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The Chronicle.

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THE CONDITIONS NEEDFUL FOR SPECIE RESUMPTION.

Although so much has been said as to the preliminary arrangements needful for the restoration of specie payments in the United States, there is one fundamental pre-requisite of resumption which has been almost entirely overlooked. At least, comparatively little has been said about it in the discussions in Congress and elsewhere. It was reserved for the late convention of the American Bankers' Association to supply this omission, and to give greater completeness to the whole subject before the public mind. The thing which has been so much ignored is that the banks and the Treasury must by some means be made to unite their forces and to work together, if our financial bark is to be safely conducted to the haven of coin payments. Whatever may be the other merits of Mr. Coe's plan of resumption, and they are numerous and generally acknowledged, its most conspicuous claim to the attention of Congress and of

the nation is that it starts from and rests upon the fundamental principle that in preparing for resumption, the Treasury cannot move alone and should not attempt it, but should make all its movements in concert with the banks.

This principle is no novelty in government finance. It has been the sheet-anchor of almost all the European governments which in the course of their history have attempted to restore specie payments and to rid themselves of the evils of paper money. In France the success of the government in realizing the resumption which is announced to take place next January is dependent upon this principle of uniting the movements of the Treasury with those of the banking system. Similarly in Russia, soon after the close of the Crimean war, the attempted restoration of coin payments was made to depend entirely upon the harmonious co-operation of the government and the banks. We might also cite, if it were necessary, other examples, and particularly that of Great Britain after the twenty-two years' suspension of the Bank of England, which began in 1797. Without dwelling upon these foreign examples, however, we might easily cite a number of facts illustrative of this principle from our own financial history. It is well remembered by many of our readers that after the battle of Bull Run in 1861 the banks and the government did unite in an effort to prevent suspension, and that the effort was successful so long as the Treasury and the banks worked in harmony. So complete was this success during the brief period over which the alliance extended between the banks and the Treasury, that there are not a few of our bank officers in this city who to this day believe that had not Mr. Chase broken the compact, specie payments would not have been suspended till long after February, 1862, and that in all probability the issue of paper money might have been avoided with all the losses which for the last fifteen years it has inflicted on our commerce and people.

Without adopting fully this extreme opinion we may very safely concur with these gentlemen in accepting the principle of union between the banks and the government as a pre-requisite, of the highest and most indispensable character, to the safe negotiation of large war loans, and to the successful transition of any commercial nation from paper currency to a currency of specie.

Still, important as is this principle of unity and co-operation, we cannot help thinking that the late convention of the bankers in this city might have given to the community a more luminous exposition of some parts of Mr. Coe's plan. To us it seemed that most of the speak-

ers were too generally disposed to confine their attention chiefly to the advantages and the safeguards which were offered to the Treasury and to the nation by the scheme of Mr. Coe. But it must be evident that were all these advantages conceded, and if we were satisfied that the plan if adopted, successfully carried out, and permanently kept in operation, would yield us every one of these advantages, there would still remain the question is the scheme practicable, and what are the precise methods by which it can with success be set in operation and kept permanently at work. From a statesman-like convention of practical men, disciplined and experienced in the daily labors of the banking business, the public had a right to expect not only that a wise and comprehensive scheme for realizing resumption should be projected, but that the methods should be elaborated, completed and expounded, by which the scheme could be made practicable and in the end successful.

We are glad to know that this portion of the work of the convention has not been wholly left in abeyance. A committee of seven has been appointed by the Clearing House of this city, and has been entrusted with the special task of maturing practical expedients for realizing Mr. Coe's plan. This committee of the Clearing House is at present in conference with another committee of seven, appointed by the vote of the convention of the American Bankers' Association, at their recent session. Hence we find that what the convention did not do because it had not time during its brief three days' labors, it has entrusted to a joint committee of the ablest and most experienced bankers and bank officers in the country, who are now engaged upon it. The proceedings of this joint committee will be watched with much interest and hope. Of course it is scarcely to be expected that they will be prepared to give publicity for a few weeks to come to their negotiations. But when Congress meets on the 15th of October, it is quite probable that we shall have some further development of their plans. Meanwhile we are informed, on competent authority, that during the last week the joint committee has been busily and with fair prospects carrying forward its work, both here and in Washington.

THE SAVINGS BANK SYSTEM AND THE "SMALL BOND" PLAN.

The proposition recently made by the trustees of the Long Island Savings Bank of Brooklyn to take all the assets and become, under a proper guaranty, responsible for the liabilities, if made in good faith and sustained by responsible surety, is certainly deserving of serious consideration. The merits of this particular proposition we do not stop to discuss, but we have had occasion more than once, during the past ten months, to comment upon the lamentable deficiency of the laws of this State in reference to the closing of insolvent corporations, and this plan is worth mentioning and examining because—aside from its applicability or otherwise to the particular case—it is an attempt to avoid the slow, harsh, wasteful, and altogether objectionable receivership which has hitherto been the only thing open.

Meanwhile, the failures among savings banks are not yet at an end, a fresh one having occurred in Chicago during the past week; the subject is thus brought again and again before public attention, and it is becoming a very serious question how to break the disastrous force of these failures upon confidence. We have already set forth the reasons for considering these successive failures as of the end of a financial sickness rather than the beginning, and need not go again over that ground, but in the various suggestions brought forward for providing

a perfectly sure deposit for small savings there is opportunity for comment. The most radical of these is that government, probably through the post-offices, make itself a gigantic depository for the people's savings; this plan may very possibly be broached during the coming session of Congress, but we pass it by now, having recently stated the reasons why it is almost equally objectionable whether the government is to guarantee or not the safety of the deposits. To the proposition that a government bond in small denominations be issued, as a low-rate security possessing the maximum of safety and convertibility, it seems to us enough to reply that precisely such a bond is now offered in the four per cent loan, which can be bought by anybody who has \$50 at a time, and can be made secure against loss by being taken in the registered form.

The plan of issuing city bonds of small denominations has also been brought forward, and an amendment was proposed to the Woodin charter during the last session—the amendment passing with the charter, but being lost with it by the Governor's veto of the entire document—to the effect that, whenever bonds of this city are issued or converted, in lieu of such bonds or stock, interest-bearing certificates in amounts from \$25 to \$100 each be issued, neither interest nor principal to be paid to any other person than the subscriber himself or his legal representatives, except upon a properly drawn and authenticated instrument of transfer. It is a remarkable fact that the example set by the government of seeking a wide dissemination of bonds by offering them in low as well as in high denominations has been very little followed by other public borrowers in this country. Sixteen States only offer bonds as small as \$100, and most of these are issues few in number and small in aggregate. Pennsylvania has several large \$50 loans; the debt of this State is registered in \$100 and multiples, but the general rule is to have denominations of \$500 to \$5,000, \$1,000 being the most common. The practice in cities has been about the same. Baltimore has a minimum of \$100; Boston, of \$500; Albany, Buffalo, Louisville, Newark, New Haven and Brooklyn, \$1,000 denominations only; Chicago, Cincinnati, Jersey City and several others have a minimum of \$500; this city alone issues denominations as low as \$100, that minimum applying to nearly all its regular debt. And yet, if the city officials are correctly reported as saying that interest is paid to only about 4,000 persons, it appears that the average holding of city bonds is about \$22,000, and the fair inference from this is that the bonds of other cities whose minimum is higher have a somewhat smaller relative distribution. Of course, it must be the actual if not the intended result that when bonds are issued in denominations of \$1,000, they will be taken and held in large blocks by corporations and capitalists.

The desirability of issuing small bonds or popular loans by cities and States is unquestionable. In the first place it is a source of strength to the government. For example, there can be no doubt that the successful prosecution of the war, financially speaking, was made possible by the popular and widely scattered loan, each holder of a few Seven-Thirties feeling not only that he had made a good investment, but that by loaning to the government he had virtually become a partner with it and was bound to sustain it to the end. This feeling of partnership and of having direct interests at stake in good government is perhaps the one which more than anything else needs at present to be assiduously cultivated in this country, the great trouble in effecting any gov-

ernmental reform being that men fail to see that it is worth their while to take any trouble about public matters. The bondholders, "bloated" or small, are not likely to be found in the ranks of either the greenback inflationists or the silver remonetizationists, for the reason that they instinctively feel that they cannot afford to have their own interests imperilled. In like manner, it is reasonable to suppose that a scattered distribution of public loans would tend to reform administration by increasing watchfulness against debt-incurring and extravagance in expenditures, as well as by inducing what are known as "the middle classes" to pay more attention to public matters, and be less the mere tools of politicians. What President Lincoln, in his memorable Gettysburg oration, phrased as "government for the people, of the people, and by the people," requires for successful operation the intelligent and interested participation of the people which naturally follows from a realization of the fact that they cannot afford to let government go wrong. It may, therefore, be an error, on the side of the statesman and the moralist, as well as of the financier, that our public loans have not been hitherto employed, by being made more popular in form, as a means of broadening and strengthening the governmental structure.

At the same time, it would be very erroneous to suppose that any such form of debenture as proposed in the vetoed city charter can ever supersede the savings banks or do their work. The facilities offered by the banks are lacking in any plan of small bonds, in two very important respects: in receiving and caring for small amounts—dollars and fractions—at once, and in giving full liberty of withdrawing any portion at will. The small bond plan has its merits, but it can never possess the elasticity and convenience of the savings-bank system. That system, we must remember, is not to be adjudged a failure and condemned because of its abuses, which grew naturally out of its bad organization, in an inflated and speculative period. For the first time, the system in this State is upon a nearly perfect statutory basis, and it needs only firm but judicious purging of its present weak members and rigid guardianship for the future. In this guardianship every man should do his part as he may, for there are no savings bank depositors among the idlers, the habitual law-breakers, the rioters and the communists, and comparatively few of them among the strikers. The savings bank is the foe of disorder, because its depositors feel that they have interests at stake, and cannot afford either to join or to permit running a muck against the established order of things. The bank is therefore an educator in habits of thrift, and is really one of the most active and generally working conservative forces in the community. This it is so long as it is well used and is made to do its work, but it may become quite otherwise. When it deceives, defrauds, and fills men's minds with anger and bitterness, it reverses its teaching and becomes a stimulus to idleness, unthrift and disquiet. An intelligent community cannot afford to take the risks of permitting the derangement of such a piece of machinery.

SCHMES FOR GOVERNMENT INTERVENTI N.

A week or two ago a meeting of certain policyholders in the life insurance companies was held, at which an organization for mutual protection was formed. It is proposed to have similar organizations started in all large cities, and—so reads the announcement—"they will be requested to send delegates to a convention to be

held at Washington during the winter, at which some kind of a law to protect the insured will be drafted and Congress urged to pass it." From one or two other points announcements of a similar tenor have lately come.

The helplessness and credulity of policyholders, as we have heretofore urged, has always been a weakness in life insurance and has created the opportunity for deceit and mismanagement in the business. This helplessness largely follows from their utter lack of organization and acquaintance with one another, yet the difficulties of maintaining any voluntary organization which requires attention, but neither appeals to some permanent feeling nor promises immediate profit, are almost insurmountable, and such a movement usually becomes the convenience of a few who have ends of their own to attain. Life insurance reform, as influenced by the public, is much more likely to be aided by a determination on the part of individuals to use caution and intelligent judgment before taking out policies than by an attempt of this kind, which is quite in order if to be confined to membership of some particular company, but can hardly be successful if to be made general.

We would not unduly discourage, however, what may be a sincere attempt at combination among policyholders, and possibly the attempt may escape the fate that usually befalls movements which lack motive power and cohesiveness. Nevertheless, in proposing an appeal to Congress as the first step, the movers of this combination show a discouraging lack of wisdom. There is a serious question of jurisdiction involved, at the very outset, as to whether Congress has power to pass any "kind of a law to protect the insured;" but, waiving that, the proposal is preposterous. Such a law must provide for regulating and supervising the companies, under a new bureau or department. It is certainly absurd to suppose that a central government already overburdened could do either better than do the two or three States. Of the 38 States, 11 have life insurance companies, and of the 11 there are 4 whose companies cover perhaps five-sixths of the total business. Nothing could be on general principles more absurd than to propose that the general government should undertake a regulation which four States have tried unsuccessfully, and if not unsuccessfully there is no reason for changing. Until the government can show a better record for its dealings with whiskey rings and offenders against its own laws, and until it can collect its own revenue without enormously wasting and corrupting, it should refuse rather than seek to correct any systems now subordinate to State laws.

It is not quite easy to discuss with patience propositions of this sort, in view of the fact that government violates well-known economic laws in managing its finances and revenues; that it practically equips Indians with weapons, and then sends soldiers to exterminate them; that it has a Bureau of Engraving and Printing, which has been aggressive and growing, although without any regulation by Congress and any legal status, having sprung up like a weed from a little seed dropped into an old statute; that, in a word, government goes through its routine work in such bungling, crude, costly, and often dishonest ways, that even the hack politicians cry for "civil service reform." Nor have its outside endeavors been really successful. Not to mention others, it has tried savings bank management, and the story of the Freedmen's Bank—probably the meanest instance of robbery ever known—is too fresh to need more than mention. It has even touched life insurance,

Congress having chartered a company, with a great flourish of "nationality" and special consequent advantages, among which was the fact that it would be "a home company in every locality"; but this company, although still existing, never justified the promises with which its career opened.

Just now, also, there is an unusual array of schemes which propose merely to add new wheels to the already clogged machine, and make places for new employes, giving the government more to do. The largest is that behemoth of absurdities, the proposition for federal control and assumption of the railroads; it is now restricted to a supervisory control, but there are not wanting those who outspokenly advocate assuming possession of all the roads, and a little reflection shows that supervision leads to possession, and must end there before it can become effectual, if it ever can. With the railroads must go the steamships and all other transportation lines, of necessity and for the same reasons—the next step being the one already proposed by a prominent railroad President, in a periodical, that a standing army be kept for the police duty of guarding the large railroads, and how many employes would be added to the civil list and whither the whole thing would lead we need not stop to predict. The troubles of laborers who either find no employment at all, or do not get wages enough, have shown to a number of persons—who have hinted it pretty strongly in at least one political platform—the expediency of having a federal bureau of labor, to manage the whole subject and act as a board of arbitration between capital and labor; it was also clear long ago to a large number of noisy persons that the government should manufacture paper money in quantities sufficient to meet the wants of labor—the quantity and the wants being alike undefined. The need of some agency where the poor man can get a loan without applying to the banking monopolists—who have very rigorous ideas about commercial security—is so great that there is a proposition to have the government open a loan office and take the security of land, or, possibly, also that sort known as personal security. The telegraph is also to be taken by the government and managed, at strictly popular prices, as an appendage of the Post Office. The savings banks have done so badly that the government is to establish a postal savings bank system; and now the latest scheme which has come to our notice is for supervision of life insurance, although we do not see why the idea should not embrace the absorption of all the existing companies and the organization of a Department of Life Insurance, with truly national policies, the President of the United States to sign as *ex-officio* President of the company.

This is but an outline sketch, and the list of schemes cannot be quite filled up in advance. Those which want money proceed upon the incorrect assumption either that the public treasury may profitably undertake what private capital shuns, or else that government ought to collect taxes at large in order to expend them impartially in successive localities for local benefit; those which ask government to regulate this or that wrong thing are equally irrational in assuming that what States fail to do the larger and yet weaker federal power can undertake successfully. In every one of these attempts the desired improvement would not be obtained, but that is the lesser part of the failure which would follow, for the perversion would ruin the government for its own regular work. As well try to extinguish a large fire by turning water on it at one side while camphene is supplied on the other, as try to reform the civil service

while extending the functions of government in various by-paths; the contrary process of simplifying and restricting must be pursued, or there will never be any reform. Aside from all this, the prevalent disposition, in every trouble, to play the part of the wagoner and cry to the Hercules of the general government, is not only seeking the wrong remedy, but is a not very creditable laying aside of the sturdy, self-reliant independence characteristic of Americans.

Latest Monetary and Commercial English News

RATES OF EXCHANGE AT LONDON AND ON LONDON AT LATEST DATES.

EXCHANGE AT LONDON— SEPTEMBER 14.			EXCHANGE ON LONDON.		
ON—	TIME.	RATE.	LATEST DATE.	TIME.	RATE.
Amsterdam...	3 months.	12.4½ @ 12.4½	Sept. 14.	short.	12.10
Antwerp.....	"	25.37½ @ 25.42½	"	"	25.20
Hamburg.....	"	20.69 @ 20.73	"	3 mos.	20.47
Paris.....	"	25.32½ @ 25.40	"	short.	25.17½
Paris.....	short.	25.17½ @ 25.27½	"	"	"
Vienna.....	3 months.	12.0 @ 12.5	Sept. 14.	3 mos.	117.80
Berlin.....	"	20.69 @ 20.73	"	short.	20.47
Frankfort....	"	20.69 @ 20.73	"	"	20.46
St. Petersburg	"	21½ @ 24½	Sept. 10.	3 mos.	24½
Cadiz.....	"	47½ @ 47½	"	"	"
Lisbon.....	90 days.	51½ @ 51½	"	"	"
Milan.....	3 months.	27.92½ @ 28.97½	"	"	"
Genoa.....	"	27.92½ @ 28.97½	"	short.	27.59
Naples.....	"	27.92½ @ 28.97½	"	"	"
Madrid.....	"	46½ @ 46½	Sept. 10.	3 mos.	47.90
New York.....	"	"	Sept. 14.	60 days.	4.83½
Rio de Janeiro	"	"	Aug. 25.	90 days.	21½ @ 24½
Valparaiso....	"	"	Aug. 1.	"	41½ @ 41½
Pernambuco...	"	"	Aug. 27.	"	21½ @ 24½
Bombay.....	demand.	1s. 9d.	Sept. 13.	6 mos.	1s. 9 3-16d.
Calcutta.....	"	1s. 8 15-16d @ 1s. 9	Sept. 12.	"	1s. 9½d.
Hong Kong...	"	2s. 10½ @ 11 com	Sept. 8.	"	3s. 11½d.
Shanghai.....	"	5s. 3½ @ 4 nom	Sept. 8.	"	5s. 5d.
Singapore.....	"	3s. 10½ @ 11 nom	Aug. 20.	"	3s. 11½d.
Batavia.....	"	"	"	"	"
Alexandria....	"	"	Sept. 12.	3 mos.	95½
Mauritius.....	demand.	1s. 9d.	Aug. 14.	90 days.	14½ p. c. prem.

[From our own correspondent.]

LONDON, Saturday, Sept. 15, 1877.

The Imperial Bank of Germany has raised its *minimum* rate of discount to 5 per cent, and it was fully expected that at Thurs. day's meeting of the directors of the Bank of England an advance to 4 per cent would have been adopted; but, owing to an abatement in the demand for gold for exportation, and to a limited inquiry for accommodation on the part of the mercantile community, a change was postponed, though it seems almost to be inevitable. A revival, even upon a moderate scale, of the export demand for gold would exert considerable influence upon the money markets, as the Bank of England is in a position of diminished strength, the proportion of reserve to liabilities being at the present time only 42.65 per cent. Previously to 1870 a proportion of 33 per cent was regarded as safe; but since the conclusion of peace between France and Germany was effected, from which date the bullion movements have been upon a gigantic scale, that proportion is regarded as inadequate. It is perhaps to be regretted that no change was made on Thursday, as the market is left in an uncertain condition, which is not desirable. The probability is that as soon as there are indications of a revival of activity in the demand for gold for exportation, the rate will be immediately raised; but when it is borne in mind that the market which causes the most disturbance, that, viz., of Berlin, quotes the rate of discount at 5 per cent, the indecision of the Bank has caused some surprise. It is generally considered that the opportunity for increasing the rate presented itself, and regret is expressed that the directors failed to take advantage of it.

It is, no doubt, quite true that money cannot become, as it were, permanently dear as long as trade is so quiet and financial enterprise wanting in animation; and it is therefore by no means certain that a four per cent rate of discount would be long maintained. There is still a large supply of idle money amongst those countries which are looked upon as in the van of civilization, and it is more than probable that four per cent, with security, would possess much attractive power. Latterly, the exchanges have, in many cases, been more favorable to this country, and as the Paris money market remains abundantly supplied with idle capital, it is regarded as probable that money will be sent here for employment. France has, unquestionably, large sums of money to lend. During the next few months, owing to the large sales of agricultural produce and of wine which will be made, she will be a large creditor, but should domestic political affairs assume more serious proportions, investments in British securities of

some kind, and, no doubt, in bills, which are only transitory investments, will be likely to increase.

This week's Bank return is remarkable for the fact that notwithstanding the very general belief that the Bank rate would be raised, the increase in "other securities" does not exceed £312,000. This is a small amount, and proves conclusively that the demand for accommodation on the part of the mercantile public is trifling. It is satisfactory, however, to notice that the total of "other securities" which during the period of depression prevailing last year was only £16,000,000, is now £20,000,000, from which fact it may be inferred that commercial enterprise is far from being extinguished.

Money has been in fair demand throughout the week, and very little disposition has been evinced to work under the Bank rate. The following are the quotations for money:

	Per cent.	Open-market rates:	Per cent.
Bank rate.....	3	4 months' bank bills.....	3½ @ 3¼
Open-market rates:		6 months' bank bills.....	3½ @ 3¼
30 and 60 days' bills.....	2½ @ 2¼	4 and 6 months' trade bills.....	3½ @ 3¼
3 months' bills.....	2½ @ 2¼		

The rates of interest allowed by the joint-stock banks and discount houses for deposits are as under:

	Per cent.
Joint-stock banks.....	2 @ ..
Discount houses at call.....	2 @ ..
Discount houses with 7 days' notice.....	2 @ 2¼
Discount houses with 14 days' notice.....	2 @ 2¼

There has been one large withdrawal of gold from the Bank during the week on account of the German Mint, but the market has lately been very quiet. The silver market has been steady, and without material variation at 54½d. per ounce.

Annexed is a statement showing the present position of the Bank of England, the Bank rate of discount, the price of Consols, the average quotation for English wheat, the price of Middling Upland cotton, of No. 40's Mule twist, fair second quality, and the Bankers' Clearing House return, compared with the four previous years:

	1873.	1874.	1875.	1876.	1877.
Circulation—including	£	£	£	£	£
bank post-bills.....	26,043,689	26,637,756	28,317,195	28,293,440	28,030,926
Public deposits.....	7,359,301	5,015,855	5,101,632	6,259,380	4,519,919
Other deposits.....	22,057,059	18,932,607	23,055,182	28,271,987	32,730,442
Government securities.....	13,270,168	13,531,376	13,555,140	15,223,968	14,174,568
Other securities.....	21,673,249	16,933,031	18,074,323	16,023,515	19,913,289
Reserve of notes and					
coin.....	13,346,843	12,121,550	15,144,622	21,967,597	11,778,581
Coin and bullion in					
both departments.....	23,912,633	23,364,615	28,085,742	34,814,697	24,485,351
Proportion of reserve				62.90 p. c.	42.65 p. c.
to liabilities.....					
Bank-rate.....	3 p. c.	3 p. c.	2 p. c.	2 p. c.	3 p. c.
Consols.....	92½	92½	94½	95½	95½
English wheat, av. price	64s. 7d.	47s. 2d.	48s. 8d.	46s. 8d.	60s. 6d.
Mld. Upland cotton.....	9d.	8d.	7d.	6½d.	6 1-16d.
No. 40s, mule twist fair					
2d quality.....	1s. 2d.	1s. 0½d.	11¼d.	10½d.	10½d.
Clearing House return.....	117,698,000	128,695,000	107,799,000	72,359,000	77,863,000

The weekly sale of bills on India was held at the Bank of England on Wednesday, and, the demand for the means of remittance having fallen off, the tenders fell somewhat below the amount offered. The rate obtained was the same, viz., 1s. 8 13-16d. the rupee. Out of £265,000, £256,000 was realized, the whole of which was allotted to Calcutta.

The following are the current rates of discount at the leading cities abroad:

	Bank rate, per cent.	Open market, per cent.		Bank rate, per cent.	Open market, per cent.
Paris.....	2	1½	Brussels.....	2½	2½
Amsterdam.....	3	2½	Turin, Florence and		
Hamburg.....	5	3½	Rome.....	5	4
Berlin.....	5	3½ @ 3¼	Leipzig.....	5	3½
Frankfort.....	5	3½ @ 3¼	Genoa.....	5	4½
Vienna and Trieste.....	4½	4½	Geneva.....	3	3
Madrid, Cadiz and Barcelona.....	6	8	New York.....		5½ @ 7
Lisbon and Oporto.....	6	5	Calcutta.....	8	
St. Petersburg.....	6	7	Copenhagen.....	5	5

The stock markets have, on the whole, been firm, and prices have had a slight upward tendency. Foreign stocks, owing to the difficulties which may be expected to arise in the East and to approaching elections in France, are dealt in with extreme caution, certainly as regards all Continental descriptions; but the tendency has been for prices to improve. United States Government bonds have been steady, and a fair degree of firmness has prevailed in the market for American railroad bonds. Canadian stocks have also been attracting attention, larger traffic receipts and a general increase of prosperity being expected from the abundant grain crops, of which a large surplus is expected to be marketed on remunerative terms in the British markets.

The lines of redoubts and other fortifications which the Turks have been raising upon the eminences which overlook the village of Plevna are likely to be remembered in history as have been the lines of Torres Vedras, which enabled Wellington to carry on a protracted system of Fabian warfare against the French. Since Wellington's time, warfare has assumed a very different

phase, and north of the Balkans victory is still hovering over each combatant. Should, however, by superiority of numbers, the Russians obtain the ultimate advantage, the world cannot but praise the Turks for their display of valor, and their commanders for the exercise of some superior generalship. It is said that Russia cannot terminate this war until her military reputation has been restored. How it is possible for her to accomplish this seems to be extremely difficult. The Czar's government have already acknowledged their own inability to subdue Turkey, by calling in the aid of the Roumanians, and by inciting Servia and Greece to make war; but if success be thus obtained, Russia can scarcely claim much credit. When peace is concluded, we may be sure that many years will elapse before any Russian government will embark in warlike enterprise, and, no doubt, Prince Bismarck is pleased that the Eastern frontiers of Germany will be safe for many a long day to come.

The Manchester new Town Hall was opened by the Mayor of the town on Thursday, and among the speakers was Mr. John Bright. Being in a city eminently commercial, the right honorable gentleman had a little to say on mercantile affairs, and referring to the diminishing hours of labor, gave expression to the following important truth: "We have been for many years past, as you know, gradually diminishing the period of time during which men can work. At the same time, under the idea that their condition may be improved by it, we are surrounded by combinations whose object is not only to diminish the time of labor and the product of labor, but to increase the remuneration for labor. Every half hour that may diminish the time of labor, every farthing that you raise the payment of labor which is not raised by the ordinary economic and proper cause, everything of that kind has exactly the same effect upon us as the increasing of the tariffs of foreign countries. And thus we find that even ourselves, with our philanthropy in wishing the workmen longer periods of recreation, with the anxiety of the workmen to better their condition, we are ourselves aiding to increase the difficulties under which we labor in sending to various countries the vast and increasing products and industries of this district."

The public sales of colonial wool are passing off with rather less spirit. A few days ago it was considered that an advance of about 1d. per lb. had been established since the opening, but that improvement has recently been lost. Considering, however, how large is the quantity on the market, and the slackness of trade, the result is not unfavorable.

The trade for wheat, both here and on the Continent, has been firm, and choice qualities of produce being scarce, have realized rather more money. The weather has been unsettled during the week, but the fall of rain has not been heavy.

During the week ended September 8, the sales of English wheat in the 150 principal markets of England and Wales amounted to only 36,958 quarters, against 49,137 quarters last year; and it is estimated that in the whole Kingdom they were restricted to 148,000 quarters, against 196,600 quarters in 1876. The smallness of the deliveries must still be attributed to the lateness of the season, and also to the unsatisfactory condition in which the bulk of the crops has been harvested. During the first two weeks of the season the sales of wheat in the 150 principal markets were 56,293 quarters, against 91,724 quarters last year, while in the whole Kingdom it is computed that they were 225,200 quarters, against 367,000 quarters in the corresponding period of 1876. The deficiency amounts this season, therefore, to 142,000 quarters. Without reckoning the supplies furnished ex-granary, it is estimated that the following quantities of wheat and flour were placed upon the British markets during the first two weeks of the season:

	1877. cwt.	1876. cwt.	1875. cwt.	1874. cwt.
Imports of wheat.....	1,790,345	1,515,776	3,367,972	2,039,394
Imports of flour.....	151,451	122,747	273,331	157,417
Sales of home-grown produce.....	975,710	1,549,584	1,178,320	2,339,300
Total.....	2,920,526	3,228,407	4,925,623	4,596,111
Exports of wheat and flour.....	53,774	31,923	6,890	12,287
Result.....	2,866,752	3,196,484	4,918,733	4,583,824
Aver. price of Eng. wheat for season	61s. 3d.	49s. 3d.	48s. 11d.	48s. 5d.

The following figures show the imports and exports of cereal produce into and from the United Kingdom during the first two weeks of the new season, compared with the corresponding periods in the three previous years:

	1877.	1876.	1875.	1874.
IMPORTS.				
Wheat.....cwt.	1,790,345	1,515,776	3,367,972	2,039,394
Barley.....	228,297	229,950	245,016	599,020
Oats.....	839,577	547,737	579,757	442,673
Peas.....	86,599	61,271	58,540	43,472
Beans.....	142,558	270,612	125,746	71,245
Indian Corn.....	1,017,545	223,771	1,050,923	1,233,737
Flour.....	151,451	122,747	273,331	157,417

EXPORTS.				
Wheat	cwt.	51,996	29,845	5,835
Barley .....	.....	504	551	801
Oats .....	.....	4,632	799	1,282
Peas .....	.....	500	174	499
Beans .....	.....	654	119	2,194
Indian Corn .....	.....	7,321	26,934	4,511
Flour .....	.....	1,778	4,073	1,065
				8,617
				316
				799
				2,681
				8,537
				3,670

English Market Reports—Per Cable.

The daily closing quotations in the markets of London and Liverpool for the past week have been reported by cable, as shown in the following summary:

London Money and Stock Market.—The bullion in the Bank of England has decreased £143,000 during the week.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
Consols for money..	95 13-16	95 11-16	95 11-16	95 9-16	95 9-16	95 9-16
" account..	95 13-16	95 11-16	95 11-16	95 9-16	95 9-16	95 9-16
U.S. 6s (5-20s) 1867..	107 1/4	107 1/4	107 1/4	107 1/4	107 1/4	107 1/4
U. S. 10-40s	107 1/4	107 1/4	107 1/4	107 1/4	107 1/4	107 1/4
5s of 1881	107 1/4	107 1/4	107 1/4	107 1/4	107 1/4	107 1/4
New 4 1/2s	105 1/4	105 1/4	105 1/4	105 1/4	105 1/4	105 1/4

Liverpool Cotton Market.—See special report of cotton.

Liverpool Breadstuffs Market.—

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
Flour (extra State).....	s. d. 26 6	s. d. 26 6	s. d. 26 6	s. d. 26 6	s. d. 26 6	s. d. 26 6
Wheat (R. W. spring).....	s. d. 10 3	s. d. 10 3	s. d. 10 3	s. d. 10 3	s. d. 10 3	s. d. 10 3
" (Red winter).....	s. d. 11 9	s. d. 11 9	s. d. 11 8	s. d. 11 8	s. d. 11 8	s. d. 11 7
" (Av. Cal. white).....	s. d. 12 8	s. d. 12 8	s. d. 12 6	s. d. 12 6	s. d. 12 6	s. d. 12 5
" (C. White club).....	s. d. 12 10	s. d. 12 10	s. d. 12 9	s. d. 12 9	s. d. 12 9	s. d. 12 9
Corn (n. w. mix.).....	s. d. 27 9	s. d. 27 9	s. d. 27 3	s. d. 27 3	s. d. 27 0	s. d. 27 3
Peas (Canadian).....	s. d. 40 0	s. d. 40 0	s. d. 41 0	s. d. 41 0	s. d. 41 0	s. d. 41 0

Liverpool Provisions Market.—

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
Beef (prime mess).....	s. d. 92 6	s. d. 92 6	s. d. 92 6	s. d. 92 6	s. d. 92 6	s. d. 92 6
Pork (W't. mess).....	s. d. 49 0	s. d. 49 0	s. d. 49 0	s. d. 49 0	s. d. 49 0	s. d. 49 0
Bacon (l'g clear mid.).....	s. d. 35 0	s. d. 35 0	s. d. 35 6	s. d. 36 0	s. d. 37 0	s. d. 37 0
Lard (American).....	s. d. 46 0	s. d. 46 3	s. d. 46 6	s. d. 47 0	s. d. 47 0	s. d. 47 0
Cheese (Am. fine).....	s. d. 61 6	s. d. 62 0	s. d. 62 0	s. d. 62 0	s. d. 62 0	s. d. 61 6

Liverpool Produce Market.—

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
Rosin (common).....	s. d. 5 3	s. d. 5 3	s. d. 5 3	s. d. 5 3	s. d. 5 3	s. d. 5 3
" (fine).....	s. d. 10 0	s. d. 10 0	s. d. 10 0	s. d. 10 0	s. d. 10 0	s. d. 10 0
Petroleum (refined).....	s. d. 11 1/2	s. d. 12 1/2	s. d. 13 1/2	s. d. 12 1/2	s. d. 12 1/2	s. d. 12 1/2
" (spirits).....	s. d. 7 1/2	s. d. 7 1/2	s. d. 7 1/2	s. d. 7 1/2	s. d. 7 1/2	s. d. 7 1/2
Tallow (prime City).....	s. d. 41 0	s. d. 41 0	s. d. 41 0	s. d. 41 0	s. d. 41 0	s. d. 41 0
Cloverseed (Am. red).....	s. d. 27 0	s. d. 27 0	s. d. 26 6	s. d. 26 6	s. d. 26 0	s. d. 26 0
Spirits turpentine.....	s. d. 27 0	s. d. 27 0	s. d. 26 6	s. d. 26 6	s. d. 26 0	s. d. 26 0

London Produce and Oil Markets.—

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
Lins'dc'ke (obl).....	s. d. 9 15 0	s. d. 9 15 0	s. d. 9 15 0	s. d. 9 15 0	s. d. 9 15 0	s. d. 9 15 0
Linseed (Cal.).....	s. d. 55 6	s. d. 55 6	s. d. 56 0	s. d. 57 0	s. d. 57 3	s. d. 57 3
Sugar (No. 12 D'ch std)	s. d. 23 0	s. d. 23 0	s. d. 23 0	s. d. 23 0	s. d. 23 0	s. d. 23 0
on spot, cwt.....	s. d. 78 0	s. d. 78 0	s. d. 78 0	s. d. 78 0	s. d. 78 0	s. d. 78 0
Sperm oil.....	s. d. 35 0	s. d. 35 0	s. d. 35 0	s. d. 35 0	s. d. 35 0	s. d. 35 0
Whale oil.....	s. d. 31 0	s. d. 31 0	s. d. 31 0	s. d. 31 0	s. d. 31 0	s. d. 31 0
Linseed oil.....	s. d. 31 0	s. d. 31 0	s. d. 31 0	s. d. 31 0	s. d. 31 0	s. d. 31 0

Commercial and Miscellaneous News.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports last week showed a decrease in dry goods and an increase in general merchandise. The total imports were \$6,400,133, against \$6,337,687 the preceding week and \$4,075,726 two weeks previous. The exports for the week ended Sept. 25 amounted to \$7,427,911, against \$6,551,589 last week and \$6,007,457 the previous week. The exports of cotton for the week ending Sept. 26 were 2,968 bales, against 1,195 bales the week before. The following are the imports at New York for week ending (for dry goods) Sept. 20 and for the week ending (for general merchandise) Sept. 21:

FOREIGN IMPORTS AT NEW YORK FOR THE WEEK.

	1874.	1875.	1876.	1877.
Dry goods.....	\$2,300,926	\$2,377,585	\$1,761,978	\$1,768,917
General merchandise.....	5,202,166	3,911,664	4,603,573	4,611,216
Total for the week.....	\$7,503,092	\$6,289,249	\$6,365,551	\$6,400,133
Previously reported.....	235,437,515	251,620,351	209,005,477	237,801,921

Since Jan. 1..... \$302,946,607 \$257,912,630 \$215,371,028 \$211,202,057

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

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending Sept. 25:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1874.	1875.	1876.	1877.
For the week.....	\$4,351,724	\$4,620,232	\$5,422,571	\$7,427,911
Previously reported.....	203,359,021	177,288,970	186,605,623	195,357,621

Since Jan. 1..... \$212,713,745 \$181,909,202 \$192,029,194 \$203,785,532

The following will show the exports of specie from the port of New York for the week ending Sept. 22, 1877, and also a comparison of the total since Jan. 1 with the corresponding totals for several previous years:

Sept. 20—Str. Ashland.....	Cape Hayti.....	Amer. silver dols.	\$20,000
Sept. 22—Str. Hermann.....	Southampton and Bremen.....	Span. gold dols.	31,400
		Mex. gold dols.	2,000
		Am. gold coin, 1/2 \$	2,500

Sept. 22—Str. Adriatic.....	Liverpool.....	Amer. silver coin.	5,000
		Mex. silver coin..	12,376
		U.S. sil. coin, 1/2 ..	2,500
Sept. 22—Str. City of Chester.....	Liverpool.....	French sil. coin ..	1,135
		Amer. silver bars.	135,000
		Mex. dollars.....	10,000
Total for the week.....			\$221,911
Previously reported.....			23,152,955

Total since Jan. 1, 1877..... \$23,374,866

Same time in—	1876.	Same time in—	1870.
1876.....	\$40,253,861	1870.....	\$49,230,072
1875.....	63,073,917	1869.....	26,660,940
1874.....	43,136,228	1868.....	66,103,411
1873.....	42,202,998	1867.....	42,151,819
1872.....	57,974,805	1866.....	53,691,498
1871.....	55,702,102		

The imports of specie at this port during the same periods have been as follows:

Sept. 17—Str. City of Chester.....	Liverpool.....	U. S. gold.....	\$184,217
Sept. 18—Str. City of Berlin.....	Liverpool.....	U. S. gold.....	100
Sept. 18—Str. Clyde.....	Havana.....	U. S. gold.....	9,000
		Foreign gold	48,060
Sept. 19—Str. Andes.....	Aspinwall.....	U. S. gold.....	650
		Gold dust.....	6,800
Sept. 20—Schr. Anita.....	Bolivia.....	Foreign gold.....	990
Sept. 20—Str. Atlas.....	Kingston.....	U. S. silver.....	2,521
		U. S. gold.....	1,242
Sept. 21—Str. City of New York.....	Havana.....	Foreign gold.....	1,620
		U. S. silver.....	280
Sept. 21—Str. Saratoga.....	Havana.....	Foreign gold.....	68,000
		Foreign gold.....	72,000

Total for the week..... \$694,630
Previously reported..... 10,815,801

Total since Jan. 1, 1877..... \$11,510,431

Same time in—	1876.	Same time in—	1871.
1876.....	\$4,062,384	1871.....	\$7,802,913
1875.....	9,013,045	1870.....	8,239,889
1874.....	4,786,987	1869.....	11,202,442
1873.....	3,899,854	1868.....	5,772,969
1872.....	2,961,289		

The transactions for the week at the Custom House and Sub-Treasury have been as follows:

	Custom House Receipts.	Sub-Treasury Receipts.	Sub-Treasury Payments.
		Gold.	Currency.
Sept. 22.....	\$255,000	\$1,753,951 62	\$355,597 67
" 24.....	552,000	1,810,476 92	686,019 53
" 25.....	393,000	2,658,254 47	412,958 97
" 26.....	210,000	2,656,731 17	327,526 91
" 27.....	366,000	3,029,734 15	392,707 28
" 28.....	291,000	1,700,483 98	637,970 98

Total..... \$2,072,000 \$13,669,637 31 \$2,813,781 39 \$4,255,923 67 \$3,592,726 09

Balance, Sept. 21..... 94,016,706 95 44,863,261 99

Balance, Sept. 28..... 103,430,420 59 43,687,317 29

TEXAS SECURITIES.—Messrs. Forster, Ludlow & Co., 7 Wall st., quote:
State 7s, gld \$110 111 Austin 10s..... 100 102 G. H. & S. 6s, g. 83 87
7s, g. 30 yrs \$111 112 Dallas 10s..... 90 90 H. & T. C. 7s, g. 1st 83 85
10s, pens. \$103 1/2 104 1/2 Houston 6s..... 15 20 do 8s con. 2d 60 75
6s of 1892..... 100 S. Ant'io 10s..... 95 95 G. H. & H. 7s, g. 1st 75 80
\$ With interest.

Portland & Ogdensburg.—Judge Libby, at Portland, refused to grant the motion of the trustees of the first mortgage bonds for the appointment of a receiver; but he ordered the adoption of a system of accounts and payments, which will equally well protect their interests. Meanwhile the directors, finding the receipts sufficiently large, have proposed that the four over-due coupons be funded in interest-bearing scrip, payable in twelve equal semi-annual payments, beginning on the 1st of October proximo; the trustees to withdraw the pending proceedings and begin foreclosure proceedings, which shall also be discontinued in July, 1879, if the payments are regularly met.

Savannah & Charleston.—Mr. C. T. Mitchell, Receiver, reports to the Court for the year ending July 31 as follows:

Receipts.....	\$303,883
Disbursements.....	233,837

Balance on hand, July 31..... \$20,046

Western Maryland Railroad.—The number of passengers for August was 71,223, the freight moved 12,365 tons, and the revenue about \$42,000. In August, 1876, including Centennial travel, 62,177 passengers were carried. The matter of funding the over-due coupons of the second preferred bonds was discussed at the recent monthly meeting of directors, and an opportunity will shortly be given to the holders of them to do so, of which due notice will be given.

West Philadelphia Passenger Railroad.—John S. Morton, President of the West Philadelphia Passenger Railroad Company, and also President of the Permanent Exhibition Company, confesses to the issue of over 10,000 unauthorized shares of the stock of his company. The West Philadelphia Passenger Railway Company was incorporated in May, 1857, and has been one of the best paying lines in the city. The report for the year ending October, 1876, shows that the capital stock, as authorized by law, is \$500,000; the amount of stock subscribed and paid up, \$400,000; the mortgage debt is \$250,000. The receipts of the road were \$755,658 18, and from the sale of bonds \$150,000. The total payments were \$822,227 93, including \$79,620 for dividends, leaving a surplus of \$17,318.

—We notice the election of Mr. George I. Seney to the presidency of the Metropolitan National Bank, and Mr. George J. McGourkey as cashier. Mr. Seney was for a number of years cashier of the bank, and will undoubtedly fill efficiently the new office to which he has been elected.

—The Chicago Milwaukee & St. Paul Railway Company has declared a dividend of three dollars and fifty cents on the preferred stock of the company, payable, at the office in New York, on and after October 16. Transfer books close October 1 and re-open October 17.

The Bankers' Gazette.

No National Banks organized during the past week.

DIVIDENDS.

The following dividends have recently been announced:

NAME OF COMPANY.	PER CENT.	WHEN PAYABLE.	BOOKS CLOSED. (Days inclusive.)
Railroads.			
Chicago Milwaukee & St. Paul pref.....	\$3 50	Oct. 16	Oct. 2 to Oct. 16
Dubuque & Sioux City.....	2	Oct. 15	Oct. 5 to Oct. 15
Housatonic pref. (quar.).....	\$2 00	Oct. 15	Oct. 5 to Oct. 15
Ogdensburg & Lake Champlain pref.....	4	Oct. 1	.....
United New Jersey (quar).....	\$2 50	Oct. 10	Sep. 21 to Sep. 29

FRIDAY, SEPTEMBER 28, 1877-5 P. M.

The Money Market and Financial Situation.—There has been comparatively little animation in the Wall street markets this week, and the improvement in business which is expected to arise from the increased prosperity of the agricultural districts will probably take some time to develop itself in this quarter. Government securities have still shown a declining tendency, more from lack of purchasers just now than for any other reason, and speculative stocks are weak as to the coal road stocks and their dependencies, but strong in the northwestern specialties, St. Paul and Chicago & Northwestern.

The grain movement in the territory tributary to Milwaukee and Chicago—which is now watched from week to week as a criterion by which to measure the coming "prosperity"—seems to be fully up to anticipations. At the seven Lake and River ports embraced in the Produce Exchange report, the receipts from August 1 to September 22 were as follows, in the present and three previous years:

	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Tot. Aug. 1 to Sept. 22	776,413	15,132,597	18,754,311	5,804,935	1,468,585	1,096,770
Same time 1876	774,480	8,891,443	16,927,845	4,419,904	1,008,639	533,472
Same time 1875	650,024	12,753,705	9,640,412	6,245,910	390,487	528,652
Same time 1874	819,747	14,748,917	9,459,812	6,080,806	1,061,191	319,211

As direct fruits of this grain movement the increase in railroad earnings is pointed to, amounting to \$109,000 on the Chicago & Northwestern for the third week of September, and \$139,316 on the Milwaukee & St. Paul road for the same time.

In the money market there have been more decided evidences of activity than at any previous time this season. On call loans, rates have been irregular, and varied almost every day between 4 and 7 per cent, the bulk of business on stock collaterals being done at 5@6 per cent. On government bonds some loans to old customers remain at 3@4 per cent, but on ordinary new business 4@5 was the ruling rate this week. Commercial paper is not in so much demand as the loan market hardens, and rates were quoted about 6 to 7 per cent for strictly prime paper.

The Bank of England statement on Thursday showed a decrease of £143,000 in specie, but a reserve of 43½ per cent of liabilities against 43½ per cent last week; the discount rate remains unchanged at 3 per cent. The Bank of France gained 2,600,000 francs during the week.

The last statement of the New York City Clearing-House banks, issued September 22, showed a decrease of \$1,765,225 in the excess above their 25 per cent legal reserve, the whole of such excess being \$10,048,075, against \$11,813,300 the previous week.

The following table shows the changes from the previous week and a comparison with the two preceding years:

	Sept. 15.	Sept. 22.	Differences.	Sept. 23.	Sept. 25.
Loans and dis.	\$213,795,000	\$243,976,400	Inc. \$181,400	\$261,842,000	\$281,616,200
Specie	19,913,000	19,274,703	Dec. 638,300	18,897,700	7,269,300
Circulation	15,577,100	15,596,100	Inc. 19,000	14,495,200	17,934,300
Net deposits	208,582,400	206,724,100	Dec. 1,858,300	231,635,400	239,439,400
Legal tenders	44,045,900	42,454,400	Dec. 1,591,500	57,669,900	67,321,900

United States Bonds.—There has been a limited business in governments and prices are lower than last week, though firmer to-day than yesterday. The new four per cents are now selling near to 98 in gold, and parties who took them at par on speculation are disappointed at the shrinkage; but to those who took them for permanent investment and paid in full, the present price is a matter of comparative indifference. The weakness in government securities is partly accounted for by the small demand at the present moment, on account of the higher rates for money and the inclination on the part of some of the financial corporations to increase their cash resources by the sale of securities.

Closing prices here have been as follows:

	Int. period.	Sept. 21.	Sept. 24.	Sept. 25.	Sept. 26.	Sept. 27.	Sept. 28.
6s, 1881.....reg.	Jan. & July.	109½	109½	*109½	109½	109½	109½
6s, 1881.....coup.	Jan. & July.	110½	*110½	110½	110½	110½	*110½
Called bonds.							
6s, 5-20s, 1865, n. i.....reg.	Jan. & July.	*105½	105½	*105½	105½	*105½	*105½
6s, 5-20s, 1865, n. i.....coup.	Jan. & July.	105½	105½	*105½	*105½	105½	105½
6s, 5-20s, 1867.....reg.	Jan. & July.	107½	107½	*107½	107½	107½	107½
6s, 5-20s, 1867.....coup.	Jan. & July.	107½	107½	*107½	*107½	107½	107½
6s, 5-20s, 1868.....reg.	Jan. & July.	*109½	109½	*109½	109½	*109½	*109½
6s, 5-20s, 1868.....coup.	Jan. & July.	109½	109½	*109½	*109½	109½	109½
5s, 10-40s.....reg.	Mar. & Sept.	107½	107½	*107½	107½	107½	107½
5s, 10-40s.....coup.	Mar. & Sept.	108½	108½	*108½	*108½	108½	*108½
5s, funded, 1881.....reg.	Quar.—Feb.	107½	*107½	107½	*107½	107½	107½
5s, funded, 1881.....coup.	Quar.—Feb.	*107½	*107½	*107½	107½	107½	107½
4½s, 1891.....reg.	Quar.—Mar.	105½	*105½	105½	*105½	105½	105½
4½s, 1891.....coup.	Quar.—Mar.	105½	105½	*105½	105½	105½	105½
4s, registered, 1907.....Quar.—Jan.		101½	*101½	*101½	101½	101½	101½
4s, small coupon.....Quar.—Jan.		102½	103	*102½	*102½	.....	*102½
6s, Currency.....reg.	Jan. & July.	*121	*121	*121	121	121	.....

* This is the price bid; no sale was made at the Board.

The range in prices since Jan. 1, 1877, and the amount of each class of bonds outstanding Sept. 1, 1877, were as follows:

	Range since Jan. 1, 1877—				Amount Sept. 1.—	
	Lowest.		Highest.		Registered.	Coupon.
6s, 1881.....reg.	109½	Sept. 28	114½	Jan. 17	\$183,940,900	
6s, 1881.....coup.	110½	Sept. 18	115½	May 26		88,795,450
6s, 5-20s, 1865, new.....coup.	105½	Sept. 17	111½	May 17	65,382,350	116,893,650
6s, 5-20s, 1867.....coup.	107	Sept. 17	114½	May 26	93,327,300	212,291,600
6s, 5-20s, 1868.....coup.	109½	Sept. 25	117½	Jan. 22	15,716,500	21,750,300
5s, 10-40s.....reg.	106½	Sept. 28	114½	Jan. 27	142,355,050	
5s, 10-40s.....coup.	107½	Sept. 18	114½	Feb. 6		52,211,250
5s, funded, 1881.... coup.	107	Sept. 28	112½	Jan. 22	219,372,300	289,063,050
4½s, 1891.....reg.	105½	Sept. 28	109½	July 17	112,588,650	
4½s, 1891.....coup.	105	Sept. 28	109	May 17		72,411,250
4s, 1907.....reg.	101½	Sept. 22	106	July 24		
6s, Currency.....reg.	121	Sept. 26	126	July 18	64,623,512	

State and Railroad Bonds.—The most active State bonds have been Louisiana consols, which have sold quite freely here this week between 80½ and 82½, closing with the latter price bid for foreign account. South Carolina consols are stagnant, with a few sales at 62. Alabama bonds, class "A," have sold at 40½ to 40. Tennessee are quoted 42@43, and Virginia consols are wanted in Richmond at 62@62½.

Railroad bonds are generally firm on a moderate business. Among the bonds selling at low figures, compared with their previous range, are the branch bonds of the Central Pacific railroad, which pay 6 per cent. gold per annum and carry now 3 per cent. interest on the San Joaquin bonds and 1½ per cent. on the Cal. & Oregon; the only reasons for their lower prices appeared to be the decline in gold and the fact that there is no speculative support given to the stock or bonds of the company in this market. Several of the issues of first mortgage bonds of railroads which have been financially embarrassed have recently recovered their proper status as first mortgage securities after a period of depression, and the improvement in these is calculated to inspire more confidence in the first mortgages of railroads having an established business. Among the bonds referred to we may name the first mortgages of N. O. Jackson & Gt. Northern, Mississippi Central, Memphis & Charleston, St. Louis & Iron Mountain, Pacific of Missouri, Ohio & Mississippi, and some of the sectional bonds of the Wabash road.

Messrs. A. H. Muller & Son sold at auction the following stocks and bonds, seldom sold at public sale:

SHARES.	SHARES.
160 Brooklyn G. Light Co. 167½@169½	10 Republic Fire Ins. Co., \$100 81
256 Bklyn C'y RR. Co., \$10 each 200	5 Burns Ranch Union Mining Co. \$100 each, 200 Accessory Transit Co. of Nicaragua \$100 each, 2 Gold & Stock Telegraph Co. \$25 each, 3,600 Potosi Lead Co. \$5 each, 4,000 Downville Gold Mining Co. of Colorado \$1 each, 250 Silver Valley Mining Co. of Baltimore \$5 each, 1 Mercantile Mutual Ins. Co. \$50 each, 100 Metropolitan Oil Co. \$5 each, 1,000 Ohio Cannel Coal Co. 7 per ct. mort. bonds \$50 each—for...\$164
3 Union Ferry Co. of Brooklyn, \$100 each..... 146	BONDS.
10 Importers & Traders' Fire Ins. Co., \$100..... 112½	\$200 Metropolitan Gas Light Co. scrip certificate..... 103
5 N. Y. Equitable Ins. Co., \$35 each..... 196	2,000 Boston Hartford & Erie RR. Co. 7 per cent. convertible bonds, interest guaranteed by Erie RR. Co.; January, 1880; coupons on; \$1,000 each... 11½
5 Gebhard Fire Ins. Co., \$100 each..... 66	
10 Republic Fire Ins. Co., \$100 each..... 80	
10 Norwich & Worcester R. R. Co., \$100 each..... 121½	
50 St. Louis Kansas City & Northern RR. Co..... 26½	
5 Metropolitan Gas Light Co., \$100 each..... 135½	
67 Accessory Transit Co. of Nicaragua, \$100 each, for \$5	
10 New Washington Association, \$100 each, for \$1	
38 Mechanics & Traders' Nat'l Bank, \$25 each..... 125	
30 Mechanics & Traders' Nat'l Bank, \$5 each..... 124	

Closing prices of leading State and Railroad Bonds for three weeks past, and the range since Jan. 1, 1877, have been as follows:

STATES.	Sept. 14.	Sept. 21.	Sept. 28.	Since Jan. 1, 1877—
	Lowest.	Highest.	Lowest.	Highest.
Tennessee 6s, old.....	44	43½	*42	42½ Feb. 28 45 Jan. 11
do 6s, new.....	*43½	*42½	*42	42 Feb. 28 44½ June 7
North Carolina 6s, old.....	*18	*17½	*16½	18 July 10 22½ June 6
Virginia 6s, consol.....	*75	*75	*75	82½ April 2 82½ Apr. 2
do do 2d series.....	*43	*41	.....	38 Jan. 16 45 Apr. 11
Missouri 6s, long bonds.....	106½	106½	106½	104 Jan. 23 109½ June 5
District of Columbia, 3-6s 1924	73½	*73½	*73½	71 Jan. 2 80 June 21
RAILROADS.				
Central of N. J. 1st consol. ....	.....	69	*66	50 Mch. 5 85 Jan. 5
Central Pacific 1st. 6s, gold	105½	105½	*105½	105½ Mch. 5 110½ June 11
Chic. Burl. & Quincy consol. 7s	109½	*109½	.....	106 Mch. 16 111½ June 14
Chic. & Northwest'n, cp., gold	91	92	91½	80½ April 11 98½ Jan. 2
Chic. M. & St. P. cons. s. fd, 7s	*89	*89½	*89½	78 Jan. 26 89½ Sept. 3
Chic. R. I. & Pac. 1st, 7s.....	*106½	106½	*106½	106 Feb. 28 112 June 29
Erie 1st, 7s, extended.....	.....	.....	.....	109 Jan. 13 115 June 29
Lake Sh. & Mich. So. 2d cons. cp	*95	*96	97	93 July 17 102 May 10
Michigan Central, consol. 7s....	*104½	105	.....	100 May 2 105 Aug. 28
Morris & Essex, 1st mort.....	116½	*116	.....	113 Feb. 19 118 June 7
N. Y. Cen. & Hud. 1st, coup.....	.....	*117½	.....	114 Mch. 5 121 May 24
Ohio & Miss., cons. sink. fund	*92	*94	*93½	81½ June 28 94 Sept. 20
Pittsb. Ft. Wayne & Chic. 1st	.....	*117½	.....	117 Jan. 9 122 June 23
St. Louis & Iron Mt., 1st mort.	*95	*95½	*95½	92½ Mch. 22 103½ July 12
Union Pacific 1st, 6s, gold.....	*104	104½	104	103 Jan. 9 108½ June 18
do sinking fund.....	*94½	94½	*94½	92½ Mch. 31 98½ Feb. 6

* This is the price bid; no sale was made at the Board.

Railroad and Miscellaneous Stocks.—The stock market has been somewhat irregular, and while the coal stocks have fallen off materially with the prospects of lower prices for anthracite coal, the stocks of grain-carrying roads have been strong. An important event of the week was the declaration of a dividend of 3½ per cent on the St. Paul preferred stock, this dividend being declared as payable out of the earnings of the year 1876. The trunk-line stocks have been pretty well sustained, and it is supposed that these roads are now making large earnings, as the rate on East-bound freights is much better than it was in 1876. The resumption of work in some parts of the mining regions and the reduction in price of coal by the Wilkesbarre Company have been the main causes for depression in the coal-road stocks. Among the trunk-line managers there seems to be general harmony, although there is necessarily more or less discussion among them from time to time as to details of their agreements.

Total sales of the week in leading stocks were as follows:

	North-west.	Lake Shore.	West'n Union.	St. Paul.	Mich. Cent.	Del. L. & W.	N. Y. Cent.	D. L. & Hud.
Sept. 22.....	6,550	36,030	23,110	12,830	8,560	17,710	3,150	610
" 24.....	8,700	54,700	42,240	13,150	25,000	37,093	9,937	2,865
" 25.....	13,920	40,161	30,000	14,400	13,475	46,870	10,935	8,195
" 26.....	13,900	59,420	21,250	15,000	12,100	52,500	4,783	4,420
" 27.....	4,690	22,530	8,800	9,000	3,425	63,400	2,150	12,094
" 28.....	6,900	31,010	7,210	6,700	4,725	78,430	4,310	9,345
Total.....	54,560	223,751	132,610	71,050	67,585	302,006	35,315	37,449
Whole stock.....	151,031	494,665	337,874	153,992	157,382	262,000	894,283	300,000

The total number of shares of stock outstanding is given in the last line, for the purpose of comparison.

The daily highest and lowest prices have been as follows:

	Saturday, Sept. 22.	Monday, Sept. 23.	Tuesday, Sept. 24.	Wednesday, Sept. 25.	Thursday, Sept. 26.	Friday, Sept. 27.
At. & Pac. Tel.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Central of N.J.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Chic. Burl. & Q.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
C. Mil. & St. P.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
do pref.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Chic. & North.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
do pref.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
C. R. I. & Pac.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Del. & H. Canal	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Del. L. & West	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Erie.....	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Han. & St. Jos.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
do pref.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Harlem.....	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Ill. Central.....	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Lake Shore.....	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Michigan Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Morris & Essex	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
N. Y. Cen. & H. R.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Ohio & Miss.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Pacific Mail.....	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Panama.....	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Wab. P. C. R. R.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Union Pacific.....	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
West. Un. Tel.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Adams Exp.....	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
American Ex.....	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
United States.....	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Wells, Fargo & Co.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2

* This is the price bid and asked; no sale was made at the Board.

Total sales this week, and the range in prices since Jan. 1, 1876, were as follows:

	Sales of w.k. Shares	Lowest.	Highest.	Whole year 1876. Low. High
Atlantic & Pacific Telegraph	205	15 1/2	Feb. 3	25 Mch. 14
Central of New Jersey	3,215	6	June 11	37 1/2 Jan. 3
Chicago Burl. & Quincy	1,326	94	Mch. 19	118 1/2 Jan. 26
Chicago Mil. & St. Paul	71,050	11	Apr. 12	36 1/2 Sept. 26
do do pref.	44,844	40 1/2	Apr. 23	72 1/2 Sept. 27
Chicago & Northwestern	54,560	15	Apr. 13	58 1/2 Sept. 26
do do pref.	53,060	37 1/2	Apr. 23	64 1/2 Sept. 28
Chicago Rock Island & Pacific	6,622	82 1/2	Apr. 23	102 1/2 Jan. 22
Delaware & Hudson Canal	37,449	25 1/2	June 13	74 1/2 Jan. 4
Delaware Lack. & Western	302,006	30 1/2	June 11	77 1/2 Jan. 13
Erie.....	14,825	4 1/2	Apr. 2	13 1/2 Sept. 4
Hannibal & St. Joseph	2,100	7	Apr. 17	15 1/2 July 3
do do pref.	3,500	17	Apr. 17	33 1/2 July 3
Harlem.....	176	135	Feb. 19	144 May 22
Illinois Central	6,630	40 1/2	Apr. 2	72 1/2 Sept. 4
Lake Shore.....	223,751	45	Apr. 23	66 1/2 Sept. 4
Michigan Central	67,585	35 1/2	Apr. 2	61 1/2 Sept. 18
Morris & Essex	35,680	51 1/2	June 13	92 1/2 Jan. 12
N. Y. Central & Hudson River	35,315	85 1/2	Apr. 23	104 1/2 Jan. 20
Ohio & Mississippi	8,680	2 1/2	July 7	7 1/2 Jan. 6
Pacific Mail.....	6,500	12 1/2	Apr. 3	26 1/2 Aug. 24
Panama.....	237	80	Apr. 3	130 Mch. 1
Wabash Receipts	2,600	1 1/2	June 30	15 Aug. 31
Union Pacific.....	1,403	59 1/2	Jan. 15	73 Mch. 2
Western Union Telegraph	132,610	56	Apr. 4	84 1/2 Sept. 5
Adams Express.....	163	91	Apr. 23	105 Jan. 27
American Express	223	43 1/2	July 3	60 1/2 Feb. 5
United States Express	243	36	Apr. 27	59 1/2 Jan. 8
Wells, Fargo & Co.	720	81	July 25	90 June 5

The latest railroad earnings, and the totals from Jan. 1 to latest dates, are given below. The statement includes the gross earnings of all railroads from which returns can be obtained. The columns under the heading "Jan. 1 to latest date" furnish the gross earnings from Jan. 1, to, and including, the report mentioned in the second column.

	Latest earnings reported.	Jan. 1 to latest date.
Atch. Top. & S. Fe.	2d week of Sept. 178,334	1876. 1877. 1878.
Bur. C. Rap. & North.	3d week of Sept. 5,447	21,892 7,324 801,866
Cairo & St. Louis	2d week of Sept. 4,533	4,682 165,558 181,634
Canada Southern	1st week of Aug. 18,923	30,156 1,091,238 9,8836
Central Pacific	Month of Aug. 1,350,000	1,696,154 10,615,572 11,264,321
Chicago & Alton	3d week of Sept. 1,302	140,430 3,174,833 3,513,007
Chic. Mil. & St. Paul	3d week of Sept. 287,000	117,684 4,997,460 5,660,714
Chic. R. I. & Pacific	Month of June. 536,224	659,196 3,238,890 3,385,435
Clev. Mt. V. & D., &c.	2d week of Sept. 10,424	8,121 261,176 260,631
Denv. & Rio Grande	2d week of Sept. 17,862	9,940 4,936,350 30,650
Grand Trunk	W'kend. Sept. 15. 207,076	180,511 6,239,707 6,601,297
Great Western	W'kend. Sept. 21. 86,989	98,592 2,677,139 2,865,952
Hannibal & St. Jo.	1st week of Sept. 42,761	30,941 1,281,633 1,245,110
Illinois Cen. (Ill. line)	Month of Aug. 508,976	4,974,674 3,053,085 3,551,335
do (Leased lines)	Month of July. 89,077	114,034
Indianap. Bl. & W.	2d week of Sept. 24,952	25,966 8,067 1,553,363
Int. & Gt. Northern	2d week of Sept. 20,900	28,300 920,759 778,958
Kansas Pacific	1st 2 wks Sept. 16,768	153,739 2,066,017 2,006,661
Louisv. Cin. & Lex.	Month of July. 10,562	91,514 599,876 582,010
Louisv. & Nash., &c.	Month of Aug. 46,402	413,895 3,409,578 3,115,808
Missouri Pacific	Month of Aug. 351,386	306,675 2,425,888 2,310,917
Mo. Kansas & Texas	3d week of Sept. 68,172	76,068 2,233,916 2,155,060
Mobile & Ohio	Month of Aug. 125,714	118,093 1,019,445 1,065,534
New Jersey Midland	Month of Aug. 63,403	62,335 439,754 412,975
Nashv. Chatt. & St. L.	Month of Aug. 151,997	131,103 1,097,636 1,133,134
Pad. & Elizabethht'n	Month of Aug. 31,701	3,521 126,721 141,721
Pad. & Memphis	2d week of Sept. 3,417	3,521 126,721 141,721
Phila. & Erie	Month of Aug. 292,390	267,824 1,915,755 2,089,841
St. Jos. & Western	Month of Aug. 53,194	43,963 254,442 243,401
St. L. A. & T. H. (brchs)	2d week of Sept. 13,053	12,584 239,573 231,153
St. L. I. Mt. & South	2d week of Sept. 94,000	106,220 2,765,661 2,442,938
St. L. K. C. & North'n	3d week of Sept. 77,929	76,953 2,152,762 2,182,739
St. L. & S. Francisco	Mo th of Aug. 121,080	114,307 8,004 811,264
St. L. & S. E. N. (St. L. div.)	1st week of Sept. 17,720	14,332 3,836 400,880
do (Ken. div.)	1st week of Sept. 7,776	7,683 219,859 222,704
do (Tenn. div.)	1st week of Sept. 3,761	3,750 102,513 110,028
St. Paul & S. City	Month of Aug. 34,170	44,241 2,742 231,551
Sioux City & St. Paul	Month of Aug. 24,022	26,065 158,352 2,899
Tol. Peria & Warsaw	3d week of Sept. 27,605	42,193 77,362 1,038,477
Wabash	3d week of Sept. 103,624	106,769 3,074,613 3,077,893
Union Pacific	Month of July. 991,997	975,781 6,957,495 6,624,714

The Gold Market.—Gold has been tolerably steady, but has declined a fraction since the early part of the week, and closes at 103. On gold loans the borrowing rates were flat, 2, 1 and 3 per cent per annum, and at the close 1-64 per diem.

The following table will show the course of gold and gold clearings and balances each day of the past week:

	Quotations.	Total Clearings.	Gold.	Currency.
Saturday, Sept. 22.....	Op'n 103 Low 103 High 103 Clos. 103 1/2	\$12,115,000	\$1,170,600	\$1,208,020
Monday, " 24.....	103 1/2 103 1/2 103 1/2 103 1/2	12,426,000	993,061	1,015,402
Tuesday, " 25.....	103 1/2 103 1/2 103 1/2 103 1/2	15,728,000	1,133,000	1,171,578
Wednesday, " 26.....	103 1/2 103 1/2 103 1/2 103 1/2	16,530,000	1,376,500	1,775,718
Thursday, " 27.....	103 1/2 103 1/2 103 1/2 103 1/2	11,251,000	967,600	999,453
Friday, " 28.....	103 1/2 103 1/2 103 1/2 103 1/2	15,911,000	813,641	846,655
Current week.....	103 1/2 103 1/2 103 1/2 103 1/2	\$84,001,000	\$.....	\$.....
Previous week.....	103 1/2 102 1/2 103 1/2 103 1/2	107,964,000	1,499,690	1,545,563
Jan. 1 to date.....	107 1/2 102 1/2 107 1/2 103	.....	.....	.....

The following are the quotations in gold for foreign and American coin:

Sovereigns.....	\$4 84 @ \$4 83	Dimes & half dimes.....	96 1/2 @ 97 1/2
Napoleons.....	3 84 @ 3 83	Large silver, 1/2 & 1/4.....	96 1/2 @ 97 1/2
X X Reichmarks.....	4 74 @ 4 80	Five francs.....	93 @ 95
X Guilders.....	3 90 @ 4 10	Mexican dollars.....	92 @ 94
Spanish Doubloons.....	15 60 @ 15 80	English silver.....	4 75 @ 4 85
Mexican Doubloons.....	15 50 @ 15 60	Prussian silv. thalers.....	65 @ 70
Fine silver bars.....	118 1/2 @ 119 1/2	Trade dollars.....	96 @ 97 1/2
Fine gold bars.....	par @ 1/4 prem.		

Exchange.—Foreign exchange has been in limited demand and prices drooping. A reduction in rates was made to-day, and this afternoon actual transactions were made by brokers as low as 4.81 1/2 for bankers' sixty-days sterling and 4.85 for demand. There is some talk of stock brokers borrowing sterling bills and selling them to get money, but it is not known very definitely to what extent this is done.

In domestic bills the following were the rates on New York at the undermentioned cities to-day: Savannah, buying 1/4 off, selling 1/4 off; Cincinnati, steady, buying par, selling 1-10 premium; Charleston, scarce, buying 1/4, selling par; St. Louis, 50 premium; New Orleans, commercial 1/4, bank 1/4 premium; and Chicago, 80 discount.

Quotations for foreign exchange are as follows:

	60 days.	3 days.
Prime bankers' sterling bills on London.....	4.81 1/2 @ 4.82 1/2	4.85 1/2 @ 4.86
Good bankers' and prime commercial.....	4.81 @ 4.81 1/2	4.84 1/2 @ 4.85 1/2
Good commercial.....	4.79 1/2 @ 4.80 1/2	4.83 @ 4.84
Documentary commercial.....	4.79 @ 4.80	4.82 1/2 @ 4.83 1/2
Paris (francs).....	5.21 1/2 @ 5.19 1/2	5.19 1/2 @ 5.17 1/2
Antwerp (francs).....	5.21 1/2 @ 5.19 1/2	5.19 1/2 @ 5.17 1/2
Swiss (francs).....	5.21 1/2 @ 5.19 1/2	5.19 1/2 @ 5.17 1/2
Amsterdam (guilders).....	39 1/2 @ 40	40 1/2 @ 40 1/2
Hamburg (reichmarks).....	94 @ 94 1/2	94 1/2 @ 95 1/2
Frankfort (reichmarks).....	94 @ 94 1/2	94 1/2 @ 95 1/2
Bremen (reichmarks).....	94 @ 94 1/2	94 1/2 @ 95 1/2
Berlin (reichmarks).....	94 @ 94 1/2	94 1/2 @ 95 1/2

New York City Banks.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on Sept. 23, 1877:

BANKS	AVERAGE AMOUNT OF...						
	Capital.	Loans and Discounts.	Spec'e.	Legal Tenders.	Net Deposits.	Circulation.	
	\$	\$	\$	\$	\$	\$	
New York.....	3,000,000	8,975,200	2,471,500	1,237,300	9,172,500	37,000	
Ma hattan Co.....	2,050,000	5,741,300	490,400	901,800	4,064,400	7,500	
Merchants'.....	3,000,000	7,756,000	1,280,000	609,000	6,081,000	137,000	
Mechanics'.....	2,000,000	6,311,800	547,100	733,500	4,821,700	124,300	
Union.....	1,500,000	4,311,400	315,500	433,400	3,169,000	.....
America.....	3,000,000	8,384,400	1,255,200	1,416,200	7,372,000	1,100	
Phoenix.....	1,000,000	2,573,000	315,000	393,000	2,413,000	270,000	
City.....	1,000,000	5,765,900	1,246,500	923,000	4,534,500	.....
Tradesmen's.....	1,000,000	3,304,000	71,200	450,200	1,933,000	791,000	
Fulton.....	600,000	1,603,700	156,100	857,300	1,622,600	.....
Chemical.....	300,000	10,339,400	942,700	2,698,300	10,755,000	.....
Merchants' Exch.....	1,000,000	3,234,000	115,500	476,600	2,423,400	618,300	
Gallatin National.....	1,500,000	2,765,600	336,600	341,400	2,220,400	45,000	
Butchers' & Drov.....	500,000	1,413,000	57,000	252,000	1,114,000	163,000	
Mechanics' & Tr.....	600,000	1,767,200	34,200	225,300	1,014,000	193,000	
Greenwich.....	200,000	830,000	.....	157,400	705,600	2,700
Leather Manufgts.....	600,000	2,909,000	293,500	572,200	2,762,100	235,400	
Seventh Ward.....	300,000	930,200	110,800	169,400	948,500	36,500	
State of N. York.....	800,000	2,202,700	310,100	285,700	1,192,700	45,000	
American Exch'e.....	5,000,000	12,274,000	1,008,000	1,137,000	8,557,000	217,000	
Commerce.....	5,000,000	13,457,100	487,500	2,167,800	5,609,500	2,183,400	
Broadway.....	1,000,000	4,869,000	94,800	772,900	3,409,300	81,800	
Mercantile.....	1,000,000	3,257,200	239,500	411,000	2,912,000	45,000	
Pacific.....	422,700	1,930,400	23,600	592,800	1,493,800	.....
Republic.....	1,500,000	3,404,500	233,300	159,700	2,223,400	450,000	
Chatham.....	450,000	3,018,600	198,000	755,400	3,223,600	270,500	
People's.....	412,500	1,344,300	27,800	149,400	1,158,500	5,400	
North America.....	1,000,000	2,167,200	80,800	477,000	1,929,400	.....
Hanover.....	1,000,000	3,935,600	195,400	560,400	3,178,000	448,600	
Irving.....	500,000	2,145,000	22,000	475,500	2,130,000	70,000	
Metropolitan.....	3,000,000	11,208,000	1,435,000	1,205,000	9,648,000	18,000	
Citizens'.....	600,000	1,513,700	62,500	361,900	1,574,200	134,400	
Nassau.....	1,000,000	2,048,300	21,500	174,900	1,520,400	3,900	
Market.....	1,000,000	2,444,700	212,600	291,100	1,753,100	195,900	
St. Nicholas.....	1,000,000	2,237,200	57,200	322,500	1,181,400	499,400	
Shoe and Leather.....	1,000,000	3,712,000	143,900	575,000	2,844,000	368,700	
Corn Exchange.....	1,000,000	2,934,500	107,600	485,000	1,813,200	4,800	
Continental.....	1,250,000	2,913,800	93,600	461,000	2,118,200	639,600	
Oriental.....	300,000	1,368,300	9,800	192,800	1,116,100	.....
Marine.....	400,000	1,616,000	114,000	248,000	1,433,600	227,700	
Importers & Trad.....	1,700,000	15,242,600	849,800	3,989,000	16,515,200	1,101,300	
Park.....	2,000,000	10,536,800	715,500	3,225,100	13,339,300	60,000	
Mech. Bkg. Ass'n.....	500,000	719,400	10,100	185,400	609,000	294,000	
Grocers'.....	300,000	722,900	2,400	229,800	730,600	.....
North River.....	400,000	1,023,200	15,800	129,500	824,700	.....
East River.....	350,000	721,600	7,300	160,400	551,300	95,100	
Manuf'rs' & Mer.....	100,000	461,300	2,000	125,800	511,500	.....
Fourth National.....	3,750,000	11,170,600	389,300	2,734,400	11,870,500	1,030,100	
Central National.....	2,000,000	7,805,000	121,000	1,747,000	7,014,000	1,385,000	
Second National.....	300,000	1,924,000	.....	461,000	1,889,000	271,000
Ninth National.....	1,500,000	5,106,800	170,000	877,300	4,231,700	716,700	
First National.....	500,000	6,295,900	614,000	1,065,900	6,633,500	45,000	
Third National.....	1,000,000	5,260,000	684,500	916,100	5,793,200	49,400	
N. Y. Nat. Exch.....	300,000	1,185,900	117,800	172,900	893,700	270,000	
Tenth National.....	700,000	1,317,700	14,300	141,200	613,100	443,200	
Sowery National.....	250,000	1,083,000	1,900	244,000	810,000	218,400	
New York County.....	200,000	1,077,000	.....	293,000	1,054,500	180,000
German American.....	1,000,000	2,181,500	291,100	337,000	2,033,200	.....
Dry Goods.....	1,000,000	.....	.....	.....	.....	.....
Total.....	69,235,200	243,976,400	19,274,700	42,454,400	206,724,100	15,596,100	

GENERAL QUOTATIONS OF STOCKS AND BONDS.

Quotations in New York represent the per cent value, whatever the par may 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; "cons." for consolidated; "conv." for convertible; "s. f." for sinking 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.

UNITED STATES BONDS.		Bid.	Ask.	STATE SECURITIES.		Bid.	Ask.	CITY SECURITIES.		Bid.	Ask.
UNITED STATES BONDS.				South Carolina—(Continued)—				Dist. Columbia—(Continued).—			
6s, 1881.....reg. J & J	109 3/8	109 5/8		7s of 1888.....Var.	35			Perm. imp. 6s, guar., 1891.....J&J	102	104	
6s, 1881.....coup. J & J	110 3/8	110 5/8		6s, non-fundable bonds.....Var.	1 1/4			Perm. imp. 7s, 1891.....J&J	102	104	
Called Bonds.....reg.				6s, consols, 1893.....J & J	62	67		Market stock bds, 7s, 92.....J&J	102	104	
do.....coup.				Tennessee—6s, old, 75-1900.....J & J	41	42 7/8		Water stock bds, 7s, 1901.....J&J	102	104	
6s, 5-20s, 1865, new.....reg. J & J	105 1/4	105 1/2		6s, new bonds, 1875-1900.....J & J	41 7/8	42 1/2		do.....1903.....	102	104	
6s, 5-20s, 1865, new.....coup. J & J	105 1/4	105 1/2		6s, new series, 1914.....J & J	42 1/2			Washington—10-year 6s, '78. Var.	94	100	
6s, 5-20s, 1867.....reg. J & J	107	107 1/8		Texas—6s, 1892.....M & S	98	100		Fund. loan (Cong.) 6s, g., '92.....Var.	102	104	
6s, 5-20s, 1867.....coup. J & J	107 3/8	107 1/2		7s, gold, 1910.....M & S	110	110 1/2		Fund. loan (Leg.) 6s, g., 1902.....Var.	102	104	
6s, 5-20s, 1868.....reg. J & J	109 1/4	109 7/8		7s, gold, 1904.....J & J	111 1/2	112 1/2		Certifs. of st'k ('28) 5s, at pleas.	75	80	
6s, 5-20s, 1868.....coup. J & J	109	109		10s, pension, 1894.....J & J	104	105		do.....('43) 6s, do	90	95	
5s, 10-40s.....reg. M & S	106 3/4	107		Vermont—6s, 1878.....J & D	101	101 1/2		Ches. & O. st'k ('47) 6s, at pleas.	85		
5s, 10-40s.....coup. M & S	108	108 3/4		Virginia—6s, old, 1886-'95.....J & J	30			Georgetown—Gen'l st'k, 8s, '81.....	100	106	
5s, funded, 1881.....reg. Q-F	107	107 1/8		6s, new bonds, 1886-1895.....J & J	30			6s, various.....	85		
5s, funded, 1881.....coup. Q-F	107 1/8	107 1/4		6s, consol., 1905.....J & J	75			Board P.W., ctfs. imp. 8s, '76-8.....	100	102	
4 1/2s, 1891.....reg. Q-M	105 1/8	105 3/8		6s, do ex-coup., 1905.....J & J	62 1/4			Certificates, sewer, 8s, '74-77.....	35	45	
4 1/2s, 1891.....coup. Q-M	105 1/8	105 3/8		6s, consol., 2d series.....J & J	41 1/2			Water certificates, 8s, 1877.....	56	101	
4s, 1907.....reg.	101 3/8	101 5/8		6s, deferred bonds.....	5 5/8			East Saginaw, Mich.—8s.....	100		
4s, small.....coup.	102 7/8	103		6s, tax coupons.....				Elizabeth, N.J.—7s, imp., '76-86. Var.	97	97 1/2	
6s, Currency.....reg. J & J	120 1/2	121 1/4						7s, funded, 1880-'95.....Var.	92	95	
STATE SECURITIES.				CITY SECURITIES.				7s, consol., 1885-98.....A & O	92		
Alabama—5s, fundable.....Various	38			Albany, N. Y.—6s, long.....Various	112			Fall River, Mass.—6s, 1904.....F&A	108 1/2	109	
8s, 1886 & 1888.....	38			Allegheny, Pa.—4s.....J&J	109	118		5s, 1894, gold.....F&A	104	105	
8s, Mont. & Bufaula RR.....				6s, 1876-'90.....J&J				Fitchburg, Mass.—6s, '91, W.L. J&J	110	110 1/2	
8s, Alabama & Chatt., 1899.....J & J				Wharf 7s, 1880.....J&J	100			Fredericksburg, Va.—7s.....M&N	101		
8s of 1892.....J & J	20			Allegheny Co., 5s.....J&J	90			Galveston, Tex.—10s, '80-'95.....Var.	100	101 1/2	
2s of 1906, funded "A".....J & J	40	41		Atlanta, Ga.—7s.....	85	88		Galveston County, 10s, 1901.....J & J	97	100	
5s of 1906, funded, RR. "B".....J & J	67 1/2	72		Do. 8s.....	95	97		Georgetown, D.C.—See Dist. of Col.			
Arkansas—6s, funded, 1899.....J & J	22			Waterworks.....	91	93		Harrisburg, Pa.—6s, coupon.....Var.	102	105	
7s, L. R. & Ft. S. issue, 1900.....A & O	63 1/4			Augusta, Me.—6s, 1887, mun. F&A	105 1/2	106		Hartford, Ct.—City 6s, various.....	106	107 1/2	
7s, Memphis & L. R., 1899.....A & O	63 1/4			Augusta, Ga.—7s.....Various	86	89		Capitol, untax, 6s.....	103	116	
7s, L. R. P. B. & N. O., 1900.....A & O	63 1/4			Austin, Texas—10s.....	100	102		Hartford Town bonds, 6s, untax.....	103	111	
7s, Miss. O. & R. Riv., 1900.....A & O	63 1/4			Baltimore—6s, City Hall, 1884.....Q-J	110	112		Haverhill, Mass.—6s, '85-'89.....A&O	106	107	
7s, Ark. Central RR., 1900.....A & O	65 3/8			6s, Pitts. & Con'v. RR., 1886.....J & J	112	113		Houston, Tex.—10s.....	17		
7s, Levee of 1872.....	5	6		6s, consol., 1890.....Q-J	111 1/8	112		6s, funded.....	104	106	
California—6s, 1874.....	g.100			6s, Balt. & O. loan, 1890.....Q-J	111 1/2	112		Indianapolis, Ind.—7-30s, '93-99.....J&J	101 1/2	102	
Connecticut—5s.....	107	108 1/2		6s, Park, 1890.....Q-M	112	113		Jersey City—6s, water, long, 1895.....	101	102	
6s, untaxable, 1885.....A & O	110	113		6s, bounty, 1893.....M & S	111	113		7s, do 1899-1902.....J & J	110	111	
Delaware—6s.....J&J	103	108		6s, do exempt, 1893.....M & S	115	117		7s, sewerage, 1877-'79.....J & J	101	102	
Florida—Consol. gold 6s.....J & J	70	80		6s, funding, 1894.....J & J	112 1/2	114		7s, assessment, '77-79.....J & J-M & N	101	102	
Georgia—6s.....F & A	98 3/4	99		6s, 1900.....J & J	112	114		7s, improvement, 1891-'94.....Var.	109	110	
7s, new bonds.....J & J	106 1/2			6s, West. Md. RR., 1902.....J & J	112 1/2	114		7s, Bergen, long.....J & J	105	106	
7s, endorsed.....	106 1/2			5s, consol, 1885.....Q-J	99	101		Hudson County, 6s.....A&O	100	101	
7s, gold bonds.....Q-J	107 3/4	109		6s, Valley RR., 1886.....A & O	102	102 1/8		do 7s. M&S and J&D	108		
8s, '76, '86.....A & O	104	109		5s, new, 1916.....	102	102 1/8		Bayonne City, 7s, long.....J&J	104	106	
Illinois—6s, coupon, 1879.....J & J	103			Bangor, Me.—6s, RR., 1890-'94.....Var.	104 1/2	105		Lawrence, Mass.—6s, 1894.....A&O	109 1/2	110 1/2	
War loan, 1880.....J & J	104 1/2			6s, water, 1905.....J&J	107	107 1/4		Long Island City, N. Y.....	98	100	
Kansas—7s, '76 to '99.....J&J	102			6s, E. & N.A. Railroad, 1894.....J&J	104 1/2	105		Louisville, Ky.—7s, long dates. Var.	103	105	
Kentucky—6s.....	101 1/2			6s, B. & Piscataquis RR., '99.....A&O	104	104 1/2		7s, short dates.....Var.	101	103	
Louisiana—Old bonds, fundable. Var.	52			Bath, Me.—6s, railroad aid.....Var.	103 1/2	104		6s, long.....Var.	98	98 1/2	
8s, non-fundable.....Var.	52			Belfast, Me.—6s, railroad aid, '98.....	103 1/2	104 1/2		6s, short.....Var.	98	98 1/2	
New consol. 7s, 1914.....J & J	81 3/4	81 7/8		Boston, Mass.—6s, cur, long, 1905.....Var.	114	114 1/4		Lowell, Mass.—6s, 1894.....M&N	109 1/2	110 1/2	
Maine—Bounty, 6s, 1889.....J&D	112	113		6s, currency, short, 1880.....Var.	104 3/4	105 1/4		Lynchburg, Va.—6s.....J & J	108		
War debts assumed, 6s, '89.....A&O	112	112 1/2		5s, gold, 1905.....Var.	111 1/4	111 1/2		8s.....J & J	108		
Maryland—6s, defence, 1893.....J & J	111	112		Stirling, 5s, gold, 1893.....A&O	106	108		Lynn, Mass.—6s, 1887.....F&A	107 1/2	108 1/2	
6s, exempt, 1887.....J & J	113	114 1/2		do 5s, gold, 1899.....J&J	103	105		5s, 1882.....M&N	102	103	
6s, Hospital, 1882-'87.....J & J	110	112		do 5s, gold, 1902.....A&O	106	108		Macon, Ga.—7s.....	75	80	
6s, 1890.....Q-J	103	112		Brooklyn, N.Y.—7s, '77-80.....J & J	101	106		Manchester, N. H.—5s, 1882-'85.....	101 1/2	102 1/2	
5s, 1880-'90.....Q-J	98	103		7s, 1881-'95.....J & J	105	112		6s, 1894.....	103 1/2	109 1/2	
Massachusetts—5s, 1878, gold.....J&J	104	105		7s, Park, 1915-24.....J & J	117	119		Memphis, Tenn.—6s, old, C.....J & J	30 1/2	33	
5s, gold, long.....Var.	111 1/2	112		7s, Water, 1903.....J & J	117	119		6s, new, A & B.....J & J	31	33	
5s, g., sterling, 1891.....J&J	106	108		7s, Bridge, 1915.....J & J	117	119		6s, gold, fund., 1900.....M & N	31 1/2		
do do 1894.....M&N	107	109		6s, Water, 1902-5.....J & J	106	109		6s, end., M. & C. RR.....	31 1/2		
do do 1883.....A&O	107	109		6s, Park, 1900-1924.....J & J	106	109		Milwaukee, Wis.—5s, 1891.....J & D	95	100	
Michigan—6s, 1878-79.....J & J	101 1/4			Kings Co. 7s, 1882-'89.....M & N	109	112		do 1896-1901.....Var.	104 1/2		
6s, 1883.....J & J	103			do 6s, 1877-'86.....M & N	105	107		7s, water, 1902.....J & J	106		
7s, 1890.....M&N	110			Buffalo, N. Y.—7s, 1876-'80.....Var.	103	106		Mobile, Ala.—8s.....J & J		20	
Minnesota—7s, RR. repudiated.....	35			7s, 1880-'95.....Var.	105	111		5s.....J & J	37	40	
Missouri—6s, 1877.....J & J	101			7s, water, long.....Var.	110	114		6s, funded.....M&N	30	50	
6s, 1878.....J & J	101 1/4	102		6s, Park, 1926.....M & S	103	103		Montgomery, Ala.—8s.....J & J	70	80	
Funding bonds, 1894-95.....J & J	106 1/2			Cambridge, Mass.—5s, 1889.....A&O	103	105		Nashville, Tenn.—6s, old.....	70	77 1/2	
Long bds, '82 to '90.....J & J	106 1/2	106 5/8		6s, 1894-96, water loan.....	112	113		6s, new.....	102	104	
Asylum or University, 1892.....J & J	106 1/2			Camden Co., N. J.—6s, coup.....	100	103		Newark—6s, long.....Var.	110	113	
Hannibal & St. Jo., 1886.....J & J	106			Camden City, N. J.—6s, coup.....	104	107		7s, long.....Var.	113	115	
do do 1887.....J & J	106	103 1/2		7s, reg. and coup.....	112	115		7s, water, long.....Var.	110 1/2	111	
N. Hampshire—6s, 1892-1905.....J&J	112 1/2	113		Charleston, S.C.—6s, st'k, '76-98.....Q-J	64	65		New Bedford, Mass.—6s, 1893.....	105 1/2	106	
New Jersey—6s, 1897-1902.....J&J	106	107		7s, fire loan bonds, 1890.....J & J	79	83		N. Brunswick, N. J.—7s.....	103	109 1/2	
6s, exempt, 1877-1896.....J&J	104	110		7s, non-tax bonds.....	96			Newburyport, Mass.—6s, 1890.....	100	102	
New York—				Chelsea, Mass.—6s, '97, water.....F&A	110	111		N. Haven, Ct.—Town, 6s, Air Line.....	100	102	
Bounty stock, reg., 1877.....J & J				Chicago, Ill.—6s, long dates.....J&J	102	109		Town, 6s, war loan.....	100	102	
do bonds, coup., 1877.....J & J				7s, sewerage, 1892-'95.....J&J	103	109		do 6s, Town Hall.....	100	101	
6s, Canal loan, 1877.....				7s, water, 1890-'95.....J&J	103 1/4	109		City, 7s, sewerage.....	115	117	
6s, do 1878.....J & J				7s, river impr., 1890-'95.....J&J	103	109		do 6s, City Hall.....	100	101	
6s, gold, reg., 1887.....J & J				7s, 1890-'95.....J&J	103	109		do 7s, Quinpiek Bridge.....	101	104	
6s, gold, coup., 1887.....J & J				Cook Co. 7s, 1880.....M&N	103 1/2	104 1/2		New Orleans, La.—Premium bonds.	33 3/4	34	
6s, gold, 1883.....J & J				do 7s, 1892.....M & N	103	103 3/4		Consolidated 6s, 1892.....Var.	33	39	
6s, gold, 1891.....J & J	119			Lake View Water Loan 7s.....	98			Railroad issues, 6s, '75 & '94.....Var.			
6s, gold, 1892.....A & O				Lincoln Park 7s.....	97 1/2			Wharf impr., 7-30s, 1880.....J & D	49		
6s, gold, 1893.....J & J	120			South Park 7s, 1876-'79.....J & J	97 1/2			All others sold on basis of prem'ns			
N. Carolina—6s, old, '68-'98.....J & J	12 1/2	17 1/2		West Park 7s, 1890.....	96 1/2			New York City—			
6s, old.....A & O	17	18		Cincinnati, O.—6s, long.....Var.	98	100		6s, water stock, 1876-80.....Q-F	100	103	
6s, N. C. RR.....J & J	67			6s, short.....Var.	98	100		6s, do 1877-79.....Q-F	100	103	
6s, do.....A & O	67			7-30s.....Var.	109			5s, do 1890.....Q-F	100		
6s, do coup. off.....J & J	48			7s.....Var.	107	112		6s, do 1883-90.....Q-F	103	106	
6s, do coup. off.....A & O	48			Southern RR. 7-30s, 1902.....J&J	103	105		6s, aqueduct stock, '84-1911.....Q-F	103	106	

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

For Explanations See Notes at Head of First Page of Quotations.

CITY SECURITIES.	Bid.	Ask.	RAILROAD BONDS.	Bid.	Ask.	RAILROAD BONDS.	Bid.	Ask.
Orange, N. J.—7s.....	103		Bost. & N. Y. Air L.—1st 7s.....	99		Cin. & Springf.—1st, 7s, 1901. A&O	75	78
Oswego, N. Y.—7s.....	103	105	Bost. & Providence—7s, 1893. J&J	115	116	Cin. Laf. & Ch.—1st, 7s, g., 1901. M&S	60	75
Paterson, N. J.—7s, long.....	Var		Brunswick & Alb.—1st, end, 6s, g. A&O			Cin. Ham. & D.—1st M., 7s, '80. M&N	102	102
Petersburg, Va.—6s.....	J&J	95	Buff. Brad. & P.—Gen. M., 7s, '96. J&J	45	55	2d mort., 7s, 1885.....	J&J	97
8s.....	J&J	108	Buff. N. Y. & Erie—1st M., 7s, '77. J&D	101		Consol. mort., 7s, 1905.....	A&O	
8s, special tax.....	J&J	105	Large bonds.....	J&D	101	Cin. H. & I., 1st M., 7s, 1903. J&J	43	50
Philadelphia, Pa.—5s, reg.....	J&J	97	New bonds, 1916.....	J&D	107	Cin. Rich. & Chic.—1st, 7s, '95. J&J		83
5s, old, reg.....	J&J	106	Buff. N. Y. & Phil.—1st, 6s, g., '96. J&J	100		Cin. Rich. & F. W.—1st, 7s, g., J&D	55	60
6s, new, reg.....	J&J	113	Bur. C. R. & North.—1st, 7s, g. M&N	40		Cin. Sand'ky & Cl.—6s, 1900. F&A	50	65
Pittsburg, Pa.—4s, coup., 1913. J&J	65		Mil. Div., 1st M., 7s, g., 1902. F&A	23		7s, 1887 extended.....	M&S	170
5s, reg. and coup., 1913.....	J&J	81	Pac. exten., 7s, g., 1909.....	J&J	10	Consol. mort., 7s, 1890.....	J&D	130
7s, water, reg. & cp., '93-'98. A&O	100	103½	Musc. exten., 7s, g., 1908.....	M&S	12	Clev. Col. C. & I.—1st, 7s, '99. M&N	109	109½
7s, street imp., reg., '83-'86.....	Var	70	1st 5s, new.....	J&D	65	Consol. mort., 7s, 1914.....	J&D	91
Portland, Me.—6s, Municipal.....	Var	107¾	Bur. & Mo. R.—L'd M., 7s, 93. A&O	109	109½	Bellef. & Ind. M., 7s, 1899.....	J&J	90
Railroad aid.....	Var	105½	Conv. 8s, various series.....	J&J	110	Clev. & M. Val.—1st, 7s, g., '93. F&A	90	95
Portsmouth, N. H.—6s, 1893, R.R.....	104	105	Bur. & Mo. (Neb.)—1st M., 8s, 94. J&J	104	105	S. F. 2d mort., 7s, 1876.....	M&S	88
Poughkeepsie, N. Y.—7s, water.....	109	111	8s, conv., 1883.....	J&J	95	Clev. & Pitts.—4th M., 6s, 1892. J&J	104	
Providence, R. I.—5s, g., 1900-5. J&J	107½	108	Bur. & Southw.—1st M., 8s, '95. M&N	15		Consol. S. F., 7s, 1900.....	M&N	108½
6s, gold, 1900.....	J & J	108	Cairo & St. L.—1st M., 7s, 1901. A&O			Clev. Mt. V. & Del.—1st, 7s, g., J&J	120	
6s, 1885.....	M & S	107	Cairo & Vinc.—1st, 7s, g., 1909. A&O	20	30	Colorado Cent.—1st, 7s, g., '90. J&D	100	
Richmond, Va.—6s, old.....	J&J	101	Calif. Pac.—1st M., 7s, g., '89. J&J	87	90	Col. Chic. & I. C.—1st, 7s, 1908. A&O	37	38
8s.....	J & J	116	2d M., 6s, g., end C. Pac., '89. J&J		75	2d mort., 7s, 1890.....	F&A	12
Rochester, N. Y.—6s, '76-1902. Var.	102		Exten., 7s.....	J&J	50	Chic. & Gt. East.—1st, 7s, '93-'95.		58
7s, water, 1903.....	J & J	112	Camden & Atl.—1st, 7s, g., '93. J&J	111	117	Col. & Ind. C., 1st M., 7s, 1904. J&J	70	78
Rockland, Me.—6s, '89-99. R.R. F&A	103	103½	2d mort., 7s, 1879.....	A&O	95	do 2d M., 7s, 1904. M&N		65
Sacramento, Cal.—City bonds, 6s.....	g. 26	28	Cam. & Bur. Co.—1st M., 6s, '97. F&A	100		Un. & Logansp., 1st, 7s, 1905. A&O	60	63½
Sacramento Co. bonds, 6s.....	g. 90		Canada So.—1st M., 7s, g., 1906. J&J	58	59	T. Logansp. & B., 7s, 1884. F&A	62½	
Salem, Mass.—6s, long.....	A&O	110½	1st M., with int. certs.....	57½		Cin. & Chic. A. L., 1886-'90.....		
5s, 1904, W. L.....	J&J	103	Cape Cod—7s, 1881.....	F&A	104½	Ind. Cent., 2d M., '10s, 1882. J&J		101½
St. Joseph, Mo.—7s.....	Var.	70	Carolina Cent.—1st, 6s, g., 1923. J&J	29		Col. & Hock V.—1st M., 7s, '97. A&O	101	103
Bridge 10s, 1891.....	J & J	90	Carthage & Burl.—1st, 8s, '79. M&N	101½		1st M., 7s, 1880.....	J&J	100
St. Louis, Mo.—6s cur., lg. bds. Var.	104		Catawissa—1st M., 7s, 1882. F&A	100	110	2d M., 7s, 1892.....	J&J	90
6s, short.....	Var.	100	New mort., 7s, 1900.....	F&A	101½	Col. Springf. & C.—1st, 7s, 1901. M&S		40
Water 6s, gold, 1887-90.....	J & D	108	Cayuga Lake—1st, 7s, g., 1901. J&D	15	30	Col. & Xenia—1st M., 7s, 1890. M&S	100	103
do do (new), 1892. A & O	108		Cedar F. & Min.—1st, 7s, 1907. J&J	78		Conn. & Passump.—M., 7s, '93. A&O	103½	104½
Bridge approach, 6s.....	Var.	107	Cedar R. & Mo.—1st, 7s, '91.....	F&A	100	Massawippi, g., 6s, gold, '89. J&J	101	102½
Renewal, gold, 6s.....	Var.	107	1st mort., 7s, 1916.....	M&N	100	Conn. Riv.—S. F. 1st M., 6s, '78. M&S	101	102½
Sewer, 6s, gold, 1891-'93.....	Var.	107	Cent. of Ga.—1st, cons., 7s, '93. J&J	98	100	Conn. Val.—1st M., 7s, 1901.....	J&J	51
St. L. Co.—Park, 6s, g., 1905. A & O	107		Cent. of Iowa—1st M., 7s, g.....	27	30	Conn. West.—1st M., 7s, 1900. J&J	27	31
Currency, 7s, 1887-'88.....	Var.	107	Cent. of N. J.—1st M., 7s, 1890. F&A	108½	110½	Connecting (Phila.)—1st, 6s.....	M&S	101½
St. Paul, Minn.—6s, '88-'90. J & D	83	88	7s, conv.....	M&N	62	Cumberl. Val.—1st M., 8s, 1904. A&O	100	
7s, 1874-90.....	M & N	97	Consol. M., 7s, 1899.....	Q-J	67	Danby & Norwalk—7s, '80-92. J&J		
8s, 1889-96.....	Var.	103	Am. Dock & Imp. Co., 7s.....	J&J	48	Danv. Haz. & W.—1st, 7s, '88. A&O	20	25
S. Francisco—7s, g., City & Co. Var.	g. 107		L. & W. Coal, cons., 7s, g'd, 1900. Q-M	30½	34	Dan. Ur. Bl. & P.—1st, 7s, g.....	A&O	20
Savannah, Ga.—7s, old.....	Var.	40	Cent. Ohio—1st M., 6s, 1890. M&S	101	101½	Dayton & Mich.—1st M., 7s, '81. J&J	101	103
7s, new.....	Var.	40	Cent. Pac. (Cal.)—1st M., 6s, g. J&J	105½	106	2d mort., 7s, 1887.....	M&S	98
Somerville, Mass.—5s, 1895. A&O	103	103½	State Aid, 7s, g., 1884.....	J&J		3d mort., 7s, 1888.....	A&O	97
6s, 1885.....	J&J	106	Conv. 7s, 1883.....	J&J	93	Dayt. & West.—1st M., 6s, 1905. J&J	75	80
6½s, 1884.....	A&O	110	S. Joaquin, 1st M., 6s, g., 1900. A&O		88½	1st mort., 7s, 1905.....	J&J	185
Springfield, Mass.—6s, 1905. A&O	111		Cal. & Oregon, 1st, 6s, g., '88. J&J	88		Delaware—Mort., 6s, g'd, '95. J&J	100	
7s, 1903.....	A&O	116	Cal. & Or. C. P. bonds, 6s, g., '92. J&J	93	95	Del. & Bound B'k—1st, 7s, 1905. F&A	98	100
Stockton, Cal.—8s.....	g. 90	95	Land grant M., 6s, g., 1890. A&O	90	92	Del. Lack. & W.—2d M., 7s, '81. M&S	104	
Toledo, O.—7-30s, R.R., 1900. M & N	102		West. Pacif., 1st, 6s, g., '99. J&J	101		Convertible 7s, 1892.....	J&D	100
8s, 1877-89.....	Var.	109	Charl'te Col. & A.—1st, 7s, '90. J&J	70	73	Denver Pac.—1st M., 7s, g., '99. M&N	45	50
8s, water, 1893 & '94.....	Var.	110	Consol., 7s, 1895.....	J&J		Den. & Rio G.—1st, 7s, g., 1900. M&N	36½	41½
Washington, D. C.—See Dist. of Col.			Cheraw & Darl.—1st M., 8s, '88. A&O	100	103	Des M. & Ft. D.—1st, 6s, 1904. J&J		
Wilmington, N. C.—6s, gold, cou. on	60	80	2d mort., 7s.....	80	85	Detroit & Bay C.—1st, 8s, 1902. M&N	35	40
8s, gold, cou. on.....	80	90	Chesa. & Ohio—1st, 6s, g., '99. M&N	25	30	1st M., 8s, end. M. C., 1902. M&N	65	70
Worcester, Mass.—6s, 1892.....	A&O	110½	2d mort., 7s, g., 1902.....	J&J	6	Det. Eel Riv. & Ill.—M., 8s, '91. J&J		25
Yonkers, N. Y.—Water, 1903.....	108		Va. Cent., 1st M., 6s, 1880.....	J&J	90	Det. L. & North.—1st, 7s, 1907. A&O	165	70
			do 3d M., 6s, 1884.....	J&J	73	Det. & Milw.—1st M., 7s, '75. M&N	30	40
			do 4th M., 8s, 1876.....	J&J	80	2d mort., 8s, 1875.....	M&N	30
			do funding, 8s, 1877. J&J	75		Det. & Pontiac, 1st M., 7s, '78. J&J	69	
			Cheshire—6s, 1896.....	J&J	96¾	do 3d M., 8s, 1886. F&A		
			6s, 1880.....	J&J	98	Dixon Peo. & H.—1st M., 8s, '89. J&J	101	102½
			Chester Val.—1st M., 7s, 1872. M&N			Dubuque & Sioux C.—1st, 7s, '83. J&J	100	
			Chic. & Alton—1st M., 7s, '93. J&J	114		1st mort., 7s, 1894.....	J&J	100
			Sterling mort., 6s, g., 1903. J&J	106½	107½	Dunk. A. V. & P.—1st, 7s, g., 1900. J&D	100	103
			Income, 7s, 1883.....	A&O	106½	Dutchess & Col.—1st, 7s, 1908. J&J	8	12
			Chic. B. & Q.—1st, S. F., '83. J&J	115½		East Penn.—1st M., 7s, 1888.....	M&S	102½
			do 7s, 1896.....	J&J	108½	E. Tenn. Va. & Ga.—1st, 7s, 1900. J&J	90½	92
			Consol. mort., 7s, 1903.....	J&J	109½	E. Tenn. & Ga., 1st, 6s, '80-86. J&J	70	80
			Bonds, 5s, 1895.....	J&D	90	E. Tenn. & Va., end, 6s, 1886. M&N	70	85
			5s, 1902.....	A&O	91½	Eastern, Mass.—7s, old.....	Var.	52
			Chic. & Can. So.—1st, 7s, 1902. A&O	20	30	New M., fund., 3½s, g., 1906. M&S	150½	50½
			Chic. Clin. & Dub.—1st, 8s, '96. J&D	18	20	Sterling debts, 6s, g., 1906. M&S	70	75
			Chic. Dan. & V.—1st, 7s, g., 1909. A&O	40	50	Elmira & Wmsport—1st, 7s, '80. J&J	102	104
			Ind. Div., 1st M., 7s, g., 1912. A&O	4	6	5s, perpetual.....	A&O	50
			Chic. Dub. & Min.—1st, 8s, '96. J&D	18	20	Erie Railway—1st M., 7s, '97. M&N		115
			Chic. & Iowa—1st M., 8s, 1901. J&J	60		2d mort., 7s, 1879.....	M&S	103
			Chic. Ia. & Neb.—1st M., 7s, '88. J&J	102	102½	3d mort., 7s, 1883.....	M&S	102
			Chic. & L. Huron—1st, 7s, '99. M&N			4th mort., 7s, 1880.....	A&O	104
			Chic. & Mich. L. Sh.—1st, 8s, '89. M&S	65		5th mort., 7s, 1888.....	J&D	103½
			1st mort., 8s, 1890-'92.....	Var.	5	Sterling, 6s, gold, 1875.....	M&S	78
			Chic. Mil. & St. P.—P. D., 1st Ss. F&A	113	113½	1st cons., 7s, gold, 1920.....	J&J	78
			P. D., 2d M., 7-3-10s, 1898. F&A	98		2d cons., 7s, gold, 1894.....	J&D	39
			St. P. & Chic., 7s, g., 1902.....	J&J	100	Debentures, 7s, g., 1903.....	Q-J	38
			Mil. & St. P., 2d M., 7s, 1884. A&O	93		Recon. trustees' certs., 7s.....		38
			La. C., 1st M., 7s, 1905.....	J&J	103	Long Dock mort., 7s, 1893.....	J&D	108
			I. & M., 1st M., 7s, 1897.....	J&J	91½	Erie & Pittsb.—1st M., 7s, '82. J&J	100	
			Ia. & Dak., 1st M., 7s, 1899. J&J	89½		Cons. mort., 7s, 1898.....	J&J	80
			Hast. & Dak., 1st M., 7s, 1902. J&J	88½		Equipment, 7s, 1890.....	A&O	80
			Chic. & Mil., 1st M., 7s, 1903. J&J	98½	99½	Europ'n & N. Am.—1st, 6s, '89. J&J		
			1st mort., consol., 7s, 1905. J&J	89		Land gr., 6s, g.....	M&S	
			Chic. & N. W.—S. F., 1st, 7s, '85. F&A	107	111	Bangor & Pisc. 6 & 7s, '99.....	A&O	
			Interest mort., 7s, 1883.....	M&N	105	Evansv. & Crawf.—1st, 7s, '87. J&J	100	103
			Consol. mort., 7s, 1915.....	Q-F	105	Evansv. T. H. & Chi.—1st, 7s, g. M&N		
			Exten. mort., 7s, 1885.....	F&A	102	Flint & Pere M.—1st, l.g. 8s, '88. M&N	78	82
			1st mort., 7s, 1885.....	F&A	105½	Cons. S. F., 8s, 1902.....	M&N	30
			Consol., gold, 7s, cp., 1902. J&D	91½	92	Flint & Holly, 1st, 10s, '88. M&N	50	
			do do reg.....	90	91	Bay C. & E. Sag.—1st, 10s, '82. J&J	100	
			Falout & Mad., 1st M., 7s, '88. J&J			Holly W. & M.—1st, 8s, 1901. J&J	60	
			Iowa Mid., 1st M., 8s, 1900. A&O	90		Flushing & N. S.—1st, 7, '89.....	M&N	70
			Gal. & Chic. ext., 1st, 7s, '82. F&A	105		2d mort., 7s.....	M&N	70
			Peninsula, 1st, conv., 7s, '98. M&S	102		Cent. L. I., 1st, 7s, 1902.....	M&S	70
			Chic. & Mil., 1st M., 7s, '98. J&J	107	109	Cent. exten., 7s, 1903.....	M&N	80
			Madison ext., 7s, g., 1911.....	A&O	87½	Ft. W. Jack. & S.—1st, 8s, '89. J&J		49
			Menominee ext., 7s, g., 1911. J&D	86½	87½	Ft. W. Mun. & C.—1st, 7s, g., '89. A&O		
			La. C. Tr. & P., 1st M., 10s, '78. A&O	106½		Fram'gham & Lowell—1st, 7s, 1891		75
			Northw. Un.—1st, 7s, g., 1915. M&S	79½	79½	do (notes), 8s, 1883.....		50
			Chic. & Pad.—1st M., 7s, 1903. J&J			Gal. Har. & S. A.—1st, 6s, g., 1910. F&A	80	85
			Chic. Pek. & S. W.—1st, 8s, 1901. F&A	75		Gal. Hous. & H.—1st, 7s, g., 1902. J&J	76	80
			Chic. R. I. & Pac.—1st, 7s, '96. J&J	106½		Georgia R.R.—7s, 18		

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

For Explanations See Notes at Head of First Page of Quotations.

RAILROAD BONDS.	Bid.	Ask.	RAILROAD BONDS.	Bid.	Ask.	RAILROAD BONDS.	Bid.	Ask.
Hannibal & Nap.—1st, 7s, '88. M&N	84	85½	Macon & Aug.—2d, end, 7s, '79. J&J	85	90	Northern, N.J.—1st M., 7s, '78. J&J	16	20
Han. & St. Jo.—Conv. 8s, 1885. M&S			Macon & Brunsw.—1st, end, 7s, J&J	100	103	N'th. Pacific—1st, 7.3s, g., 1900. J&J	106	107
Land grants. A&O			Maine Cent.—Mort. 7s, 1898. J&J	103	105	Norw'h & Wore'r—1st M., 6s, '97. J&J	199	100
Quincy & Pal., 1st, 8s, 1892. F&A	40	60	Exten. bonds, 6s, g., 1900. A&O	189	90	Ogd'nsb'g & L.Ch.—Eq. 8s, '78-'9. J&J	199	100
Kans. C. & Cam., 1st, 10s, '92. J&J	193	97	Cons. 7s, 1912. A&O	189	90	S. F., 8s, 1890. M&S	93½	94
Harl. & Portchester—1st M., 7s, A&O	103	107	Androsco. & Ken., 6s, 1891. F&A	196	99	Ohio & Miss.—Cons. S. F. 7s, '98. J&J	93	95
Harrish. P. Mt. J. & L.—1st, 6s, J&J	104	106½	Leeds & Farm'g't'n, 6s, 1901. J&J	198	99	Cons. mort., 7s, '98. J&J	51	51½
Hartf. Prov. & F.—1st M., 7s, '76. J&J	107	108½	Portl'd & Ken., 1st, 6s, '83. A&O	196	99	2d mort., 7s, 1911. A&O	85	90
Housatonic—1st M., 7s, 1885. F&A			do Cons. M., 6s, '95. A&O	193	94	Oil Creek—1st M., 7s, 1882. A&O	102	102½
6s, 1889. J&J	83	85	Mansf. & Fr'ham.—1st, 7s, '89. J&J	90		Old Colony—6s, 1897. F&A	102	102½
Houst. & Tex. C.—1st, 7s, g., '91. J&J	77½	80	Marietta & Cin.—1st M., 7s, '91. F&A	95	102	6s, 1895. J&D	110½	110½
West. Div., 1st, 7s, g., 1891. J&J	75	77	Sterling, 1st M., 7s, g., 1891. F&A	50	52	7s, 1895. M&S	75	
Waco & N. W., 1st, 7s, g., 1903. J&J	60	62½	2d mort., 7s, 1896. M&N	20½	21½	Omaha & N. W.—1st, l. g., 7.3, g. J&J	95	98
Cons. mort., 8s, 1912. A&O	105	110	3d mort., 8s, 1890. J&J	80	100	Omaha & S. W.—1st M., 8s, 1896. J&D	85	95
Hunt. & Br. Top—1st, 7s, '90. A&O	95	105	Scioto & Hock. Val., 1st, 7s, M&N			Orange & Alex'a—1st M., 6s, '73. M&N	70	76
2d mort., 7s, g., 1895. F&A	35	40	Balt. Short L., 1st, 7s, 1900. J&J			2d mort., 6s, 1875. J&J	45	55
Cons. 3d M. 7s, 1895. A&O	100		Cin. & Balt., 1st, 7s, 1900. J&J			3d mort., 8s, 1873. M&N	71	72
Illinois Central—6s, 1890. A&O	197	99	Marietta P. & Clev.—1st, 7s, g., '95			4th mort., 8s, 1880. M&S	24	26
Sterling, S. F., 5s, g., 1903. A&O	108	110	Consol. 7s. J&D			Or. Alex. & M., 1st M., 7s, '82. J&J	91	95
Sterling, gen. M., 6s, g., 1895. A&O	94	96	Mar'ette Ho. & O.—1st, 8s, '92. F&A	20	30	Oregon & Cal. 1st M. 7s, 1890. A&O		
do 5s, 1905. J&D	108½	110	Mar. & O., M., 8s, 1892. J&D	80	90	Osw. & Rome—1st M., 7s, 1915. M&N		
Ill. Grand Tr.—1st M., 8s, '90. A&O	12½		Houghton & O., 1st, 8s, '91. J&J	30		Osw. & Syracuse—1st, 7s, '80. M&N	110	111
Ind'polis Bl'm. & W.—1st, 7s, g. A&O	5	9	Mass. Central—1st, 7s, 1893. J&J	86½	88	Ott. Osw. & Fox R.—M., 8s, '90. J&J	97	99
2d mort., 8s, 1890. J&J	60	65	Memp. & Charl'n—1st, 7s, '80. M&N	66½	70	Pacific of Mo.—1st M., 6s, g., '88. F&A	91	
Extens'n 1st M., 7s, g., 1912. J&J			2d mort., 7s, 1885. J&J	27	35	2d mort., 7s, 1891. J&J		
Ind'polis Cin. & L.—1st, 7s, '97. F&A	92	95	Mem. & L. Rock—1st, 8s, '90. M&N	113	114	Car. B., 1st mort., 6s, g., '93. A&O		
3d mort., 7s, 1899. J&D	30	45	Mich. Cen.—1st M., 8s, 1882. A&O	104½	104½	Income, 7s. M&S		
Ind'apolis & Cin., 1st, 7s, '88. A&O	68	71	Consol., 7s, 1902. M&N	95	98	Paducah & M.—1st, 7s, g., 1902. F&A	104	106
Ind'polis & St. L.—1st, 7s, 1919. Var.	63	65	1st M. Air Line, 8s, 1890. J&J	185	90	Panama—Sterl'g M., 7s, g., '97. A&O		
2d mort., 7s, 1900. A&O	63	65	Mich. Air L., 1st, E. D., 8s, '90. J&J			Paris & Danville—1st M., 7s, 1903. J&J	25	35
Ind'apolis & Vin.—1st, 7s, 1908. F&A	65	67	do 1st, W. D., 8s, 82. J&J			Paris & Dec'r—1st M., 7s, g., '92. J&J	70	90
2d mort., 6s, g., guar., 1900. M&N	64	66	Equipment bonds, 8s, '83. A&O			Pat'son & New'k—1st M., 7s, '78. J&J		
Intern'l & Gt. No.—Int. 1st, 7s. A&O	24		Gd. Riv. V., 1st 8s, guar., '86. J&J	150		Pekin L. & Dec.—1st M., 7s, 1900. F&A	105	105½
Houst. & Gt. No., 1st, 7s, g. J&J	64	66	do 2d mort., 8s, 1879. M&S			Pennsylvania—1st M., 6s, '80. J&J	106½	107½
Conv. 8s, 1892. F&A	75	85	Kalamazoo & S. H.—1st, 8s, '90. M&N			General mort., 6s, coup., 1910. Q—J	109½	110
Ionia & Lansing—1st 8s, '89. J&J	180	105	Mich. L. Shore—1st M., 8s, '89. J&J	40	45	do 6s, reg., 1910. A&O	90	91
Ia Falls & Sioux C.—1st, 7s, '99. A&O	105		Mid. Pac.—1st M., 7s, g., '99. F&A	45	55	Cons. mort., 6s, reg., 1905. Q—M	90½	92
Ithaca & Athens.—1st m., 7s, g. J&J	190		Mil. & North.—1st, 8s, 1901. J&D	94	98	do 6s, coup., 1905. J&D	100	105
Jack. L. & Sag.—1st, 8s, '85. J&J	190		Miss. Cen.—1st M., 7s, '74-84. M&N	75	77½	Navy Yard, 6s, reg., 1881. J&J	109	110
North Exten., 8s, 1890. M&N	157½	60	2d mort., 8s, 1886. F&A			Penn. & N. Y.—1st, 7s, '96 & 1906. J&D	100½	101½
Consol. mort., 8s, 1891. M&S	97	100	Cons. mort., 7s, g., 1912. M&N	100½		Peoria & Hannibal—1st, 8s, 1878. J&J	15	25
2d mort., 1878. J&J			Miss. & Tenn.—1st M., 7s, 1876. A&O	73	76	Peoria & R'k I.—1st, 7s, g., 1900. F&A		
Jamest. & Frankl.—1st, 7s, '97. J&J	68	75	Cons. mort., 8s, 1881-93. J&J	56	58	Perkiomen—1st M., 6s, 1897. A&O	58	60
2d mort., 7s, 1894. J&D	68		Mo. Kans. & T.—1st, 7s, g., 1904. F&A	15	20	C. M., guar., P. & R., 6s, 1913. J&D	83	85
Jefferson—Haw'ly Br. 7s, '87. J&J	68		2d mort., income. J&J	57	61	Petersburg—1st M., 8s, '79-'98. J&J	104	105
1st mort., 7s, 1889. J&J	69	70	1st, 6s, g., 1899. (U. P. S. Br.) J&J	57	58½	2d mort., 8s, 1902. J&J	96	97
Jeff. Mad. & Ind.—1st, 7s, 1906. A&O	100	101	7s, assented. J&J	114½		Phil. & Erie—1st M., 6s, 1881. A&O	104	105
2d mort., 7s, 1910. J&J	100		Income, 6s. J&J	85		2d mort., 7s, 1888. J&J	86	88
Ind'polis & Mad., 1st, 7s, '81. M&N	107		Han. & C. Mo., 1st, 7s, g., '90. M&N	72		2d mort., guar., 6s, g., 1920. J&J	103½	107
Joliet & Chic.—1st M., 8s, '82. J&J	100	104	Mo. F. Scott & G.—1st, 10s, '99. J&J	5	10	Phila. & Reading—6s, 1880. J&J	108½	
Junction R.R. (Phil.)—1st, 6s, '82. J&J	92		2d mort., 10s, 1890. A&O	30	50	1st mort., 7s, 1893. J&J	55	60
2d mort., 6s, 1900. A&O	82	85	Mob. & Mont.—1st, end, 8s, g. M&N	41	43	Debenture, 1893. J&D	101½	102½
Kalamazoo Al. & Gr. R.—1st, 8s, J&J	80		Mob. & Ohio—1st, ster. 8s, g., '83. M&N	41	43	Mort., 7s, coup., 1911. J&D	95	100
Kal. & Schoolcraft—1st, 8s, '87. J&J			Ex. certif., ster., 6s, 1883. M&N	27	30	Gold mort., 6s, 1911. J&D	57	
Kal. & Wh. Pigeon—1st, 7s, '90. J&J	190		Interest 8s, 1883. March	5	10	New convertible, 7s, 1893. J&J	63	65
Kans. C. St. Jo. & C. B.—			2d mort., 8s, var. March	70		G. s. f., \$ & £, 6s, g., 1908. J&J	55	
1st M., C. B. & St. Jos., 7s, '80. J&J	170	75	Montclair & G. L.—1st 7s, (new)...	15	20	Coal & I., guar. M., 7s, '92. M&S		
K.C. St. Jos. & C. B., M. 7s, 1907. J&J	16	20	2d mort., 7s (old mort. 1sts)...	27	30	Phil. Wil. & Balt.—6s, '84-1900. A&O	70½	71½
do inc. bds, rg., 6s, 1907. A&O	50		Mont. & Eufr.—1st, end, 8s, g., '86. M&S			Pitts. C. & St. L.—1st M., 7s, 1900. F&A		
Kans. C. & S. Fe.—1st, 10s, 90. M&N	85½	86½	Monticello & Pt. J.—1st, 7s, g., '90. Q—J	117		2d mort., 7s, 1913. A&O	100½	101½
K.C. Topeka & W.—1st M., 7s, g., J&J	78	81	Morris & Essex—1st, 7s, 1914. M&N	105		Pitts. & Con'l'sv.—1st M., 7s, '98. J&J	98	100
Kansas Pac.—1st M., 6s, g., '95. F&A	61½	63	2d mort., 7s, 1891. F&A	85		Sterling cons. M., 6s, g., guar. J&J	111	119
1st mort., 6s, g., 1896. J&D	42	44	Construction, 7s, 1889. F&A	96		Pitts. Ft. W. & C.—1st M., 7s, 1912. J&J	100	
L. gr. 1st mort., 7s, g., 1899. M&N	18		Bonds, 1900. J&J	99½	100½	2d mort., 7s, 1912. J&J	96	98
Land 1st mort., 7s, g., 1880. J&J	25	32½	General mort., 7s. A&O	81½	85	3d mort., 7s, 1912. A&O	55	55½
Land 2d mort., 7s, g., 1886. M&S	3½	6	Consol. mort., 7s, 1915. J&D	89	92	Equipment, 8s, 1884. M&S	16	20
Leav. Branch, 7s, 1896. M&N	5		Nash. Chat. & St. L.—1st, 7s, 1913. J&J	90½	103	Pitts. Titusv. & B.—New 7s, '96. F&A	48	50
Income bds, No. 11, 7s, 1916. M&S	73	78	Nashv. & Decat'r.—1st, 7s, 1900. J&J	102		Port Hur. & L. M.—1st, 7s, g., '99. M&N	10	40
do No. 16, 7s, 1916. M&S	80	90	Nashua & Low.—6s, g., 1893. F&A			Portl'd & Ogb'g.—1st, 6s, g., 1891. M&N	78	83
Keokuk & Des M.—1st, 7s, 1904. A&O	101½	101½	Newark & N. Y.—1st, 7s, 1887. J&J	85	95	Portl. & Roch.—1st M., 7s, 1887. A&O		
Funded interest, 8s, 1884. A&O	50	60	New'k S't & S.—1st, 7s, g., '89. M&N	88	91	Port Royal—1st 7s, g., end, '89. M&N		
Keokuk & St. P.—1st, 8s, '79. A&O	50	60	N. Haven & Derby, 1st M., 7s, '98. Var	100	101	do do not endorsed...	180½	81
Laf. Bl. & Miss.—1st, 7s, g., '91. F&A	102½	103	N. H. & N'th'ton—1st M., 7s, '99. J&J	27	30	Pueblo & Ark. V.—1st, 7s, g., 1903. J&J	109½	110½
Laf. Munc. & Bl.—1st, 7s, g., 1901. F&A	107½	111½	Conv. 6s, 1882. A&O	1	6	Quincy & Wars'w.—1st M., 8s, '90. J&J	85	97
Lake Shore & Mich. So.—	109		N. J. Mid'l'd—1st M., 7s, g., '95. F&A			Reading & Columbia 7s. J&J	115	
Mich. So., 2d mort., 7s, 1877. M&N	108		2d mort., 7s, 1881. F&A	54		Ren. & S'toga—1st 7s, 1921. cou. M&N	115½	
M. So. & N. L., S. F., 1st, 7s, '85. M&N	108½	109	N. J. Southern—1st M., 7s, '89. M&N	102	105	1st 7s, 1921, reg. M&N	73	75
Cleve. & Tol., 1st M., 7s, '85. J&J	105		N'burgh & N. Y.—1st M., 7s, 1888. J&J	90	95	Rich'd & Dan.—C. M., 6s, '75-90. M&N	88	
do 2d M., 7s, 1886. A&O	105		N. Lon. & North.—1st M., 6s, '85. M&S	77	84	Piedmont Br., 8s, 1888. A&O	80	
Cl. P. & Ash., 2d M., 7s, '80. J&J	105		2d mort., 7s, 1892. J&D	24		Rich. Fred. & Potomac—6s, 1875. J&J	95½	
do 3d M., 7s, 1892. A&O	107½	108½	N. O. Jack. & Gt. N.—1st M., 8s, '86. J&J	25	31	Mort, 7s, 1881-90. J&J	104	
Buff. & E., new bds, M., 7s, '98. A&O	105		N. O. Mob. & Chatt.—1st, 8s, 1915. J&J	3	5	Rich'd & Petersb'g—8s, '80-'86. A&O		
Buff. & State L., 7s, 1882. J&J	105		N. O. Mob. & Tex.—1st M., 8s, 1915. J&J	87	89	New mort., 7s, 1915. M&N	10	20
Det. Mon. & Tol., 1st, 7s, 1906. A&O	105		N. Y. Bost. & M't.—1st, 7s, g., '89. F&A	117½		Rk'd R. L. & St. L.—1st 7s, g., 1918. F&A	46	50
Lake Shore Div. bonds. A&O	107½	108½	N. Y. & Can.—£ M., 6s, g., 1904. M&N	118		Rome Wat'n & O.—S. F., 7s, 1891. J&D	85	95
L. S. & M. S., cons., cp., 1st, 7s. J&J	105½	106½	N. Y. C. & H.—M., 7s, coup., 1903. J&J	118½		2d mort., 7s, 1892. J&J	50	
do cons., reg., 1st, 7s, 1900. Q—J	96½	98	Mort., 7s, reg., 1903. J&J	119		Consol. mort., 7s, 1904. A&O	90	
do cons., cp., 2d, 7s, 1903. J&D	96	100	Subscription, 6s, 1883. M&N	110	112	Wat. & R., 1st M., 7s, 1880. M&S	170	
do cons., reg., 2d, 7s, 1903. J&D	96	100	Sterling mort., 6s, g., 1903. J&J	105½		Rutland—1st M., 8s, 1902. M&N	150	
L. Sup. & Miss.—1st, 7s, g., 1900. J&J	108½	108½	N. Y. C., premium, 6s, 1883. M&N	105½		Equipment, 8s, 1880. M&S	150	
Lawrence—1st mort., 7s, 1895. F&A	112	112½	do 6s, 1887. J&D	102		Equipment, 7s, 1880. M&N	85	95
Leav. Law. & G.—1st, 10s, '99. J&J	95	96	do real est., 6s, 1883. M&N	112		Sandusky M. & N.—1st, 7s, 1902. J&J	20	25
South. Kans., 1st M., 8s, 1892. J&J	94	97	Hud. R., 2d M., 7s, 1885. J&D	118½		Savannah & Chas.—1st M., 7s, '89. J&J	20	25
Lehigh & Lack.—1st M., 7s, '97. F&A	108½	108½	N. Y. & Harlem—7s, coup., 1900. M&N	119		Chas. & Sav., guar., 6s, 1877. M&S	95	101
Lehigh Val.—1st M., 6s, 1898. J&D	112	112½	7s, reg., 1900. M&N	63½	72	Seab'd & Roan'ke—1st M., 7s, '81. F&A	90	95
2d mort., 7s, 1910. M&S	95	96	N. Y. & Os. Mid.—1st M., 7s, g., '94. J&J	1		Sham. Val. & P.—1st, 7		

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

For Explanations See Notes at Head of First Page of Quotations.

RAILROAD BONDS.		Bid.	Ask.	RAILROAD STOCKS.		Bid.	Ask.	RAILROAD STOCKS.		Bid.	Ask.
St. Jo. & D.C., E.D.—1st, 8s, g., '99 F&A	10	14		Berkshire, leased, 7	100	80½	81½	North Pennsylvania	50	39	40
W. D., 1st mort., 8s, 1900... F&A	4	5		Boston & Albany	100	122¾	123	Northern Central	50	16	16½
St. L. Alt. & T.H.—1st M., 7s, '94 Var.		112		Bost. Clint. Fitchb. & New Bed.	100		10	Northern New Hampshire	100	69	70
2d mort., 7s, 1894	84½	85½		Bost. Con. & Montreal	100			Northern Pacific, new pref.	100		
2d income, 7s, 1894... M&N	67½			do Pref., 6	100	75	80	Norwich & Worcester, leased, 10	100	118	120
Equipment, 10s, 1880... M&S				Boston & Lowell	500	70	71	Ogdensburg & Lake Cham.	100	27	28
St. L. & Iron Mt.—1st M., 7s, '92 F&A	95½	97		Boston & Providence	100	94½	95	do Pref., 8	100	191	93
2d mort., 7s, g., 1897... M&N	50			Buff. N. Y. & Erie, leased	100			Ohio & Mississippi	100	67½	7¼
Cons. mort., 7s, g., 1914... A&O	60	62½		Burlington & Mo., in Neb.	100		38½	do Pref.	100	13	
Ark. Br. I. gr. M., 7s, g., '97 J&D	35	42		Camden & Atlantic	50	15	19	Old Colony	100	93	93½
Cairo Ark. & T., 1st, 7s, g., '97 J&D	60	63		do Pref.	50	25	28	Oswego & Syracuse, guar., 9	50		
Cairo & Pul., 1st, 1g, 7s, g., '91 J&J	25	35		Catawissa	50	36½	38	Pacific of Missouri	100		
St. L. & S.E.—Con. M., 7s, g., '94 M&N	2	5		do Old, pref.	50	32½	35	Panama	100	111	112
1st cons., 7s, g., 1902... F&A	*32	37		do New, pref.	50	29	30	Pennsylvania Railroad	50	29¼	29¾
Evansv. H. & N., 1st, 7s, 1897 J&J	106			Cedar Rapids & Mo.	100	60	70	Pennsylvania Company	50		
St. L. Jacks'v. & C.—1st, 7s, '94 A&O	52			do Pref., 7	100	97	102	do Pref.	50		
St. L. & San F.—2d M., class A	29			Central of Georgia	100	45	48	Petersburg	100		
2d M., class B	25			Central of New Jersey	100	17		Philadelphia & Erie	50	9½	10½
do class C	73	78		Central Ohio	50	25	31	do Pref., 8	50		
South Pacific—1st M.	*95	100		do Pref.	50	37	44	Philadelphia & Reading	50	16¾	17½
St. L. Vand. & T.H.—1st M., 7s, '97 J&J	*65	73		Central Pacific	100		85	do Pref., 7	50		
2d, 7s, guar., '98... M&N	*45½			Charlotte Col. & Aug.	100	32		Phila. & Trenton, leased, 10	100	125	130
St. Paul & Pac.—1st sec., 7s... J&D	*18			Cheshire, pref.	100	84	86	Phila. Germ'n & Nor., 1st, 12	50	98	102
2d sec., 7s... M&N	*120			Chicago & Alton	100	102		Phila. Wilmington & Balt.	50	61½	61¾
Cons., 7s... J&D	*65½	6¾		do Pref., 7	100	101½	102	Pittsburgh Cincinnati & St. L.	50	5	12
Bonds of 1869, 7s... M&N	*90			Chicago Burlington & Quincy	100	110	110½	Pittsburgh Titusville & Buffalo	50	8¼	8½
St. Vincent & B., 7s... J&J	*85	90		Chicago Iowa & Nebraska	100	36½	36¾	Pittsburgh Ft. W. & Chic, guar., 7	100	70	92
do Receivers' certifs., 10s J&J	105			Chicago Milwaukee & St. Paul	100	72½	72¾	do Special, 7	100	65	67
Summit Br.—1st, 7s, 1903... J&J	45	55		do Pref., 7	100	63½	63¾	Portsmouth & Portsmouth, 1st, 6	100	3	3
Sunbury & Erie—1st M., 7s, '77 A&O	105			Chicago & North Western	100	101¾	102	Portsmouth & Portsmouth, 2d, 6	100	95	95
Susp. B. & Erie June.—1st M., 7s	105			do Pref., 7	100	12	15	Providence & Worcester	100	100	102
Syr. Bing. & N.Y.—1st M., 7s, '77 A&O	105	112		Chicago & Rock Island	100	11½	12	Rensselaer & Saratoga	100	3	6
Terre H. & Ind.—1st M., 7s, '79 A&O	*79	81		Cin. Hamilton & Dayton	100	25	30	Richmond & Danville	100	50	
Texas & Pac.—1st M., 6s, g... M&S	25			Cin. Sandusky & Cleveland	50	38		Richmond Fred. & P.	100	80	
Consol. mort., 6s, g... J&D	88			do Pref., 6	50	115	117	do do guar., 6	100	91½	
Tol. Can. S. & D't.—1st, 7s, g., 1906 J&J	88			Clev. Col. Cin. & Indianapolis	50	82¾		do do guar., 7	100	28	30
Tol. P. & W.—1st M., E.D., 7s, '91 J&D	20			Clev. & Mahoning Val., leased	50	35½	35¾	Richmond & Petersburg	100	1	3
1st mort., W. D., 7s, 1896... F&A	20			Clev. & Pittsburgh, guar., 7	100	90	100	Rome Watertown & Ogdensb.	100	7	8
2d mort., W. D., 7s, 1886... A&O	20			Col. Chic. & Indiana Central	50	93	96	do Scrip.	100	50	60
Burl. Div., 1st, 7s, 1901... J&D	20			Columbus & Hocking Valley	50	70		St. Louis Alton & Terre Haute	100	18	53½
do Cons. M., 7s, 1910... M&N	74½			Columbus & Xenia, guar., 8	50	115	117	do do Pref.	100	3½	6
Tol. Wab. & W.—1st M., 7s, '90 F&A	44	48		Concord	50	126	127	Belleville & So. Ill., pref.	100	6½	
2d mort., 7s, 1878... M&N	81	84		Concord & Portsmouth, guar., 7	100	50	52	St. Louis Iron M'n & Southern	100	5	7
Equipment, 7s, 1883... M&N	90	92½		Connecticut & Passumpsic	100	87	90	St. Louis Kansas C. & North	100	27	28
Cons. mort., 7s, 1907... Q-F	70			Connecticut River	50			do do pref., 10	100		
1st St. L. div., 7s, 1889... F&A	71			Cumberland Valley	50			Sandusky Mansfield & N.	50		
Gt. West., Ill., 1st, 7s, '88... F&A	95			do Pref.	50			Schuylkill Valley, leased, 5	50	85	95
do do ex coup. F&A	82			Danbury & Norwalk	50			Seaboard & Roanoke	100	92	99
do 2d, 7s, '93... M&N	100			Dayton & Michigan, guar., 3½	50			do guar.	100		
Quincy & Tol., 1st, 7s, '90... M&N	108			do Pref., guar., 8	50			Shamokin Val. & P., leased, 6	50	115	117
Ill. & S. Ia., 1st, 7s, '82... F&A	102			Delaware	100	47½	47¾	Shore Line (Conn.), leased, 8	100		
do do ex coup. F&A	102			Delaware & Bound Brook	100	51		South Carolina	100		
United Co's N.J.—Cons., 6s, '94 A&O	102			Delaware Lack. & Western	50	34	37	Southwestern, Ga., guar., 7	100		
Sterling mort., 6s, 1894... M&S	102			Dubuque & Sioux City	100	35	45	Syracuse, Binghamton & N. Y.	100	12	13
do 6s, 1901... M&S	102			East Pennsylvania, leased	50	4	4¼	Summit Branch, Pa.	50	75	90
Cam. & Amb., 6s, 1883... F&A	102			East Tennessee Virginia & Ga.	100	28	33	Terre Haute & Indianapolis	100		6
do 6s, 1889... J&D	102			Eastern (Mass.)	100	11	11½	Toledo Peoria & Warsaw	100		
do mort., 6s, '89 M&N	102			Eastern in N. H.	100			do do 1st pref.	100		
Union Pac.—1st M., 6s, g., '96 J&J	104			Elmira & Williamsport, 5	50			do do 2d pref.	100		
Land Grant, 7s, 1889... A&O	104			do Pref., 7	50			Troy & Boston	100		
Sink. F., 8s, g., 1894... M&S	104			Erie Railway	100	60	70	United N. Jersey R.R. & C. Co.	100	127	
Om. Bridge, sterl. 8s, g., '96 A&O	104			do Pref., 7	100	103¾	104¼	Union Pacific	100	66½	67¾
Utah Cen.—1st M., 6s, g., 1890 J&J	75			Erie & Pittsburgh, guar., 7	50	71	73	Vermont & Canada, leased	100	18½	19
Utica & B'tk R.—1st M., 7s, '78 J&J	95	100		Fitchburg	100	12½		Vermont & Mass., leased, 5	100	108	109
Mort., 7s, 1891... J&J	87			Georgia Railroad & Bank'g Co.	100	26¾	28	Wabash Par. Com. receipts	100	12	12½
Utica Ith. & El.—1st, 7s, g., 1902 J&J	37½	38		Grand River Valley, guar., 5	100	53		Warren (N. J.), leased, 7	50	58	61
Verm't & Can.—New M., 8s... J&J	37½			Hannibal & St. Joseph	100			Westchester & Phila., pref.	50	25	35
Mississquoi, 7s, 1891... J&J	104	104½		do Pref., 7	100			West Jersey	50	1	5
Verm't & Mass.—1st M., 6s, '83 J&J	106	107		Harrisburg P. Mt. J. & L., guar., 7.50	100			Wilmington & Weldon, leased, 7	100	65	75
Conv. 7s, 1879... J&J	109	109½		Housatonic	100			Worcester & Nashua	100	46	50
do 7s, 1885... J&J	109			do Pref., 8	100						
Vermont Cen.—1st M., 7s, '86 M&N	109			Houston & Texas Central	100						
2d mort., 7s, 1891... J&D	109			Huntingdon & Broad Top	50						
Stantead S. & C., 7s, 1887... J&J	109			do Pref.	50						
Vick. & Mer.—1st M., end, 7s, '90 J&J	109			Illinois Central	100						
2d mort., end, 7s, 1890... J&J	109			Indianapolis Cin. & Lafayette	50						
Virginia & Tenn.—M., 6s, 1884... J&J	83			Jeff. v. Mad. & Ind'p's, 1st, 7	100						
4th mort., 8s, 1900... J&J	84	87½		Joliet & Chicago, guar., 7	100						
Warren (N.J.)—2d M., 7s, 1900... J&J	100			Kalamazoo A. & Gr. R., guar., 6	100						
Warren & Fr'kin.—1st M., 7s, '96 F&A	77	83		Kansas City St. Jos. & Coun. B.	100						
Westch'r & Phil.—Cons., 7s, '91 A&O	*111	115		Kansas Pacific	100	3	4				
West'n Ala.—1st M., 8s, '88... A&O	97	100		Keokuk & Des Moines, pref.	100	63¾	64				
2d mort., 8s, guar., '90... A&O	97	99		Lake Shore & Mich. So.	100						
Montg. & West Pt., 1st, 8s... J&J	98	100		Lawrence (Pa.), leased, 10	50						
West. Md.—End., 1st, 6s, 90... J&J	108	112		Leavenworth Law. & Galv.	100						
1st mort., 6s, 1890... J&J	92	100		Lehigh Valley	50	10½	41½				
End., 2d mort., 6s, 1890... J&J	92	100		Little Rock & Fort Smith	100						
2d mort., pref., 6s, 1895... J&J	64	68		Little Miami, leased, 8	50	89	90				
2d, end, Wash. Co., 6s, 1890 J&J	103	107		Little Schuylkill, leased, 7	50	38½					
3d, end, 6s, 1900... J&J	108	112		Long Island	50		23				
West'n Penn.—1st M., 6s, '93... A&O	*75	82		Louisville Cincinnati & Lex.	50						
Pitts. Br., 1st M., 6s, '96... J&J	*77	81		do Pref., 9	100						
West. Union R.R.—1st M., 7s, '96 F&A	70	75		Louisville & Nashville	100	29¼					
W. Jersey—Debent. 6s, 1883... M&S	85	95		Lykens Valley, leased, 10	100						
1st mort., 6s, 1896... J&J	103	105		Macon & Augusta	100						
Consol. mort., 7s, 1890... A&O	103	105		Maine Central	100	15	25				
W. Wisconsin—1st M., 7s, g., '87 J&J	31	34		Manchester & Lawrence	100	122	124				
Wichita & S.W.—1st, 7s, g., guar., 1902	160	70		Marietta & Cin., 1st pref.	50						
Wil. & Weldon—S. F., 7s, g., '96 J&J	102	106		do 2d pref.	50						
Wil. Col. & Aug.—1st M., 7s, 1900 J&J	30	23		Balt. Short Line, guar., 8	50						
Winona & St. Pet.—1st M., 7s, '87 J&J	82			Cincinnati & Balt., guar., 8	50						
2d mort., 7s, 1907... M&N	67½			Memphis & Charleston	25	6	8				
Ex., 1 g., mort., 7s, g., 1916 J&D	*79¾	80		Michigan Central	100	59	59½				
Wisconsin Cent.—1st, 7s, 1901 J&J	30	35		Mine Hill & S. Haven, leased	50	46	49				
Wor'r & Nashua—7s, '93-'95... Var.	105	107		Missouri Kansas & Texas	100	6	7				
Nash. & Roch., guar., 6s, '94 A&O	192	93		Mobile & Ohio	100		1½				
				Morris & Essex, guar., 7	50	73½	74				
				Nashville, Chat. & St. Louis	25						
				Nashua & Lowell	100	92½	95				
				Naugatuck	100	127	130				
				Newcastle & B. Val., leased, 10	50						
				Nesquehoning Valley, leased, 10	50	43½	45				
				New Haven & Northampton	100	15	25				
				New Jersey Southern R.R.	100						
				N. London Northern, leased, 8	100						
				N. Y. Central & Hudson Riv.	100	101½	101¾				
				do do pref.	50	140	142½				

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

MISCELLANEOUS.	Bid.	Ask.	MISCELLANEOUS.	Bid.	Ask.	MISCELLANEOUS.	Bid.	Ask.	BANK STOCKS.	Bid.	Ask.
MISCELLANEOUS BONDS.			MANUFACTURING STOCKS.			AM. BOARD MINING STOCKS.			North America.		
Canton (Balt.)—			Am.B.H.S.M.(Pa.)12½	191½	201½	Alpha Consol G&S.100	14½		North America.....100	111½	112
£ 6s. g., 1904. J&J	85	88	Amoskeag (N.H.) 1000	1470	1480	American Flag.....	09		Old Boston.....50	63	65
Mort. 6s.g., 1904 J&J	87	91	Androskog'n (Me.) 100	102	103	Belcher Silver.....100			People's.....100	150	155
Un. RR., 1st, end., 6s.	102½	104	Appleton (Mass.) 1000	840	850	Bertha & Edith.....	32		Redemption.....100	130	
do 2d, end. 6s. g. M&N	90	102	Atlantic (Mass.) 100	113	113½	Best & Belcher.....100			Republic.....100	130	131
Consol. Coal—			Bartlett (Mass.) 100	26	30	Bobtail.....100			Revere.....100	108	108½
1st M., 7s, 1885. J&J	95	98	Bates (Me.) 100	80	81	Bullion.....100	8¾		Rockland.....100	141½	142
1st, conv., 6s, '97. J&J		75	Boott Cot. (Mass.) 1000	1500	1550	Caledonia Silver.....100			Second Nat.....100	140½	140¾
Cumberl'd Coal & I.—			Boston Co. (Mass.) 1000	1000		California.....100			Security.....100	195	200
1st M., 6s, '79. J&J	98	100	Bost. Duck (Mass.) 700	700	725	Chollar-Potosi.....100	38½		Shawmut.....100	118	119
2d M., 6s, 1879. F&A	93	96	Cable S. Wire (Mass.) 25			Cleveland Gold.....10			Shoe & Leather.....100	113½	114
Ill. & St. L. Bridge—			Cambria Iron (Pa.) 50	56½	57½	Consol. Imperial.....100			State.....100	108	109
1st, 7s, g., 1900. A&O	94	96	Chicopee (Mass.) 100	113½	114½	Consol. North Slope.....			Suffolk.....100	118	119
2d M., 7s.g., 1901 J&J	50	60	Chicoeco (N.H.) 500	670	700	Confidence Silver.....100	5¾		Third Nat.....100	111	
3d, 7s, g., 1886. M&S	23	27	Cocheco (N.H.) 100	670	700	Crown Point.....100	4½		Traders'.....100	102	103
Tun'l RR., 1st, £. 9s. g.	68	72	Collins Co. (Conn.) 10	6	6½	Eureka Consol.....100	47		Tremont.....100	108½	110
Mariposa Gold L. & M.—			Continental (Me.) 100	79	80	Exchequer G. & S. 100	9½		Union.....100	139	142
Cons. M., 7s, '86. J&J			Dougl's Axe (Mass.) 100	105	110	Gould & Curry S. 100			Washington.....100	133½	135
Merc. Tr. real est. m. 7s	101	105	Dwight (Mass.) 500	445	455	Grant.....100			Webster.....100	99½	100
N. Eng. M. Security, 7s	104½	105	Everett (Mass.) 100	82½	84	Granville Gold Co.....			Brooklyn.		
Pullm'n Palace Car—			Franklin (Me.) 100	80	85	Hale & Norcross.....100			Atlantic.....	90	96
2d M., 8s, '81. M&N	95	99	Great Falls (N. H.) 100		96	Henry Tunnel Co.....			Brooklyn.....		
3d series, 8s, '87. F&A	92½	95	Hamilton (Mass.) 1000	950	975	Hukill.....			First National.....	170	190
4th do 8s, '92. F&A	92½		Hartf. Carpet (Ct.) 100	214	216	Julia Consol.....100	3		Fulton.....	85	95
Stlg, 7s.g., 1885. A&O			Hill (Me.) 100	82	83	Justice.....100	18¾		City National.....	200	230
Debt. e, 7s, '78. A&O	99	100	Holyoke W. Power. 100	132	140	Kentuck.....	6½		Commercial.....	65	75
St. Charles Bridge—10s	85	95	Jackson (N. H.) 1000	1050	1075	Kossuth.....50			Long Island.....	90	100
U. S. M'g. 6s, g. & J&D	97½	98½	Kearsarge.....		41	Lacrosse.....	30		Manufacturers'.....	90	95
6s, g., \$		93	Laconia (Me.) 400	420	425	Leopard.....100	1½		Mechanics'.....	165	170
Western Union Tel.—			Lancaster M. (N.H.) 400	600	625	Lucerne.....10			Nassau.....	150	170
7s, coup., 1900. M&N	105½	106	Lawrence (Mass.) 1000	1260		Merrimac Silver.....10			Brooklyn Trust.....		
7s reg., 1900. M&N	105½		Lowell (Mass.) 690	610	625	Mexican G. & Silv. 100	11¾		Charleston.		
Sterl'g 6s, 1900. M&S	97	99	Lowell Bleachery. 200	265	270	Moose.....	5½		B'k of Chas. (NBA) 100		62
			Lowell Mach. Shop. 500	750	800	N. Y. & Colorado.....	13½		First Nat. Chas. 100		124
MISCELLANEOUS STOCKS.			Lynman M. (Mass.) 100	74	75	Northern Belle.....100	21		People's National. 100		114
Amer. Dist. Tel.....25		24	Manchester (N.H.) 100	125	135	Ophir Silver.....100	17¾		People's of S. C. (new) 20		10
Atlan. & Pac. Tel. 100	20	21½	Mass. Cotton.....1000	1080	1100	Orig. Comst'k G&S 100			S. C. Loan & Tr. Co. 100		63
Boston Land.....10	2½	2½	Merrimack (Mass.) 1000	1375	1385	Overman G. & S. 100			Union Bank of S. C. 50	42	
Boston Water Power.....	2½	2½	Middlesex (Mass.) 100	157	160	Raymond & Ely.....100			Chicago.		
Brookline Land.....5		2½	Nashua (N. H.) 500	545	575	St. Joseph Lead.....10			Central National.....100	75	95
Canton Co. (Balt.) 100		25	Naukeag (Mass.) 100	99	100	Savage Gold & Silv. 100			Commercial Nat.....100		140
Cary Impr'm't (Bost.) 5		20c.	N. E. Glass (Mass.) 500	190	200	Seaton consol.....	92		Corn Exch. Nat.....100	130	
Cent. N. J. L'd Imp. 100			Pacific (Mass.) 1000	1905	917½	Segregated Belch'r 100			Fifth National.....100	150	
Cin. & Cov. B'dge pref.	100	105	Penn. Salt Mfg. Co. 50	65	70	Sierra Nevada Silv. 100			Silver City.....100	170	
Equitable Tr. (N.Y.) 100	100	102	Pepperell (Me.) 500	755	765	Silver Hill.....100			Southern Star G&S 100	100	
Ill. & St. L. Bridge 100			Salisbury (Mass.) 100	14	17	Union Consol. Silv. 100			Yellow Jacket.....100		
Merc'ntile Tr. (N.Y.) 100	100		Salmon Falls (N.H.) 300	180	190	BANK STOCKS.					
N. E. Mtg. Secur. (Bost.)	106	108	Sandw. Glass (Mass.) 80	25	30	Baltimore.					
O. Dominion SS. Co. 100			Stark Mills (N.H.) 1000	850	900	Bank of Baltimore 100	131	135			
Pacific Mail SS. Co. 100	22	24	Tremont & S. (Mass.) 100	125	135	Bank of Commerce. 25	11	12			
Prod. Cons. L'd & Petr.			Thorndike (Mass.) 1000	700	800	Chesapeake.....25	28½	33			
Pullm'n Palace Car 100	79	80	Union Mfg. (Md.) 100	12	20	Citizens'.....10	15½	16			
St. Louis Transfer Co.		20	Washington (Mass.) 100	80		Com. & Farmers' 100	100	110			
Un. Mining (Tenn.) 10			Weed Sew. M'e (Ct.) 25	10	15	Farmers' B'k of Md. 30	26	33			
Union Trust.....100		120	Willim'tic Linen (Ct.) 25	69	72	Farmers' & Merch. 40	39½	41			
U. S. Mort. Co. (NY) 100			York Co. (Me.) 1000	1400	1425	Farmers' & Planters' 25	34	37			
West. Union Tel.....100	78½	78¾	COAL & MISCEL.			First Nat. of Balt. 100	125	140			
EXPRESS STOCKS			MINING STOCKS.			Franklin.....12½	8½	9			
Adams.....100	95½	96	American Coal.....25	30		German American.....	104	108			
American.....100	52½	53	Big Mountain Coal 10	25	32	Howard.....1	8	9			
United States.....100	47½	48½	Buck Mount'n Coal. 50	25		Marine.....30	32	35			
Wells Fargo.....100	83½	84	Butler Coal.....25			Mechanics'.....10	10½	11			
GAS STOCKS.			Cameron Coal.....10			Merchants'.....100	112	115			
Baltimore Gas.....100	120	128	Clinton Coal & Iron. 10			National Exch'ge. 100	102	104			
do certs.....	101	104	Consol. Coal of Md. 100	21		People's.....25	20	25			
People's G. L. of Balt. 25	14½	14¾	Cumberl'd Coal & I. 100			Second National.....100	140	160			
Boston Gaslight.....500	792½	795	George's Cr'k C'l (Md.)	95	110	Third National.....100	97½	98			
East Boston.....25	31	33	Locust Mt. Coal.....50			Union.....75	60	62			
South Boston.....100	119	119½	Marip'sa L. & M. Cal 100	1½	2	Western.....20	34	35			
Brookline, Mass. 100	112	113	do pref. 100	1½	1¾	Boston.					
Cambridge, Mass. 100	135	137	Maryland Coal.....100	8¾		Atlantic.....100	136	137			
Chelsea G. L.....100	98	100	New Creek Coal.....10			Atlas.....100	117½	118			
Dorchester, Mass. 100	99		N. Y. & Middle Coal. 25	22	22½	Blackstone.....100	110¾	111			
Lawrence, Mass. 100	122	125	Ontario Silver.....			Blue Hill.....100	100	103			
Lynn, Mass., Gas.....100	85	90	Pennsylvania Coal. 50			Boston Nat.....100	112½	113			
Mald. & Melrose.....100	75	85	Pilot Knob I. (St. L.) 100	20½	22	Boylston.....100	125¾	126			
Newton & Wat'n.....100	120	122	Quicksilver Min'g 100	35½	36	Broadway.....100	94	95			
Salem, Mass., Gas. 100	97	97½	do pref.....			Bunker Hill.....100	170½	171½			
Brooklyn, L. I.....25	155	165	St. Nicholas Coal 10			Central.....100	99½	101			
Citizens', Brooklyn. 20	70	75	S. Raph'l Sil., Mob. 100			City.....100	113	114			
Metropolitan, B'klyn. 67	70		do pref. 100			Columbian.....100	138¾	139			
Nassau, Brooklyn.....25	75	80	Shamokin Coal.....25			Commerce.....100					

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONCLUDED.

For Explanations See Notes at Head of First Page of Quotations.

BANK STOCKS.			BANK STOCKS.			INSURANCE STOCKS.			INSURANCE STOCKS.		
	Bid.	Ask.		Bid.	Ask.		Bid.	Ask.		Bid.	Ask.
Mobile.			Commonwealth Nat 50			Revere 100			Howard 50		
Bank of Mobile	8	10	Consolidation Nat	49	60	Shawmut	78	82	Importers' & Trad	110	117
First Nat	105	100	Corn Exchange Nat	58	70	Shoe & L. F. & M.	131	133	Irving	105	110
Nat. Commercial	70	75	Eighth Nat	100	100	Suffolk Mutual	95	100	Jefferson	85	92
Southern B'k of Ala	20	20	First Nat	156	158	Washington	150	152	Kings Co. (B'klyn)	170	180
Montreal.			Farmers' & Mech. N	130	132	Cincinnati.			Knickerbocker	100	105
British N. America	120 1/4	120 1/2	Girard National	40	58	Amazon	20	38	Lafayette (B'klyn)	140	155
Commerce	100	86 1/2	Kensington Nat	50	65	American	20	70	Lamar	100	108
Consolidated	50	122 1/2	Manufacturers' Nat	27 3/4	30	Cincinnati	25	126	Lenox	25	97
Dominion	50	122 1/2	Mechanics' Nat	100	115	Citizens'	20	85	Long Isl'd (B'klyn)	50	150
Du Peuple	50	100	Nat. B'k Commerce	50	77	Commercial	25	150	Lorillard	25	85
Eastern Townships	50	100	Nat. B'k Germant'n	50	130	Eagle	100	120	Manuf. & Builders	100	130
Exchange	100	100	Nat. B'k N. Liberties	50	145	Enterprise	20	85	Manhattan	100	130
Federal	100	102 1/4	Nat. B'k Republic	100	65	Eureka	20	85	Mech. & Traders'	25	170
Hamilton	100	99	National Security	100	65	Fidelity	20	100	Mechanics' (B'klyn)	50	130
Imperial	100	106 1/4	Penn National	50	55	Firemen's	20	145	Mercantile	50	87
Jacques Cartier	100	100	People's	100	165	Globe	20	110	Merchants'	50	160
Maritime	100	100	Philadelphia Nat	100	175	Merchants' & Manuf	20	130	Metropolitan	30	100
Merchants'	100	100	Second Nat	100	70	Miami Valley	50	125	Montauk (B'klyn)	50	145
Metropolitan	100	100	Seventh Nat	100	80	National	100	110	Nassau (B'klyn)	50	125
Molson's	50	100	Sixth Nat	100	132	Union	20	65	National	37 1/2	115
Montreal	200	100	Southwark Nat	50	150	Washington	20	95	New York City	35	180
Nationale	50	100	Spring Garden	100	116	Western	25	125	N. Y. Equitable	100	135
Ontario	40	102 1/2	Third Nat	100	60	Hartford, Conn.			New York Fire	100	110
Quebec	100	72 1/2	Union Nat	50	70	Ætna Fire	100	226	Niagara	50	110
Standard	100	156	Western Nat	50	80	Atlas Insurance	100	40	North River	25	125
Toronto	100	158	West Philadelphia	100	100	Connecticut	100	108	Pacific	25	220
Union	100	100	Portland, Me.			Hartford	100	224	Park	100	135
Ville Marie	100	100	Cumberland Nat	40	56	National	100	148	Peter Cooper	20	175
New Orleans.			Canal Nat	100	152	Orient	100	106	People's	50	160
Canal & Banking	95	96	Casco Nat	100	144	Phoenix	100	195	Phenix (B'klyn)	50	150
Citizens'	72	75	First Nat	100	138	Steam Boiler	50	55	Produce Exchange	100	90
Germania Nat	100	75	Merchants' Nat	75	104	London.			Relief	50	95
Hibernia Nat	100	80	National Traders'	100	138	Commerc'l Union	250	19 1/2	Republic	100	75
Lafayette	50	15	Richmond, Va.			Guardian	100	78	Ridgewood	100	110
Louisiana Nat	100	109	City Bank	25	20	Imperial Fire	100	143	Resolute	100	60
Mechanics' & Trad	20	100	First Nat	100	115 1/2	Lancashire F. & L.	20	7 3/8	Rutgers'	25	165
Mutual Nat	100	100	Merchants' Nat	100	80	London Ass. Corp.	25	65	Safeguard	100	120
New Orleans Nat	100	45	Nat. Bk of Virginia	100	92 1/2	Liv. & Lond. & Globe	2	14 1/8	St. Nicholas	50	100
People's	50	67	Planters' Nat	100	110	North'n Fire & Life	100	39	Standard	50	117
Southern	50	68	State Bank of Va	100	75	North Brit. & Mer.	50	44 3/4	Sterling	100	120
State Nat	100	76	St. Louis.			Queen Fire & Life	10	3 1/8	Stuyvesant	25	100
Union	100	18 1/2	B'k of Commerce	100	300	Royal Insurance	20	18 1/4	Tradesmen's	25	150
Workingmen's	25	18 1/2	B'k of N. America	100	5	Mobile.			United States	25	150
New York.			Boatmen's Bank	100	113 1/2	Citizens' Mutual	100	75	Westchester	10	100
America	100	132 1/4	Commercial	100	142	Factors' & Trad's' Mut.	100	80	Williamsburg City	50	185
American Exch'ge	100	110	Continental	100	85	Mobile Fire Dep't	25	16	Philadelphia.		
Bank & Br'kers A	100	100	Exchange	100	85	Mobile Mutual	70	50	American Fire	100	289
Brew'rs & Groc'rs	100	100	Fourth National	100	200	Planters' & Merch. Mut	80	85	Fire Association	50	295
Broadway	25	100	German	100	100	Stonewall	80	85	Franklin Fire	100	100
Butchers' & Drovers	25	101	German American	100	30	Wash'ton Fire & M.	50	35	Delaware Mutual	25	30
Central National	100	101	International	100	32	New Orleans.			Ins. Co. of N. Am'ca	10	30 1/2
Chatham	25	121	Iron Mountain	100	90	Crescent Mutual	71	73	Ins. Co. State of Pa	200	280
Chemical	100	1500	Lucas	100	60	Factors' and Traders'	97 1/2	98 1/4	Pennsylvania Fire	100	150
City	100	200	Market Street	100	8	Firemen's	49	49	Richmond.		
Citizens'	25	101	Mechanics'	100	60 1/4	Germania	72	72	City	100	80
Commerce	100	127 1/2	Merchants', Old	100	10	Hibernia	18 3/4	18 3/4	Commercial	25	18 1/2
Continental	100	75	Merchants' Nat	100	75	Home	18 3/4	49 1/2	Granite	100	85
Corn Exchange	100	124	Second National	100	115	Hope	15 1/2	41 1/2	Merchants' & Mech	100	89
East River	25	92 1/2	Third National	100	75	Lafayette	35	41 1/2	Old Dominion	100	40
Eleventh Ward	25	145	Valley National	100	70	Mechanics' & Traders'	26 1/2	27	Piedm't & A. Life	100	102
First National	100	98	San Francisco.			New Orleans Ins. Ass'n	14 1/2	98 1/2	Richm'd Fire Ass'n	25	16
Fourth National	100	114	Anglo-California	100	94	New Orleans Ins. Co	97 1/2	98 1/2	Virginia F. & M.	25	39
Fulton	30	63 1/2	Bank of California	100	96	People's	14 1/2	98 1/2	Virginia Home	100	105
Fifth Avenue	100	84	B'k of S. Francisco	100	95	Sun Mutual	14 1/2	98 1/2	Virginia State	25	30
Gallatin National	50	100	First Nat. Gold	100	97 1/2	Teutonia	14 1/2	98 1/2	St. Louis.		
German American	100	100	Grangers' B'k of C	100	112	Union	14 1/2	98 1/2	American Central	25	18 1/2
Germania	100	63 1/2	Merchants' Exch	100	115	New York.			Boatmen's Ins. & T	100	5
Greenwich	20	84	Pacific	100	112	Adriatic	25	70	Citizens'	100	91 1/2
Grocers'	40	100	FIRE INSUR'CE STOCKS.			Ætna	100	100	Franklin	100	65
Hanover	100	100	Baltimore.			American	50	135	Jefferson	100	70
Importers' & Tr.	100	200	Associate Firemen's	5 1/4	6	American Exch	100	100	Marine	100	70
Irving	50	120	Baltimore Fire Ins	24	25	Amity	100	80	Pacific	100	15
Leather Manuf'ts	100	100	Firemen's Insur'ce	18	41 1/2	Aretic	20	60	Phenix	100	50
Manhattan	50	134	Howard Fire	5	6 1/2	Atlantic	50	110	St. Louis	100	60
Manuf. & Merch'ts	60	86	Maryland Fire	10	4 1/2	Bowery	25	205	San Francisco.		
Marine	100	83	Merchants' Mutual	50	12	Brewers' & M'lt's	100	60	California	100	107
Market	100	100	National Fire	10	15	Broadway	25	200	Commercial	100	92
Mechanics'	25	132	Boston.			Brooklyn	25	212	Firemen's Fund	100	100
Mechanics' B. Ass'n	50	117	Alliance	100	135	Citizens'	20	170	Home Mutual	100	85
Mechanics' & Tr.	25	89	American F. & M.	100	131	City	70	130	State Investment	100	95
Mercantile	100	94	Boston	100	130	Clinton	100	130	Union	100	107
Merchants'	50	117	Boylst'n Mut. F. & M	100	131	Columbia	30	65	MARINE INS.		
Merchants' Exch'ge	50	130	Commonwealth	100	110	Commerce Fire	100	70	SCRIP &c.		
Metropolitan	100	130	Dwelling House	100	116	Commercial	50	140	New York.		
Nassau	100	90	Eliot	100	147	Continental	100	225	Atlantic Mutual—	102	103
New York	100	113	Faneuil Hall	100	70	Empire City	100	115	1874	100 1/2	101
N. Y. Nat. Exch'ge	100	115	Fireman's	100	150	Emporium	100	100	1875	99 1/2	100
New York County	100	65	Franklin	100	85	Exchange	30	120	1876	98 1/2	99 1/2
Ninth National	100	70	Globe (closing)	100	140	Farragut	50	125	1877	101	103
North America	100	137 1/2	Manufacturers'	100	145	Firemen's	17	110	Commercial Mutual—	81	83
North River	50	170	Mass. Mutual	100	111	Firemen's Fund	10	75	1871	90	90
Oriental	25	106	Mechanics' Mutual	100	90	Franklin's Trust	10	110	1877	60	60
Pacific	50	106 1/4	Mercantile F. & M	100	94	Gebhard	100	70	1864	80	80
Park	100	101 3/8	Neptune F. & M.	100	130	German-American	100	110	1876	50	50
People's	25	95	N. Engl'd Mnt. F. & M	100	99	Germania	50	180	Orient Mutual—	80	80
Phenix	20	120	North America	100	130	Globe	50	125	1861	50	50
Republic	100	119	Prescott	100	130	Greenwich	25	280	1875	80	80
Second National	100	137 1/2	Philadelphia.			Guaranty	100	60	Pacific Mutual—	80	80
Seventh Ward	100	170	B'k of N. America	100	244	Guardian	100	80	1868	50	50
Shoe & Leather	100	106	Central National	100	170	Hamilton	15	147	1876	50	50
St. Nicholas	100	88	City National	50	75	Hanover	50	120	Union Mutual—	85	90
State of N. Y. (new)	100	57	Commercial Nat	50	60	Hoffman	50	95	1864	57 1/2	60
Tenth National	100	137 1/2	Philadelphia.			Home	100	104	1876	70	75
Tradesmen's	40	137 1/2	B'k of N. America	100	244	Hope	25	90	Great Western stock	100	100
Union	50	137 1/2	Central National	100	170	Philadelphia.			Mercantile stock	70	75
Philadelphia.			City National	50	75	Philadelphia.			Sun stock	50	.....
B'k of N. America	100	244	Commercial Nat	50	60	Philadelphia.			Philadelphia.		
Central National	100	170	Philadelphia.			Philadelphia.			Philadelphia.		
City National	50	75	Philadelphia.			Philadelphia.			Philadelphia.		
Commercial Nat	50	60	Philadelphia.			Philadelphia.			Philadelphia.		

* Price nominal; no late transactions.

§ Quotation per share.

Investments

AND

STATE, CITY AND CORPORATION FINANCES.

The "Investors' Supplement" is published on the last Saturday of each month, and furnished to all regular subscribers of the CHRONICLE. No single copies of the Supplement are sold at the office, as only a sufficient number is printed to supply regular subscribers.

ANNUAL REPORTS.

Northern Pacific Railway.

(For the year ending August 31, 1877.)

The annual meeting of the stockholders of the Northern Pacific Railroad was held at the offices of the company, No. 23 Fifth avenue, this week, and the Times report has the following: There was a large attendance, 10,000 shares of the company's stock being represented by the persons present. The meeting was called to order at 12 o'clock by Mr. Charles B. Wright, the President, Mr. Samuel Wilkeson acting as Secretary. The President read the annual report of the condition of the company and the results of its management during the year ending September 1, 1877. According to the report, the road has been worked during the past year with marked success. Entire harmony has prevailed between the officers and employees, no labor troubles having affected the road. The promise of increased business indicated last year has been fully realized, and a favorable exhibit of net results is given. The gross earnings of the year are \$965,823 37 and the expenses \$573,124 90, leaving a net balance of \$392,698 47, or an increase of nearly 25 per cent over last year. The expense account given includes liberal outlays for maintenance. The extra outlays for new ties, above the estimated average, have been about \$25,000. This and other expenditures from earnings, made necessary by growing business, would swell the net income to about \$450,000.

Earnings.	Minnesota.	Dakota.	Pacific.	Total.
Passenger.....	\$161,824	\$157,427	\$66,229	\$385,480
Freight.....	398,073	73,267	47,513	518,853
Mail.....	16,029	13,088	5,702	34,819
Express.....	6,157	2,293	627	9,077
Miscellaneous.....	10,280	7,297	.....	17,577
Gross earnings.....	\$592,365	\$253,374	\$120,083	\$965,823
Operating expenses.....	336,107	159,731	77,285	573,124
Net earnings.....	\$256,257	\$93,643	\$42,797	\$392,698

Extensive repairs have been made, about 250,000 ties having been laid during the past summer on the Eastern division. By snow-fencing the Dakota division, which had previously been operated only in summer, the road was kept open during the winter, and the traffic paid the running expenses, and, notwithstanding snow-storms of unprecedented severity, the trains were delayed less than those of the New York Central road. The sources of business from which the income of the Minnesota and Dakota divisions is derived continue to develop in a healthy manner. A fleet of more than thirty steamboats has run on the Upper Missouri and Yellowstone rivers during the summer, to connect the Bismarck terminus with Montana, upon which large quantities of merchandise are sent into the Territories, and furs and mining products returned, while the passenger traffic on the boats was large. A first-class transportation line has been established between Bismarck and Deadwood, in the Black Hills. More than 3,000 emigrants passed over the road to the Red River Valley.

The land operations of the year amount to sales of 270,996 acres, and other transactions amounting altogether to \$1,232,851, in payment of which \$1,219,062 have been received in preferred stock, and \$13,756 cash, the deferred payments account being \$33. During the year ending June 1, 337,000 acres of Government lands within the limit of the company's grant were sold to actual settlers, representing an added population of 10,000 persons on these lands alone.

The estimate of the business of the next year is greater than that of the last year. More direct communication with Brainerd from Sauk Rapids will be opened within a few weeks, the new line in the Mississippi Valley between those points being about finished. The plan adopted in May last for extending the line into Montana Territory has been hindered by unexpected delay in securing the sanction of Congress for an extension of time for the completion of the road. The extension of the Pacific Division to the Puyallup coal-fields is nearly completed, and in thirty days the road will be in operation. The total expenditure for this road has been \$472,081, and \$300,000 of the money for the outlay were raised from net earnings, and the balance from loans among the officers and friends of the company. It is expected, with some assistance from the Eastern Division, to clear off the loans by net earnings within the coming year. The extension of the line from the Columbia River east and through Eastern Washington into Idaho at Lake Pend d'Oreille, a distance of about 200 miles, is recommended. The bill for the extension of time will be pressed again in the coming session of Congress, and it is believed that, as an act of justice to thousands of stockholders who have put nearly \$30,000,000 into the enterprise, that it will be unhesitatingly passed, as it asks for neither money nor bonds, but only time.

The report was accepted. Mr. Frederick Billings then offered the following resolution, which was adopted:

Resolved, That it is the judgment of the stockholders that the construction of the company's road westward from the Missouri River should be com-

menced forthwith, and eastward from the Columbia River, on the Lake Pend d'Oreille division, as soon as practicable; and the board of directors is hereby urged to proceed with such construction as rapidly as possible, consistently with economy and the best interests of the company, keeping steadily in view the early completion of the entire road to the Pacific.

Mr. John M. Denison, a Maryland stockholder, offered a preamble reciting the terms of the organization of the company under the decree of foreclosure, and concluded with the following resolution, which was adopted:

Resolved, That the Purchasing Committee, or the plaintiffs in said foreclosure suit, be and they are hereby requested to take such steps as may be necessary or expedient to fix a day as the limit of the period when all bondholders who have not yet done so may come in and obtain the benefit of said plan of reorganization, and exchange their bonds for preferred stock, or be forever thereafter debarred therefrom.

Mr. Joseph Dilworth of Pittsburg, Penn., offered a resolution, which was adopted, urging the President and directors to secure from Congress an extension of the time for completing the line, and promising the co-operation of stockholders in their efforts to obtain such an extension. An election was then held, resulting in the choice of the following directors: Charles B. Wright, Frederick Billings, Geo. W. Cass, Benjamin P. Cheney, Charlemagne Tower, Johnston Livingston, Joseph Dilworth, J. Frailey Smith, George Stark, Alexander Mitchell, J. C. Ainsworth, John M. Denison and Richard L. Ashurst.

BALANCE SHEET, AUGUST 31, 1877.

Preferred stock.....	\$51,000,000	
Less issued.....	41,910,976	\$9,089,023
First mortgage bonds &c., surrendered, and interest.....		36,756,248
Preferred stock issued as collateral and as indemnity to sureties on bonds given to the Government.....		5,075,711
Preferred stock, issued for lost certificate.....		2,000
Common stock.....	\$49,000,000	
Less issued.....	13,955,500	35,044,500
Stock of old company surrendered.....		13,955,500
Construction, as per last report.....	\$18,923,119	
Since last report.....	541,062	19,464,183
Equipment.....		1,081,693
Shop material, fuel, &c., on hand.....		115,659
Trustees of land stocks.....		785,000
Connecting lines.....		81,597
Lands—Minnesota and Dakota districts.....	\$18,605,949	
Land—Pacific districts.....	5,119,456	23,725,406
Preferred stock and scrip received on land sales.....		1,709,317
Claims secured by collaterals, &c.....		282,713
Taxes paid.....		14,286
Suspense.....		1,047
Bills receivable and balance due company, less outstanding debts.....		16,750
Balances in hands of agents, &c.....		9,705
General and legal expenses, salaries, rents, fuel, &c.....		52,655
Cash balance in hands of treasurer.....		8,206
		\$147,251,212

Capital stock.....	\$100,000,000
Assets acquired under decree of court.....	44,966,583
Balance of net earnings from last year.....	235,879
Net earnings from September 1, 1876, to July 31, 1877:	
Minnesota division.....	\$223,870
Dakota division.....	89,302
Pacific division.....	36,739
Hire of cars.....	1,191
Land receipt, net, Minnesota & Dakota divisions, from October 1, 1875, to July 31, 1877, and of Pacific division, October 1, 1875, to August 31, 1877.....	1,695,671
Interest.....	1,973
	\$147,251,212

*Net earnings to July 31, 1877, as stated.....	\$351,103
Net earnings for August, 1877:	
Minnesota division.....	31,719
Dakota division.....	3,813
Pacific division.....	6,057

Total net earnings for the year ending Aug. 31, 1877.. \$392,698

Chicago & Iowa.

The following regarding the business of the year 1876 has been published by President F. E. Hinckley:

Earnings for the year:	
Local freight.....	\$160,276 13
Illinois Central through freight.....	165,668 14
Chicago Dubuque & Minnesota through freight.....	1,474 60
Total freight.....	\$327,418 86
Passengers.....	140,311 65
Express.....	7,826 03
Miscellaneous.....	16,064 60
Total (\$4,780 per mile).....	\$492,321 14
Expenses (60.33 per cent).....	299,493 18
Net earnings (\$1,872 per mile).....	\$192,827 96
Interest on bonds.....	\$140,000 00
Interest on Chicago Rock. & Northern bonds.....	20,000 00
Taxes.....	15,922 23
Balance.....	175,922 23
	\$16,905 73

The bonded debt is \$1,750,000, at 8 per cent interest. During the year, additions have been made to the equipment by the purchase of 24 new coal cars, amounting to \$10,006 98. Also, there have been \$12,390 22 paid for rails, in addition to the amount charged into repairs. There have been expended \$10,897 88 during the year in adjusting right of way claims and depot grounds at Rochelle. Also, \$10,048 16 have been expended for new fencing and buildings, showing a total expenditure for the year, over and above earnings, of \$30,234 27. This amount is carried into the accounts of the new year. Ten thousand dollars were borrowed to pay interest the 1st of January; the balance was in bills and accounts payable which will be liquidated during the current year. There are included in the above statement earnings of the Chicago Rockford & Northern Railroad; the line from Rochelle to Rockford, both the earnings and expenses. It is proper further to state that we hope in the adjustment of the disputed percentage between the Chicago Burlington & Quincy and Chicago & Iowa to increase the earnings about \$10,000.

Pullman Palace Car Company.
(For the year ending July 31, 1877.)

INCOME ACCOUNT.

Revenue.	
Earnings (leased lines included)	\$2,035,671
Our proportion of earnings of other Sleeping Car Associations controlled and operated by this company	526,467—
Patent royalties	8,500
Total revenue	\$2,570,639
Disbursements.	
Operating expenses, including legal expenses, general taxes and insurance (leased lines included)	\$617,518
Maintenance of upholstery and bedding (leased lines included)	177,551
Our proportion of operating expenses and maintenance of upholstery and bedding in cars of other sleeping car associations controlled and operated by this company	189,993—
Rental of leased lines	264,000
Profit and loss, including interest, discount, and exchange	46,505
Coupon interest on bonds	\$183,372
Dividends on capital stock	471,056—
Total ordinary disbursements	\$1,949,709
Surplus for the year, being excess of revenue over ordinary disbursements	\$620,929
Amount expended in rebuilding and remodelling cars into the latest standard Pullman car	69,836
Balance of surplus for the year carried to credit of income account	551,093
	\$2,570,639

FINANCIAL STATEMENT, JULY 31, 1877.

Assets.	
460 cars and equipments, including franchises	cost, \$3,491,252
Car works at Detroit	343,323
Patents	164,383
Furniture and fixtures in the several offices of the Company, 52 in number	cost, 63,685
Real estate	21,901
Amount invested in other car associations controlled and operated by this Company	2,392,577
Construction material and operating supplies, including amount paid on cars in process of construction	265,122
Balance of accounts and bills receivable and payable	147,592
Cash on hand	73,042
Total assets	\$11,960,284
Liabilities.	
Capital stock issued (53,382 shares), par value, \$100 each	\$5,938,200
Outstanding Bonds:	
8 per cent currency debenture bonds—	
Second series, due May 15, 1881	\$298,000
Third series, due February 15, 1887	432,000
Fourth series, due August 15, 1892	816,000—
7 per cent cur'cy debenture bonds, due Oct. 15, 1878	603,000
7 per cent sterling deb. conv. bonds, due April 1, 1885	2,380,000—
Amount received from sale of old cars leased from Central Transportation Company	419,013
Total liabilities	\$8,724,213
SURPLUS ACCOUNT (INVESTED IN ASSETS OF THE COMPANY.)	
Guarantee Fund Account—To provide for taxes in dispute and possible losses in adjustment of unsettled accounts	\$53,728
Sinking Fund Account—To represent possible depreciation in franchises and patents	500,000
Balance at credit of income account	2,682,341—
	3,236,070
	\$11,960,284

GENERAL INVESTMENT NEWS.

Canada Southern.—The basis of settlement between the joint committees of the New York Central and Canada Southern railroads was fixed on the 22d inst. All the old bonds of Canada Southern and its auxiliary lines, together with any arrears of interest, are to be cancelled, and the bonded indebtedness be substituted by the issue of \$14,000,000 new bonds, which are to run for thirty years, the principal to be paid in 1908, and interest to begin from the 1st of January, 1878. The rate of interest has been fixed at 3 per cent for the first three years and 5 per cent for the succeeding twenty-seven years. The New York Central road have agreed to guarantee the interest for twenty years. It is stipulated that out of the whole issue of \$14,000,000 \$2,500,000 are to be reserved to pay the floating debt of Canada Southern and establish a full and efficient equipment for the road. The remainder is to be used to pay the Canada Southern first mortgage bonds at par, the second mortgage bonds of the same company at 31 2-3, the Canada Southern bridge bonds at par, the Erie and Niagara bonds at 50, the Toledo Canada Southern & Detroit first mortgage bonds at 70, and the Michigan Midland & Canada Southern bonds at 25.

The *World* gives the following description of the old bonds, the amount outstanding, the rate at which they are to be converted into the new bonds, and the amount of the latter it will take to redeem the bonded debt of the Canada Southern and its dependencies:

Old bonds.	Amount Outstanding.	Rate.	Amount of new bonds.
Canada Southern first mortgage bonds, issued 1871, for thirty-five years	\$9,000,000	par	\$9,000,000
Canada Southern second mortgage bonds, issued 1873, for twenty years	1,500,000	31 2-3	475,000
Canada Southern bridge bonds	800,000	par	800,000
Toledo Canada Southern & Detroit first mortgage bonds	1,400,000	70	980,000
Erie & Niagara leased branch	450,000	50	225,000
Michigan Midland bonds	400,000	25	100,000

There are also various provisions for further securing Canada Southern to Central during the term for which the latter guarantees the interest on the new bonds, and also several stipulations to meet the requirements of the sinking fund, the details of which are to be arranged at a final meeting.

Danville Hazleton & Wilkesbarre.—The bondholders of this company have requested the trustees to foreclose. The interest on the bonds has been in default since April 1, 1875.

The road is worked by the Pennsylvania Railroad Company, under a lease made in 1872.

Erie.—The Receiver's account for July is as follows:

Balance on hand July 1	\$376,503
Receipts—Freight account	951,333
Passenger account	321,145
Mail account	50,010
Other accounts	522,910
Total	\$2,221,905
Disbursements	1,488,427
Balance, August 1	\$753,478

The receipts exceeded the disbursements for the month by \$376,972. The amount of Receiver's certificates was decreased by \$69,407 during the month, leaving certificates to the amount of \$1,931,106 outstanding August 1.

Marietta & Cincinnati Railroad.—The holders of bonds of this company, without regard to issue, are requested to meet, personally or by proxy, on the 1st of October, 1877, at noon, in the Rialto Building, in Baltimore, for consultation as to their interests in the present condition of the corporation.

Milwaukee Lake Shore & Western.—This company is now offering for sale, at 85 and interest, \$217,000 of its first mortgage bonds, the proceeds to be used for the purchase of new equipment and for improvements of the property. The road extends from Milwaukee to Appleton, 141 miles, with a branch to Two Rivers, seven miles long. The road was sold under foreclosure in 1875, and bought by the bondholders, who authorized a new issue of \$750,000 bonds, secured by a first mortgage on the 127 miles of road then completed. Of these new bonds, \$533,000 have been issued and the balance is now offered.—*Railroad Gazette.*

Missouri River Fort Scott & Gulf.—The Secretary of the Interior has declined to receive a reconveyance of certain lands granted to this company, on the grounds that the act of March 3, 1877, authorizing the reconveyance, evidently intended that it should be made free of incumbrance, whereas the lands were still covered by a mortgage executed by the company in 1839.

Mississippi & Tennessee.—Holders of the first mortgage, funded interest and second mortgage bonds of this company are requested to deposit them after October 1 with the Central Trust Company of New York, for exchange for the new 8 per cent bonds of the company, in accordance with the circular of last August.

Montclair & Greenwood Lake.—The Chancellor of New Jersey appointed Mr. Garrett A. Hobart, of Passaic, to take control of the road as a Receiver. Mr. Hobart was nominated Receiver by the United States Rolling Stock Company, who, in accordance with the laws of the State, applied to the Chancellor to have him appointed. The stock and bond holders expect to raise money to pay the floating debts, which amount, it is said, to only about \$35,000.

New Jersey Midland.—The earnings of this road for August and the eight months ending Aug. 31, were as follows:

	August.	Eight months.
Earnings	\$63,402	\$439,754
Working and terminal expenses	49,553	338,864
Net earnings	\$13,849	\$100,890

The Receiver's account is as follows for the month:

Balance Aug. 1	\$1,818
Gross receipts, as above	63,402
Loan account	9,606
Total	\$74,826
Working and terminal expenses, as above	\$49,553
Lease account, Middletown Unionville & Water Gap RR.	3,000
Construction account	2,182
Equipment account	2,413
Right of way claims	1,450
Loan account	15,150—
Balance Sept. 1	\$1,043

New Jersey Southern.—The sale of this road is now fixed for Oct. 9, at Long Branch, N. J.

Ohio & Mississippi.—Receiver King reports for August as follows:

Cash balance August 1	\$30,406 10
Receipts for the month	423,652 37
Total	\$460,058 47
Disbursements for the month	359,104 62
Balance September 1	\$109,953 85

The receipts exceeded the disbursements by \$70,547 75 for the month.

Railways in India.—The following is a summary by Mr. Juland Danvers of his report for the year 1876-'77: "It now only remains for me briefly to recapitulate the principal facts given in the foregoing pages. There are now open in India 6,937 miles of railway, of which 479 were completed during the year 1876. Of this length, 767 miles are laid with a double line; 5,748 are constructed on the 5 feet 6 inch gauge, and 1,162 on the metre gauge. The most important additions made within the year are those of the South Indian Railway, between Madras and Tuticorin, and of the Punjab Northern line between Lahore and Jhelum. The works on the Northern Bengal and the Indus Valley have been advanced considerably, and it is expected that portions of these lines will be opened during the present year. The line from Rangoon to Prome is probably by this time open for traffic. The total amount expended on the railways to the 31st March last, as regards the guaranteed lines, and to the 31st December as regards the State lines, was £109,364,867, of which £94,272,265 consisted of guaranteed capital, and £15,092,602 were raised by the Government for the State lines. During the year 1876 about £3,500,000 were expended on the State, and £879,665 on the guaranteed lines. The revenue derived from the railways during the year

was £4,564,823, of which £4,451,422 were earned by the guaranteed companies. The amount advanced for guaranteed interest to the companies was £4,634,223, leaving a difference of £182,800, but £311,334 of the revenue consisted of surplus profits from certain lines, half of which had consequently to be returned to the companies. The gross receipts were £3,793,982, and the working expenses £4,229,156. The receipts from passengers amounted to £2,646,570, from goods £5,655,233, and from miscellaneous sources £483,232. Compared with the previous year, the revenue showed an improvement of £916,955, and instead of having to supply a net sum of £1,073,882 for guaranteed interest, the Government had only to provide £588,467. The number of passengers carried was 30,535,319, with an average mileage open of 6,592 miles, compared with 26,779,437 of the previous year, and a mileage of 6,298. The proportion per cent of the first class was 76, of the second 224, and of the lower classes 97. The amount of goods carried was 5,871,690 tons, compared with 4,383,660 in 1875. The proportion per cent of the gross revenue from passengers was 33.84, and from merchandise, including minerals, 66.16. The expenses of maintaining and working the railways were £1,226,966, being £437,043 more than the previous year, and 49.20 per cent of the gross receipts. The East Indian main line came to only 34 per cent, the Eastern Bengal 46.55, the Great Indian Peninsula 47, while the Scinde, Punjab, and Delhi were 67.35, the Madras 64.28, and the Oude and Rohilkund 63.94 per cent. The lines have been well maintained, and the rolling-stock and locomotives, to which considerable additions will have to be made, have been kept in good order. A more liberal policy than hitherto is being pursued with regard to the management of the railways, and the traffic has been stimulated in consequence. Passengers are on some lines carried for less than a farthing a mile, and rates as low as a half-penny per ton per mile have been charged, with good effect, for the carriage of grain, seeds, coal, and other staple products. Concurrent with these measures for increasing traffic, well-directed exertions have been made to secure economical management.

St. Louis Iron Mountain & Southern.—Messrs. S. G. & G. C. Ward, the agents in New York of Messrs. Baring Bros. & Co., have issued a circular in pamphlet shape to the bondholders and stockholders of this company. It became necessary that the Messrs. Ward should publish some full account of the litigation which has occurred in regard to the management of this company and the circumstances which necessarily led to it, for there is hardly a parallel to the bare-faced misrepresentations and gross misstatements which have been made by Allen and Marquand. The present document contains a full, fair and comprehensive record of the circumstances of the case, supported by letters and the contract of 1875, and bears on its face the evidence of simple truth. Every bondholder of the company should read it carefully.

As the CHRONICLE has attempted from the first to expose in no uncertain way the extraordinary proceedings of H. G. Marquand and Thomas Allen in their treatment of bondholders, it is well to state that not a word written concerning the company has ever been at the instigation of Messrs. Ward or any other person; that no communication has ever been received from them, except their printed circulars, and that all that has been published has been in the interest of bondholders and for the purpose of warning them against palpable attempts to jostle them out of their rights.

From the complete statement in the pamphlet the following is condensed: Baring Bros. & Co. and their friends and correspondents, whose interests in this regard they represent as if they were their own, hold in the aggregate more than seven million dollars of the mortgage bonds of this company, including

Cairo & Fulton Railroad first mortgage bonds.....	\$3,169,000
St. Louis & Iron Mountain Railroad, second mortgage bonds.....	2,087,000
Consolidated mortgage bonds.....	1,795,000
	\$7,051,000

In February, 1875, the company found itself unable to meet the accruing interest upon its bonds. The amount of floating debt was at this time stated by the executive committee of the company to be \$2,266,000, which sum was stated to include "floating debt of every description," but it subsequently turned out to be very materially understated. To provide for it, the bondholders, except those secured under the original first mortgage upon the St. Louis & Iron Mountain Railway, were asked to fund their coupons falling due for a period running to October, 1876.

While these proposals were under consideration, it was objected by some of the large and influential bondholders that the management of the property was too completely under the control of Messrs. Thomas Allen and Henry G. Marquand, the President and Vice-President, whose very large holdings of stock (over 70,000 shares in the aggregate) gave them substantially an overpowering influence in corporate control; and, in order to induce assent to the funding scheme by those bondholders who were withholding such assent, it was finally arranged that Messrs. Allen and Marquand should place 25,000 shares of their stock in the hands of Baring Bros. & Co., in trust, to be held and voted upon by them in their absolute and uncontrolled discretion.

Under the arrangement, the certificates for the 25,000 shares of stock were handed over by Messrs. Allen & Marquand, each of them furnishing 12,500 shares, to Baring Brothers & Co., accompanied by irrevocable proxies for voting upon it, together with irrevocable powers of attorney, entitling them, at any time, to transfer the stock on the books to the name of "Baring Brothers & Co., in trust," to the end that they might exercise their voting powers as stockholders, instead of under the proxies, whenever they might so choose.

A written declaration of the terms of this stock-trust, dated April 19, 1875, was executed by both Messrs. Allen and Marquand, and in regard to the powers of attorney for transfer, it was declared "that Baring Brothers & Co. shall have the right, at any time they may see fit, to transfer said 25,000 shares on the books of the company to the name of Baring Brothers & Co., in trust, and in such case they shall have the right to hold the same in trust, in order to secure to them the power of voting thereon, in person or by proxy, during the like period as above specified for their exercising such voting power, under said power of attorney," (proxy).

In view of the claims made by Marquand and Allen in their recent injunction suit to prevent the Messrs. Ward voting on said 25,000 shares of stock, the following letter of H. G. Marquand, in April, 1875, is interesting:

"NEW YORK, April 13, 1875.

"MY DEAR SIR: As soon as I learned from you the tenor of the proposition contained in Mr. Minturn's note to you of 11th ult., I communicated with Mr. Allen on the subject, and he agrees with me that the most obvious and satisfactory method for all parties to meet the suggestion would be to place with Messrs. Baring Brothers & Co. such an amount of our stock, with power to vote upon it, as will do away with any predominance of votes in our hands, until after resumption of interest. To place our stock in the hands of a large committee would seem to us open to the objection, among others, that it might fail to secure unity of action, and we do not see how any committee could be named that would so fully represent the bondholders' interest, and in which all parties would feel such implicit confidence as in Messrs. Baring Brothers & Co.

"We now propose to place in their hands 20,000 to 30,000 shares in trust, with power to vote on the same until six months after full resumption of interest.

"Very truly yours, (Signed,) H. G. MARQUAND.

"To W. H. SWIFT, Esq."

After all the avoidances of interest payments, amounting to over a million of dollars, which, according to the managers' calculations and funding scheme of 1875, were to have been paid in full after entire clearance from floating debt, Mr. Allen's report of August 15 shows the amount of floating debt still outstanding on July 1, 1877, to be \$693,079, and there is thus exhibited a discrepancy of some \$1,700,000 between the actual results as shown by the company's statement of July 1, 1877, and the figures and estimates put forth by the managers in February, 1875.

The board of directors has thirteen members, but, by reason of an unfilled vacancy, there are now but twelve, viz:

1. Thomas Allen, president.
2. Henry G. Marquand (brother-in-law of Thomas Allen), vice-president.
3. William Russell Allen (son of Thomas Allen), assistant president, under the appointment and at the pleasure of Thomas Allen.
4. Stephen D. Barlow, holding a salaried office (secretary and assistant treasurer), under the appointment and at the pleasure of Thomas Allen, and the holder of two shares of stock.
5. Thomas Essex, holding a salaried office (land commissioner), under the appointment and at the pleasure of Thomas Allen, and the holder of one share of stock.
6. Gerard B. Allen, of St. Louis, holding one share of stock.
7. Sylvester H. Laffin, of St. Louis, holding fifty-nine shares of stock.
8. Joseph S. Lowrey, of New York.
9. William H. Swift, of New York.
10. John Bigelow, of New York.
11. George Cabot Ward, of New York.
12. George S. Morison, of New York.

As to the repeated and bare-faced assertions of Allen & Marquand that the payment of full interest November 1, 1876, was prevented by the Messrs. Ward, they remark: "The truth upon that subject is, that Messrs. Allen & Marquand did express a desire to resume full payment of interest on November 1, 1876, laying great stress upon the advantage to the company's credit by such a proceeding; but, in order to do so, they proposed that Messrs. Baring should withhold their coupons from presentation, and that they would do the like with their own, paying all others in full. To this proposal Mr. Ward, on behalf of the Barings, refused to assent."

"Upon the allegation of Messrs. Allen & Marquand, so boldly and persistently made, in the legal proceedings and otherwise, that they could and would have paid the half interest in full on and after November, 1876, and were prevented from doing so by Mr. S. G. Ward, we entirely take issue with them. We say it is a mere pretense, utterly unfounded."

The bondholders thus have practically no choice left to them but to enforce their rights by foreclosure. Neither justice, self-respect, nor a due regard to their pecuniary interests, will permit them to submit to the course pursued by Mr. Allen.

Acting upon these views, Baring Brothers & Co., and the bondholders acting in concert with them, are pursuing and are determined to pursue steadfastly to the end the necessary proceedings for foreclosure and sale, in order that there may be a suitable reorganization for managing and controlling the property by and in the interest of the bondholders.

In the month of August, the suit first commenced for foreclosure of the consolidated mortgage was discontinued, and a new one commenced in substitution for it, proceeding not merely upon the defaults which existed when the first suit was brought, but likewise those subsequently occurring, which are of so clear, total and undeniable a character as to leave no room for raising any such points, relating to alleged surprise at demand of full interest, implied agreement to receive half interest only, &c., &c., as had been set up by way of pretenses of defense against the suit first brought.

If there be any serious delay in this new foreclosure suit, it can only be anticipated from the possibility of protracted litigation upon the questions relating to the 1,113 consolidated mortgage bonds claimed to be held by Messrs. Allen & Marquand. If delays thus occasioned shall prove too serious, or if from any other cause it shall be deemed more advisable to have the foreclosure and reorganization to take place under the two divisional mortgages, viz., Cairo & Fulton Railroad first mortgage and St. Louis & Iron Mountain second mortgage, which substantially control the property, it is proposed to fall back upon that course.

MONTHLY EARNINGS OF PRINCIPAL RAILROADS.

	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Total.
Atch. Top. & S. Fe.—													
1874.....(509 m.)...	\$62,792	\$73,505	\$121,003	\$114,215	\$101,344	\$101,774	\$100,641	\$112,681	\$110,563	\$133,654	\$116,379	\$102,325	\$1,250,806
1875.....(509 m.)*	68,659	73,410	104,052	112,474	107,845	104,439	113,450	152,215	147,551	199,926	178,951	152,534	1,520,359
1876.....(711 m.)†...	117,417	141,132	180,217	197,991	219,370	183,641	193,951	249,139	265,593	297,958	225,793	204,447	2,436,583
1877.....(711 m.)...	184,364	136,350	199,180	200,631	189,915	185,131	197,142	253,100	.....	.....	.....	.....	.....
Bur. C. R. & North.—													
1874.....(401 m.)...	108,303	81,213	88,016	84,692	86,849	91,205	87,435	116,240	126,295	142,314	109,536	126,737	1,248,875
1875.....(401 m.)...	102,565	62,701	97,218	100,535	103,241	101,700	132,923	112,759	117,928	136,125	127,879	110,803	1,311,377
1876.....(401 m.)...	91,931	101,692	105,843	83,134	100,902	103,700	73,243	77,951	90,800	111,441	91,903	90,483	1,123,071
1877.....(401 m.)...	73,364	68,094	73,194	72,435	71,635	69,357	73,309	113,625	.....	.....	.....	.....	.....
Central Pacific—													
1874.....(1,219 to 1,213 m.)...	848,558	804,044	892,423	1,110,624	1,311,699	1,366,615	1,286,940	1,322,557	1,371,739	1,465,515	1,381,766	1,370,334	14,522,814
1875.....(1,237 to 1,309 m.)...	963,938	906,159	1,136,263	1,366,984	1,798,469	1,738,370	1,536,225	1,553,014	1,577,422	1,615,974	1,513,636	1,333,209	17,035,063
1876.....(1,309 to 1,660 m.)...	994,339	1,017,204	1,184,633	1,427,035	1,757,115	1,846,269	1,541,222	1,696,154	1,871,876	1,888,066	1,675,532	1,411,000	18,110,794
1877.....(1,660 m. to —)...	1,125,000	951,000	1,242,000	1,416,000	1,575,000	1,391,000	1,366,000	1,385,000	.....	.....	.....	.....	.....
Chicago & Alton—													
1874.....(650 m.)...	344,420	339,876	362,342	384,335	397,683	496,815	464,439	480,056	524,042	550,951	416,544	364,725	5,126,228
1875.....(650 m.)...	319,928	323,219	363,617	367,955	351,014	392,233	387,445	411,960	490,293	489,019	395,779	369,312	4,656,764
1876.....(673 m.)...	305,597	346,850	355,527	363,999	423,645	451,031	403,671	510,795	524,244	532,868	367,988	374,351	4,960,528
1877.....(678 m.)...	351,608	325,046	345,455	339,385	311,266	358,982	305,927	483,256	.....	.....	.....	.....	.....
Chic. Bur. & Q.—													
1874.....(1,264 m.)...	570,725	755,326	891,853	946,125	1,004,693	1,060,269	884,013	1,161,357	1,091,641	1,129,192	1,007,876	842,240	11,645,318
1875.....(1,264 m.)†...	860,945	764,163	920,923	979,560	989,085	948,105	943,463	1,066,367	1,213,221	1,188,610	1,040,538	823,468	11,738,448
1876.....(1,297 m.)...	812,962	915,623	835,753	892,370	1,049,570	1,099,600	814,175	1,049,870	1,212,122	1,359,269	1,026,817	826,129	12,003,951
1877.....(1,297 m.)...	.....	.....	888,065	960,193	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chic. Mil. & St. P.—													
1874.....(1,399 m.)...	654,426	657,498	576,271	742,051	964,930	886,709	749,215	704,373	798,859	862,153	694,250	662,283	8,953,018
1875.....(1,399 m.)...	466,101	323,273	502,765	639,669	718,465	742,168	842,395	630,516	741,206	974,262	927,030	747,893	8,255,743
1876.....(1,399 m.)...	537,546	517,112	567,542	650,961	819,583	877,692	635,270	569,775	645,831	817,259	765,230	610,288	8,054,170
1877.....(1,399 m.)...	875,460	405,000	469,000	515,000	606,000	589,000	556,000	677,000	.....	.....	.....	.....	.....
Chicago & Northwest.—													
1874.....(1,501 m.)...	1,014,514	900,765	1,024,061	1,080,193	1,230,591	1,162,522	1,011,685	1,118,371	1,254,255	1,407,975	1,065,726	1,030,027	13,361,690
1875.....(1,501 m.)...	825,469	671,784	970,064	1,021,389	1,161,459	1,052,830	1,257,892	1,038,634	1,206,806	1,409,168	1,196,333	931,339	12,811,227
1876.....(1,501 m.)...	808,842	854,617	944,450	919,978	1,090,751	1,232,407	1,015,992	986,682	1,182,830	1,403,992	1,117,319	909,640	12,467,540
1877.....(1,501 m.)...	721,024	714,116	804,556	858,895	930,014	.....	.....	.....	.....	.....	.....	.....	.....
Chic. R. I. & Pac.—													
1874.....(674 m.)...	493,017	471,218	511,340	576,464	580,905	583,748	519,355	702,708	685,154	752,149	606,078	652,601	7,161,738
1875.....(674 m.)...	562,259	592,230	664,984	616,773	640,284	613,087	618,569	641,647	726,473	733,115	606,345	552,548	7,478,594
1876.....(699 m.)§...	489,638	544,705	558,727	506,431	626,738	659,196	521,120	588,491	663,940	715,500	566,523	531,004	6,972,013
1877.....(732 m.)...	489,688	500,898	532,721	615,177	564,172	536,234	.....	.....	.....	.....	.....	.....	.....
Han. & St. Jos.—													
1874.....(296 m.)...	103,092	136,677	183,158	158,535	133,059	146,952	135,432	207,529	202,211	212,679	181,129	143,128	1,944,081
1875.....(296 m.)...	94,532	116,281	133,779	147,439	125,890	122,455	113,131	153,068	154,634	173,911	169,639	151,709	1,661,473
1876.....(296 m.)...	142,968	156,111	174,335	143,573	141,289	141,426	138,087	171,380	187,575	188,976	178,401	158,812	1,927,933
1877.....(296 m.)...	122,796	132,961	157,217	186,966	162,719	165,419	129,781	184,210	.....	.....	.....	.....	.....
Houston & Tex. C.—													
1874.....(503 m.)...	422,683	303,820	255,893	203,870	194,706	171,035	186,203	212,998	254,533	311,102	329,516	317,657	3,154,026
1875.....(508 m.)...	222,257	212,634	205,211	165,937	144,209	145,437	153,697	211,139	293,761	407,435	412,614	401,592	2,980,853
1876.....(508 m.)...	304,683	259,965	221,761	194,933	178,373	151,845	148,375	208,106	320,256	377,340	421,491	375,341	3,162,519
1877.....(508 m.)...	243,235	.....	.....	.....	.....	.....	161,577	.....	.....	.....	.....	.....	.....
Illinois Central—													
1874.....(1,109 m.)...	583,997	517,674	561,793	586,962	672,234	692,416	627,454	711,969	758,536	838,307	668,943	680,435	7,900,720
1875.....(1,109 m.)...	591,031	481,681	595,519	610,459	604,831	602,505	715,899	613,446	718,101	816,508	773,092	679,434	7,802,556
1876.....(1,109 m.)...	553,574	577,702	581,004	530,269	606,134	666,125	494,529	600,179	616,292	707,983	575,306	532,837	7,040,969
1877.....(1,109 m.)...	466,499	460,839	.....	447,409	.....	.....	458,707	.....	.....	.....	.....	.....	.....
Ind. Bloom. & W.—													
1874.....(344 m.)...	149,237	131,001	155,368	125,341	129,436	137,453	130,481	141,410	158,610	148,158	133,428	122,778	1,672,706
1875.....(344 m.)...	116,826	91,744	108,109	102,876	89,694	82,238	87,445	137,108	143,784	137,556	141,300	140,815	1,355,495
1876.....(344 m.)...	133,386	142,619	103,513	130,303	130,535	129,090	83,507	133,275	121,373	137,811	93,646	113,656	1,462,804
1877.....(344 m.)...	92,168	93,176	90,474	111,179	107,309	85,090	84,726	128,636	.....	.....	.....	.....	.....
Intern'l & Gt. N.—													
1874.....(459 m.)...	125,995	115,178	105,599	86,455	92,265	75,484	71,185	80,061	88,990	135,865	188,466	190,191	1,365,634
1875.....(459 m.)...	140,346	116,116	95,523	78,819	70,606	64,943	72,406	86,128	131,997	155,955	213,929	213,978	1,440,851
1876.....(519 m.)...	174,013	136,055	112,037	79,244	82,010	73,297	89,494	115,930	.....	.....	.....	.....	.....
Kansas Pacific—													
1874.....(673 m.)...	167,143	180,017	251,948	300,662	322,657	317,589	293,318	302,174	305,895	386,090	287,927	240,830	3,356,750
1875.....(673 m.)...	169,233	202,525	255,474	293,347	294,202	277,783	292,462	315,287	315,611	356,978	300,903	286,825	3,363,760
1876.....(673 m.)...	206,402	209,463	218,760	243,393	247,602	238,437	234,022	254,783	301,959	345,360	283,691	216,927	3,000,799
1877.....(673 m.)...	176,265	191,094	230,284	258,193	246,552	253,652	274,362	304,842	.....	.....	.....	.....

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, September 28, 1877.

General trade has been exposed to some disturbing influences. The Produce Exchange has been disturbed by speculative "corners" on maturing contracts, for a certain quality of wheat, and for pork and lard. The failure of an East India house in the sugar trade, announced by cable, had some effect here. Domestic manufactures of most descriptions are selling pretty freely, but at low prices and small profits. Imported goods still sell slowly. Collections are rather better, with promise of a further improvement. The weather has been summer-like, but is lowering at the close.

Mess pork has been active and buoyant, selling this morning at \$14 15@14 20 on the spot, \$14 05 for October, and \$14 10 for all the year, but the close was at a little under these prices. Lard was also buoyant, but closed a little off, at \$9 22½ on the spot, \$9 17½ for October and \$8 90 for December. Bacon and cut meats were in fair demand at pretty full prices. Beef and beef hams have remained nearly nominal. Butter has improved 1@2c. per lb. Cheese has been quite dull. Tallow has declined to 7½c. for prime. Stearine is firm. The following is a comparative summary of aggregate exports from November 1 to September 22:

	1876-77.	1875-76.	Increase.
Pork, lbs.	51,077,800	44,401,400	6,676,400
Lard, lbs.	912,037,033	171,381,475	740,655,558
Bacon, &c., lbs.	415,135,071	353,198,064	61,937,007
Total, lbs.	631,249,910	568,986,939	62,262,971

Kentucky tobacco has met with a fair demand, and the sales for the week amount to 800 hhds., of which 150 hhds. were for home consumption and 650 for export. Prices are about as last quoted—lugs 3½@5½c., and leaf 6@14c. Seed leaf has been less active, and yet a very full business has been done. Sales include: 200 cases sundries, 4 to 18c.; 750 do., 1876 crop, New England, 5, 6, 8, 9, 10, 12, 15, 16, 17@18c.; 50 do., 1875 crop, New England, 15 to 30c.; 344 do., 1876 crop, Ohio, 4 to 10c.; 45 do., 1875 crop, Ohio, 5c.; and 174 do., crop 1876, Wisconsin, 4 to 10c. Spanish tobacco in moderate request, and sales were 124 bales Yara at 85c., and 500 bales Havana at 80c.@\$1 10.

Although Brazil grades of coffee have been rather quiet, prices remain steady; fair to prime cargoes quoted at 16½@20½c., gold. Stock here in first hands on the 26th inst., 49,339 bags. Mild grades have been in some demand and steady; 7,652 bags Maracaibo, 539 bags Savanilla, and 2,700 bags St. Domingo have recently changed hands. Rice continues steady and in pretty good jobbing request. Molasses has advanced and is quoted very firmly; Cuba 50-test refining at 37c. Refined sugars have latterly been in fair call and steady; standard crushed, 10½c. Raw sugars also are more steady and in better demand.

	Hhds.	Boxes.	Bags.	Melado.
Stock Sept. 1, 1877.....	113,805	25,416	310,956	2,615
Receipts since Sept. 1, 1877.....	7,953	2,525	63,709	.....
Sales since Sept. 1, 1877.....	28,593	3,255	64,615	766
Stock Sept. 26, 1877.....	93,165	24,706	307,021	1,849
Stock Sept. 28, 1876.....	54,034	42,132	110,850	1,432

The market for ocean freights has shown some irregularity in berth room, but the actual decline has been small. Charters remained firm, especially petroleum vessels, which are wanted. Tonnage in port is limited. Late engagements and charters include: Grain to Liverpool, by steam, 8½@8½d.; cotton, ½d.; bacon, 35s.; cheese, 45@50s.; flour, 3s. 6d.; grain to London, by steam, 10½d., and provisions, 45@60s. per ton; grain to Glasgow, by steam, 9d.; provisions, 40@45s.; barley to Cork for orders, 8s.; grain, same voyage, 7s. 9d.; do., vessels to arrive, same voyage, 7s. 3d.; do. to Brest, 7s. 3d.; refined petroleum to Bremen, 4s. 5½d.@4s. 6d.@4s. 7½d.; do. to the continent, 4s. 6d.@4s. 9d.@5s. 6d.; do. to Hamburg, 4s. 9d.; do. to Havre, 4s. 7½d.; crude do. to Dunkirk, 5s. 1½d. To-day, rates were steady but business slow. Grain to Liverpool, by steam, 8½d.@9d.; flour, 3s. 6d.; cotton, by sail, ½d.; grain to Glasgow, by steam, 9d.; do. to Brest, 7s. 3d.@7s. 6d. per qr.; refined petroleum to Belfast, 5s. 6d.; do. to Bristol, 5s. 3d.; naphtha to Sables D'Olon, 5s. 6d.

American pig iron is firmer and more active; 5,000 tons have sold latterly; No. 1 quoted at \$18 50@20; No. 2 at \$17@19. Ingot copper has remained steady at 18½c.; sales, 100,000 lbs. at this figure. Grass seeds have declined to 9½c. per lb. for clover, and \$1 45@1 47½. per bush. for timothy. Whiskey closed at \$1 13½, tax paid.

Spirits turpentine has been easy and quiet. To-day, Southern barrels declined to 33½c. and New York to 34c. The common grades of rosin also declined, strained to good being quoted at \$1 65@1 75. The finer grades, however, were firm and in good export demand. Petroleum has latterly shown much weakness. Refined, in barrels, for October delivery, was quoted to-day at 15c., and crude, in bulk, at 8½@8½c.

COTTON.

FRIDAY, P. M., September 28, 1877.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (Sept. 28), the total receipts have reached 43,128 bales, against 22,345 bales last week, 12,109 bales the previous week, and 5,885 bales three weeks since, making the total receipts since the 1st of September, 1877, 83,071 bales, against 221,952 bales for the same period of 1876, showing a decrease since Sept. 1, 1877, of 138,881 bales. The details of the receipts for this week (as per telegraph) and for the corresponding weeks of five previous years are as follows:

Receipts this week at—	1877.	1876.	1875.	1874.	1873.	1872.
New Orleans	5,472	19,400	16,357	12,733	12,694	20,294
Mobile.....	2,915	7,549	8,545	5,274	5,024	6,678
Charleston	6,793	14,276	13,784	9,307	7,676	10,778
Port Royal, &c.....	787	.....	1,026	1,336	.....	.....
Savannah.....	11,327	18,549	18,713	15,346	12,224	20,435
Galveston.....	3,122	17,224	4,615	4,467	3,573	4,576
Indianola, &c.....	274	138	.....	179	.....	.....
Tennessee, &c.....	913	2,769	2,170	2,076	2,164	993
Florida.....	10	486	251	99	87	156
North Carolina.....	1,896	3,124	1,939	1,391	973	2,209
Norfolk.....	3,321	12,021	12,790	6,243	6,058	7,590
City Point, &c.....	298	309	78	429	2,193	437
Total this week.....	43,123	95,845	80,268	58,880	52,676	74,146
Total since Sept. 1....	83,071	221,952	186,756	155,221	137,059	230,155

The exports for the week ending this evening reach a total of 3,965 bales, of which 3,965 were to Great Britain, none to France, and none to rest of the Continent, while the stocks as made up this evening are now 126,690 bales. Below are the stocks and exports for the week, and also for the corresponding week of last season:

Week ending Sept. 28.	Exported to			Total this week.	Same week 1876.	Stock.	
	Great Britain.	France	Continent.			1877.	1876.
New Orleans.....	.....	.....	.....	.....	1,929	25,274	58,416
Mobile.....	.....	.....	.....	.....	1,224	4,788	9,954
Charleston.....	.....	.....	.....	.....	.....	8,837	23,009
Savannah.....	.....	.....	.....	.....	3,103	13,953	29,557
Galveston*.....	.....	.....	.....	.....	452	11,231	29,003
New York.....	2,968	.....	.....	2,968	7,767	44,337	53,321
Norfolk.....	.....	.....	.....	.....	.....	2,270	7,787
Other ports†.....	997	.....	.....	997	1,019	16,000	15,000
Total this week..	3,965	.....	.....	3,965	15,523	126,690	231,077
Total since Sept. 1	13,326	222	4,060	17,608	50,734	.....	.....

* Galveston.—Our Galveston telegram shows (besides above exports) on ship-board at that port, not cleared: For Liverpool, no bales; for other foreign, no bales; for coastwise ports, 1,359 bales; which, if deducted from the stock, would leave remaining 9,872 bales.

† The exports this week under the head of "other ports" include from Baltimore 739 bales to Liverpool; from Boston, 253 bales to Liverpool.

From the foregoing statement it will be seen that, compared with the corresponding week of last season, there is a decrease in the exports this week of 11,558 bales, while the stocks to-night are 104,387 bales less than they were at this time a year ago. The following is our usual table showing the movement of cotton at all the ports from Sept. 1 to Sept. 21, the latest mail dates:

PORTS.	RECEIPTS SINCE SEPT. 1.		EXPORTED SINCE SEPT. 1 TO—				Coast- wise Ports.	Stock
	1877.	1876.	Great Britain	France	Other forei'n	Total.		
N. Orleans.	5,436	21,896	1,450	....	....	1,450	8,163	20,390
Mobile.....	3,065	7,761	....	....	....	....	2,113	3,408
Charlest'n*	7,157	19,766	....	....	....	....	4,025	5,870
Savannah ..	14,614	30,429	....	....	....	....	9,055	8,662
Galveston*.	6,004	29,377	...	....	....	....	6,468	4,269
New York..	91	547	7,193	222	4,060	11,475	....	47,840
Florida.....	66	303	....	....	....	....	66	....
N. Carolina	954	3,228	....	....	....	....	675	675
Norfolk* ..	1,507	11,580	....	....	....	....	1,436	1,979
Other ports	1,349	1,220	713	....	....	718	...	15,000
Tot. this yr.	39,943	.....	9,361	222	4,060	13,643	32,003	118,193
Tot. last yr.	.....	126,107	26,135	8,641	435	35,211	55,609	169,544

* Under the head of Charleston is included Port Royal, &c.; under the head of Galveston is included Indianola, &c.; under the head of Norfolk is included City Point, &c.

These mail returns do not correspond precisely with the total of the telegraphic figures, because in preparing them it is always necessary to incorporate every correction made at the ports.

The volume of business in cotton on the spot during the first half of this week would have been considered good at any time, but sales of about 5,000 bales for export to Great Britain and the Continent, and 3,500 bales to home spinners, from our reduced stocks, made an active trade, and quotations were advanced to 11½c. for middling uplands. The export demand fell off on Wednesday, but the spinning demand continued brisk, and although offerings were increased, prices were maintained. On Thursday, depression was caused by the offerings of new cotton

from the wharf and for arrival, at 1c. under the prices asked for old cotton from store; and it was announced that on and after the 1st of October (Monday), the quotations will be based on new cotton. To-day, there was little demand and quotations were reduced 1-16c. For future delivery, a very buoyant market ruled on Saturday and Monday. Some details of the damage done by the "cyclone" in the Gulf States were received, and the receipts at the Gulf ports were exceedingly small—only 224 bales in all; besides, Liverpool reported an active trade at advancing prices, and business at Manchester was better; but under more liberal receipts at the ports, and the return of weather very favorable to the growing crop, a wavering market at Liverpool, and a desire on the part of speculative operators to realize profits, there was a pause in the upward course of prices before the close on Monday, and on Wednesday a sharp and general decline—prices returning, except for October, to about those current at the close of the previous Friday. Thursday there was another brisk decline, but the early months were weakest, and the business well distributed. To-day, there was a revival of speculation on the Liverpool statement of stocks (the actual figures showing an important reduction from the running count), and rumors of less favorable weather at the South; but the improvement was slight, and September was lower.

The total sales for forward delivery for the week are 255,000 bales, including—free on board. For immediate delivery the total sales foot up this week 12,389 bales, including 5,424 for export, 6,724 for consumption, 241 for speculation, and—in transit. Of the above, 251 bales were to arrive. The following tables show the official quotations and sales for each day of the past week:

New Classification.	UPLANDS.		ALABAMA.		N. ORLEANS.		TEXAS.	
	Sat. Sept. 23	Mon. Sept. 24	Sat. Sept. 23	Mon. Sept. 24	Sat. Sept. 23	Mon. Sept. 24	Sat. Sept. 23	Mon. Sept. 24
Ordinary.....	9 15-16	9 15-16	9 15-16	9 15-16	10 1-16	10 1-16	10 1-16	10 1-16
Strict Ordinary.....	10 5-16	10 5-16	10 5-16	10 5-16	10 7-16	10 7-16	10 7-16	10 7-16
Good Ordinary.....	10 9-16	10 9-16	10 9-16	10 9-16	10 11-16	10 11-16	10 11-16	10 11-16
Strict Good Ord'ry.....	10 13-16	10 13-16	10 13-16	10 13-16	10 15-16	10 15-16	10 15-16	10 15-16
Low Middling.....	11 1-16	11 1-16	11 1-16	11 1-16	11 1-16	11 1-16	11 1-16	11 1-16
Strict Low Middling.....	11 5-16	11 5-16	11 5-16	11 5-16	11 5-16	11 5-16	11 5-16	11 5-16
Middling.....	11 9-16	11 9-16	11 9-16	11 9-16	11 9-16	11 9-16	11 9-16	11 9-16
Good Middling.....	11 13-16	11 13-16	11 13-16	11 13-16	11 13-16	11 13-16	11 13-16	11 13-16
Strict Good Middling.....	12 1-16	12 1-16	12 1-16	12 1-16	12 1-16	12 1-16	12 1-16	12 1-16
Middling Fair.....	12 5-16	12 5-16	12 5-16	12 5-16	12 5-16	12 5-16	12 5-16	12 5-16
Fair.....	12 9-16	12 9-16	12 9-16	12 9-16	12 9-16	12 9-16	12 9-16	12 9-16

New Classification.	UPLANDS.		ALABAMA.		N. ORLEANS.		TEXAS.	
	Tues. Sept. 25	Wed. Sept. 26	Tues. Sept. 25	Wed. Sept. 26	Tues. Sept. 25	Wed. Sept. 26	Tues. Sept. 25	Wed. Sept. 26
Ordinary.....	9 15-16	9 15-16	9 15-16	9 15-16	10 1-16	10 1-16	10 1-16	10 1-16
Strict Ordinary.....	10 5-16	10 5-16	10 5-16	10 5-16	10 7-16	10 7-16	10 7-16	10 7-16
Good Ordinary.....	10 9-16	10 9-16	10 9-16	10 9-16	10 11-16	10 11-16	10 11-16	10 11-16
Strict Good Ord'ry.....	10 13-16	10 13-16	10 13-16	10 13-16	10 15-16	10 15-16	10 15-16	10 15-16
Low Middling.....	11 1-16	11 1-16	11 1-16	11 1-16	11 1-16	11 1-16	11 1-16	11 1-16
Strict Low Middling.....	11 5-16	11 5-16	11 5-16	11 5-16	11 5-16	11 5-16	11 5-16	11 5-16
Middling.....	11 9-16	11 9-16	11 9-16	11 9-16	11 9-16	11 9-16	11 9-16	11 9-16
Good Middling.....	11 13-16	11 13-16	11 13-16	11 13-16	11 13-16	11 13-16	11 13-16	11 13-16
Strict Good Middling.....	12 1-16	12 1-16	12 1-16	12 1-16	12 1-16	12 1-16	12 1-16	12 1-16
Middling Fair.....	12 5-16	12 5-16	12 5-16	12 5-16	12 5-16	12 5-16	12 5-16	12 5-16
Fair.....	12 9-16	12 9-16	12 9-16	12 9-16	12 9-16	12 9-16	12 9-16	12 9-16

New Classification.	UPLANDS.		ALABAMA.		N. ORLEANS.		TEXAS.	
	Th. Sept. 27	Fri. Sept. 28	Th. Sept. 27	Fri. Sept. 28	Th. Sept. 27	Fri. Sept. 28	Th. Sept. 27	Fri. Sept. 28
Ordinary.....	9 15-16	9 15-16	9 15-16	9 15-16	10 1-16	10 1-16	10 1-16	10 1-16
Strict Ordinary.....	10 5-16	10 5-16	10 5-16	10 5-16	10 7-16	10 7-16	10 7-16	10 7-16
Good Ordinary.....	10 9-16	10 9-16	10 9-16	10 9-16	10 11-16	10 11-16	10 11-16	10 11-16
Strict Good Ord'ry.....	10 13-16	10 13-16	10 13-16	10 13-16	10 15-16	10 15-16	10 15-16	10 15-16
Low Middling.....	11 1-16	11 1-16	11 1-16	11 1-16	11 1-16	11 1-16	11 1-16	11 1-16
Strict Low Middling.....	11 5-16	11 5-16	11 5-16	11 5-16	11 5-16	11 5-16	11 5-16	11 5-16
Middling.....	11 9-16	11 9-16	11 9-16	11 9-16	11 9-16	11 9-16	11 9-16	11 9-16
Good Middling.....	11 13-16	11 13-16	11 13-16	11 13-16	11 13-16	11 13-16	11 13-16	11 13-16
Strict Good Middling.....	12 1-16	12 1-16	12 1-16	12 1-16	12 1-16	12 1-16	12 1-16	12 1-16
Middling Fair.....	12 5-16	12 5-16	12 5-16	12 5-16	12 5-16	12 5-16	12 5-16	12 5-16
Fair.....	12 9-16	12 9-16	12 9-16	12 9-16	12 9-16	12 9-16	12 9-16	12 9-16

STAINED.

New Classification.	UPLANDS.		ALABAMA.		N. ORLEANS.		TEXAS.	
	Sat. Sept. 23	Mon. Sept. 24	Sat. Sept. 23	Mon. Sept. 24	Sat. Sept. 23	Mon. Sept. 24	Sat. Sept. 23	Mon. Sept. 24
Good Ordinary.....	9 15-16	9 15-16	9 15-16	9 15-16	10 1-16	10 1-16	10 1-16	10 1-16
Strict Good Ordinary.....	10 5-16	10 5-16	10 5-16	10 5-16	10 7-16	10 7-16	10 7-16	10 7-16
Low Middling.....	11 1-16	11 1-16	11 1-16	11 1-16	11 1-16	11 1-16	11 1-16	11 1-16
Middling.....	11 9-16	11 9-16	11 9-16	11 9-16	11 9-16	11 9-16	11 9-16	11 9-16

MARKET AND SALES.

Spot Market Closed.	SALES OF SPOT AND TRANSIT.					FUTURES.	
	Ex- port.	Con- sump.	Spec- ulat'n	Trans- it.	Total.	Sales.	Deliv- eries.
Saturday.....	128	625	.....	.....	751	31,600	.....
Monday.....	2,200	860	.....	.....	3,060	42,900	.....
Tuesday.....	2,531	1,974	.....	.....	4,505	37,000	.....
Wednesday.....	345	1,693	.....	.....	2,038	39,400	.....
Thursday.....	100	581	.....	.....	681	46,900	.....
Friday.....	122	991	241	.....	1,354	49,200	100
Total.....	5,424	6,724	241	.....	12,389	255,000	100

For forward delivery, the sales (including—free on board) have reached during the week 255,000 bales (all middling or on the basis of middling), and the following is a statement of the sales and prices:

For September.			bales.			cts.			bales.			cts.			bales.			cts.		
bales.	cts.		1,600		11-03	2,400		11-21	600		11-03	1,000		11-03	1,000		11-03	1,000		11-03
100	11-05		1,100		11-34	2,300		11-25	100		11-04	300		11-07	100		11-04	100		11-04
300	11-07		1,000		11-35	2,300		11-26	100		11-05	100		11-07	100		11-05	100		11-05
200	11-09					2,300		11-27	600		11-07	100		11-09	100		11-07	100		11-07
100	11-10					2,300		11-28	1,600		11-08	100		11-10	100		11-08	100		11-08
100	11-11					1,500		11-29	1,700		11-09	100		11-11	100		11-09	100		11-09
100	11-12					100		11-30	2,800		11-10	100		11-12	100		11-10	100		11-10
100	11-13								700		11-11	100		11-13	100		11-11	100		11-11
100 s.n. 25th	11-16		1,200		11-45				500		11-12	100		11-16	100		11-12	100		11-12
100	11-17		2,100		11-06				1,000		11-14	100		11-17	100		11-14	100		11-14
100	11-18		3,200		11-07				1,000		11-15	100		11-18	100		11-15	100		11-15
100	11-19		3,200		11-08				1,000		11-16	100		11-19	100		11-16	100		11-16
100	11-20		2,300		11-09				1,000		11-17	100		11-20	100		11-17	100		11-17
100	11-21		6,700		11-10				1,000		11-18	100		11-21	100		11-18	100		11-18
100 s.n. 26th	11-20		3,200		11-11				1,000		11-19	100		11-22	100		11-19	100		11-19
100	11-21		2,900		11-12				600		11-20	100		11-23	100		11-20	100		11-20
100 s.n. 25th	11-21		2,500		11-13				1,400		11-21	100		11-24	100		11-21	100		11-21
1,600	11-22		5,700		11-14				200		11-22	100		11-25	100		11-22	100		11-22
4,000	11-23		9,500		11-15				500		11-23	100		11-26	100		11-23	100		11-23
2,500	11-24		5,100		11-16				500		11-24	100		11-27	100		11-24	100		11-24
2,900	11-25		3,300		11-17				1,700		11-25	100		11-28	100		11-25	100		11-25
100 s.n. 27 h.	11-25		2,400		11-18				1,500		11-26	100		11-29	100		11-26	100		11-26
100 s.r. 26th	11-29		4,100		11-19				3,400		11-27	100		12-01	100		11-27	100		11-27
100	11-30		3,900		11-20				8,700		11-28	100		12-02	100		11-28	100		11-28
100	11-31		800		11-1				1,000		11-29	100		12-03	100		11-29	100		11-29
200 s.n. 27th	11-31		2,200		11-2				5,700		11-30	100		12-04	100		11-30	100		11-30
600	11-32		2,200		11-23				700		11-01	100		12-05	100		11-31	100		11-31

	Week ending Sept. 23, 1877.			Week ending Sept. 29, 1876.		
	Receipts.	Shipments.	Stock.	Receipts.	Shipments.	Stock.
Augusta, Ga.	3,314	3,007	1,216	6,733	5,331	3,781
Columbus, Ga.	1,899	1,498	1,482	3,185	2,770	1,673
Macon, Ga.	1,475	897	1,419	4,138	3,702	2,933
Montgomery, Ala. .	3,400	1,853	3,021	3,720	2,933	2,751
Selma, Ala.	2,952	1,481	2,049	3,091	2,352	2,733
Memphis, Tenn.	910	1,158	2,237	7,538	5,334	6,337
Nashville, Tenn. .	18	15	361	416	63	714
Total, old ports.	13,968	10,439	11,895	28,811	22,610	20,899
Dallas, Texas.	1,949	1,546	1,133	1,200	950	850
Jefferson, Tex. .	83	74	156	388	217	552
Shreveport, La. .	1,074	435	1,313	2,354	2,071	1,384
Vicksburg, Miss. .	943	767	466	3,725	3,295	1,537
Columbus, Miss. .	255	229	258	1,133	692	1,042
Eufaula, Ala. (est.)	1,550	1,450	700	2,200	1,800	1,000
Griffin, Ga.	502	425	207	341	623	513
Atlanta, Ga.	1,250	639	1,085	4,415	3,039	4,169
Rome, Ga.	108	93	47	1,037	734	599
Charlotte, N.C. (est.)	425	105	420	1,560	1,848	15
St. Louis, Mo.	1,389	1,881	502	1,336	701	1,743
Cincinnati, O.	652	757	2,418	763	1,301	4,314
Total, new ports.	10,278	8,431	8,705	21,038	17,276	17,938
Total, all.	24,246	18,840	20,510	49,849	39,886	38,837

The above totals show that the old interior stocks have increased during the week 3,529 bales, and are to-night 9,094 bales less than at the same period last year. The receipts at the same towns have been 14,843 bales less than the same week last year.

WEATHER REPORTS BY TELEGRAPH.—Our telegrams indicate that the past week has been more favorable for the development and in-gathering of the crop, and yet over a considerable section more or less rain has fallen. Dry weather is now very necessary for maturing and picking what has been made. Complaints of caterpillars, rust, &c., continue from many sections, but it is very difficult at the present time to estimate damage done.

Galveston, Texas.—We have had no rainfall this week. Picking is progressing finely and will generally end before the first of November. The crop will undoubtedly be short. The railroad bridge has been repaired and trains have again commenced running. Average thermometer 76, highest 84 and lowest 67.

Indianola, Texas.—There has been no rain here and business has been resumed. Picking will be finished by the middle of October. The thermometer has ranged from 67 to 85, averaging 76.

Corsicana, Texas.—It has not rained here this week. The thermometer has averaged 75, the extremes being 56 and 95. Caterpillars have entirely stripped cotton, but so late that the additional damage is inconsiderable. Still, it is thought that the yield will exceed last year on account of acreage, but the magnificent recent promise has failed.

Dallas, Texas.—There has been no rainfall this week, and picking is active. Prospects are little changed, though caterpillars have lately done damage in the neighborhood south and west. It is believed, however, that the yield will exceed last year. Average thermometer 80, highest 86 and lowest 62.

Brenham, Texas.—Picking is progressing finely and will end before November. Though the plant has been damaged by both drought and worms, this section will probably make a little over half of a crop. There has been no rainfall this week. The thermometer has averaged 81, the highest being 93 and the lowest 71.

New Orleans, Louisiana.—We have had no rain this week. The thermometer has averaged 78.

Shreveport, Louisiana.—The condition of the crop remains unchanged. There is no top crop in this section, and grades are lower than last year. Picking is progressing rapidly under favorable circumstances at last year's rates. Average thermometer 74, highest 91 and lowest 58. There has been no rainfall here this week.

Vicksburg, Mississippi.—We have had a rainfall on one day, of fifty-two hundredths of an inch. The thermometer has averaged 71, the highest being 87 and the lowest 55. Picking has been progressing finely this week.

Columbus, Mississippi.—The rainfall during the week has been one and forty-five hundredths inches. Crop prospects are unchanged.

Little Rock, Arkansas.—Saturday and Sunday of this week have been clear and pleasant, but Monday, Tuesday and Wednesday have been cloudy, and there was a light rain Thursday morning. It then cleared and is now clear and warm. Average thermometer 74, highest 93 and lowest 57. The rainfall is thirty-seven hundredths of an inch.

Oakley, Arkansas County, Arkansas.—I have made a trip 20 miles up the prairie, and find that the dry weather injured the cotton very much through shedding. I should suppose the damage has been fully 25 per cent from the promise of the last weeks of July. I saw one crop that had shed fully 33 per cent

of its squares and bolls, but rust had done part of the injury. I was also 15 miles up in the river bottom; they all claim a good crop; very little shedding. On the whole, however, I do not think the crop a good average. The stalk is large and looks fine, but the joints are long and the bolls are not as thick in the stalk as a good crop should be.

Nashville, Tennessee.—Planters are sending their cotton to market freely. The weather during the week has been fine and picking will be general in a few days. Average thermometer 68, highest 79 and lowest 57. The rainfall has been eight hundredths of an inch.

Memphis, Tennessee.—It has rained on three days of the week, the rainfall aggregating ninety-three hundredths of an inch, but the rest of the week has been pleasant. Crop accounts are growing less favorable, as the plant is opening very slowly and there has been more damage done by caterpillars and rust than reports have indicated. Average thermometer 71, highest 84 and lowest 57.

Mobile, Alabama.—We have had no rainfall this week, four days having been cloudy and three fair. Accounts from the interior are conflicting. Average thermometer 73, highest 86 and lowest 66.

Montgomery, Alabama.—The weather has been clear and pleasant the earlier part of the week, but during the latter part it has rained on three days, the rainfall aggregating ninety-one hundredths of an inch. The thermometer has ranged from 65 to 83, averaging 71.

Selma, Alabama.—It has rained here on two days this week, but is now clear and pleasant.

Madison, Florida.—We had rain on four days during the early part of the week; rainfall, one inch and thirty-seven hundredths. Thermometer: highest 77; lowest 73; average 75. Picking has been interfered with by the storm.

The thermometer last week ranged from 80 to 72, and averaged 74.

Macon, Georgia.—Telegram not received.

Atlanta, Georgia.—One day this week has been misty. The thermometer has averaged 67, the highest being 80 and the lowest 57. The rainfall is thirteen hundredths of an inch.

Columbus, Georgia.—It has rained on two days this week, the rainfall reaching twelve hundredths of an inch. The thermometer has averaged 74.

Savannah, Georgia.—We have had rain on four days this week, the rainfall reaching one inch and seventy-four hundredths, and the rest of the week has been cloudy. The thermometer has averaged 72, the highest being 82 and the lowest 64.

Augusta, Georgia.—We have had warm, sultry, wet weather this week. It has been showery six days, the rainfall reaching one inch and sixteen hundredths. We are having too much rain, and it is retarding picking. Crop accounts are less favorable, reporting a considerable falling off of the crop as compared with last year. Planters are sending their crop to market freely. Average thermometer 70, highest 84 and lowest 61.

Charleston, South Carolina.—It has been showery two days, and the rest of the week has been cloudy. The thermometer has averaged 72, ranging from 63 to 83, and the rainfall has been twenty-two hundredths of an inch.

Height of the rivers at the points named, at 3 o'clock, Sept. 27:

	Sept. 27, '77.		Sept. 23, '76.	
	Feet.	Inch.	Feet.	Inch.
New Orleans. Below high-water mark.	13	6	9	11
Memphis. Above low-water mark.	5	1	16	8
Nashville. Above low-water mark.	2	9	2	0
Shreveport. Above low-water mark.	5	11	7	9
Vicksburg. Above low-water mark.	Missing.		25	7

BOMBAY SHIPMENTS.—According to our cable despatch received to-day, there have been — bales shipped from Bombay to Great Britain the past week, and 1,000 bales to the Continent; while the receipts at Bombay during this week have been 1,000 bales. The movement since the 1st of January is as follows. These are the figures of W. Nicol & Co., of Bombay, and are brought down to Thursday, Sept. 27:

	Shipments this week.			Shipments since Jan. 1.			Receipts.	
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total.	This week.	Since Jan. 1.
1877.	4,000	1,000	5,000	376,000	409,000	785,000	1,000	996,000
1876.	4,000	1,000	5,000	518,000	362,000	880,000	4,000	1,003,000
1875. ....	...	...	...	804,000	415,000	1,219,000	1,000	1,210,000

From the foregoing it would appear that, compared with last year, there has been a decrease of 3,000 bales in the week's shipments from Bombay to Europe, and that the total movement since January 1 shows a decrease in shipments of 125,000 bales, compared with the corresponding period of 1876.

GUNNY BAGS, BAGGING, ETC.—Bagging has not changed since our last report. The demand is still fair, with more inquiries from the South; as yet, however, the transactions are small and not up to the usual quantity at this season of the year. Sales during the past week foot up 1,500 rolls at 12½@12¾c. At the close holders are steady as to price, and quote 12½@12¾c. for light, and 12¾@12¾c. for standard, weight. Butts are still quiet, though rather more of a demand is to be noted and sales are increasing. On spot, about 1,500 bales have been taken at about 3½@3¾c., and these are the generally quoted figures, though we hear that one or two parcels can probably be had at a shade under these quotations.

THE EXPORTS OF COTTON from New York, this week, show an increase, as compared with last week, the total reaching 2,968 bales, against 1,195 bales last week. Below we give our usual table showing the exports of cotton from New York, and their direction, for each of the last four weeks; also the total exports and direction since Sept. 1, 1877; 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, 1877

EXPORTED TO	WEEK ENDING				Total to date.	Same period previous year.
	Sept. 5.	Sept. 12.	Sept. 19.	Sept. 26.		
Liverpool.....	2,074	2,430	1,104	2,968	8,576	24,063
Other British Ports.....	....	1,585	....	....	1,585	....
Total to Gt. Britain	2,074	4,015	1,104	2,968	10,161	24,063
Havre.....	131	....	91	....	222	1,877
Other French ports.....	....	....	....	....	....	....
Total French	131	....	91	....	222	1,877
Bremen and Hanover.....	160	....	....	....	160	200
Hamburg.....	....	....	....	....	....	185
Other ports.....	....	3,900	....	....	3,900	....
Total to N. Europe.	160	3,900	....	....	4,060	385
Spain, Oporto & Gibraltar &c	....	....	....	....	....	....
All others.....	....	....	....	....	....	....
Total Spain, &c.....	....	....	....	....	....	....
Grand Total.....	2,365	7,915	1,195	2,968	14,143	24,325

The following are the receipts of cotton at New York, Boston, Philadelphia and Baltimore for the past week, and since Sept. 1, '77:

RECEIPTS FROM	NEW YORK.		BOSTON.		PHILADELPHIA		BALTIMORE.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
New Orleans.....	2,445	10,289	....	....	....	....	....	....
Texas.....	748	4,146	....	....	....	....	....	....
Savannah.....	3,693	7,514	336	326	....	453	483	837
Mobile.....	....	15	....	....	....	....	....	....
Florida.....	....	....	....	....	....	....	....	....
S'th Carolina.....	1,254	2,655	....	....	....	....	251	251
N'th Carolina.....	378	425	....	....	....	....	23	31
Virginia.....	828	1,119	13	21	....	....	209	557
North'n Ports.....	95	113	849	2,057	....	....	....	....
Tennessee, &c.....	100	191	652	1,552	161	300	....	....
Foreign.....	96	929	....	....	....	....	....	....
Total this year	9,627	28,387	1,850	3,976	161	753	971	1,676
Total last year.	19,461	52,633	1,291	4,401	468	1,502	977	1,838

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 3,226 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 Wednesday night of this week.

	Total bales.
New York—To Liverpool, per steamers City of Chester, 245 ... Idaho, 2,109 ... Adriatic, 319 ... Scythia, 215.....	2,968
Boston—To Liverpool, per steamer Victoria, 258	258

Total..... 3,226

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

	Liverpool.	Total.
New York.....	2,968	2,968
Boston.....	258	258
Total.....	3,226	3,226

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

CITY OF HAVANA, str., Phillips, from New Orleans for New York, before reported ashore at Tuxpan, is so far embedded in the sand that she cannot be extricated, and is a total loss. The wrecking steamer Relief took out her machinery and all movables, and returned to Key West Sept. 19, having abandoned the wreck.

DIEGO, (2,779 tons, of Bilbao, Sp.), from New York, Sept. 1, for Liverpool, was burned at sea, Sept. 8, lat. 46, lon. 37. She had on board 391 bales of cotton. The D. was an iron steamer, built at Liverpool in 1865, and valued at about \$150,000. The White Star Line acted as her agents. At the time of abandonment the Diego was breaking in two.

Cotton freights the past week have been as follows:

	Liverpool.		Havre.		Bremen.		Hamburg.	
	Steam.	Sail.	Steam.	Sail.	Steam.	Sail.	Steam.	Sail.
Saturday.....	@ 7-32 comp.	3/4 comp.	3/4 comp.	3/4 comp.	3/4 comp.	3/4 comp.	3/4 comp.	3/4 comp.
Monday.....	@ 7-32 comp.	3/4 comp.	3/4 comp.	3/4 comp.	3/4 comp.	3/4 comp.	3/4 comp.	3/4 comp.
Tuesday.....	@ 7-32 comp.	3/4 comp.	3/4 comp.	3/4 comp.	3/4 comp.	3/4 comp.	3/4 comp.	3/4 comp.
Wed'n'day.....	@ 7-32 comp.	3/4 comp.	3/4 comp.	3/4 comp.	3/4 comp.	3/4 comp.	3/4 comp.	3/4 comp.
Thursday.....	@ 7-32 comp.	3/4 comp.	3/4 comp.	3/4 comp.	3/4 comp.	3/4 comp.	3/4 comp.	3/4 comp.
Friday.....	@ 7-32 comp.	3/4 comp.	3/4 comp.	3/4 comp.	3/4 comp.	3/4 comp.	3/4 comp.	3/4 comp.

Market quiet.

LIVERPOOL, September 28—3:30 P.M.—**BY CABLE FROM LIVERPOOL.**—Estimated sales of the day were 12,000 bales, of which 2,000 bales were for export and speculation. Of to-day's sales 8,050 bales were American. The weekly movement is given as follows:

	Sept. 7.	Sept. 14.	Sept. 21.	Sept. 28.
Sales of the week..... bales.	58,000	81,000	83,000	73,000
Forwarded.....	1,000	1,000	3,000	11,000
Sales American.....	36,000	51,000	43,000	45,000
of which exporters took.....	3,000	5,000	5,000	7,000
of which speculators took.....	1,000	7,000	14,000	9,000
Total stock, actual.....	807,000	740,000	690,000	595,000
do estimated.....	....	....	....	633,000
of which American actual.....	484,000	444,000	405,000	307,000
do do estimated.....	....	....	....	358,000
Total import of the week.....	61,000	11,000	23,000	24,000
of which American.....	8,000	9,000	3,000	5,000
Actual export.....	5,000	5,000	6,000	7,000
Amount afloat.....	119,000	113,000	96,000	77,000
of which American.....	22,000	15,000	16,000	14,000

The following table will show the daily closing prices of cotton for the week:

	Sat.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Mid. Up'ds.....	@ 5-16	@ 5-16	@ 6-1/2	@ 6-1/2	@ 6-1/2	@ 6-1/2
Mid. Ori'ns.....	@ 7-16	@ 6-16	@ 6-1/2	@ 6-1/2	@ 6-1/2	@ 6-1/2

Futures.

These sales are on the basis of Uplands, Low Middling clause, unless otherwise stated.

Sept.-Oct. delivery, 6 1/2 d.	Nov.-Dec. shipment, new crop, sail, 6 1/2 d.
Nov.-Dec. delivery, 6 9-32d.	Nov. delivery, 6 9-32d.
Dec.-Jan. delivery, 6 9-32d.	Oct.-Nov. delivery, 6 1/2 d.
Jan.-Feb. delivery, 6 9-32d.	
Feb.-Mar. delivery, 6 1/2 d.	

SATURDAY.

Oct.-Nov. delivery, 6 11-32d.	Oct.-Nov. delivery, 6 1/2 d.
Nov.-Dec. delivery, 6 11-32d.	Dec.-Jan. delivery, 6 13-32d.
Dec.-Jan. delivery, 6 5-16@11-32@1/2 d.	Jan.-Feb. delivery, 6 13-32d.
Jan.-Feb. delivery, 6 11-32d.	Nov.-Dec. shipment, new crop, sail, 6 13-32d.
Feb.-Mar. delivery, 6 11-32d.	Jan.-Feb. shipment, new crop, sail, 6 15-32d.
Nov.-Dec. shipment, new crop, sail, 6 11-32d.	Feb.-Mar. delivery, 6 1/2@13-32d.
Dec.-Jan. shipment, new crop, sail, 6 1/2 d.	Oct.-Nov. shipment, new crop, sail, 6 13-32d.
Nov.-Dec. shipment, new crop, sail, 6 1/2 d.	Dec.-Jan. shipment, new crop, sail, 6 7-16d.
Jan.-Feb. shipment, new crop, sail, 6 7-16d.	

MONDAY.

Nov. delivery, 6 1/2 d.	Feb.-Mar. delivery, sail, 6 1/2 d.
Sept. delivery, 6 11-32d.	Nov.-Dec. shipment, new crop, sail, 6 1/2 d.
Oct.-Nov. delivery, 6 11-32d.	Jan.-Feb. shipment, new crop, sail, 6 7-16d.
Nov.-Dec. delivery, 6 1/2@11-32@1/2 d.	Oct.-Nov. delivery, 6 11-32d.
Dec.-Jan. delivery, 6 1/2 d.	Nov.-Dec. delivery, 6 11-32d.
Oct.-Nov. shipment, new crop, sail, 6 1/2 d.	Oct.-Nov. shipment, new crop, sail, 6 11-32d.
Nov.-Dec. shipment, new crop, sail, 6 1/2 d.	
Jan.-Feb. shipment, new crop, sail, 6 1/2 d.	

TUESDAY.

Sept. delivery, 6 11-32d.	Oct.-Nov. shipment, new crop, sail, 6 11-32d.
Nov. delivery, 6 1/2 d.	Nov.-Dec. shipment, new crop, sail, 6 11-32d.
Oct.-Nov. delivery, 6 1/2 d.	Oct.-Nov. delivery, 6 5-16d.
Nov.-Dec. delivery, 6 1/2 d.	Dec.-Jan. delivery, 6 11-32@5-16d.
Dec.-Jan. delivery, 6 1/2 d.	Sept.-Oct. delivery, 6 5-16d.
Jan.-Feb. delivery, 6 1/2 d.	Nov.-Dec. delivery, 6 5-16d.
Nov.-Dec. shipment, new crop, sail, 6 1/2 d.	Jan.-Feb. delivery, 6 5-16d.
Jan.-Feb. shipment, new crop, sail, 6 7-16d.	Feb.-Mar. delivery, 6 11-32d.
Oct.-Nov. delivery, 6 11-32d.	Jan.-Feb. shipment, new crop, sail, 6 11-32d.
Nov.-Dec. delivery, 6 11-32d.	

WEDNESDAY.

Nov. delivery, 6 5 16d.	Dec.-Jan. delivery, 6½d.
Oct.-Nov. delivery, 6 5-16d.	Nov.-Dec. shipment, new crop, sail, 6 9-32d.
Nov.-Dec. delivery, 6 5-16d.	Oct.-Nov. delivery, 6½d.
Dec.-Jan. delivery, 6 5-16d.	Oct.-Nov.. shipment, new crop, sail, 6½d.
Jan.-Feb. delivery, 6 5-16d.	Nov.-Dec. shipment, new crop, sail, 6½d.
Oct.-Nov. shipment, new crop, sail, 6 5-16l.	Sept.-Oct. delivery, 6½d.
Nov.-Dec. shipment, new crop, sail, 6 5-16d.	Jan.-Feb. delivery, 6½d.
Dec.-Jan. shipment, new crop, sail, 6 5-16d.	Dec.-Jan. shipment, new crop, sail, 6 9 32l.
Oct.-Nov. delivery, 6 9-32d.	Jan.-Feb. shipment, new crop, sail, 6 5 16d.
Nov.-Dec. delivery, 6 9-32d.	
Dec.-Jan. delivery, 6 9-32d.	
Nov.-Dec. delivery, 6½d.	

THURSDAY.

Nov. delivery, 6 5-16d.	Nov. delivery, 6 9-32d.
Oct.-Nov. delivery, 6 9-32@7-32d.	Sept. delivery, 6 9-32d.
Nov.-Dec. delivery, 6 9-32@1/2 d.	Nov.-Dec. delivery, 6 9-32d.
Dec.-Jan. delivery, 6 9-32@1/2 d.	Dec.-Jan. delivery, 6 9-32d.
Jan.-Feb. delivery, 6 5-16@9-32@1/2 d.	Oct.-Nov. shipment, new crop, sail, 6 9-32d.
Oct.-Nov. shipment, new crop, sail, 6 9-32d.	Jan.-Feb. shipment, new crop, sail, 6 5-16d.
Sept. delivery, 6 1/2 d.	Dec.-Jan. shipment, new crop, sail, 6 9-32d.
Dec.-Jan. shipment, new crop, sail, 6 1/2 d.	

FRIDAY.

BREADSTUFFS.

FRIDAY, P. M., Sept. 28, 1877.

The demands for flour the past week have been much less active and general than were noticed a week ago, and most of the advance of last week has been lost. The production has somewhat increased and arrivals at this market are larger, but the chief cause of the depression has been the reduced bids of English shippers and the limited purchases of the home trade. Rye flour has also been dull, and corn meal is lower. To-day, the market was quiet but steadier.

The wheat market has been unsettled by the scarcity of No. 2 red winter wheat for delivery on maturing contracts. Default was made in contracts for delivery on the 25th, and they were settled on the basis of \$1 62 1/2 for No. 2 red winter, while the same quality sold at \$1 50 for all September and \$1 40 for October. There was again an unsettled market for this quality yesterday. The business in spring wheats has moved along more steadily, though at rather easier prices for early supplies. Receipts of spring wheat continue very large at the Western market, and the movement towards the seaboard has been much more liberal. Supplies at this point do not, however, yet show any accumulation. Holders are confident that all our surplus will be wanted at pretty full prices. To-day, the market was very firm; No. 2 red winter, \$1 41 1/2 bid, and \$1 44 asked for October, and No. 2 spring \$1 29 1/2 bid and \$1 32 asked for October.

Indian corn has been neglected, and prices gave way from day to day. The export demand has been rather slow, and the home trade curtailed in a measure by the relative cheapness of oats, and other articles of "feed." However, the decline has been more decided on the spot than for future delivery. To-day, the market was better; prime sail mixed 57@57 1/2 c. for Sept. and 59 1/2 c. for Nov.

Rye has sold fairly at 70 1/2@71 1/2 c. for No. 2 Western, but State has remained quiet at 80@82 c.

Barley has opened the season quite briskly, at 82½@85c. for four-rowed State, on the spot and for arrival; but the market closed quiet, owing to the mild weather.

Oats met with an active trade, but the poorer qualities declined somewhat. To-day, there was an advance in choice white, but other grades were unchanged.

The following are the closing quotations:

FLOUR.			GRAIN.		
No. 2.....	5 bbl. \$3 50	4 50	Wheat--No. 3 spring, bush	\$1 20	1 33
Superfine State & West- ern.....	5 10	5 50	No. 2 spring.....	1 27½	1 40
Extra State, &c.....	5 75	6 00	No. 1 spring.....	1 43	1 45
Western Spring Wheat extras.....	5 85	6 15	Red Winter.....	1 45	1 53
do XX and XXX.....	6 25	8 25	Amber do.....	1 45	1 55
do winter X and XX.....	5 90	8 25	White.....	1 50	1 58
do Minnesota patents.....	7 25	9 25	Corn--West'n mixed, new	55	57½
City shipping extras.....	5 75	7 25	Yellow Western.....	57	59
City trade and family brands.....	7 50	8 25	Southern, yellow.....	57	59
Southern bakers' and fam- ily brands.....	7 00	8 15	Rye.....	68	81
Southern shipp'g extras.....	6 00	6 85	Oats--Mixed.....	32	37
Rye flour, superfine.....	4 00	4 60	White.....	35	47
Cornmeal--Western, &c.....	2 70	3 10	Barley--Canada West.....	90	1 00
Cornmeal--Br'wine, &c.....	3 30	3 80	State, 2-rowed.....	80	85
			State, 4-rowed.....	65	85
			Barley Malt--State.....	1 00	1 15
			Canadian.....	82	1 10
			Peas--Canada, bond&free	82	1 10

The movement in breadstuffs at this market has been as follows:

RECEIPTS AT NEW YORK.				EXPORTS FROM NEW YORK.			
	1877.	Since	Same		1877.	Since	Same
	For the	Jan. 1.	time		For the	Jan. 1.	time
	week.		1876.		week.		1876.
Flour, bbls.	78,116	2,099,941	2,736,920	37,117	904,867	36,901	1,415,543
C. meal, "	3,365	172,822	138,871	2,957	165,140	6,260	130,132
Wheat, bus.	836,385	7,634,232	18,713,625	874,091	8,115,842	274,012	19,071,706
Corn, "	1,289,592	25,560,243	18,354,773	664,391	18,564,840	640,070	12,593,669
Rye, "	91,848	1,106,313	789,617	69,841	1,390,407	48,770	763,629
Barley, "	61,039	2,549,024	2,564,280	31,049	802,633	...	9,185
Oats, "	288,255	7,556,003	8,837,772	1,148	120,045	4,352	457,845

The following tables show the Grain in sight and the movement of Breadstuffs to the latest mail dates:

RECEIPTS AT LAKE AND RIVER PORTS FOR THE WEEK ENDING SEPT. 22, 1877, FROM JAN. 1 TO SEPTEMBER 22, AND FROM AUG. 1 TO SEPT. 22.

At--	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
	(196 lbs.)	(60 lbs.)	(56 lbs.)	(32 lbs.)	(48 lbs.)	(56 lbs.)
Chicago.....	33,230	752,403	1,443,964	677,404	209,053	72,719
Milwaukee.....	40,663	1,325,724	24,700	32,850	180,260	17,200
Toledo.....	2,881	343,310	228,112	50,787	...	368
Detroit.....	8,076	259,066	13,097	69,938	2,490	...
Cleveland.....	*1,876	21,900	1,400	14,950	800	800
St. Louis.....	38,782	277,848	115,685	91,398	89,298	9,604
Peoria.....	1,600	7,600	132,300	133,600	22,050	21,600
Total.....	127,108	2,997,851	1,959,258	1,071,129	504,951	122,291
Previous week.....	105,506	2,992,291	1,804,049	442,741	365,527	147,248
Corresp'g week, '76.....	104,639	1,703,252	1,659,116	588,772	310,059	98,892
'75.....	92,658	1,444,231	1,263,427	504,185	235,871	64,893
Tot. Jan. 1 to Sept. 22.....	3,010,255	25,424,122	61,421,905	16,450,502	4,187,769	4,086,697
Same time 1876.....	3,710,248	35,335,537	59,332,193	18,251,632	3,177,138	1,530,889
Same time 1875.....	3,283,003	43,140,493	37,378,931	16,907,279	2,645,742	2,692,964
Same time 1874.....	4,359,578	57,692,170	47,850,478	20,658,140	3,231,334	1,096,358

* Estimated.

SHIPMENTS OF FLOUR AND GRAIN FROM WESTERN LAKE AND RIVER PORTS FOR THE WEEK ENDED SEPT. 22, 1877, AND FROM JAN. 1 TO SEPT. 22:

	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Sept. 22, 1877.....	141,648	2,529,147	1,308,416	948,202	138,108	118,655
Sept. 15, 1877.....	116,149	2,666,676	1,404,922	512,500	165,873	137,137
Cor. week '76.....	123,118	1,762,607	1,628,967	539,297	73,244	85,100
Cor. week '75.....	104,739	1,584,203	1,251,240	684,019	133,726	31,214
Cor. week '74.....	137,973	1,245,132	668,709	471,264	64,693	11,096
Cor. week '73.....	167,501	1,644,197	1,217,046	391,729	197,297	40,500
Cor. week '72.....	166,675	1,477,567	1,377,568	477,644	301,550	23,636
Tot. Jan. 1 to Sept. 22.....	3,181,733	22,221,988	54,165,034	12,452,765	2,615,546	1,845,331
Same time 1876.....	3,012,272	31,602,053	56,237,960	15,766,245	1,531,363	1,305,817
Same time 1875.....	3,603,138	37,881,258	30,111,793	12,223,783	1,316,354	513,460
Same time 1874.....	4,188,424	45,417,596	37,263,652	12,874,957	1,618,802	2,483,816

RECEIPTS OF FLOUR AND GRAIN AT SEABOARD PORTS FOR THE WEEK ENDED SEPT. 22, 1877, AND FROM JAN. 1 TO SEPT. 22:

At--	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York.....	77,913	794,998	1,282,226	302,338	42,075	83,269
Boston.....	50,834	83,230	110,008	163,100	24,100	26,000
Portland.....	4,500	30,000	3,500	1,500	...	...
Philadelphia.....	26,368	376,329	233,299	4,423	82	...
Baltimore.....	16,690	205,300	96,400	73,800	...	22,000
New Orleans.....	24,539	265,800	174,300	...	...	3,600
Total.....	215,747	1,757,818	1,990,701	565,923	66,457	134,869
Previous week.....	208,773	1,902,961	2,184,071	603,493	43,390	193,854
Cor. week '76.....	214,055	579,473	1,835,543	686,207	65,763	67,879
Jan. 1 to Sept. 22.....	5,032,039	16,746,350	64,752,690	13,333,032	2,292,697	1,538,612
Same time 1876.....	6,630,326	30,702,367	65,391,295	17,911,300	2,919,025	587,395
Same time 1875.....	6,520,217	36,652,674	39,699,534	12,922,322	873,000	215,241
Same time 1874.....	7,572,675	47,937,572	42,074,615	14,086,869	834,981	689,871

* Estimated.

THE VISIBLE SUPPLY OF GRAIN, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit on the Lakes, the New York canals and by rail, Sept. 22, 1877, was as follows:

	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
In store at New York.....	227,437	2,704,598	830,411	17,947	96,445
In store at Albany.....	2,500	23,000	17,000	7,100	30,000
In store at Buffalo.....	210,615	565,549	185,026	1,246	15,531
In store at Chicago.....	354,231	1,386,734	412,081	348,863	165,753
In store at Milwaukee.....	329,080	29,498	25,196	212,277	26,895
In store at Duluth.....	.....	.....	.....	.....	.....

	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
In store at Toledo.....	189,600	687,000	111,000	.....	.....
In store at Detroit.....	259,753	77,113	34,624	.....	887
In store at Oswego.....	135,000	75,000	20,000	30,000	15,000
In store at St. Louis.....	95,337	158,113	44,516	59,460	9,778
In store at Boston.....	25,265	241,446	139,051	2,196	2,196
In store at Toronto.....	91,807	2,080	17,475	42,514	424
In store at Montreal.....	102,472	172,958	58,150	2,299	.....
In store at Philadelphia.....	300,000	400,000	.....	.....	.....
In store at Indianapolis.....	5,928	84,903	20,291	.....	7,880
In store at Kansas City.....	64,100	141,141	15,029	1,189	9,774
In store at Baltimore.....	203,030	729,000	.....	.....	.....
In store at Peoria.....	8,077	137,463	93,968	10,448	46,005
Rail shipments, week.....	194,631	296,918	467,567	107,871	15,641
Lake do 1 week.....	3,544,727	1,574,561	619,923	42,830	140,392
Afloat in New York canals.....	1,153,478	1,587,219	268,718	78,111	75,116
Total.....	7,592,163	13,853,172	3,368,966	693,851	597,695
Sept. 15, 1877.....	6,315,205	11,084,248	2,620,981	744,635	586,006
Sept. 5, 1877.....	5,142,958	10,516,488	2,632,315	533,784	556,608
Sept. 1, 1877.....	4,345,531	12,038,370	2,625,921	310,045	636,316
Sept. 23, 1876.....	8,392,641	7,285,014	2,291,666	862,910	467,789

* Estimated.

THE DRY GOODS TRADE.

FRIDAY, P. M., Sept. 28, 1877.

Business has been rather quiet the past week with the domestic commission houses, but there was an undercurrent of activity in the jobbing branches of the trade, and transactions were fairly satisfactory in the aggregate, though by no means so large as during the early part of the current month. The consumptive demand for woolen goods, &c., has been materially checked by the prevalence of warm and unseasonable weather, and a change in the temperature would doubtless give an impetus to dealings in many fabrics that have been comparatively quiet the past ten days. The interior jobbing trade is progressing favorably and collections are reported good in nearly all parts of the country. There was very little change in values of either domestic or foreign goods during the week, and prices were generally maintained by manufacturers' agents and importers.

DOMESTIC COTTON GOODS.—The exports of domestics from this port for the week ending September 25 were 1,680 packages, which were shipped as follows: Great Britain, 815 packages; Hayti, 256; Smyrna, 255; Venezuela, 115; Brazil, 94; Cisplatine Republic, 59; British North American colonies, 36, etc. Brown and bleached cottons were only in moderate demand, but prices ruled steady, aside from wide sheetings, some makes of which were reduced. Cotton flannels continued active in low and medium grades, but fine qualities moved slowly. Corset jeans and satteens were a little more sought for, and denims, chevots, dyed ducks and tickings were taken in small lots to a fair aggregate. Print cloths ruled quiet and weak, at 3 11-16c., cash, to 3½c., 30 days, for extra 64x64s, and 3½c. offered, to 3½c. less one per cent asked, for 56x60s. Prints were quiet in agents' hands, but fairly active with jobbers, and gingham and cotton dress goods were in brisk demand.

DOMESTIC WOOLEN GOODS were in irregular request, and transactions were only moderate in the aggregate amount. Low and medium grades of fancy cassimeres were in fair demand, but the finer qualities moved slowly. Cloths and black doeskins remained inactive but steady in price. Plain faced beavers were in comparatively light demand, but elysians and other rough makes of overcoatings were distributed in small lots to a very fair amount. Worsted coatings and cotton-warp worsteds continued in steady request, and generally firm at ruling prices. Kentucky jeans were devoid of animation, and there was only a limited inquiry for satinets. Repellents moved slowly, aside from fancy makes, which were in fair request. Flannels were fairly active with jobbers, but the package demand was light, and blankets were in limited request. Worsted dress goods were distributed in moderate lots to a fair amount.

FOREIGN DRY GOODS.—There has been a steady movement in staple dress fabrics, such as cashmeres, *drap d'ete*, alpacas and pure mohairs, but merinos ruled quiet. Matelasse, bourette and other fancy French dress fabrics were fairly active and liberal sales of British fancy textures were made by jobbers. Black and colored dress silks were in good demand, but prices continued low. Silk velvets were more active and there was a fair movement in ribbons and millinery goods. Linens were lightly dealt in and white goods were quiet, but Hamburg embroideries and imitation laces were in good request. Men's-wear woollens remained inactive, and there was only a light demand for Italian cloths, satin de chenes and cotton velvets and velveteens. There were no special features in the auction rooms, except that large lines of dress silks were disposed of at very low figures.

GENERAL
PRICES CURRENT

ASHES		
Pot, first sort.....	4 1/2 @	5
BREADSTUFFS —See special report.		
BUILDING MATERIALS		
Bricks—Common hard, adnat.....	2 25 @	1 50
Croton.....	8 00 @	10 00
Philadelphia.....	23 00 @	27 00
Cement—Rosendale.....	1 20 @	1 20
Rockland, common.....	80 @	80
Rockland, finishing.....	1 15 @	1 15
Lumber—Pine, g'd to ex. dry.....	45 00 @	70 00
Pine, shipping box.....	18 90 @	22 00
do tany boards, com to g'd, each.....	25 @	33
Oak.....	35 00 @	40 00
Ash, good.....	35 00 @	38 00
Black walnut.....	50 00 @	100 00
Spruce boards & planks, each.....	22 @	28
Hemlock boards, each.....	16 @	18
Maple.....	30 00 @	35 00
Nails—10 @ 60d. c. m. fen. & sh. keg.....	2 50 @	2 50
Clinch, 1 1/2 to 3 in. & longer.....	4 25 @	5 25
3d fine.....	4 75 @	4 75
Cutspikes, all sizes.....	2 75 @	2 75
Faints—Ld., wh. Am. pure, in oil.....	9 @	9
Lead, wh., Amer. pure dry.....	7 1/2 @	8
Zinc, wh., Amer. dry, No. 1.....	7 @	7
Zinc, wh., Amer. No. 1, in oil.....	9 @	10
Paris white, E. g., gold, 100 lb.....	1 65 @	1 70
BUTTER —New—(Wholesale Prices)—		
Dairies, pails, g'd to p'me State.....	22 @	25
West'n fact'y, tubs, g'd to ch'ce.....	12 @	15
H'k. tubs, State, f'r to prime.....	20 @	23
Welsh tubs, State, com. to p'me.....	13 @	23
CHEESE		
State factory, fair to choice.....	10 @	12 1/2
Western factory, good to prime.....	11 @	11 1/2
COAL		
Liverpool gas canal.....	10 00 @	11 00
Liverpool house canal.....	13 00 @	14 00
ANTHRACITE		
Penn. D. L. & W. D. & H. P. & R. L. & W.	Port	
St'mb.....	Johnston.	
Grate.....	3 25 @	3 40
Egg.....	2 25 @	3 40
Stove.....	3 50 @	3 65
Ch'nut.....	3 0 @	3 15
COFFEE		
Rio, ord. car. 60 and 90 days g'd.....	15 1/2 @	17 1/2
do fair, do.....	19 1/2 @	19 1/2
do good, do.....	20 @	20
do prime, do.....	21 1/2 @	21 1/2
Java, mats.....	24 @	27
Native Ceylon.....	20 @	22
Mexican.....	18 1/2 @	21
Jamaica.....	13 @	21
Maracaibo.....	17 @	19 1/2
Laguayra.....	19 @	21
St. Domingo.....	16 1/2 @	17
Savannah.....	18 1/2 @	20 1/2
Costa Rica.....	13 @	21
COPPER		
Bolts.....	30 @	30
Sheathing, new (over 12 oz).....	23 @	23
Braziers (over 16 oz).....	20 @	20
American ingot, Lake.....	18 1/2 @	18 1/2
COTTON —See special report.		
DRUGS & DYES		
Alum, lump, Am.....	2 1/2 @	2 1/2
Argols, crude.....	18 @	22
Argols, refined.....	28 @	30
Arsenic, powdered.....	2 @	2 1/2
Bicarb. soda, Newcastle.....	4 00 @	4 12 1/2
Bichro. potash.....	12 @	12 1/2
Bleaching powder.....	1 40 @	1 45
Brimstone, crude, per ton.....	21 00 @	29 00
Brimstone, Am. roll.....	3 @	3
Camphor refined.....	27 @	27
Castor oil, E. I. in bond.....	40 @	40
Custic soda.....	4 20 @	4 20
Chlorate potash.....	19 @	19
Cochineal, Honduras, silver.....	60 @	61
Cochineal, Mexican.....	55 @	55
Cream tartar, prime Am. & Fr.....	25 @	32
Citric acid, East India.....	8 1/2 @	8 1/2
Citric acid, Sicily.....	5 1/2 @	5 1/2
Gambier.....	4 1/2 @	4 1/2
Ginseng.....	1 12 1/2 @	1 25
Glycerine, American pure.....	20 @	21
Jalap.....	24 @	25
Licorice paste, Calabria.....	40 @	40
Licorice paste, Sicily.....	25 @	28
Licorice paste, Spanish, solid.....	26 @	28
Madder, Dutch.....	6 1/2 @	7 1/2
Madder, French, E. X. F. F.....	5 @	5 1/2
Nutgalls, blue Aleppo.....	19 @	21
Oil vitriol (66 Brimstone).....	2 00 @	2 50
Opium, Turkey.....	2 00 @	4 12 1/2
Prussiate potash, yellow, Am.....	22 @	24
Quicksilver.....	55 @	55
Quinine.....	3 25 @	3 40
Rhubarb, China, good to pr.....	50 @	1 50
Salt soda, Newcastle.....	1 25 @	1 30
Shell Lac, 2d & 1st English.....	21 @	25
Soda ash.....	1 75 @	1 37 1/2
Sugar of lead, white, prime.....	19 @	19
Vitriol, blue, common.....	7 1/2 @	5
FISH		
George's (new) & G'd Bk. cod.....	4 75 @	6 00
Mackerel, No. 1, V. shore.....	19 00 @	21 00
Mackerel, No. 1, Bay.....	None.	None.
Mackerel, No. 2, Mass. shore (new).....	13 50 @	15 00
Mackerel, No. 2, Bay.....	None.	None.
FLAX		
North River, prime.....	14 @	15
FRUIT		
Raisins, Seedless..... per 50 lb. frail	3 40 @	3 50
do Layer, new.....	1 80 @	1 80
do Loose Muscatel, new.....	1 60 @	1 60
do London layers.....	1 60 @	1 60
do Valencia, new.....	8 1/2 @	8 1/2
Currants new.....	6 1/2 @	6 1/2
Citron, Leghorn.....	16 @	16 1/2
Prunes, Turkish (new).....	6 @	6 1/2
do French.....	5 @	5 1/2
Dates.....	5 @	5 1/2
Figs, layer.....	7 1/2 @	12
Canton Ginger, wh. & hf. pots.....	6 50 @	8 00
Sardines, 1/2 lb. box.....	19 1/2 @	19 1/2
Sardines, 1/4 lb. box.....	13 1/2 @	13 1/2
Macaroni, Italian.....	12 1/2 @	14
Domestic Dried		
Apples, Southern, sliced.....	5 @	6 1/2
do do quarters.....	4 1/2 @	5 1/2
do State, sliced.....	5 @	5 1/2
do do quarters.....	5 @	6
Peaches, pared, Ga. prime & choice	5 @	11
do unpared, halves and qrs.....	5 1/2 @	7
Blackberries.....	7 1/2 @	9
Raspberries.....	29 @	24
Cherries.....	11 @	16
Plums, State.....	14 @	16
Whortleberries.....	8 @	10

GUNNIES.—See report under Cotton.

HAY		
North River shipping.....	100 @	55 @ 65
HEMP AND JUTE		
American dressed.....	175 30 @	215 00
American addressed.....	130 00 @	135 00
Russia, clean.....	205 90 @	210 00
Italian.....	270 00 @	275 00
Manilla.....	7 1/2 @	8
Sisal.....	4 1/2 @	5 1/2
Jute.....	4 1/2 @	6
HIDES		
Dry—Buenos Ayres, selected.....	23 @	24
Montevideo, do.....	23 @	23 1/2
Corrientes, do.....	22 @	22
Rio Grande, do.....	21 1/2 @	21 1/2
Orinoco, do.....	22 1/2 @	22 1/2
California, do.....	22 @	22
Matamoros, do.....	18 @	19
Dry Salted—Mara'bo, as they run.....	13 @	14
Matamoros, do.....	15 @	17
Savannah, do.....	13 @	14
Wet Salted—Buen. Ay, selected.....	10 1/2 @	11 1/2
Para, do.....	8 @	8
California, do.....	10 @	10 1/2
Texas, do.....	10 @	12
E. I. stock—Cal. kips, slaught. gold	14 @	15
Calcutta kips, dead green.....	12 1/2 @	13
Calcutta, buffalo.....	11 @	11 1/2
HOPS		
Crop of 1877.....	5 @	13
Crop of 1875.....	4 @	7
O. d. s. all growths.....	2 @	4
INDIA RUBBER		
Para, coarse to fine.....	33 @	52
Esmaralda, pressed, strip.....	44 @	45
Guayaquil, p. essed, strip.....	40 @	41
Panama strip.....	39 @	39
Carthage, pressed.....	43 @	43
Nicaragua, sheet.....	41 @	41
Nicaragua, scrap.....	35 @	35
Mexican, sheet.....	42 @	42
Honduras, sheet.....	42 @	42
IRON		
Pig, American, No. 1.....	13 50 @	21 00
Pig, American, No. 2.....	17 00 @	19 00
Pig, American, Forge.....	16 50 @	18 00
Pig, Section.....	24 00 @	26 50
Store Prices		
Bar, Swedes, ordinary sizes.....	130 00 @	132 50
Scroll.....	2 5-10 @	3
Hoop, 1/2 x No. 2 to 1 1/2 x 13 & 14.....	5 @	2 8 10
Sheet, Russia.....	10 1/2 @	11
Sheet, single, double & treble, com.....	8 1/2 @	8 1/2
Rails, Amer., at Works.....	83 00 @	88 00
Steel rails, at mill.....	45 00 @	47 00
LEAD		
Ordinary foreign.....	100 lbs, gold	6 62 1/2 @ 6 75
Domestic, common.....	cur.	4 75
Bar (discount, 10 p. c.).....	10 @	7
Sheet.....	10 @	8
LEATHER		
Hemlock, Buen. A' res, h. m. & l.....	22 1/2 @	25
California, h. m. & l.....	22 @	24
common hide, h. m. & l.....	21 1/2 @	24
rough.....	26 @	29
Slaughter crop.....	30 @	32
Oak, rough.....	27 @	31
Texas, crop.....	30 @	32
MOLASSES		
Cuba, clayed.....	35 @	38
Cuba, Mus., refined, g'ds, 50 test.....	43 @	48
do do grocery grades.....	33 @	46
Barbadoes.....	40 @	60
Demerara.....	41 @	53
Porto Rico.....	41 @	53
N. O., com. to prime.....	41 @	53
NAVAL STORES		
Tar, Washington.....	2 00 @	2 25
Tar, Wilmington.....	2 25 @	2 37 1/2
Pitch, city.....	2 25 @	2 37 1/2
Spirits turpentine.....	1 70 @	1 85
Rosin, strained to good str.....	2 15 @	2 40
low No. 1 to good No. 1.....	1 95 @	2 40
low No. 2 to good No. 2.....	2 62 1/2 @	3 75
low pale to extra pale.....	4 50 @	5 00
window glass.....	4 50 @	5 00
NUTS		
Almonds, Jordan shelled.....	30 @	35
Brazil.....	4 @	4 1/2
Filberts, Sicily.....	10 1/2 @	11
Walnuts, Naples.....	12 @	12 1/2
Pecan.....	5 @	12
OAKUM —Navy, U.S. Navy & best.....		
8 1/2 @	10 1/2 @	10 1/2
OIL CASE		
City, thin oblong, bags, gold.....	33 50 @	34 00
Western, thin oblong (Dom.) cur.....	33 50 @	34 00
OILS		
Cotton seed, crude.....	47 1/2 @	49
Olive, in casks.....	1 15 @	1 23
Linseed, casks and bbls.....	57 @	53
Menhaden, Crude Sound.....	42 @	43
Neatsfoot, No. 1 to extra.....	65 @	50
Whale, bleached winter.....	67 @	67
Whale, crude Northern.....	60 @	62
Sperm, crude.....	1 11 @	1 13
Sperm, bleached winter.....	1 @	1 40
Lard oil, Nos. 1 and 2.....	53 @	65
PETROLEUM		
Crude, in bulk.....	8 1/2 @	9
Cases.....	18 @	20
Refined, standard white.....	7 @	15 1/2
Naphtha, City, bbls.....	7 @	8
PROVISIONS		
Pork, mess.....	13 90 @	14 10
Pork, extra prime.....	13 00 @	14 00
Pork, prime mess, West.....	14 00 @	19 10
Beef, plain mess.....	13 00 @	14 00
Beef, extra mess.....	14 00 @	19 10
Beef hams, W. sum & win. cured.....	8 @	8 1/2
Bacon, City long clear.....	8 @	13
Hams, smoked.....	8 @	9 1/2
Lard, City steam.....	8 @	9 1/2
RICE		
Carolina, fair to prime.....	6 1/2 @	6 1/2
Louisiana, fair to prime.....	6 1/2 @	6 1/2
Rangoon.....	3 1/2 @	3 1/2
Do. in bond.....	3 1/2 @	3 1/2
SALT		
Turk's Island.....	30 @	30
St. Martin.....	35 @	35
Liverpool, various sorts.....	1 20 @	2 50
SEEDS		
Clover, Western.....	9 1/2 @	9 1/2
Clover, New York State.....	1 50 @	1 55
Timothy.....	2 05 @	2 59
Canary, Smyrna.....	2 15 @	2 10
Canary, Sicily.....	2 15 @	2 10
Canary, Dutch.....	2 15 @	2 10
Hemp, foreign.....	1 50 @	1 50
Flaxseed, American, rough.....	1 45 @	1 45
Linseed, Calcutta.....	2 05 @	2 05
Linseed, Bombay.....	2 05 @	2 05

SALTPETRE—			
Refined, pure.....	10 1/2 @	11 1/2	
Crude.....	6 @	6 1/2	
Nitrate soda..... per 100 lb.....	8 25 @	8 37 1/2	
SILK—			
Usual reel Tsatless.....		None.	
Usual reel Taysams.....		None.	
Re-reel Tsatless.....	4 50 @	6 00	
Re-reel Cotngoun.....		5 12 1/2	
SPELTER—			
Foreign..... 100 lb. gold.....	6 30 @	6 25	
Domestic, common.....	5 8 1/2 @	6 37 1/2	
SPICES—			
Pepper, Batavia.....	12 1/2 @	12 1/2	
do Singapore.....	21 @	22	
do white.....	21 @	21	
Cassia, China Ligne.....	21 @	22	
do Batavia.....	21 @	22	
Ginger, African.....	7 @	7 1/2	
do Calcutta.....	6 1/2 @	7 1/2	
Mace.....	80 @	80	
Nutmegs, Batavia and Penang.....	85 @	85 1/2	
Pimento, Jamaica.....	13 @	13 1/2	
Cloves.....	56 @	59	
do stems.....	14 @	14	
SPIRITS—			
Brandy, foreign brands.....	8 75 @	17 00	
Rum—Jam., 4th proof.....	4 00 @	8 00	
St. Croix, 3d proof.....	3 50 @	4 00	
Gin.....	8 00 @	8 25	
Whiskey, Scot h.....	3 60 @	4 40	
do Irish.....	3 60 @	3 90	
Domestic Liquors—Cash.			
Alcohol (90 per ct).....	1 13 @	1 13 1/2	
Whiskey.....	1 13 @	1 13 1/2	
STEEL—			
English, cast, 2d & 1st quality.....	14 1/2 @	16	Store Prices.
English, spring, 2d & 1st quality.....	6 1/2 @	6 1/2	
English blister, 2d & 1st quality.....	9 @	14	
English machinery.....	9 1/2 @	10 1/2	
English German, 2d & 1st quality.....	10 1/2 @	11 1/2	
American blister.....	cur.	9	
American cast, Tool.....		16	
American castspring.....		9	
American machinery.....		10	
American German spring.....			
SUGAR—			
Superior to common refined.....	9 @	7 1/2	
Fine.....	9 @	8 1/2	
Good refining.....	9 @	8 1/2	
Prime.....	9 @	8 1/2	
Porto Rico, refined, fair to prime.....	8 @	8 1/2	
Boxes, cayed, Nos. 10@12.....	8 1/2 @	8 1/2	
Centrifugal, Nos. 7@13.....	8 1/2 @	9 1/2	
Melade.....	7 @	6 1/2	
Manilla, sup. and ex. sup.....	7 1/2 @	7 1/2	
Batavia, Nos. 1@12.....	8 1/2 @	8 1/2	
Brazil, Nos. 9@11.....	7 1/2 @	8 1/2	
Refined—Hard, crushed.....	10 1/2 @		
Hard, powdered.....	10 1/2 @		
do granulated.....	10 1/2 @	10 1/2	
do cut loaf.....	10 1/2 @	11	
Coffee, A. standard.....	9 1/2 @	10	
do off A.....	9 1/2 @	9 1/2	
White extra C.....	9 1/2 @	9 1/2	
Extra C do.....	9 @	9 1/2	
Yellow C.....	8 1/2 @	8 1/2	
Other Yellow.....	6 1/2 @	6 1/2	
Molasses sugars.....	6 1/2 @	6 1/2	
TALLOW—			
Prime city.....	7 12-16 @		
Western.....	7 1/2 @	7 12-16	
IRON—			
Banca.....	17 1/2 @	17 1/2	
Straits.....	15 1/2 @	16	
English, refined.....		15 1/2	
Plates, I. C., coke.....	5 65 @	5 75	
Plates, char. terne.....	6 00 @	6 25	
EAST—			
Hyson, Common to fair.....	20 @	25	
do Superior to fine.....	28 @	35	
do Extra fine to finest.....	33 @	45	
do Choicest.....	Nominal.		
Young Hyson, Com. to fair.....	19 @	24	
do Superior to fine.....	23 @	33	
do Ex. fine to finest.....	45 @	56	
do Choicest.....	65 @	80	
Gunpowder, Com. to fair.....	22 @	30	
do Superior to fine.....	35 @	43	
do Ex. fine to finest.....	50 @	60	
do Choicest.....	65 @	85	
Imperial, Com. to fair.....	21 @	26	
do Superior to fine.....	37 @	33	
do Extra fine to finest.....	42 @	50	
Hyson Skin & Twan, com. to fair.....	16 @	19	
do Superior to fine.....	19 @	20	
do Ex. fine to finest.....	Nominal.		
Uncolored Japan, Com. to fair.....	19 @	25	
do Superior to fine.....	30 @	40	
do Ex. fine to finest.....	43 @	55	
Oolong, Common to fair.....	20 @	26	
do Superior to fine.....	30 @	40	
do Ex. fine to finest.....	45 @	55	
do Choicest.....	65 @	75	
Souchong, Com. to fair.....	19 @	23	
do Superior to fine.....	30 @	40	
do Ex. fine to finest.....	45 @	55	
TOBACCO—			
Kentucky lugs, heavy.....	5 @	6	
do leaf.....	7 @	10	
Seed leaf—New Eng. wrappers 71-75.....	10 @	15	
do do fillers, 74-75.....	5 @	7 1/2	
Assorted lots, 71-75.....	12 @	25	
Assorted.....	90 @	95	
Assorted, com. to fine.....	75 @	1 15	
Manufact'd, in bond, black work.....	13 1/2 @	21	
do "bright work.....	21 @	44	
TOOL—			
American XX.....	33 @	49	
American, Nos. 1 & 2.....	23 @	43	
American, Combing.....	50 @	60	
Extra, Pulled (lamb's).....	30 @	56	
do 1, Pulled do.....	30 @	36	
California Spring Clip.....			
Superior, unwashed.....	25 @	30	
Fair.....	20 @	24	
Inferior.....	16 @	18	
Burry.....	13 @	17	
South Am. Merino, unwashed.....	34 @	36	
ape Good Hope, unwashed.....	30 @	33	
exas, fine, Eastern.....	26 @	33	
exas, medium, Eastern.....	22 @	24	
Myrna, unwashed.....	17 @	18	
TIE—			
Sheet, Foreign.....	8 @	8 1/2	
do Domestic.....	7 1/2 @	7 1/2	
EIGHTS—			
TO LIVERPOOL:			
STEAM.			
do.....	s. d.	s. d.	
do.....	8 3 @	3 6	
do.....	35 0 @	50 0	
do.....	8 1/2 @		
do.....	8 1/2 @		
do.....	6 6 @		
do.....	4 0 @		
SAIL.			
do.....	s. d.	s. d.	
do.....	29 @	1/2 comp	
do.....	25 0 @	30 0	

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