

THE NEW YORK DEMOCRACY.

AN ENCOURAGING SITUATION IN EACH ASSEMBLY DISTRICT.

considerable floating vote—undoubtedly 1,000—which is part of neither Democratic faction, but which takes its course from the guidance of...

III. The Second Assembly district has always been the Gibraltar of the New York Democracy, the Republicans being outnumbered here in the proportion, usually, of ten to one.

IV. This is one of the districts wherein the Democrats have more than twice as many majorities as the Republicans.

V. The Fifth Assembly used to have a fair Republican vote, but the followers of the G. O. P. must have moved up town to grow up with the city, as there are now 6,500 Democrats to a seat.

VI. The Democrats in the Sixth Assembly district are to be cherished to study the political politics by reason of their rarity, they being at this point of party history almost an extinct species.

VII. The Democrats in the Seventh Assembly district are to be cherished to study the political politics by reason of their rarity, they being at this point of party history almost an extinct species.

VIII. The Democrats in the Eighth Assembly district are to be cherished to study the political politics by reason of their rarity, they being at this point of party history almost an extinct species.

IX. The Democrats in the Ninth Assembly district are to be cherished to study the political politics by reason of their rarity, they being at this point of party history almost an extinct species.

organisations are very strong here, and there is no thought other than of victory for the United Democracy.

XII. For every Republican in the Twelfth Assembly district there are three Democrats, and the discrepancy is growing.

XIII. The Thirteenth ward has always been known from the number of celebrities who reside within its boundaries.

XIV. This is one of the districts wherein the Democrats have more than twice as many majorities as the Republicans.

XV. Last November 9,607 votes were cast in the Fifteenth. Of these, according to the registry, 3,700 were of those Irish and Irish-American voters, 3,600 were German or German-American voters, and the balance, 2,300, were of the American vote.

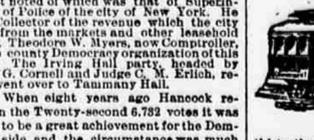
XVI. In the Sixteenth there are 1,000 Republican voters, besides Senator Everts; the number of Democrats is 5,000, and the Labor following is about 1,800, most of which, it is expected, will before November fall in line for the Democratic Presidential candidates.

XVII. The Seventeenth is a pretty strong district. It gave Henry George last year 2,654 votes, and the year before his largest majority of any district in town.

XVIII. In an "off" year there are four Democrats to one Republican in the Eighteenth; in a Presidential year there are probably six Democrats to one Republican.

XIX. The Nineteenth extends from Fifty-second street to the Hudson River, and is growing faster than any other district in town.

What New Yorkers Are to Have When the Cable System Replaces the Horse Car on the Third Avenue Street Railroad.



thirty-three feet ten inches. The car proper will be thirty feet long.

The forward compartment will be seventeen feet long, and will be divided into two compartments, separated by a vestibule three feet in width.

Mr. Henriquez Drank and the Brokers Sang. Alexander Henriquez, Vice-Chairman of the Stock Exchange, is one of the shining lights of the Old Guard, and of course he helped along the brilliancy at the ball on Tuesday evening.

Mr. Vilas Ill and Unfortunate. The suspension of Royal C. Vilas, the broker of the Consolidated Stock and Petroleum Exchange, who did not respond to the call of the Grand Jury, was reported to be very ill at his home.

FINANCIAL AND COMMERCIAL. New York Stock Exchange—Sales Jan. 18. UNITED STATES AND FOREIGN BONDS.

Table with columns for Bond Name, Price, and Yield. Includes entries like U.S. 4 1/2% 100, U.S. 4% 100, etc.

RAILROAD AND OTHER BONDS (In \$100,000). 6 A. & P. Pac. 100, 6 B. & O. 100, etc.

RAILROAD AND OTHER BONDS (In \$100,000). 10 N. Y. & N. J. 100, 11 N. Y. & N. J. 100, etc.

RAILROAD AND OTHER BONDS (In \$100,000). 12 N. Y. & N. J. 100, 13 N. Y. & N. J. 100, etc.

RAILROAD AND OTHER BONDS (In \$100,000). 14 N. Y. & N. J. 100, 15 N. Y. & N. J. 100, etc.

RAILROAD AND OTHER BONDS (In \$100,000). 16 N. Y. & N. J. 100, 17 N. Y. & N. J. 100, etc.

RAILROAD AND OTHER BONDS (In \$100,000). 18 N. Y. & N. J. 100, 19 N. Y. & N. J. 100, etc.

RAILROAD AND OTHER BONDS (In \$100,000). 20 N. Y. & N. J. 100, 21 N. Y. & N. J. 100, etc.

RAILROAD AND OTHER BONDS (In \$100,000). 22 N. Y. & N. J. 100, 23 N. Y. & N. J. 100, etc.

RAILROAD AND OTHER BONDS (In \$100,000). 24 N. Y. & N. J. 100, 25 N. Y. & N. J. 100, etc.

WEDNESDAY, JAN. 18.

The assumption that Wall Street is the barometer of the country must be followed at present by the deduction that business generally is practically at a standstill.

Of course, should the withdrawal of bonds from the market be sufficient to stiffen the money market again, the bonds might be returned to the market.

Today's little market was sustained by a demand for Treasury bonds.

It is pretty generally understood that at least the joint lease of the Oregon Railway and Navigation Company is to be executed.

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MINUTE ALMANAC—THIS DAY.

Sun rises... 7:41 Sun sets... 5:20 Moon sets... 11:29 Sandy Hook... 7:41 Sun sets... 5:20 Moon sets... 11:29

NEW YORK, Wednesday, Jan. 18.—Receipts of live stock... 14,000... 14,000... 14,000

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GENERAL INFORMATION.

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NORTHERN PACIFIC RAILROAD COMPANY'S General Third Mortgage Land Grant Bonds.

ISSUE OF \$8,000,000 BONDS. Dated December 1, 1887. Maturing December 1, 1937.

Coupon Bonds in Denominations of \$1,000 each. Registered Bonds in Denominations of \$5,000 each.

INTEREST, 4 PER CENT, PER ANNUM, PAYABLE IN ARREARS ON THE FIRST DAY OF EACH MONTH.

Principal and Interest Payable in United States Gold Coin of the Present Standard of Weight and Fineness.

THE FARMERS' LOAN AND TRUST CO., TRUSTEE.

The above Bonds are part of an issue of \$12,000,000, authorized by the Board of Directors of the Company, as required by the plan of reorganization of the Northern Pacific Railroad Company, and by resolution of the Board of Directors, dated the 17th day of November, 1887.

The Bonds are secured by a mortgage to the Farmers' Loan and Trust Company, Trustee, which mortgage is a lien upon the entire Railroad, authorized by the charter of the said Railroad Company with the approval, including the entire rolling stock of motive power, passenger and freight cars, bridges, tunnels, viaducts, stations, etc., and upon all the lands granted by Congress to aid in the construction of the said Railroad, and Dakota, and east of the Missouri River which are excluded therefrom in accordance with the terms of the plan of reorganization, whereby the same were specifically appropriated for the benefit of the preferred stock, and upon all the property and rights of property of the said Railroad Company, now held or which shall be hereafter acquired, and upon all its franchises, including the franchises for the use of the preferred stock, and upon all the property and rights of property of the said Railroad Company, now held or which shall be hereafter acquired, and upon all its franchises, including the franchises for the use of the preferred stock.

The Bonds are further secured under the mortgage by a first lien upon the estate, right, and title of the Northern Pacific Railroad Company, under lease or otherwise, in and to all branches now constructed and to be hereafter constructed, except the lands in Minnesota and Dakota, east of the Missouri River which are excluded therefrom in accordance with the terms of the plan of reorganization, whereby the same were specifically appropriated for the benefit of the preferred stock, and upon all the property and rights of property of the said Railroad Company, now held or which shall be hereafter acquired, and upon all its franchises, including the franchises for the use of the preferred stock.

An accumulative sinking fund is provided for under the mortgage of 1 per cent. per annum, to commence on the 1st day of January, 1888, and to be invested in the purchase of United States Bonds at their market price, not exceeding 105 and accrued interest. All bonds so purchased will be held by the Sinking Fund, and cannot be released.

On the 1st day of January, 1888, the Northern Pacific Railroad Company owns 2,922,301,000 miles of railway, as follows:

MINNESOTA... 1,789.10 Miles. Superior to Duluth... 2,170.40 Miles. Superior to Duluth and Puget Sound... 7.00 Miles. Northern Pacific and Puget Sound... 7.00 Miles. Shore R.R.—all the stock owned by the Northern Pacific R.R. Co... 10.40 Miles. Spokane Falls and Idaho... 60.00 Miles. The stock of the Northern Pacific R.R. Co... 18.00 Miles.

Whole length of road owned by the Northern Pacific R.R. Co... 2,207.70 Miles. St. Paul and Northern Pacific Rail... 136.00 Miles. Branches at St. Paul and Minneapolis... 10.70 Miles. Trackage St. P. M. and M. R. Y. St. Paul to Minneapolis and Branches... 16.00 Miles. And operated under lease and control of the Northern Pacific R.R. Co... 7.00 Miles. Branch roads, the stock of which is in whole or in part owned by the Northern Pacific R.R. Co... 67.85 Miles. Little Falls and Dakota... 67.85 Miles. Northern Pacific, Fergus and Black Hills... 117.10 Miles. Northern Pacific, Great Northern, Sanborn, Cooperstown and Turtle Mountain... 85.50 Miles. Jameson and Northern... 102.50 Miles. Rocky Mountain Railroad of Montana... 61.70 Miles. Helena and Jefferson County... 20.10 Miles. James River Valley... 30.20 Miles. Spokane and Palouse... 43.70 Miles. The stock of the Northern Pacific R.R. Co... 110.00—726.85 Miles.

Total length of road owned and leased at the end of the fiscal year... 3,107.85 Miles. Additions since constructed and under construction: Spokane and Palouse... 62.00 Miles. Duluth and St. Paul... 80.00 Miles. St. Paul, Moore and Minnesota River... 21.20 Miles. Helena, Boulder Valley and Butte... 30.00 Miles. Drummond and Phillipsburg... 23.80 Miles. Missoula and Bitter Root Valley... 30.00—394.25 Miles.

Total length of owned and leased road, Dec. 31, 1887... 3,402.10 miles. The Northern Pacific Railroad Company, under its charter, is entitled to an estimated area of public lands amounting to 46,728,400 acres, of which 27,229,500 acres have been sold up to Oct. 31, 1887, leaving 19,498,900 acres still unsold. The sales have averaged \$2.94 per acre since July 1, 1881.

The outstanding mortgage indebtedness of the Northern Pacific Railroad Company consists of: \$4,000,000 Missouri and Fond du Lacville Division Bonds. \$2,000,000 Grand Northern Division Bonds. \$2,000,000 General 2d Mortgage Bonds. \$7,181,000.

The \$4,000,000 2d dividend scrip, which matures on the 1st day of January, 1888, have been provided for out of the proceeds of the Third Mortgage Bonds, and the latter therefore increase the interest-bearing indebtedness of the Company only to the extent of \$7,900,000.

Including the twelve millions of Third Mortgage Bonds the Northern Pacific Bonds and the undiminished 8,000,000, involving an annual interest charge of \$600,000, 170. This mortgage indebtedness is equal to \$23,500,000 per mile of First Mortgage \$2,146,800 of Second Mortgage, and \$22,353,200 of Third Mortgage, total mortgage indebtedness of \$83,900,000 per mile; while the total cost of construction and equipment has been about \$100,000,000, or an average of \$46,200,000 per mile.

The net earnings of the Company after deducting operating expenses and taxes, amounted for the fiscal year ending Dec. 31, 1887, to \$1,000,000. The Company has also received for out of the proceeds of the Third Mortgage Bonds, and the latter therefore increase the interest-bearing indebtedness of the Company only to the extent of \$7,900,000.

Subscriptions will be received from January 23rd to the 30th of this month, and the right is reserved to reject any proposal to receive the same amount to be advanced thereunder, or to close the subscriptions on any day without notice.

ZIMMERMAN & BISHOP, 36 WALL STREET, NEW YORK, January 18, 1888.