati Louisville	101 ₁₆ 103 ₈	10 1038 104	915 ₁₆ 10 ¹ 4 10 ¹ 4	978 1014 1014	913 ₁₈ 10 ¹ 4 10 ¹ 4	104				

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

Atlanta Columbus, Ga.	938	Little Rock Rome	958	Natchez Selma	93 ₁₈ 93 ₈
Columbus, Miss Eufaula		Montgomery Nashville	$9^{1_{2}}$ $9^{3_{4}}$	Shreveport	938

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

Week Ending —		Receip	ts at the	Ports.	St'k at	Interior	Towns.	Rec'pts from Plan 'ns.		
		1887.	1888.	1889.	1887,	1888.	1889.	1887.	1888.	1889,
Sept	. 18	128,041	45,691	92,991	53,512	21,291	23 022	143,799	49,154	99,240
61	20	187.740	80,677	136,84-	82,554	86 508	26,529	317,782	101,591	139,815
8.5	27	238,745	128,399	191,843	118.041	61,171	39,782	275,152	158,36	205,064
Óct.	4	251,1>6	190,584	245,974	147 999	98,210	76,761	280,224	227,3 4	282.373
6.6	11	376,876	250,644	278.609	179,580	139,667	111.20:	308 457	292 101	303,053
11	18.	271,799	263,265	304,501	229,700	174,971	188,874	321,919	298,567	331,870

The above statement shows: 1.—That the total receipts from the plantations since September 1, 1889, are 1,422,213 bales; in 1888 were 1,167,002 hales; in 1887 were 1,660,507 bales.

2.—That, although the receipts at the outports the past week were 304,501 bales, the actual movement from plantations was 331,670 bales, the halance going to increase the stocks at the interior towns. Last year the receipts from the plantations for the same week were 298,567 bales and for 1887 they were 321,919 bales. 321,919 bales.

AMOUNT OF COTTON IN SIGHT OCT. 18.—In the table below we give the receipts from plantations in another form, and add to them the net overland movement to Oct. 1, and also the takings by Southern spinners to the same date, so as to give substantially the amount of cotton now in sight.

	1889.	1888.	1887.	1886.
Receipts at the ports to Oct. 18 Interior stocks on Oct. 18 in	1,296,283	1,007,406	1,454,637	1,085,318
excess of September 1	125,930	159,596	205,870	137,461
Tot. receipts from plantat'ns Net overland to October 1 Southern cousumpt'n to Oct. 1	14,060	9,092	39,462	19,635
Tetal in sight October 18	1,474,273	1,212,094	1,734,969	1,274,414
Northern spinners' takings to October 18.	159,598	210,864	252,357	_198,176

It will be seen by the above that the increase in amount in sight to-night, as compared with last year, is 262,179 bales, the decrease as compared with 1887 is 260,696 bales and the increase over 1886 is 199,859 bales.

WEATHER REPORTS BY TELEGRAPH.—Our telegraphic advices from the South to-night are of a very satisfactory tenor. They indicate a continuation of favorable dry weather and a consequent rapid gathering of the crop. There seems to have been no frost this week anywhere, except a light frost at Memphis.

Galveston, Texas.-The weather has been dry all the week. The thermometer has averaged 72, the highest being 82 and the lowest 62.

Palestine, Texas.-There has been no rain all the week. The thermometer has averaged 67, ranging from 48 to 85.

Huntsville, Texas.-We have had dry weather all the week, The thermometer has ranged from 54 to 86, averaging 70.

Dallas, Texas.-Dry weather has prevailed all the week. Notwithstanding short crops in a few sections the yield of cotton in Texas will be the largest on record, and the chances are that much will never be picked from sheer inability. Average thermometer 71, highest 86, lowest 56.

San Antonio, Texas.-It has been showering on two days of the week, the rainfall reaching twenty-eight hundredths of an inch. The thermometer has averaged 66, the highest being 84 and the lowest 49.

Luling, Texas.—The weather has being dry all the week. greatly favoring cotton picking. The thermometer has averaged 72, ranging from 58 to 86.

Columbia, Texas.-There has been no rain all the week, The thermometer has ranged from 54 to 84, averaging 69.

Cuero, Texas.-We have had dry weather all the week. Average thermometer 69, highest 88, lowest 50.

Brenham, Texas.-Under the favoring influence of dry weather picking is making good progress. The thermometer has averaged 72, the highest being 86 and the lowest 57.

Bellon, Texas.-No rain has fallen all the week. The thermometer has averaged 72, ranging from 58 to 86.

Weatherford, Texas.-With the exception of one light rain (drizzle) the weather has been dry during the week, and picking is active. The rainfall reached one hundredth of an inch. Wheat planting is progressing. The thermometer has ranged. from 58 to 84, averaging 71.

New Orleans, Louisiana.-There has been no rain all the week. Average thermometer 70.

Shreveport, Louisiana.—There has been an inappreciable rainfall during the week. The thermometer has averaged 66, the highest being 85 and the lowest 46.

Leland, Mississippi.—The weather continues pleasant. The thermometer has ranged from 34 to 92, averaging 64.9.

Greenville, Mississippi.—We have had no rain all the week,.

Greenville, Mississippi.—We have had no rain all the week. Picking is progressing favorably. The top crop is claimed to be short Average thermometer 64, highest 81, lowest 45. Clarksdale, Mississippi.—The weather has been dry since last report, favoring cotton gathering.

Vicksburg, Mississippi. — With dry weather all the week picking is progressing rapidly and cotton is being marketed freely. The thermometer has averaged 67, ranging from 43 freely. to 86.

Columbus, Mississippi.-There has been no rain all the week.

Columbus, Mississippi.—There has been no rain all the week, The thermometer has averaged 63, ranging from 46 to 80.

Little Rock, Arkansas.—The past week has been clear and pleasant, except Sunday morning, when there was a very light shower, the precipitation being twelve hundredths of an inch. The weather could not be better for gathering the crop and farmers are making the most of it. The thermometer has ranged from 44 to 80, averaging 63.

*Ielena, Arkansas.—There has been no rain thus far this month. Cotton is opening rapidly and picking makes good progress. Farmers are taking advantage of the good weather to get cotton in and are not ginning. Average thermometer 62, highest 82, lowest 40.

to get cotton in and are not ginning. Average thermometer 62, highest 82, lowest 40.

Memphis, Tennessee.—We had light rain on Saturday night

Memphis, Tennessee.—We had light rain on Saturday night to the extent of eighteen hundredths of an inch, but rain is now threatened. Cotton is not being ginned and marketed as rapidly as last year, as farmers are taking advantage of the good weather to gather their crop. There was a light frost in this vicinity on Tuesday morning, but without damage. The thermometer here has averaged 62, the highest being 83.5 and the lowest 40.5 the lowest 40.5.

the lowest 40.5.

Nashville, Tennessee.—It has rained on one day of the week, the rainfall reaching forty hundred hs of an inch. The thermometer has averaged 59, ranging from 38 to 83.

Monlgomery, Alabama.—The weather has been warm and dry all the week—excellent weather for gathering the crop, and it is being taken advantage of. The crop is turning out splendidly, both as regards quantity and quality. Average thermometer 65, highest 86, lowest 43.

Mobile, Alabama.—We have had no rain all the week, but the weather is threatening to-day. Picking and marketing are active, and the crop splendid. The thermometer has ranged from 46 to 84, averaging 66.

Selma, Alabama.—The weather has greatly favored cotton picking. The thermometer has averaged 68, the highest being 88 and the lowest 42.

picking. The therme 88 and the lowest 42.

Auburn, Alabama.-No rain all the week. The thermom-

eter has averaged 62.6, ranging from 39 to 82.

Madison, Florida.—Telegram not received.

Columbus, Georgia.—We have had no rain all the week.

Average thermometer 67, highest 78, lowest 45.

Savannah, Georgia.—The weather has been pleasant all the week. The thermometer as averaged 63, the highest being 85 and the lowest 42. and the lowest 42.

Augusta, Georgia.—The weather has been clear and pleasant all the week and accounts from the crop continue good. Cotton is coming in freely. The thermometer has averaged 62, ranging from 38 to 87.

Charleston. South Carolina.—We have had no rain all the

Charleston. South Carolina.—We have had no rain all the week. Average thermometer 63, highest 84, lowest 45.

Stateburg, South Carolina.—We have had no rain all the week, and it is claimed to be needed. The thermometer has averaged 61, the highest being 81 6 and the lowest 41.

Wilson, North Carolina.—There has been rain on two days of the week, the rainfall reaching forty-eight hundredths of an inch. The thermometer has ranged from 12 to 76, averaging the state of the ing 59.

The llowing statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock October 17, 1889. and October 18, 1888.

	Oct. 1	7, '89.	Oct. 18, '88.		
		Inch.	Feet.	Inch.	
New Orleans Above low-water mark.	3	7	3	3	
Memphis Above low-water mark.	- 3	8	4	8	
Nashville	1	8	1	5	
Shreveport Above low-water mark.	131	. 8	2	0	
Vicksburg Above low-water mark.	3	4	3	5	

INDIA COTTON MOVEMENT FROM ALL PORTS,—The receipts and shipments of cotton at Bombay have been as follows for the week and year, bringing the figures down to October 17.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

	Shipments this week.			Shipm	ents sinc	Receipts.		
Year	Great Brit'n.	Conti- nent.	Total.	Great Britain	Conti- nent.	Total.	This week.	Since Jan. 1.
1889 1888 1887 1886	1,000	2,000	5,000 3,000	215,000	626,000 674,000	1,218,000 841,000 1,010,000 997,000	3,000 7,000	1,692,000 1,300,000 1,489,000 1,417,000

According to the foregoing, Bombay appears to show no change compared with last year in the week's receipts, but a decrease in shipments of 2,000 bales, and the shipments since January 1 show an increase of 377,000 bales. The movement at Calcutta, Madras, and other India ports for the last reported week and since the 1st of January, for two years, has been as follows. "Other ports" cover Ceylon, Tuticorin, Kurrachee and Coconada.

	Shipme	nis for th	e week.	Shipments since January 1.			
	Great Britain.	Conti- nent.	Total.	Great Britain.	Continent.	Total.	
Calcutta— 1889 1889 Madras— 1889 1888 All others— 1889	3,000 1,000 5,000	2,000	5,000 1,000 6,000	35,000 26,000 61,000 26,000 90,000	45,000 60,000 13,000 8,000 47,000	80,000 86,000 74,000 34,000	
1888 Total all— 1889 1888	8,000	3,000	11,000	186,000 111,000	105,000 99,000	90,000 291,000 210,000	

The above totals for the week show that the movement from the ports other than Bombay is 10,000 bales *more* than the same week last year. For the whole of India, therefore, the total shipments since January 1, 1889, and for the corresponding periods of the two previous years, are as follows:

EXPORTS TO EUROPE FROM ALL INDIA.

Shipments	18	389.	18	188.	1887.		
to all Europe from-	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.	
BombayAll other ports.		1,218,000 291,000	5,000 1,000	841,000 210,000	3,000 2,000	1,040,000 397,000	
Total	14,000	1,509,000	6,000	1,051,000	5,000	1,437,000	

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

Exports (bales)— veek, Sept. 1. veek, Sept. 1. veek. Sept. 1. To Liverpool. 10,000 36,000 2,000 19,000 13,000 30,000 10,000	Alexandria, Egypt, October 16.	18	889.	18	388.	1887.		
Exports (bales)— 10,000 36,000 2,000 19,000 13,000 30,6	This week							
To Liverpool 10,000 36,000 2,000 19,000 13,000 30,6							Since Sept. 1.	
	To Liverpool						30,000	

This statement shows that the receipts for the week ending Oct. 16 were 150,000 cantars and the shipments to all Europe 12,000 bales.

MANCHESTER MARKET.—Our report received by cable to-night from Manchester states that the market continues steady for both yarns and shirtings, but manufacturers cannot sell. There is more disposition shown by buyers to operate. We give the prices for to-day below, and leave those for previous weeks of this and last year for comparison:

		1889.				
	32s Cop. Twist.	814 lbs. Shirtings.	Cott'n Mid. Uptds	32s Cop. Treist.	814 lb. Shirting	
" 20	8 086	s. d. s. d 6 0 27 2 6 0 27 2	611 ₁₆ 62 ₁ 611 ₁₆ 67 ₁₆ 61 ₄	778 2812	6 0 27 6 0 27 6 0 27	d. 6 6 5 5 5 16 1 5 15 18 5 78 1 5 16 16

WEATHER RECORD FOR SEPTEMBER. - Below we give the rainfall and thermometer record for the month of September and previous months of this year and the two preceding years. The figures are from the records of the Signal Service Bureau, except at points where they have no station, and at those

points they are from records kept by our own agents.													
1	Thermometer		June.		-	July.		_	ugust		-	ptemb	
1	VIAGINIA.	1889.	1888	1887.	1589.	1888-	1887,	1880.	1888.	1897.	1889.	1/889.	1867.
I	Norfolk.— llighest lowest Average	04.0 56.0 72.8	95.6 55.5 73.6	95·5 56·5 73·1	98·0 68·0 77·6	91·2 58·3 74·8	102·5 65·8 80·7	89·5 #1·8 74·4	20.0 20.0 20.0	91·8 59·5 75·1	88.0 46.0 68.0	85,1 40°8 68°7	91.4 46.0 00.3
	N. CAR'IJA. Wilmington- lighest Lowest	93.0 58.0 74.2	93·8 52·8 75·8	97-9 53-0	94·0 -66·0 79·0	95:0 59:8 75:5	100·0 65·5 80·0	87·2 63·0 76·0	95°2 58°8 76°9	95.0 53.6 95.0	87'0 49'0 71'8	87.5 43.9 71.1	91.0 49.3 61.9
	Average Weldon.— Highest Lowest	98.5 50.5		97.0	98.0	98:5 52:0	103.0	90.2	101.0	91.0	87-ò	93·6 86·5	95°0 40°0
	A verage Charlotte— llighest	75.8	05:0	74.2	37:8	70.6	80.8	90.0	100.0	75.3	42.0 07.5	88.0	08.8
	Average	45.0	55.3	52'8 75'2	78-8	77.0 77.0	65.6 79.0	71.0	55'1 75'7	52.8	45.0	89.2	39·5 70·1
	Lowest Average	91.0 56.0 77.8	96.0 56.0 79.7	99.0 52.0 61.0	81.0 66.0 00.0	98.0 82.0 80.5	68.0 84.2	45.0 95.0		92·0 59·0 78·9		93.0 42.0 71.8	92.0 42.0 73.3
	Morganton — Highest Lowest Average	81.0 43.0 68.1	88.0 57.0 76.4	87.0 49.0 12.6	87.0 66.0 71.8	80.0 81.0 80.0	92.0 69.0 76.9	89.0 58.0 71.4		85-0 48-0 68-0	62.0 40.0 65.7		89°0 88°0 87°0
	3. CAROL'A Unarleston.— Highest	05.0	91.8	90.6	97.0	100.0	97.9	80.0	90.5	88.0	91.0	89-0	90-1
	Lowest Average Stateburg.—	51.0 75.0	78.2	57°± 77°5	97°0 80°0	68.0 78.0	69-8 81-7	78.0 78.0	67.0 79.6	80.5	28.0	24.0	49-2
	Highest Lowest Average Alken-	94·2 46·9 74·6	28.3	25.0	92·5 61·6 77·1	97.9 64.6 77.9	67.0	86.0 61.0 75.2	59.3	98.0 57.0 75.6	85.8 49.8 70.0	87·5 42·0 69·9	92°8 43°0 71°3
)	Highest Lowest Average			101.0 65.0 101.0	••••	••••			• • • • •	0000	****	••••	****
)	Clumbia— Highest Lowest Average	96·5 17·0 76·8	90·3 58·0 79·1	21.0	965 635 805		103·5 67·2 80·7	92·5 62·5 76·7	57.5	95'8 56'0 78'6	91°0 40°5 73°2	41.5	42.8
)	GEONGIA. Augusta.— Highest	98.0	89.5	103-2	100.0		103.8	95.0			94.0	91.1	99-2
)	Average Atlanta.— 11ighest	90.0 90.0	58.8 78.8	78.9	85.1 89.0	79.2	51.8	01°0 77'8	78'4	69.9 75.5 91.2	45°0 74°8	69.9	73.8
l l	Lowest Average Savannah.—	39.0	55·3 74·8	97.0 57.1 75.9	70.0	94.5 65.8 76.5		71.2	78.2	54°8 76°2	70·0	43.0 06.8	44.8
1	Highest	90.0 50.0 75.0	95·8 60·0 77·1	99·7 60·0 77·1	95·0 70 0 81·0	99°1	80.4 88.0 101.8	99.0 61.0 77.8	94.3	97°5 65°0 79°9	\$5.0 \$5.0 \$5.0	47'6	20.0
	Olumbus.— Ilighest Lowest Average	90°0 52°0 80°1	96·0 88·0 82·0	95.0 71.0 81.0	98·0 73·0 83·0	95°0 78°0 81°0	72.0	93·0 67·0 70·0	65.0	90.0 82.0 82.0	89.0 81.0	53.0	
,	Rome.— Highest Lowest Average	89°0 48°0 75°0		97°6 57°0 77°0		95·0 87·0 81·0	67.0	87°0 82°0 75°0	80.0	03°L 54°0 75°U	80°0 46°0 64°0	42.0	98.0 45.0 71.0
	Highest Lowest Average	92·0 52·0 77·0	95.0 06.0 79.1		95°0 73°0 51°5	97:0 72:0 62:0	102·0 73·0	92·0 70·0 97·4	68.0	80.3 83.0 88.1	20.8 20.0 21.0	47.0	52.0
)	FLORIDA. Jacksonville. Highest Lowest	95·0 54·0	95·8 93·5	94.1	97.0	98.4	69.3	94.0	072	97·1 67·7	95·0 57·0	55.0	55.3
£	Oedar Keys	89.0	89.1	88'8	91.0	80°2	92-1	89.4	90.0	91.7	79·1	91-0	90-6
f	Lowest Average Lake City*— Highest	77.0		68.5 78.7 93.0	80·4 95·0	80.8	82.6	95°0	101.0	75·8	102.0	75.4	93.0
3	Average Itusville—	78.0 78.0	81°3	31.3 85.0	20.0	82.2	66.0 75.7	28·1	81.9	29.8	52°0 75°2	79.8	79-0
	Lowest Average Zallahasses -	1 810	60.1	94·8 64·4 77·6	93°0 70°0 80°2	68.0	67.9	93·0 67·0 79·0	81.9	80 8	79.4	75.4	77.8
	Lowest Average	91.2	66.5	70.0	95.0 70.0 80.8	+71.0	93°0 75°0 79°9	82·0 53·5 76·7	89.5	91.5 78.6 82.7	****		56.0
	ALABAMA Montgom'y.— 11ighest Lowest	91.0	56.8	102·0 01·6 79·0	99.0	07.2	70.4	94-2 92-6 78-5	97:2 01:6 78:6	59.1	95·0 50·0	46.8	500
)	Average Mobile.— 11ighest Lowest	92.0	90.1	93.3	30.0 82.0	96-6	97.5 68.0	90.0	93.5	93.0	93.0	80.0	96-2
)	Average Setma— Highest Lowest	59·0	91.0	91.0	81.3	97-0	95.0	78°0 93°0 61°0 77.0	80.0	683 °E	76.7	83.0	94.0
5	Average Auburn— liighest Lowest	91.6 46.0	93·0 58·0	77.9	71.0 81.0 98.0 67.5 80.7	93.0	79.8 93.0 72.5	92.0	01.0	02.0	93.0 48.0 78.7	87.0	95-0
t	LOUIS'NA	70.1	76.4		50.7	1		78.0					
	N. Orleans.— Highest Lowest Average	58°0	66.2	09.5	95.0	90.5 72.0 81.5	05:8 70:6 80:5	92.0 70.0 80.6	89.2	94.8 71.0 81.0	91°0 55°0 78°0	55.5	773
3	Shreveport.— 1lighest Lewest Average	\$5°0	82.0		1 (B)4° /n	80-1	103·8 09·0 82·4	93.0 65.0 79.9	69.0	1 92.0	92°0 65°0 74°2	52.0	100°0 53°8 67°6
-	Average Gr'd Coteau- Ilighest Lowest	90.5	88.2	90.2	93.5	94.5	94·5	91.8	01.5	93.3	02.2 5 & 0 77.0	55.1	58.5
2	Liberty Hill— llighest Lowest Average	98.0	95:0	92.0	98.0 68.0 82.5	102.0	91.0	100 0	102:5	Ω2.0	98.0	88.0	89'0
6	MISSISS'PI. Odumbus.— Highest Lowest Average	90-0	100:0 41:0 70:0	93.0	88.0	98.0	82.0	56.0	1 40.0	25.0	90.0	42.0	71.0 42.0 94.0
			00			- 4	Shan						

^{*} Figures for 1888 and 1887 are for Archer.

910									THE CI			IRONIC	LL.	
The same are at a		June		[July		1	Augus	it.	Se	pteml	ber.	Rainfall.	
Thermometer	1889	1888.	1887	1889.	1888	1887.	1880.	1888	1887.	1889	1888.	1887.		1889
Picksburg- Highest Lowest	02.0	6010	64.3	94.0	(65.3	05.3	92.0	67.6	64.1	94.0	90.2	96.3	ALABAMA. Montgom'y.— Rainfall,in	4.0
Brookhaven- Highest	94.0	90.0	94.0	93.0	0.3.0	98.0	90.0	95.0	81.0	83.0	87.0	94.0	Days rain Mobile.— Rainfall,in	5.3
Average	78.0	75.0	75.0		78-0	81.0	73.0	74.0	76.0		70.0	62.0	Days rain Selma— Rainfall,in	10
Highest Lowest Average	89.0 48.0 75.0	58.0	61.0	92-0 68-0 82-0	70.0	70.0	92.0 78.0	67.0	04.0		90.0 25.0 86.0	55.0	Days rain Auburn— Rainfall,in	8 2.7
Leland— Highest Lowest	93.0	94.0	92.0	94.0	97.0	94.0	94.0	95.0	1	91.0	90.0	1	Days rain LOUIS'ANA New Orleans-	8
Average Clarksdale Highest	80.0	74.7	76.3	89.0	80.5	78.4	77 6 87.0	79.9	79-0	78.5	72.5	78.4	Rainfali,in Days rain Shreveport.—	7.62
Lowest Average	47·0 71·9	56·0 74·5	52·0 75·1	64.0 78.5	81.0	65.0	59.0 73.6	80.0	57.0	46.0 67.5		46·0 72·1	Rainfall,in Days rain	7.97
ARKANS'ê Little Rock Highest	81.0	92.5	08.1	95.0	97:3	100.0	93.0	97.0	89.0	91.0	89.0	97.0	Rainfall,in Days rain	4·90
Average Helena—	23.0	55.₽	96°0 59°0	80.4		61'2	61.0	77.5	59°±	70.8	50.5 t 8.8	50·1 74·9	Rainfall.in Days rain.	10.35
Lowest Average	90°0 48°0 72°6	90.0 51.0 77.0	58.0 58.0	90.0 61.0 93.0	64.0	66.0	92-0 60-0 77-0	94°0 62°0 80°5	97·0 02·0 80·0	90·0 48·0 72·4	85.0 48.0 70.0	97·0 51·0 75·0	MISSIS'PI. Columbus.— Rainfali,in	7:18
Fort Smith- Highest Lowest	94.0	93.2	94.8	98.0	90.5	108.8		100.0	100.8	93.0	93.0	96.9	Days rain Vicksburg.— Rainfall,in	9.83
Averaga TENNES'E.	72.5	76.0	57°1 75°8	70.4	80.6	81.2	18.0	64.0 78.1	57·1 78·1	42.0 67.0	48.0 68.1	45.0 73.8	Days rain Brookhaven- Rainfail,in	16 5·80
Nashville.— Highest. Lowest	£8.0 46.0	96.0	96.1	93.0	97:0	98.5	90.0	98.0 57.5	99.3 57.8	91.0	86.2	99.0	Days rain Greenvüle— Rainfall.in	7:09
Average Memphis.— Highest	92.0	93.6	52.0 74.7 96.6	91.0 91.0	62.0 78.0 97.2	99.0	58.0 75.0	98·9	78·5	89.0	37·5 65·0	43.9	Days rain Leland— Rainfall,in	9 9.41
Lowest	50.0	55.8 75.4	55.5	80.2	66.4	67·3 80·7	62·0 77·3	60.2 77.0	78.9	92.0 51.0 71.8	88*2 50*2 68*4	98·7 49·2 73·8	Days rain	9.58
Highest Lowest	87-0 45-0	91.0 47.0	96·5 55·0	85.0 85.0 85.0	95°0	97.0	88.0	95·5 62·0	\$8.0 55.0	87.0	83.0 38.0 67.4	97·5 45·0	Rainfall,in Days rain. ARK'NSA8.	11
Average Austin.— Highest	90.0	99.0	75°0	91.0	97.0	101.0	73·2 88·0	78·5	76.8	90.0	86.0	72.2	Rainfaii,in Days rain	3.07
Lowest	48·0 73·0	46.0 46.0	59·0 77·1	62°0 79°1	80.8	74·0 83·7	75.7	79.4	81.7	69.6 69.6	38·0 68·4	42·0 77·4	Rainfall,in	7.07
TEXAS. Galveston.— Highest	88.0	89.0 89.8	87.6 66.2	90°5 72°5	91.3	03.4	93.0	93.5	91·3 71·4	88.0	86.7	88•4	Days rain Fort Smi h— Rainfall,in	5.37
Average. Palestine.—	78.6	80.2	79'9	83.8	82.0	67·2 83·9	75.0 85.1	81.9	83.1	77.5	77·5	57·2 79·7	TENNES'E. Nashville.—	
Lowest Average	91.0 55.0 75.2	94·4 63·0 77·7	95·4 60·9 77·1	99.0 70.0 99.0	94°5 63°9 79°8	101°5 65°5 82°0		95·2 65·4 79·3	80.8 81.8 0.001	90.0 53.0 71.8	90.5 25.0 30.5	92·4 50·4 75·2	ltainfall,in Days rain Memphis.—	5·33 15
Fort Elliot- Highest Lowest	98.0	99.6 53.0	94·2 57·3	108·0 52·0	101.4	95.0	100.0	104·1 57·0	98·5 50·4	92.0	92.8	95·4 38·7	Rainfall,In Days rain Ashwood—	7.39
Oleburne— Highest	71.4	75·6	91.0	35.0	79·0	98.0	78.0	73·9	97.0	88.0	66.6	69·5 90·0	Rainfall,in Days rain	3·43 17
Average	75·0	02.0 77.2	78.8	80·0	79.0	70.0	97.8 59.0 75.0	04·0 79·1	66.0 74.0	42.0 69.0	87.0 52.0 74.5	50·0 73·2	Rainfall,in Days rain.	5.83 15
Highest Lowest Average	95.0 65.0 79.8	95.0 65.0 82.7	101·5 66·0 82·3	99.0 72.5 84.4	99.0 66.0 84.0	101.5 71.0 87.0	99.0 70.0 83.6	99°0 96°5 81°3	101.0 71.0 85.9	92·0 51·0 75·8	93.5 61.5 78.0	95.5 52.0 73.8	TEXAS. Galveston.— Rainfall,11	4.75
	1	June.			July.	1	}	Lugus	. 1		ptemb		Days rain Palestine— Rainfall,in	9 7· 0 0
Rainfau.	1889	1888.	1887.	1880.	1888.	1887.	1889.	1888.	1887.		1888.		Days rain Fort Elliot— Rainfall,in	11
VIRGINIA. Norfolk.— Rainfall,ln	4.75	5.79	2.72	10.69	5.26	5.3 3	5.93	7.81	8:37	5.41	6-10	3.08	Days rain Cleburne— Rainfall,in	5 7.39
Days rain N. CAR'NA.	15	11	ĭiĭ	23	12	14	20	13	19	17	22	7	Days rain Austin— Rainfall,in	5.3
Wilmingt'n- Rainfall,in Days rain Weldon	6.03 14	3.29	6.41	11·10 21	5·87	6.77	781 19	4.61	9 89	3.18	8.28	0.46	Days rain	7
Rainfall,in Days rain	8'81 14		5.06 12	8.59 20	1.46	6-27	3·54 17	1.82	5.88 18	3.36	10.56	3.49	THE EXP	
Charlotte— Rainfall,in Days rain	10 [.] 54	1.66	4.44	8·17 13	1.68 15	7·46 15	4.23 11	6.93	9.02	2·88	8.25	1.21	bales, agai	nst
Wilson— Rainfall, in Days rain	7·45	3.82 5	4.03	8:35 14	1.83	5.68	9·19 14	2.21	13.18	****	9.89	1.10	usual table and the di	rect
Morganton.— Rainfail,in Days rain.	5.20 11	4 50	4.25	8:75 18	3.81	8:25 11	4·00 12	5.87	0.00	5 *69	14.12	3.55	total expor	
8. CAROL'A Charleston— Rainfail,in	5.8-	3.14	4.84	6.74	6.06	7.74	7.36	4.01	4.12	2.17	5.33	1.31	EXPORTS	OF C
Days rain Stateburg— Rainfall,in	5.10	2:34	2.10	6·88	10	12	15 7:05	13	13	3.23	15 5·31	0.75	Exported	t to-
Days rain Aiken.— Rainfall.in	12	10	3.01	17	8	15	15	11	12	8	10	5		
Days rain Columbia.— Rainfail.in	4.02	2.19	8-97	9.28	3.50	6.04	8.30	5.49	5.21	0.41	8.71		Other Britis	h po
Daya rain GEORGIA.	11	8	9	15	10	19	10	15	12	2·41 6	5.71	0.26	Тот. то Ст	BR
Augusta.— Rainfali,in Days rain	4.02 10	1.78	4.79	10 ⁻ 10 13	1.79	8.83	8.68 15	3.95	6.83	2.43	7.86	0.81	Other Frenc	h po
Atlanta.— Rainiali,in Days rain	5.03	4.71	2.82	8*83 18	1.85	14.11	6.73 18	3.89	7·51		14·26 13	4.50	TOTAL FRE	
Savannah.— Rainfali,in Days rain	9:73	2.59	10.26	6.51 12	0.82	4.72	7·60 18	7·83	1.8p	4.68 S	10.34	1.97	Breite	
Rainfail,in Days rain	5.88	4.15	6.49	8:40	5.33	- 1	3.70 e	0.63	3·43 8	3.83	7:83	4.50	Other ports . Tot. to No.	
Rainfall,in Days rain.	4.95	.,	3.60		1:70	7.65	4·10 8	3.07	0.90	3.20	8 3·46	2:70	Sp'n, Op'to, C	libr.
Foreyth.— Rainfall,it Days rain	7:94 14	2·84	3.06	8 21	3.08		5.50	2:50	5:42	8:70	8:64	3 2:57	All other TOTAL SPA	IN.
FLORIDA. Jacksonville-	ļ		ļ						12	5	11	4	GRAND T	
Rainfall,in Days rain Cedar Keys	6.89	2.02	9.68	7:50	8·30 15	8.90	20	1.80	5.70	8.40	18	9·40 18	Compara	TIV
Rainfall,in Days rain Lake City*—	5.29	4.66	11	21	12,11	9.40	10	2.26	5.45	4.07	17	1.11	-A comparas the week	
Days rain Titusville—	13	1'97	6·39 10		3.74	9.72	9.17	5.01 16	8.37	9.89	15	2·51 7	the month.	W
Rainfail,in l Days rain Zallahassee—	19	12	0.15	7:50 19	5.62	7.82	3.30	12	2.47	2.87 13	6.35 14	9·32	tables a dai	
Rainfall,in Days rain	6.83	5.28	5.00 10	6.18	3.45	11	4.75	7'41	3.7		7.90	4.25	movement	

1	Rainfall.		June.			July.			Augus	t.	Se	ptemb	ier.
1	2004074/12444	1889.	1888.	1887.	1880.	1888.	1887.	1889.	1888.	1887	1889.	1888.	11887.
ı	ALABAMA.										-		
ı	ALABAMA. Montgom'y.— Rainfall,in	4.00	4.00	0.01		0.04	0.80						
ł	Days rain.	4·02	4.82	8.31	5.70	3.86	8.56 15	6.33	6.61	2.04	4.35	5.73	2.03
1	Mobile.—				1			l l					
1	Rainfall,in Days rain	5.35	13.28	8.91	9 55 21	5·36	4·91 16	2.80	14.35	4·31	8'97	3.04	6.21
1	Selma-										0	11	6
ł	Rainfall,in Days rain	4.79	4.15	4'11	4.38	4.93	4.85 19	8.83	10.03	1.77		5'26	3.74
1	Auburn-			j				1		1			
l	Rainfall,in	2.71	5'30	• • • • •	3.78	4.55	21.00	3.73	4.53	4·32 10	3.42	4.70	7:18
1	Days rain LOUIS'ANA	"		****	1		~~	10	1	10	1 4	0	3
ı	New Orleans- Rainfali,in	7.62	9.00	11.33	0.13	2.02	7.85	5.28	22:74	4.67	6.40	4.12	RIES
ı	Davs rain	14	13	11	21	13	20	16	25	13	11	12	6'51
ı	Shreveport.— Rainfall,in	7.97	3.24	4.00	3.43	2.97	3.85	1.75	3.76	2.07	3.21	0.81	8.84
Į	Days rain	14	10	11	16	11	10	7	12	8	10	5	7
ı	Grd. Coteau- Rainfall,in	4.90	3.35	6-73	4.28	1.89	6.63	5.13	8.07	1.87	2.13	0.87	4.57
ı	Days rain	11	15	10	8	11	13	12	16	13/	8	5	5
l	Rainfall,in	10.35	6.17	4.30	5.64	1.80	11.12	0.88	2.03	3-27	1.45	0.86	2.74
I	Days rain.	14	10	10	11	8	14	6	8	6	1 30	4	3
ı	MISSIS'PI.	. 1											
ı	Columbus Rainfall,in	7.18	3.25	5.50	3.02	6.50	4.07	3.98	4.44	2.79	3.45	8.23	2.27
ı	Days rain Vicksburg.—	14	7	12	13	7	10	9	11	7	4	9	4
ı	Rainfall,in	9.83	2.18	2.80	5.61	3.04	4.11	2.13	11.10	2.48	1.14	1:32	4.55
1	Days rain Brookhaven-	16	11	10	10	8	17	6	16	10	6	14	7
ĺ	Rainfail,in	5.80	3.30	8.80	3.80	1.80	9.20	1.30	10.10	3.70	2.30	3.70	1.90
ı	Days rain	12	8	8	9	7	17	8	13	7	4	6	8
l	Rainfall.in	7.09	3.90	3.74	4.50	0.00	5.08	1.80	10.39	3.30		2.69	3.61
ł	Days rain	9	13	5	13	0	8	5	14	7		6	2
ı	Rainfall,in	9.41	7.07	4.48	4.93	8.75	2.91	1.87	18.04	1.94	2.26	0.51	6.30
l	Days rain	11	13	10	11	5	9	6	14	4	7	3	3
1	Clarksdale— Rainfall,in	9.58	6.85	0.58	5.41	3.64	6-97	2.13	9.72	1.40	2.80	2.98	1.83
l	Days rain.	11	14	7	7	6	11	4	15	5	5	4	3
ı	ARK'NSAS. Little Rock.—		- (1					i		
ı	Rainfall,in	3.01	7.25	2.20	7.59	3.78	1.74	3.08	11.13	1.18	5.96	1.33	1.04
l	Days rain	13	16	14	13	10	7	7	14	8	13	5	5
ı	Rainfall.in	7.07	6.03	1.29	4.03	3.22	5.43	2.12	11.18	1.38	8 90	8.22	1.73
ı	Days rain Fort Smi h-	12	12	13	13	8	13	6	13	6	11	7	4
ı	Rainfall,in	5:37	7.67	2.30	4.64	4.31	2-26	1:41	6.56	4.94	5.35	0.20	3.74
ł	Days rain .	17	14	7	10	8	11	5	11	12	19	3	10
ı	TENNES'E.	}	i				- 1			- 1			
ı	Itainfall,in	5.33	4.68	2.31	2.74	2.36	3.77 10	1.57	7.03	2.89	6.81	3.82	6.85
ı	Days rain.	15	14	14	14	12	10	10	12	7	11	10	10
ı	Memphis.— Rainfall,ln	7:39	4.32	1.01	4.77	2.12	3.30	5.62	10.44	1.21	3.01	1.08	2.15
ı	Days rain	10	15	10	10	10	14	7	16	7	9	4	9
	Rainfall,in	3.43	3.79	1.26	9.02	4.27	3.31		11:03	2 51	4.51	3'42	2.58
	Days rain	17	8	7	12	6	11	7	7	4	10	7	4
	Rainfall,in	5.83	4.16	1.20	5:78	1.00	2.33	3.01	6.85	1:81	3.59	4.97	2:62
	Days rain.	15	9	6	13	5	10	5	13	5	10	õ	0
ı	TEXAS. Galveston.—		- 1	H		- 1	- 11		- 1				
ı	Rainfall,iL	4.75	9.77	8.28	0.75	1.54	1.62	5.11	14.48	6.4.	3.88	3.32	2.52
	Days rain	8	10	8	3	6	10	10	13	12	12	6	10
I	Rainfall,in	7:00	5.80	2:57	2.21	4.39	2.97		3.21	5:14	4.73	0.27	2.20
	Days rain	11	12	8	9	8	4		10	8	11	4	- 1
	Rainfall,in	1.61	1:34	2.38	0.88	2:50	0.87	1.83	2.2:	3.63	1.91	0.71	1.67
ı	Days rain Cleburne—	5	5	8	4	8	7	4	12	7	6	2	8
	Rainfall,in	7:39	4.00	2.27	11 50	1.30	3.17	0.25	8.40	16. 0	1'87	0.45	4:08
1	Days rain	8	15	13	4	8	8	1	15	15	3	2	7
	Rainfall,in	5.3	4.63	1.60	3.03	0.95	+	0.40	6.30	1.87	6:12	1:16	2.85
	Days rain	7 1	12	0][7	3 (3	4	8]	6 [[15	3 (5
	† inappresi	ahia.											
ш	Ø 73			C1			AT	77	2 . 2		-	2	

THE EXPORTS OF COTTON from New York this week show an increase compared with last week, the total reaching 26,094 bales, against 23,295 bales last week. Below we give our usual table, showing the exports of cotton from New York, and the direction, for each of the last four weeks; also the total exports and direction since Sept. 1, 1889, and in the last column the total for the same period of the previous year.

EXPORTS OF COTTON (BALES) FROM NEW YORK SINCE SEPT 1, 1889.

ı		1	Week E	inding-	-	Total	Same period						
I	Exported to	Sept. 26.	Oct. 3.	Oet. 10	Oct. 17,	sinee Sept. 1.	previous year.						
i	Other British ports	16,730	16,367 2,975		15,800 3,163	105,832 9,079	93,534 10,838						
i	Tot. to Gt. Brit'n.	16,730	19,342	17,841	18,963	114,911	104,372						
l	Havre Other French ports	1,127	1,257	1,211	1,000	8,301	9,950						
ı	TOTAL FRENCH	1,127	1,257	1,211	1,000	8,304	9,950						
	BreineldingOther ports	1,896 92 842	1,507 2,051 990	1,246 1,600 1,367	2,714 600 2,199	9,276 5,348 8,604	12,318 6,097 12,652						
I	Tot. to No. Europe	2,830	4,548	4,213	5,513	23,228	31,067						
ı	Sp'n, Op'to, Gibr., &c, All other	50	2,850 50	30	618	2,850 1,309	7,005 2,784						
ı	TOTAL SPAIN, &c	50	2,300	. 30	618	4,159	9,789						
ı	GRAND TOTAL	20,757	28,017	23,295	26,094	150,602	155,178						
ш													

Comparative Port Receipts and Daily Crop Movement,—A comparison of the port movement by weeks is not accurate, as the weeks in different years do not end on the same day of the month. We have consequently added to our other standing tables a dail and monthly statement, that the reader may constantly have before him the data for seeing the exact relative movement for the years named. The movements since Sept. 1. 1889, and in previous years, have been as follows:

[•] Figures for 1889 and 1887 are for Archer.

Monthly		Year Beginning September 1.								
Receipts.	1889.	1888.	1887.	1880.	1885.	1884.				
Sept'mb'r			654,776	359,203	385,612	345,445				
Pere'tage o	Sept. 30	05.98	11.68	06.75	07.15	07.23				

This statement shows that for the month of Saptember the receipts at the ports this year were 229,693 bales more than in 1888 and 93,066 bales less than at the same time in 1887. By adding to the totals to Scpt 30 the daily receipts since that time we shall be able to reach an exact comparison of the movement for the different years.

	1889.	1888.	1887.	1886.	1885.	1884.
Tot.8p.36	561,710	332,017	654,776	359,203	385,642	345,445
Oet. 1	43,469	31,762	36,229	30,122	21,731	23,830
11 2	31,606	34,657	8.	27,196	27,755	22,560
" 3	33,972	28,620	46,654	8.	22,429	33,811
4 4	47,416	29,759	52,243	37,833	S.	22,595
4 5	40,941	36,684	32,289	38,697	38,401	8.
" 6	s.	38,634	39,021	27,465	31,218	40,645
" 7	54,378	8.	44,210	31,060	24,539	37,265
" 8	52,143	47,479	43,222	34,915	31,442	28,928
11 9	37,252	52,245	S.	33,814	44,078	24,321
" 10	38,870	30,289	59,120	S.	29,879	51,559
" 11	50,025	33,876	50,223	42,830	8.	29,984
" 12	45,336	48,121	39,738	44,568	44,815	8.
" 13	S.	36,636	39,725	32,421	45,956	50,489
" 14	60,101	s.	44,848	40,513	30,750	36,503
" 15	61,693	56,259	39,197	36,142	32,242	37,318
" 16	40,236	55,448	8.	34,468	47,949	33,958
" 17	39,271	35,122	61,937	8.	42,620	54,037
" 18	57,864	34,386	55,573	56,306	S.	38,578
Total	1,296,283	961,994	1,339,545	907,553	901,346	911,826
Percentag	e of total					
port ree'p	ta Oct. 18	17:34	23.91	17.08	16.70	19.69

This statement shows that the receipts since Sept. 1 up to to-night are now 334,289 bales more than they were to the same day of the month in 1888 and 43,262 bales less than they were to the same day of the month in 1887. We add to the table the percentages of total port receipts which had been received to October 18 in each of the years named.

THE FOLLOWING ARE THE GROSS RECEIPTS OF COTTON at New York, Boston, Philadelphia and Baltimore for the past week, and since September 1, 1889.

	NEW	Yonk.	Bos	TON.	РПІСА	регьи, ч	BALTIMORE.	
Receipts from-	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1	This week.	Since Sept. 1.
N. Orleans.	7,531	25,189						
Texas	20,869	96,779				*******	*****	**** .
Savannah .	12,504	76,306	1,972	11,934	156	1,170	2,091	10,507
Mobile						*******		******
Florida	49	49						
Bo. Carol'a.	3,877	26,123				******		
No.Carol'a.		3,703					21	27
Virginia	2,376	8,958	2,623	7,393		91	1,145	0,902
Northn pts		******	7,145	16,429		207		
Tsnn., &c		142	64	125	899	1,401	232	986
Forsign		932		********	50	60		
Thiayear	48,406	232,181	11,804	35,881	1,195	2,929	3,489	21,192
Last year .	74,517	246,927	12,092	41,406	1.675	5,547	5,881	21,402

EAST INDIA CROP.—Messrs. Gaddum, Bythell & Co.'s Bombay report, dated September 10, says:

Bombay report, dated September 10, says:

Crop reports this week are of a much more favorable description than those of last week. The Oomra districts are now in first-rate order, and the one district that complained of toe much rain last week has now the weather the crops require, snd the whole of the Oomra crop could not be better than at present. Broach continues to send favoruble reports, and the plants are to zool condition and growing well. Dhollera districts: The required change in the weather has taken place, and Bhownings-r and Wudwan both got rain. More rain is still needed about Bhownings-r, and although the plants are strong and heatily, yet more moisture is required to make the crop safe. The Bengal crop is progressing favorably. Taking the various districts all round, the general condition is very favorable, and should we get a continuace of as favorable weather as hitherta, a large and good yield should result.

JUTE BUTTS, BAGGING, &c.—There has been a fair demand for bagging since our last report, and the market is firm in tone, with sellers quoting 8\(\frac{40}{20}\)10\(\frac{4}{2}\)c. as to quality. Only a light inquiry is reported for jute butts, and beyond a few jobbing transactions we hear of no business. Prices are nominal at 1.70\(\tilde{0}\)1\(\frac{4}{2}\)c. for paper grades and 2\(\tilde{0}\)2\(\frac{4}{2}\)c. for bagging quality.

Shipping News.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 147,216 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph and published in the Chronicle last Friday. With regard to New York we include the manifests of all vessels cleared up to Thursday.

YORK—To Liverpool, per steamers Arizona, 1,388.... City of New York, 2,376... City of Rome, 3,177... Etruris, 591 Halley, 1,110... Navarro, 2,244... Rosse, 1,861Toutonic, 2,553... 15,800

Total	al bales.
To Huli, per steamer Hindoo, 2.013	2,013
To Leith, per steamer Crystal, 1,150	1,150
To Havre, per steamer La Champagne, 1,000	1,000
To Bremen, per steamers Eider, 1,216 Saale, 759	
Werra, 739	2,714
To Hamburg, per steamers Amali, 100 Geliert, 500	600
To Antwerp, per steamer Noordland, 1,799	1,799
To Copenhagen, per steamers Norge, 100Thingvalla, 300	400
To Genoa, per steamer Plata, 398	398
To Naples, per steamer Plata, 150	150 70
New Orleans—To Liverpool, per steamers Architect, 4,085	10
Rainon de Larrinaga, 8,739Serra, 5,066	18,490
To Havra per steamer Aperly 4 819	4,512
To Havre, per ateamer Ancrly, 4,812	2,324
picich, 3.200	9,400
picich, 3,200. To Fleetwood, per steamer Neto, 4,300	4,300
To Havre, per steamer Southery, (additional) 495	495
SAVANNAH - To Liverpool, per steamers Alcester, 4,851 Cairn-	
gorm, 5,170Donar, 4,562Potaro, 3,107Venice,	
5,415 8runswick—To Liverpool, per steamer Dora, 6,520	23,165
BRUNSWICK-To Liverpool, per steamer Dora, 6,520	0,520
CHARLESTON-To Liverpool, per steamers Beechville, 4,644	
Deleomyn, 4,816	9,460
To Havre, per steamer wm. C. Mitenell, 5,050	5,050 4,300
To Barcelona, per steamer Resolven, 4,300	4,300
ion 4700	9,768
jan, 4,700	0,100
ton, 6,000Port Careline, 0,320	13,954
To Bremen, per steamer Rhosina, 900	900
WEST POINT—To Liverpool, per steamer Elvasion, 2,880	2,880
Boston-To Liverpool, per steamers Bostonian, 1,244 Copha-	
lonia, 1,506Iowa, 1,006Istriau. 495	4,251
To Yarmouth, per steamer Yarmouth, 50	. 50 .
BALTIMORE—To Liverpool, per steamers Barrowmore, 498	050
Nessmore, 455	953
Private Private To Ligamon horactormore Pultich Pulson 500	1,435
PHILADELPHIA—To Liverpool, per steamers British Prince, 500	939
Lord Gough, 339 To Antwerp, per steamer Switzerlaud, 100	100
To tenomeral ber encounter outroot tauth 100.	100
Total 1	47.216

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

				Antw'p	Barce-	Yar-	
	Hutl		Bremen	and	lona,	mouth	
Liver-	and		& Ham-			& Mar	
pool.	Leith.	Havre.			& Napl.		
New York 15,800	3,163	1,000		2,199	548	70	26,094
N. Orleans . 13,490		4,812					23,302
Galveston 13.700		495					14,195
8avannah 23,165					*****		23,165
Brunswick. 6,520		*****		*****	******	*****	0,520
Charleston 9,460		5,050	******		4,300		18,910
Wilmingt'n. 9,768					*****		9,768
Norfolk 13,954	*****	*****	900		*****		14,854
West Point. 2,880				*****		*****	2,880
Boston 4.251			171772			50	4,301
Baltimore. 953			_,	200	*****		2,388
Phil'delph'a 839				100			939
Total 110.700	0.100	11.057	F 4140	0.000	4.040	1120	147 016
Total 119,780	3,163	11,357	5,649	2,299	4,848	120	147,216

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

Galveston-To Liverpool-Oct. 11-Steamer Heathmore, 4,995.... Oct. 12-Steamer Aldergate, 6,451....Oct. 16-Steamer Bentala,

Oct. 12—Steamer Aldergate, 6,451...Oct. 16—Steamer Bentala,
To Havre—Oct. 14—Steamer Joseph John, 5,802.

New Orleans—To Liverpool—Oct. 11—Steamer Discoverer, 3,965....
Oct. 12—Steamer American, 2,588.
To Havre—Oct. 12—Steamer Hibernia, 6,954...Oct. 14—Steamer Topaze, 4,983.
To Hamburg—Oct. 15—Steamer Berussia, ——.
To Bremen—Oct. 16—Steamer Seotland, ——.
To Barcelona—Oct. 12—Steamer Cristobal Colon, 4,817...Oct. 15—
Bark Esmeralda, ——.
To Malaga—Oct. 12—Steamer Cristobal Colon, 4,817...Oct. 15—
Bark Esmeralda, ——.
To Malaga—Oct. 11—Steamer Kate, 4,500.

Savannai—To Liverpool—Oct. 11—Steamer Florence, 6,148.
To Bremen—Oct. 14—Steamer Capulet, 6,410.
To Barcelona—Oct. 15—Steamer Benita, 4,397.
GHALESTON—To Liverpool—Oct. 12—Steamer Macelonia, 4,440.
WILMINGTON—To Liverpool—Oct. 12—Steamer Mann, 6,100.
Nenfolk—To Liverpool—Oct. 12—Steamer Empire, 5,550...Oct. 16—Steamer Darwin, 4,439.
Soston—To Liverpool—Oct. 12—Steamer Empire, 5,500...Oct. 16—Steamer Soyihla, —...Oct. 14—Steamer Michigan, 550....Oct. 15—Steamer Soyihla, —...Oct. 15—Steamer Michigan, 550....
To Yarmonth—Sept. 15—Steamer Yarmouth, 50.
To Tallifax—Oct. 16—Steamer Carroll, 50.

Baltimore—To Liverpool—Oct. 7—Steamer Peruvian, —...Oct. 15—Steamer Mentmore, —...
To Autwerp—Oct. 11—Steamer Lepanto, —...
Philadelphia—To Liverpool—Oct. 15—Steamer British King, —...

Below we give all news received to date of disasters to

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

Dora, stesmer (Br.)—Tug Thomas A. Bain, with a barge in tow loaded with over 600 baies of cotton from the stranded steamer. Amy Dora, arrived at Norfolk, October 10, from Wachuprague; she returned again on the 13th, having in tow barge Haggerty, with 367 baies of cotton, and the schooner Rapidan arrived with 180 bales of cotton. About two-thirds of the carco of the steamer has been taken out. The storm on the coast is lively from the north, and the probability is it will cause the loss of the steamer. The wreckers depended on a continuance of the good weather to save her.

wreckers depended on a continuance of the good weather to bareher.

CARLTON, steamer (Br.)—Fire broke out, Sept. 16, midnight, on steamer Carlton, loading cotton at Savannah, for Liverpool, but was extinguished morning of 17th. She has 3,700 bales on beard, but the tire was confined to the forward compartment, to which were S00 to 1,000 bales.

KATIE, steamer.—A fire broke out in the cotton cargo of steamer Katie, while lying at Trower's Landing, Ga., October 7. Seventeen bales of cotton were rolled overboard, but recovered and left at the above landing; twenty-three bales, partly damaged, were taken to Savannah and a survey held on them; the surveyor recommended that they be sold for the benefit of all concerned.

POCASET, steamer (Br.), Jenkios, from Savannah, at Liverpool, took fire at the latter place, but was extinguished 15th. She had nearly discharged cargo when the fire broke out. About 300 bales of cotton were damaged.

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Pri.
Liverpool, steam d.	113223	1132@38	142939	4 2 9 32	14 79 82	420932
De late deliv'y.d.	14	14				
Havre, eteam c.	916258	910258	916258	892816	916208	918758
Do sailc.		****		****	****	
Bremen, steam c.	916758	918 @ 68	58	58	58	58
De indirect.c.		****	916	918	916	918
Hamburg, ateam.c.	918	916	918	916	916	918
Do via London.d.			****		***	
Amst'd'm, steam.c.	75*	75*	75*	75*	75*	75*
De indlrectd.	932	932	932	932	982	932
Reval, steamd.	1130	1132	1132	1133	1132	1132
De saild.			****	****	****	****
Barcelona, steam d.	516	518	516	516	516	618
Genoa, steamd.	B ₁₆	616	516	518	516	516
Trieste, steamd.	1132	1132	1132	1132	1133	1132
Antwerp, steam. d.	142932	140932	1470932	140982	40982	147939

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

	Sept. 27.	Oct. 4.	Oct. 11.	Oct. 18.
Sales of the weekbales	26,000	36,000	57,000	52,000
Of which exporters took Of which epeculators took		2,000 1,000	2,000 1,000	4,000
Sales American	18,000 3,000	27,000 3,000	46,000 5,000	44,000 3,000
Forwarded	28,000 435,000	31,000	58,000 346,000	60,000 354,000
Of which American—Estim'd Total import of the week	235,000 46,000	202,000 33,000	190,000 46,000	193,000 71,000
Of which American		22,000 134,000	41,000 204,000	57,000 264,000
Of which American	81,000	120.000	184,000	242,000

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

Spot.	Saturday	Monday.	Tuesday.	Wednes.	Thursd'y.	Friday.
Market, 12:30 1'. M.	Freely offered.	Pressed for sale.	Pressed for sale.	Fair business doing.	(rregular.	In buyers'
Mid.Upl'ds.	64	6316	618	61 ₈	6116	6116
Sales Spec. & exp.	7,000 500	8,000 500	7,000 500	10,000	8,000 500	8,000 500
hutures. Market, 12:30 P. M.	Quiet at partially 1-64 dec.	Easy at 1-64 de- cline.	Easy at 1-64 @ 2-64 decline.	Steady at 1-64 ad- vance.	Essy at 1-64@2-64 decline.	Quiet at partially 1-64 adv.
Market, { 4 P. M. }	Steady.	Sarely steady.	Firm.	Firm.	Steady.	Quiet.

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

The prices are given in pence and 64ths thus: 563 mears 563-64d., and 601 means 61-64d.

	Se	Sat., Oct. 12.			Mon., Oct. 14.				Tues., Oct. 15.			
	Open	Bigh	Low.	Clos.	Open	Bigh	Low.	Clos	Open	High	Low.	Clos.
	d.	d.	d.	d.	d.	d.	d.	d.	a.	d.	d.	d.
October	5 55	5 55	5 55	5 55	5 54	5 54	5 53	5 53	5 59	550	5 50	5 50
OctNov	5 43	5 44	5 48	5 44	5 43	5 43	.2 13	5 42	5 40	5 40	5 40	5 40
NovDec	541	5 42	541	5 42	5 40	5 40	5 39	5 39	5 37	5 38	537	5 38
DecJan	540	5 40	5 40	5 40	5 39	5 39	533	5 :8	5 36	5 87	5 86	5 37
JanFeb	540	5 40	5 40	5 40	5 39	5 89	5 38	5 \$8	5 36	5 37	5 95	5 37
FebMarch	5 40	5 41	5 40	5 41	5 39	5 39	5 88	5 39	5 37	5 38	5 37	5 38
MchApril.	541	5 41	541	5 41	5 48	5 40	5 39	5 89	5 37	5 83	5 37	533
April-May	5 42	5 43	5 42	5 43	5 41	541	5 40	5 41	5 39	5 40	5 39	5 40
May-June	5 44	5 44	5 44	5 44	5 43	543	542	5 42	5 40	5 41	5 40	541
]					4	ļ	1
	. 16.	Thurs., Oct. 17.			Frl., Oct. 18							

	Wedness, Oct. 16.				Thurs., Oct. 17.				Frl., Oct. 18					
	Open	High	Low.	Clos.	U	pen	High	Loro.	Clos.	Open	High	Low.	Chi	9 -
	d.	d,	d.	d.		đ.	đ.	d.	d.	d.	d.	d.	4	
October	5 49	5 50	5 49	5 50	E 6	40	5 48	5 46	5 46	5 47	5 48	5 47	5	45
OctNov	541	5 42	541	5 42	5	33	5 39	5 38	5 39	5.89	5 39	5 39	5	3
NovDec	5 89	5 89	5 39	5 39		533	5 87	5 90	5 37	5 87	5 37	5 37	5	3
DecJan	5 33	5 38	5 38	5 38	5	35	5 85	5 35	5 86	5 38	5 86	5 36	5	30
JanFeb	5 88	5 85	5 38	5 38	5	35	5 36	5 85	5 36	5 36	5 30	5 36	ô	31
FebMarch	5 38	5 33	5 38	5 88	5	35	5 86	5 35	5 36	5 36	5 57	5 36	5	3
MchApril.	5 89	5 89	5 39	5 39	1 2	88	5 37	5 36	5 37	5 37	5 37	5 37	5	3
April-May	5 40	5 41	540	5 41	100	37	5 38	5 37	5 38	5 38	5 89	5 38	5	3
May-June	5 42	5 42	5 42	5 42	5	30	5 89	5 89	5 39	5 40	5 40	5 39	5	4
		,										ł		

BREADSTUFFS.

FRIDAY, P. M., Oct. 18, 1843.

The markets for flour and meal have been quite dull, and, in sympathy with the course of the grain market, the tendency of prices has been toward a lower range. Still, the decline is not important. The change is more in the lower prices offered. Inasmuch as there was no material advance

during the period of activity last week, so there is no decided decline during the more recent dulness. Still, to do business on a liberal scale, concessions to buyers have been necessary. To-day the market continued dull and weak.

The speculation in wheat has been fairly active, showing at times some excitement, the result of an animated contest between "bulls" and "bears" for the control of the markets, but the advantage has generally been with the latter, the decided break in the range of values which took place at the date of our last having been followed by some further decline, attended by merely fitful and partial recoveries. The depressing influences have been mainly from the West, for the spot has been fairly active at full prices, and the foreign advices steady or stronger. The business on the spot has been mainly for local milling and included fair to fancy red winter at 82@921/4c., and prime to choice No. 1 spring at 91½@97½c. To-day there was a further decline in futures and a very unsettled market, under free receipts at the Northwest. There was some buying for Lisbon:

DAILY CLOSING PRICES OF NO. 2 RED WINTER WHEAT.

	Sat	Mon.	Tues.	Wed.	Thurs.	Fri.
October delivery	8518	8538	8434	8178	8134	84
November delivery c.	8531	86	8538	8558	8512	8434
December delivery	8678	874	864	8678	8634	86
January deliveryo.	8778	8814	8734	8778	9734	87
May delivery	9158	9218	9112	9178	9134	9148

Indian corn has continued to feel the weight of two large crops of excellent quality coming together, and prices from a low, have found a still lower, depth. White and yellow grades have brought a small premium over the corresponding grade of mixed. To-day there was some further decline with rather more doing at the reduction.

DAILY CLOSING PRICES OF NO. 2 MIXED CORN.

	October delivery		Mon. 3938 40 41	Tues. 3918 3978 4034	Wed. 39 39 ⁵ 8 40 ⁵ 8	Thurs. 3878 3912 4012	Fri. 3858 3918 4018
ĺ	May delivery	42	4219	41%	41%	4134	4112

Oats have materially declined, especially for mixed grades, under very free offerings, but the close is steadier, though speculation for the rise is quite sluggish.

DAILY OLOSING PRICES OF NO. 2 MIXED OATS.

	Sat.	Mon.	Tues.	Wed,	Thurs.	Fri
October delivery	2534	2512	2514	2514	25	25
November delivery c.	257g	2578	2558	2559	2539	258
December delivery c.	268	264	2618	26	257g	253
January deliveryc.			2612			264
May doltver,	2814	2814	2818	28	2778	273

Rye has been quieter, but in barley business improved at

The following are the closing quotations:

FLOUR.

Fine \$ 001. 3	\$2 00 00 \$2 (Southern com. extras.	\$3 00 W	3 50
Superfine	2400 28	80 Southern bakers' and		
Spring wheat extras.	2600 30	00 family brands	4 000	5 00
Minn, clear and stra't.	3 50 7 5 (00 Rye flour, superfine	3 000	3 20
Wintershipp'gextras.	3 000 3 3	50 Fipe	2 50 7	2 80
Winter XX and XXX.	3600 44	10 Corn meal—		
Patents	4 250 5 6	80 Western, &c	2500	
Southern supers	2400 28	Brandywine	2702-	
Buckwheat Flour per				

Wheat-	c.	e.	Rye-	0.		G.
Spring, per bush	78 7	97	State and Jersey	54	0	57
Spring No. 2	86 0	89	Oats-Mixed	23	Œ	27
Red winter No. 2	84347	86	White	26	0	34
Red winter	76 0	92	No. 2 mixed	25	0	26
White	80 0	90	No. 2 white	274	2 7	294
Corn - West'n mixed.	37420	40	Buckwheat	50	0	52
West'n mixed No.2.	3834 2	3912	Barley-			
Western vellow	39 7	4019	2-rowed State	60	70	62
Western white	39 7	4010	4-rowed State	65	0	67
Rye -Western. 9 bu.	51 7	53	Cauada	65	Ø	70

AGRICULTURAL DEPARTMENT REPORT.-Department's report on the cereal crops was issued on October 10 and is given below:

10 and is given below:

The Department of Agriculture reports general percentage of conditi not corn at 91.7, against 90.9 a month ago and 92 for the crop of 1338 on the 1st of bet her. Condition of potatoes, 77.9, against 86.8 last October; of buckwheat, 90, a sain t 92.1 last year; of tobacco, 80.7, against 85.7 in 183. The preliminary estimate of yield per acre is 12.8 for wheat, 11.9 for rye and 22.2 for barley.

The past mouth has been favorable for corn. Slight frost north of forty degrees injured late corn, but the cereatage of damage as kenerally very small, as the crop was well matured in the third week of September. The dry weather came oppor unely siter the abundant rains of July and August, which som what impaired condition of the Atlantic coast. In the States south of Maryland the butto alands were plown down, and some injury resulted from rotting in all of the cotton States. In the States of the Ohlo Valley there was excess of moisture in May and June that returded planting and early knowth, prevented cultivation and delayed nonturation, leaving some fields to be aught by the frests of the 20th to the 25th of Sentember. The best development of maize was in the Missouri Valley. The best growth of the South was in the Gulf States. It could scarcely be improved in either district, though the yield per acre is much greater in the higher latitudes.

Polatoes were injured east of the Alleghenies by excess of moisture, earling rot. In West Virginia and Ohlo similar reports are received. Drought reduced the yield in Michigan, though the quality is generally good. In the Mississippi Valley the crop is more promising. In the Rocky Mountain region, where the area is largely increased, the season has been unfavorable.

The returns of yield per acre of wheat are in thresher measurement. This report is preliminary, as the local estimates will be tested by the record books of the threshers now could gin. The present averages per acre in bushels for principal States are:

New York, 13-8; Pennsylvania, 12-3; Ohio, 14-6; Michigan, 14-7; Indiana, 14-7; Itilinois, 16-0; Wisconsio, 14-2; Minnesota, 14-6; Iowa, 13-1; Missouri, 13-0; Kansas, 18-4; Nebraska, 12-0; Danota, 8-3; California, 15-0. Winter wheat was injured in many districts during harvest and in the slack by heavy rains, and is comparatively light, crading badly, thus reducing its weight and value. Its weight and quality will be the subject of further report, after test of the scales in marketing.

EXPORTS OF BREADSTUFFS FOR SEPTEMBER, 1889.—The fol. lowing, made up from the statement issued by the Bureau of Statistics, shows the exports of domestic breadstuffs from the under-mentioned customs districts of the United States for the month of September in 1889 and 1888, and for the three month's of the fiscal year 1889-90:

		Septe		1880	90.	
Breadstuf . Expt.	18	80.	18	88.	Three 1	
	Qu'ntities	Vatue.	Qu'ntities	Value.	Quantities	Value.
	Quincities	2	Am itter ma	3	Courseausea	
Barley, bush. New York	******	*******	20	16 52		\$
New York Boston Philadelphia		******	28	52		******
	******		******		21 94	28
New Orleans Pac. cust. dists.*	274,858	160,911	81,290	86,712	387,066	214,208
Other cus. dists.+	******	•••••	• • • • • • • • • • • • • • • • • • • •	• • • • • • • • • • • • • • • • • • • •		******
Total, barley	274,858	180,911	ψ1,338	56,780	388,011	214,245
Corn, bush. New York	1,756,639	781,122 201,542 69,788 276,110 224,918	1,817,155 310,187 114,366 189,684 525,127	905,190 176,170 60,118 105,501 284,507	7,093,605	3,201,723 686,238 863,256 778,188 987,665
Roston Philadelphia	445,264 182,476 644,179 499,514	69,788	114,366	60,118	093,007	963,256
Baltimore New Orleans	499,514	276,110	525,127	284,507	2,118,076	987,665
Pac. cust. dists.* Other cus. dists.†	516 1,401,596	511,591	1,146	577,112	7,093,605 1,397,352 995,007 1,742,930 2,116,076 2,994 8,270,809	2,179 1,222,271
	4,910,152	2,065,485	3,985,542	2,108,487	18,332,673	7,181,515
Total, corn Corn-meal bbls. New York Beston						
New York	7,999 10,402	21,924 26,762	9,719 10,032	32,152 26,901 300	37,988 33,406	107,542 81,530
Aoston Philadelphia Baltimore	357	1,400	100 250	895	2,175	5,691
New Orleans	85		4	12	93	. 264
Pac. cust. dists.* Other cus. dists.*	8,145	7,277	2,445	6,504	12,677	29,802
Total, corn-meal	21,941	57,469	22,550	66,784	86,330	224,629
Oats, bush. New York	289,300	80,453	9,840	4,232	533,050	154,334
Boston Philadelphia	289,300 21,295	80,453 6,642	428 25	209	22,959	7,307
Baltimore	9,520	2,544	9	3	12 038	3,600
New Orleans Pac. cust. dists.*	25 4,850	1,729	10,878 02,182	4,968 24,565	76 85,493	S1.233
Other cus. dists.+	123,050	S5,865			220,000	g0,0 8 9
Total, oals	447,548	127,248	82,868	33,980	871,779	257,254
Ontmeal, lbs. New York Boston	100,790 276,960	2,054 11,178	2,500 198,740	67 4,873	459,882 1,091,505	10,772 42,424
Philadelphia		424	100,140	4,010	*******	
New Orleans Pac. cust. dists.*	21,180 500	424 S0			1,108,350 970	33,040 50 900
Pac. cust. dists.* Other cus.dists.†	500 11,400 6,000	840 150	11,500	358	970 29,700 0,000	900 150
	418,830	14,785	207,740	5,296	2,706,498	87,386
Total, ontmeal Rye, bush. New York	73,509	47,466			334,640	182,895
	10,000	41,400			*******	102,000
Philadelphia Baltimere				*******		
NAW OTLANA			*******			*******
Pac. cust. dista.* Other cus.dista.†	21,570	9,058	45,201	23,710	68,465	29,042
Total, rye	95,079	58,524	45,201	23,710	403,105	211,937
Total, rye Wheat, bush. New York	718,046	647,293	796,525	798,206	5,595,289	3,086,458
Philadelphia	103,500	86,599	409,878	4S1,043	715,505	604,539
Baltimore New Orleans	439,778 514,694	349,875	878,036 480,454	840,334 461.858	2,330,575 1,232,374	3,086,458 178,285 604,539 1,978,760 1,063,586 3,859,395
Pac. cust. dists.* Other cus.dists.+	439,778 514,094 1,743,219 420,271	349,875 447,218 1,373,145 346,785	796,525 409,878 431,963 878,036 480,454 3,349,691 185,609	389,666 481,043 840,334 461,658 2,800,929 180,761	\$,\$95,289 206,928 715,505 2,330,575 1,232,374 4,626,872 1,314,893	3,859,395 1,080,98S
				5,992,795		
Wheat-flour, bbis New York	8,945,608	3,250,913	6,532,156		14,021,988	11,847,011
Boston	\$87,144 79,489	1,588,042 434,250	\$26,942 138,836	726,840	1,022,040 328,578	4,751,361 1,844,992
Philedelphia	45,878 181,444	200,922 973,693	58,274 229,884	239,324 1,185,817	328,578 109,700 596,075	1,844,992 504,403 3,144,911 46,580
New Orleans Pac. cust. dists.* Other cus.dists.*	79,439 45,878 181,444 4,356 98,609 117,207	1,588,042 434,250 206,922 973,693 21,600 387,819 585,082	136,536 56,274 229,684 2,305 87,738 114,816	1,431,776 726,840 239,324 1,185,817 11,740 328,659 560,207	9,818 370,904 280,398	1,502,619
Other cus. diets.+	117,207	585.082	114,816	560,207	280,398	1,502,618 1,275,767
Total, wheat-fio'r	859,075	4,141,458	956,893	4,490,357	2,717,608	13,070,582
Totals. New York		8,168,954		S 171 699		11 495 098
Boston		680,374		S,171,633 1,823,711 780,795		2,790,831
Philadelphia Baitimore	******	357,309 1,604,046			******	5,939,218
Pac. cust. dists.*		680,374 357,309 1,604,046 893,890 1,923,877 1,446,348	******	758,115 8, 262. 513 1,378,852	*******	11,495,085 2,790,831 1,412,224 5,939,218 2,098,134 6,810,528 8,898,489
Other ous.dists.+		1,446,848	•••••	1,378,852	•••••	
Grand total		9,874,788		12,758,169		38,044,509

* Value of exports from Pacific of	listricts	for the month of Septen	nber, 1889:
Oregon, Oregon	1.133 1	Villamette, Oregon	
San Francisco, California1,622	2,182 [Total	\$1,925,577
+ Value of exports from other c	ustoms	districts for the month of	f Sept., 1889:
Chicago, Ill	0,961 N	Ne Haven, Conn Newport News, Va Richmend, Va	28,018
Huron, Michigan 116	3,134 2,039	Total	\$1,446,348

Norz. This statement includes abo 88 per cent of the entire exports of he arti mamed from all ports of the country.

The movement of breadstuffs to market is indicated in the statement below, prepared by us from the figures of the New York Produce Exchange. We first give the receipts at Western lake and river ports, arranged so as to present the comparative movement for the week ending Oct. 12, 1889, and since August 1, for each of the last three years:

Receipts at-	Flour.	Wheat.	Oorn.	Oats.	Barley.	Rye
	Bids.196tbs	Bush.60 lbs	Bush,56th	Bush.32 lbs	Bush, 44 th	Bu. 56 1be
Chicago	122,543	667,271	1,581,633	1,714,600	645,231	101,890
Milwaukee	48,476	253,810	22,400	91,000	281,750	53,220
Oaluth	106,506	689,930	3,786			
Minneapolis.		1,907,070	******		*****	
Foledo	2,901	175,591	74,416	19.054		14,610
Detroit	4,819	282,311	11,802	50,671	31,975	****
Cleveland	9,432	72,200	11,832	77,747	8,009	0/1000
3t. Louis	28,340	. S17,240	432.930	310,495	200,210	45,915
l'40ria	2,850	38,000	281,400	229,000	80,400	9,900
Tot.wk. '89.	825,706	4,581,413	2,412,972	2,492,587	1,915,575	228,081
Same wk. 188.	871,705	8,553,270	2,293,853	2,169,931	1,814,743	281,749
Same wk.'87.	291,025	3,702,331	2,505,811	2,877,093	818,859	60,918
Since Aug. 1.					-	
1889	. 2,817,488	37,420,729	33,328,356	84,247,124	4,832,037	1,677,497
1883	2,686,501	36,939,809	25,147,249	25,691,954	5,878,131	2,030,637
1887	2,670,811	30,410,294	21,014,585	22,766,616	6,936,775	524,897

THE WAY

Comparative shipments of flour and grain from the same ports from Jan. 1 to Oct. 12, 1889, inclusive, for four years show as follows.

Wheatbush. 43,322,047 46,935,797 00,719,914 47,986,291 Corn	ı	Flourbbls.	1889. 12,605,063	1888. 17,008,282	1887. 11, 2 96,383	1886. 8.470,98 5
Rye 3,098,568 1,929,696 859,083 1,232,997		Corn Oats Barley	96,897,320 51,415,491 7,083,569	65,186,912 50,122,719 6,233,930	56,734,530 42,352,835 6,412,632	69,499,705 41,403,565 7,271,759

Total grain. 204,816,998 170,309,034 173,078,994 167,454,407

Below are the rail shipments from Western lake and river ports for four years:

Flourbbls.	1889.	1888.	1887.	1886.
	Week	Week	Weck	Week
	Oct. 12.	Oct. 13.	Oct. 15.	Oct. 16.
	253,694	304,018	296,029	150,936
Wheatbush. Corn Oats Barley Ryo	701,685	613,607	523,269	220,167
	547,537	483,962	432,032	548,894
	939,928	1,481,015	809,364	1,093,154
	522,256	605,951	366,961	403,625
	101,206	87,556	19,289	30,811
Total	2,815,612	3,272,090	2,149,945	2,296,651

The receipts of flour and grain at the seaboard ports for the week ended Oct. 12, 1889, follow:

ł		Flour,	Wheat,	Corn,	Oals,	Barley,	Ryes
ľ	At-	bbls.	bush.	bush.	bush.	bush.	bush.
ı	New York	138.996	998.450	1.050,200	694,200	37.100	41,800
I	Boston	42.615	41,000	244,750	84.210	500	600
ì	Montreal		105,758	183,696	11.720	1,210	21.569
ı	Philadelphia	16.126	62,960	54.591	44.213	6.000	4,800
ı	Baltimore	77.190	135,475	286,030	21,000		10,320
1	Richmond	7.060	14,282	33,600	21,965		3,487
l	New Orleans	12.471	25,142	152.937	20,635		
ı							

Total week. 316,081 1,383,067 2,005,804 897,943 44.810 82,576 Cor. week '88.. 322,795 926,487 1,443,758 1,149,410 46,949 8,230

The total receipts at the same ports for the period from Jan' 1 to Oct. 12, 1889, compare as follows for four years:

Flourbbls.		11,286,145	11,723,309	10,407,510
Wheatbush. Corn Oats Barley Rye.	23,240,254 75,558,087 29,684,798 2,761,864 908,910	33,534,989 32,240,685 31,416,763 2,194,093 300,956	73,765,632 37,790,187 28,122,182 2,687,039 638,063	56,973,230 66,761,472 31,156,567 3,254,051 503,454
Total grain	132,153,922	96,687,486	143,003,103	159,649,774

The exports from the several seaboard ports for the week ending Oct. 12, 1889, are shown in the annexed statement:

from-	Wheat.	Oorn.	Flour.	Oats.	Ryc.	Peas.
	Buch.	Bush.	Bbis.	Bush.	Bush.	Bush.
New York	226,498	589,412	58.866	1,765		2,210
Boston		182.947	23,017		*****	
Portland.						
Montreal.	98.350	133,169	35,954			6,200
Philadel .		63,000	15,714			
Baltim're	160,750	132,093	51,280	9,525		****
N. Orl'ns.		51,218	629			
N. News						****
Richm'd.	*****					*****
Tot.week.	485,598	1,151,839	185,460	11,290		8,410
8'me time 1888	23,285	1,327,319	223,222	1,022		70,928

The destination of these exports is as below. We add the corresponding period of last year for comparison.

	Flo	ur.	Wh	eal.	Co	rn.
for week to—	1889. Week, Oel. 12.	1888. Week, Oct. 13.	1889. Week, Oct. 12.	1888. Week, Oct. 13.	1889. Week, Oct. 12	1888. Week. Oct. 13.
Un.King. Cont'nt 8.&C.Am. W. Indies Brit. cel's Oth.e'n'ts	6,846 27,342 13,807 14,056	23,316 23,589	89,218 104,283 4,000	15,275 10	275,603 15,511 5,677 3,225	1,785 12,557 62
Total	185,460	223,222	485,598	23,285	1,151,839	1,327,319

By adding this week's movement to our previous totals w have the following statement of exports this se son and las' 88880n:

	Flo	ur.	1Vh	eat	Corn.			
Exports to—	Sept. 1, 89, to Oct. 12, 1850.	Sept. 1,'88, to Oct. 13, 1988.	Sept. 1, 60, to Oct. 19, 1589.	Sept. 1,'88, to Oct. 13, 1888.	Sept. 1,'S9,' to Oct. 12, 1889.	Sept.1,'83- to Oct. 13, 1888		
	Bbls.	Bbls.	Bush.	Bush.	Bush.	Bush.		
Un.Kingdom	661,154	903,589	1,586,015	2,451,017	4,568,591	8,959,819		
Continent	69,120	39,258	821,706	1,300,288	1,867,765	1,209,268		
S. & C. Am	105,453	118,998	543,032	20,277	160,454	9,194		
West Indies.	112,971	121,665	4,900	10	87,248	49,971		
Brit. Col'nies	118,235	110,857		2	3,690	5,962		
Oth. countr's	3,911	3,749	8,614	850	4,622	5,235		
Total	1,070,521	1,296,511	2,731,897	3,802,472	8,642,365	5,289,449		

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit by water, Oct. 12, 1889:

Porto, terror in the	arrate aj	ator, 000,	14, 10001	6	
	Wheat,	Corn,	Oats.	Rye.	Bartey
In store at-	bush.	bush.	bush.	bush.	bush.
New York	4,868,528	2,789,654		13,459	0,214
Do afloat	273,500	50,200	26,500	16,100	14.800
Albany	*******	49,000	82,400	36,900	7,500
Buffalo	695,188	96,953	129.468	88,803	19.950
Chicago	1,940,227	3,367,133		560,200	258,666
Milwaukee	621,705	986	3,862	94,497	178,825
Duluth	1,233,309	13,796	2,833	02,201	210,020
Toledo	1.145.811	81,524	94,008	45,427	2,140
Detroit	207.464	7.634	50,671	5,807	17,983
Oswego	75,000	140,000	00,072	0,001	120,000
St. Louis	1,796,380	240,650	414,303	37.093	27,260
Do afloat		81,258	, ,		
Cincinnsti	59.000	2.000	28,000	31.000	11,000
Boston	21,190	394,617	201,407	774	22,967
Toronto	53,866		21,450	438	90.168
Montreal	250,326	34,637	14.868	988	18,565
Philadelphia	497.811	191.981	155.257		
Peoria	31.502	103.547	190,683	79,167	35.865
Indianapolle	200.308	48,726		1.800	
Kansas City	248,323	11.899	210,093	7,707	*******
Baltimore			109,157		
	776,030	335,217	78,458	1,811	
Minneapolis	2,364,140		105,474		
8t. Paul	90,000	100 001	0 400		
On Mississippi	1 101 011	138,904	8,480	107 100	515 0 25
On lakes	1,491,311	2,829,090	527,986	107,199	35,047
On canal & river.	803,000	1,445,200	69,000	100,800	176,200
Was Oat 10 100	10.000.010.1	0.45.2.000	0 505 015 3	000 000 1	02400

Tot. Oct. 15, '87, 31,600,243 8,141,532 5,810,418 321,749 1,682,862 Tot. Oct. 16, '86, 53,828,539 13,755,674 5,135,901 514,245 2,075,730

The exports of wheat from India for the week, year and s ason are as below:

Exports of Wheat f	rom India	Week end'g Oct. 12.	Week end'g Oct. 5.	Jan. 1 to Oct. 12.
To United Kingdom To Continent	bush.	340,000 200,000		13,280,000 6,320,000
Total	bush.	540,000	380,000	19,600,000

THE DRY GOODS TRADE.

NEW YORK, Friday P. M., October 18, 1889.

Business in the wholesale branches of the trade was fully as good as is usually witnessed at this stage of the season, the activity of the distributing trade in the interior having been reflected in the numerous re-orders for fall and winter goods which were received by mail and telegraph. The outcome of the fall business has been so satisfactory to jobbers through. out the country that they are making liberal provision for next season, and very good orders for certain spring and summer fabrics were placed (for later delivery) with domestic commission houses and importers. The jobbing trade was only moderate as regards transactions with buyers on the spot, but the order demand by mail and wire was of very fair proportions. An event of the week was the failure of the large jobbing and retail house of Lessing, Solomon, Rosenthal & Co., Waco, Texas, with liabilities approximating one million dollars. The assets of the concern have not been definitely ascertained.

DOMESTIC WOOLEN GOODS .- The demand for men's-wear woolens was light and disappointing, but there was a fair movement in some descriptions on account of former transactions. Spring cassimeres and light-weight worsted suitings and trouserings were taken in relatively small parcels to a moderate amount, but heavy clothing woolens were mostly quiet. Prices of men's-wear woolens are fairly steady, but in many cases unremunerative to the mills, and another failure was reported during the week, the firm of Clark & Keen (Ontario Mills), Philadelphia, having been compelled to suspend payment. Satinets were in light demand, but Kentucky jeans continued quiet. Fancy cloakings were in fair request, and there was a limited business in stockinets and Jersey cloths. Soft wool and worsted dress goods were in good demand for the spring trade, and there was a steady call at first hands for small duplicate parcels of goods required for immediate distribution. Fiannels, blankets and carpets were in light request by wholesale buyers, but a fair distribution of these goods was made by jobbers, and prices remain steady.

DOMESTIC COTTON GOODS.—The exports of cotton goods from this port for the week ending October 15 were 2,358 packages, valued at \$164,196, their destination being to the points specified in the table below: movement in some descriptions on account of former transac-

NEW YORK TO OCT. 15.		1889.	1888.		
MEW TORK TO OCT. 13.	Week.	Since Jan. 1.	Week.	Since Jan. 1.	
Great BritainOther EuropeanChina	148 43 118	7,671 1,471 33,559 4,602	190 7 22	3,847 1,942 38,993 7,179	
Arabia. Africa. West Indies. Mexico. Central America. South America.	246 69 69 1.580	5,366 3,749 11,767 3,277 5,227 32,447	825 453 313 91 267 643	11,213 4,644 11,190 4,143 5,040 28,252	
Other countries Total	2,358	2,413	2.851	1,934	
* China, via Vancouver		46,160		37,179	
Total	2,358	157,709	2,851	155,556	

From New England mill points direct.

*From New England mill points direct.

The value of the New York exports since January 1 have been \$6,677,397 in 1889, against \$7,164,551 in 1888.

At first hands the demand for staple cotton goods was characterized by a good deal of irregularity, but a fair business was done in some descriptions, and the tone of the general market continues steady. Operations on the part of jobbers were seemingly gauged by immediate requirements, but converters and cutters were freer buyers, and the export demand was better than of late. Fine yarn brown sheetings were in fair request, but coarse yarn goods ruled quiet. Bleached shirtings, cambrics, wide sheetings, cotton flaunels, corset jeans and satteens were taken in relatively small parcels to a fair amount, and napped fancy domets continued active, while there was a somewhat improved business in certain makes of colored cottons. White goods were in good demand, and there was an active business in some sorts of patterned fabrics for next spring, as fine sateens, ginghams and other woven wash fabrics, challies, lawns, &c. Print cloths were in fair demand, and the market closed steady at 3½c. for 64x64 "spots" and 3@3 1-16c. for 56x60s.

	1889.	1888.	1887.	1886.
Stock of Print Cloths-	Oct. 12.	Oct. 13.	Oct. 15.	Oct. 16.
Held by Providence manuf'ers.	235,000	22,000	191,000	24,000
Fall River manufacturers	32,000	12,000	85,000	35,000
Providence speculators	None.	None.	46,000	42,000
Ontside speculators (est)	None.	1,500	80,000	10,000
•				

Total stock (pleces) 267,000 35,500 Foreign Dry Goods -The demand for foreign goods of a FOREIGN DRY GOODS—The demand for foreign goods of a seasonable character was steady though moderate, and very fair orders for certain spring and summer fabrics were placed (for future delivery) with importers of British and Continental goods. Prices of imported goods are generally firm both here and at the sources of supply abroad, a sharp advance in some sorts of raw materials—as mohair and alpaca wools in particular—having caused importers to decline further orders save at higher figures than were asked a short time ago. time ago.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending Oct. 17, 1889, and since Jan. 1, and the same facts for the corresponding periods of last year are as follows:

Total at the port]	Total Ent'd for consumpt	Manufactures of— Wool Cotton Silk Flax Miscellaneous		Total on market	Total Ent'd for consumpt	Flax Miscellaneous	Wool Cotton		Total	Wool Cotton Silk Flax Miscellaneous	Want to the same of	
3,447	4,786 8,661	569 237 402 442 3,136	F	1,420	2,759 8,661	$\frac{271}{1,396}$	671 229 192	THDRA	8,661	1,164 846 1,299 1,682 3,670	Pkgs.	Oct. 1
13,447,2,120,775	521,484 1,599,291	202,718 72,590 122,620 57,303 66,253	NTERED FO	11,420 2,034,176	434,885 1,599,291	40,344	222,805 51,875 73,324	WITHDRAWN FROM	661 1,599,291	387,144 172,097 599,101 247,360 193,589	Value.	Week Ending Oct. 18, 1888.
652,317	191,522 460,795	27,583 12,532 16,748 13,694 120,965	DR WAREH	637,489	176,694 460,795	12,671	. 27,239 13,121	WAREHOUS	460,795	64,598 62,999 60,186 80,405 192,607	Pkgs.	Since Jan.
652,317 106,988,337	32,625,428 84,362,909	9,711,446 3,027,474 5,393,519 2,293,598 2,199,391	ENTERED FOR WAREHOUSE DURING SAME PERIOD.	637,489 106,049,358 10,643 2,746,547	21,686,449 84,362,909		9,646,798 3,152,982 4,679,359	WAREHOUSE AND THEOWN INTO THE MARKET	84,362,909	22,283,933 14,234,391 27,914,319 11,722,906 8,207,360	Value.	n. 1, 1848.
9,635	1,881 7,754	725 127 275 380 374	SAME I	10,643	2,889 7,754	j.a	763 204	WN INTO	7,754	1,642 1,486 1,714 2,178 732	Pkgs.	Oct. 17.
2,650,007	458,849 2,191,158	261,530 22,348 70,509 55,201 29,261	ERIOD.	2,746,547	555,389 2,191,158	50,953	291,939 56,745	THE MARI	7,754 2,191,158	578,443 295,064 759,278 366,431 191,839	Value.	Week Ending Set. 17, 1889.
619,631	170,139 449,492	27,161 10,539 12,724 13,798 105,917		623,219	173,727 449,492	13,000	27,102 11,739	TEL	449,492	69,626 62,366 65,287 105,716 148,497	Pkgs.	Since Jan.
619,631 111,040,346	20,817,548 90,222,798	9.795,766 2,593,687 4,586,944 2,394,292 1,446,859		623,219 111,159,546	20,936,748 90,222,798	2,236,020 1,590,537			90,222,798	24,252,692 14,490,709 29,945,206 13,504,167 8,119,024	Value.	m. 1, 1889.