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The Chronicle.

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BETTER OUTLOOK IN LONDON.

Evidently the crisis in England has culminated, and we may now dismiss the fear entertained of panic there, unless some other unexpected developments intervene. Further failures will undoubtedly occur, and disturbances in trade continue, but to all appearances the turningpoint has been reached, and from this time we may look for a gradual relaxation in the pressure put upon business. The evidences of this change are clearly indicated in the returns of the Bank of England received yesterday, compared with those of previous weeks. Glasgow failure occurred October 2, but it had even before that been everywhere rumored for a week or more. Our London correspondent, writing under date of September 28, stated that "during the present week "it has been rumored that serious difficulties in the "North, or rather in Scotland, were apprehended." Consequently the Bank of England first felt its influence the last of September, and we give below the changes in the coin and bullion of the Bank since that time.

		Sent to Suppl,	Leaving		Sent to Suppl, Leaving	Proport'n
	Recorded Influx.	Domestic Wants.	Increase by Bank.	Loss by Bank.	reserve to Liabilities	
Oct. 24	£1,004,000	£110,000	£894,000	£	2916	
" 17	650,000	1,450,000	*******	800,000	2756	
" 10	1,532,000	1,147,000		385,000	33%	
", 3	519,000	595,000		76,000	40%	
Sept. 26	£76,000	5,480	360,520		49	
Total	£4,081,000	£3,307,480	£1,254,520	£1,261,000	•••••	

We see in these figures the course of the pressure, and the reason why the rate of discount was not further raised this week. September 26 the proportion of reserve to liabilities was 49 per cent, and the Bank had gained £360,520 in coin and bullion since the previous Wednesday; but on October 3 the reserve had fallen to 40% per cent, and the drain from the country upon the Bank had begun, the amount of coin sent to supply domestic wants, for the week ending that day, being £595,000, or £76,000 more than the net influx. This drain has steadily continued, and the proportion of reserve to liabilities has steadily decreased until this week, when we find a very marked improvement, the amount of coin and bullion sent to supply domestic wants reaching only £110,000, against £1,450,000 the previous week, and the Bank having gained £894,000, against a loss the previous week of £800,000, while the reserve has increased from $27\frac{5}{8}$ per cent to $29\frac{1}{2}$ per cent.

This statement is certainly very satisfactory. Of course, however, we cannot hope for any speedy recovery in those industries which have been of late so depressed. Increased caution will be the rule for some time to come, and this must prove a severe test to those who have for a long period been laboring under a heavy burden of debt and unprofitable trade. Large and numerous failures are consequently likely to occur, until the purifying process has weeded out the unsound ones, and business is again put upon a legitimate basis. If, however, nothing transpires to change the improving situation, the effect upon this side will in great part speedily disappear, except it may be in our cotton market, which must, for months, we fear, be a participator in the suffering through which the over-stimulated cotton manufacturing industry of Europe must pass.

BANKING LAWS OF THE UNITED STATES AND OF GREAT BRITAIN COMPARED.

It is suggestive to compare the statutory security of banking in Great Britain with that in this country. As to circulation, by our law the Government, as is well known, holds, as custodian, its own securities, amounting to 110 per cent of the bank issues, and is in fact, although not in precise legal phrase, the guarantor of

the notes, the result being that they are absolutely secure. The position of the Scotch banks resembles that of the Bank of England in respect to circulation, but is not quite the same. By the act of 1844, the latter has 15 millions sterling of notes which rest upon the public funds, and the "issue department" will issue to the "banking department" more notes, in exchange for coin; by the act of 1845, the Scotch banks may keep out, uncovered, an aggregate of notes equal to their average at that date, and for every additional note must hold an equivalent in coin. The difference is that there is no special custodian of this coin, and that the coin itself is not kept as a special cover for the notes, so that, although the banks may hold more coin than the amount of notes issued above the limit, the notes have no more claim upon the coin than the other liabilities have. The intent of the law, it is to be presumed, was just the contrary; but a bank manager, a few years ago, testified before a Parliamentary committee that in his bank the notes had no first lien on the coin; and, to say the least, there does not appear to be any guaranty that they do have any. In this country, except by fault of the Comptroller of the Currency, there can be no notes uncovered by securities, for they can be obtained only from him. In Scotland, if unauthorized issues are made—or if, what is the same thing, the holding of coin is not kept up—the law provides, as penalty, a fine equal to the uncovered issues. The law also empowers the stamp officers, with evident reference to this provision, to examine the books and count the coin of the Scotch banks "at all reasonable times." If this duty has been performed properly in the case of the City of Glasgow Bank, the books must have been falsified, or the coin holding in some way have been made the subject of legerdemain, supposing the charge true that the amount of the coin and notes has been misrepresented.

Under our law, no bank can loan to any one person or firm to an amount exceeding one-tenth of its capital; at least five reports a year must be made, and the Comptroller may make examinations as often as he pleases. Publicity is the rule here, and the result has been that the note-holders have been absolutely unaffected by bank failures, and the other creditors, stockholders excepted, have met only trivial losses beyond that of interest and the inconvenience of delay. In Scotland, on the other hand, there seems to be no restriction upon loans, and no system of visitation or accountability; although it is customary in Great Britain to make half-yearly reports, those are meagre, permitting items to be so lumped together that banking may be extended to farming in the Antipodes without the shareholders' knowledge. respect to personal liability, however, the difference is very wide between the Scotch banks and our own. Here, the holder of \$100 of stock, besides having no claim upon the assets, until the general creditors are paid in full, is liable to be called upon to pay \$100 more, but his liability is several and not joint, each being liable only for his proportion of the deficit, and not for another's; but in Scotland, except in case of the three oldest banks, the liability has no restriction, every holder of shares being exposed to calls as long as the deficit and his property hold out.

The superiority appears to lie with the American system in respect to security. Here, the idea of an unlimited and indefinite liability—one which is utterly uncertain both as to the time of its coming into practical verity and its extent—would not be tolerated by owners of property. The present general corporation act of this State aims to allay the fears of capitalists by expressly providing for a restricted liability—that is,

for an exemption from any personal demands in case of deficit—and this is the general habit in Great Britain, the word "limited" being ordinarily used as a part of the title of corporations. It may seem strange that people should be willing to buy shares that practically made them general partners in a business, with the management of which they had no personal share; but familiarity with the idea of any danger breeds indifference. Men endorse for the accommodation of friends, with the feeling that it is a matter of form only, and the confidence in Scotch banks was almost as perfect as in the government itself. It was a confidence justified by several centuries of almost unbroken success. The solidity of their banks was a matter of Scotch pride. They had won a reputation the world over; they represented wealth, thrift, and all the best characteristics of the Scotch character; the shares meant plump dividends, and the purchaser probably no more supposed that his shares could cost him an assessment in this way than that the paper certificate itself could explode in Probably many holders did not so his pocket. much as know that any legal liability existed, even as a matter of form; they never thought about trouble at all, but took the shares and dividends gladly, and trusted the managers implicitly. To call this trust heedless is easy now, but instances of almost equal trust, with less apparent foundation, have been plenty in our own country. Out of the long course of success grew hankering for still larger profits, and then, the managers needing money for their own business in dull times, the bold mismanagement which destroyed the bank. Success has its dangers.

Perhaps the calamity will produce, as a result of the thorough examination and discussion of banking which must certainly follow, some important amendment of the banking system in respect to legal accountability; for, while this failure proves nothing against banking, it must be evident that further legal restriction—particularly examinations and publicity—will be safer than confidence alone. This can never disturb good banking, and bad banking ought to be disturbed. The Scotch are not a volatile people and will not forget their lesson immediately. Even if they do not devise any precau tionary measures, the effect will doubtless be to induce some return to the old-time conservatism which gave their banking the strength and success out of which, unregulated by any external authority, grew the boldness that led to the practice of doing a distant business through acceptances, and next to the practices that destroyed the Glasgow Bank.

THE ACCURACY OF COTTON CROP REPORTS.

The Liverpool Post of October 9th, in an article commenting upon the irreconcilable differences in the cotton statistics issued by the British Board of Trade and the Liverpool Cotton Brokers' Association, refers also at some length to certain differences between our Cotton Crop figures of September 1st and the crop statement issued subsequently at New Orleans, closing its criticism with the following remark—"there may be variations of opinion as to estimates, but there ought to be no discrepancies as to facts."

Before noticing the questions raised by the *Post*, we wish to assure it that a difference of 37,000 bales out of nearly 5 millions, is not so very surprising, when we consider the difficulty of obtaining the facts, and the many sources of those facts, which enter into and make up an American crop statement. Very little of the information is really official,—that is, very little is obtained from

Government records. So far as the leading Southern Ports are concerned, it is our custom, when we can, to adopt for each the figures of its Cotton Exchange, and so thoroughly have some of them perfected the system of obtaining and keeping their own cotton movements, that one can accept their results unreservedly. But for all the other figures, and for the overland statement, we have to seek our facts in divers directions, each year consulting more authorities and obtaining additional returns. Much of this information is private, kept solely for ourselves, and its collection is a matter of no little work and of large expense. For two persons, then, under such a system, to separately prepare a crop statement of nearly 5 million bales and reach within three-quarters of one per cent of the same result, is, in the opinion of those who are most familiar with the matter, a fairly close approximation.

And yet we must, at the same time, say that if we thought we were really in error to that or any extent, we should consider it a serious defect, to be corrected and acknowledged. Our aim has been to eliminate every uncertainty from these crop statements, and we think we have done it. With that purpose we devised our system of overland and railroad reporting. For twentyfive years the cotton trade had satisfied itself with simply guessing at the former movement, until we pointed out the error and prepared an obvious remedy; and in every other direction we have sought to make our system so perfect as to have double proof of every return we have used. Further than that, we tried to assist the Exchange organization at New Orleans, to discover the errors in its earlier reports, by showing wherein they were faulty. Two years since (see Chronicle, Sept. 30, 1876, page 316), we specified a few of the most obvious defects, and had the pleasure of a call from a very estimable gentle man who has a large part in the preparation of these statements. He agreed with us upon the importance of reaching the truth, and promised on his return to New Orleans to look the matter up and write us about it, and if the New Orleans statement was in error, as he acknowledged it appeared to be, he would not only admit it, but have it corrected. We have never heard a word from him since. Taking this c rcumstance in connection with the fact that that organization has been able, no year as yet, to issue its crop report until ours had been received at New Orleans, we concluded that there was little reason to suppose the interests of trnth were to be served by an examination of its figures, and hence had not looked them over this year until receipt of the Post's criticism.

Having, however, given some time to them now-not as much as they require evidently—we are disappointed in finding it difficult to understand the report, so as to be able definitely to assert wherein the discrepancies consist, the arrangement of its figures being, in our opinion (which may be erroneous), a little clumsy For instance, the Post in taking one of its totals is quite naturally led into the error of supposing there is a disagreement in Southern consumption, whereas there is none, ours being 148,000 bales, and its 147,747 bales; it is again wrong in making 22,000 bales discrepancy in overland, as our overland gross (which is the only total that actually measures the amount reaching the market in that way) is 693,640 bales, and its is 689,261. In a word, so far as we have been able to discover from the examination now made, the differences in bales are very light at any one point, but are disaggregate a total of 37,000 bales. All we can say at present, is that we are confident our report is correct; after it was completed, and before issuing it, we went over every detail several times, for the purpose of seeing if our facts would not permit us to make it smaller, as we could not at that time satisfactorily understand the large amount left for home consumption and which we were unable wholly to explain until in our cotton report of last week. We failed, however, on making these examinations, to find a single bale to strike out, and now we have reexamined it with a like result.

There is, however, one point the Post refers to, in which there is an evident and important error, and an error which is, we think, easily determined: we refer to the weight of bales. If any one will examine the two statements, he will find no differences in this respect between them in Louisiana, Texas, Alabama, and Georgia, but a very grave difference in South Carolina, Virginia, and North Carolina, and a much lesser difference in Florida and the other ports. As the most of the discrepancy grows out of the statements for North and South Carolina and Virginia, it will be well to give the following figures from the two reports for those States.

	Chronicle.		Exchange.	
	Weights in Pounds.	Average weights.	Weights in Pounds.	Av'ge w'ghts.
South Carolina North Carolina Virginia	209,137,465 69,436,185 241,690,466	463·74 461·37 470·23	196,486,650 62,398,148 230,782,612	450 452 452
Total for these States	520,264,116	465.11	489,667,410	451

There are several ways of testing these figures, and we supposed in giving ours we had applied all known tests and still think we did. As a preliminary step to obtaining the weights, we secured from the collector of every Custom House at every outport, large and small, in the South, a special return to us as to whether there had been any exports and, if there had been, the dates of them and the amounts in pounds and bales of each shipment. This is the basis of our system in this particular and we follow or accept the results thus obtained, if no other fact we can secure, tends to disprove their substantial accuracy. As an illustration take South Carolina. For that State we obtained and still possess such a detailed statement prepared for us by Mr. C. H. Baldwin, collector at Charleston, and ano her by Mr. George Sage, collector at Beaufort. Now, it will be readily admitted that, as the shipments covered by these returns are going on every week through the season and are consequently taken out of every week's receipts, and furthermore, as the returns themselves are official, they should be accepted as a correct index of the ports' movement unless they are impeached by some pretty positive evidence outside of them. In this case we could find no such evidence, but could find much to corroborate the results thus obtained. Precisely the same is true with regard to Virginia and North Carolina, for we also have official returns from each Custom House in those States. Consequently, the weights we give in our table, for each of the three States named, are the weights thus made up from these Custom House figures.

We think this should be sufficient to determine the question raised, until something pretty positive is produced to discredit the conclusions thus reached. But in market in that way) is 693,640 bales, and its is 689,261. In a word, so far as we have been able to discover from the examination now made, the differences in bales are very light at any one point, but are distributed over the entire reports, and thus reach in the

But there is one other piece of evidence so patent, and yet, to our mind, so controlling, that it may be worth referring to here. The cotton marketed through these States is grown in them only in part. Some of it comes from Georgia, but a large portion from the West and States further South. Now the Georgia shipments, as all admit, weighed per bale 477 lbs., the Alabama shipments 511.87 lbs., the Louisiana 471 lbs., the Texas shipments 501.86 lbs., the shipments through Memphis 488 lbs., and the shipments through St. Louis 490 lbs. These are admitted figures, because they are the Exchanges' own figures, and being so, how is it possible that the cotton marketed through North and South Carolina and Virginia, a considerable portion of which came from the States beyond them, could only average 450 or 452 lbs.? Take Virginia, for instance. Probably a half of the shipments through that State came from the West and Southwest (Mr. Toof, of the Memphis Exchange, says his cotton weighed 488 lbs., and Mr. Simmons, of the St. Louis Exchange, says their receipts weighed 490 lbs.) and a quarter came from the South, below South Carolina, where the weights were from 477 to 511 lbs.;—we ask, is it possible, if these are facts, that the Virginia shipments should weigh only 452 lbs.?

But we think we have pursued this matter far enough. Did our space permit, and the subject warrant it, we could take up all the other differences between these two reports of bales and weights, and show with equal definiteness the accuracy of our figures. The proofs in every respect are absolute and clear, and bring us necessarily to the conclusion that this crop reached the total, in bales and weights, given in our Crop Report.

What had become of the portion of the receipts remaining in this country, was to us a serious question, until satisfactorily answered through our subsequent investigations, the results of which we gave last week (see Chronicle Oct. 19, page 413). Let us repeat the substance of them, however, because they become of chief importance in this connection. First, then, there was an increase in stocks of raw material of from thirty to forty thousand bales in the hands of manufacturers, compared with the previous September. Second, our woolen mills are constantly enlarging their use of cotton. The ordinary knitting mills have not taken a bale of wool this year; and all kinds of low-priced woolens have cotton carded in, or, when the style of the goods permits, twisted in with the wool. Every man knows how of late years the manufacturers have run more and more on low-priced cloths. It has been the feature of the times; and now a merchant entering the jobbers' or agents' rooms no longer makes the old-time request to be shown his goods, but invariably says-"Show me your cheap goods". There is no demand for anything else; and cheap woolens mean more or less cotton. These large takings then by our spinners, are thus explained, and we assure the Liverpool Post that, with cotton at less than 10 cents per lb., we shall require a still larger supply this year.

THE PARIS EXPOSITION—THE CLOSING CEREMONIES.

On Monday last the Paris Exposition—the latest, and, in some sense, the most successful of the great world's fairs—was brought to a close. The occasion was worthily celebrated. These exhibitions, which were a novelty in 1851, and have since so often been repeated, have lost much of their original attraction, but still perform an essential service. To the modern world they sustain a relation not dissimilar in some respects to that

which was sustained by the tournament to the world of the middle ages. They bring together the people of different nationalities; and permit the exhibition of a rivalry which tends, not to the injury, but to the benefit of the human family. It is difficult, indeed, to see how they could be discontinued without loss.

The Paris Exhibition, measured by a just standard, must be allowed to rank as a success. It is not claimed that there will be, when the balance is made, any considerable surplus. It has, however, done much to restore the prestige of France, and to compel the world to admit that Paris, even under the present government, is still the first capital of Europe. It has brought the nations together in friendly competition, each exhibiting its best, whether the fruit of its brain or the fruit of its soil. It has made that city, for a whole summer, the centre of attraction to the travelling and money-spending public, and has thus contributed largely to the coffers of tradesmen and producers of every class. It has, we hope, also done something towards removing those differences which separate nation from nation, and, by so much, hastened the advent of that better time when the energies of the peoples shall no longer be expended in the ruinous rivalry of war, but in that healthful and improving rivalry which seeks distinction in the arts of peace.

France has good reason to be satisfied with her success. It is only seven years since she lay at the mercy of a foreign foe, her armies destroyed, her government upset, her capital besieged and under the control of a mob, her territory dismembered, and everything apparently in chaos. Yet now she has so recuperated and so completely outlived and overcome those disasters that it is difficult to believe they were ever endured. And more than that, she has carried on her great enterprise while a large portion of Europe has been in turmoil and confusion, a war has been raging, and a crisis threatening the entire continent. President MacMahon's words were well suited to the occasion. "We have been able," he said, "in a most earnest and convincing manner, to demonstrate that seven years passed in reflection and devoted to labor have sufficed to repair the most terrible disasters that ever befell a nation. The world has witnessed the strength of our credit, the abundance of our resources, the peace and quiet of our cities, the content of our population, and the instruction and good discipline of our army." It will be well if French ambition shall remain contented in the prosecution of the arts of peace.

With our own success at the Exhibition, we have no reason to be other than satisfied. It was natural to expect that in certain departments we should be successful and in others take a less commanding place. Our side of the exhibition was far from complete. Altogether, however, we have no reason to be dissatisfied with our hundred years of progress, even as represented there.

NEW INVENTIONS.

The inventive genius of the American people, always illustrious, appears just now to be remarkably active. We are justly proud of Franklin who initiated, and Morse who perfected, experiments resulting in electricity becoming the most useful of all agencies. We are equally proud of Whitney, who, by his gin, revolutionized the cotton trade, and of a thousand others who have in one way and another contributed to enriching the world by their labor-saving contrivances. It would appear, however, as if the inventions of the past were to be completely thrown into the shade by the later lights. Wallis promises, by means of electricity, to convert the Falls of Niagara into a great motive power, and to distribute that power at will over the length and breadth of the land. Edison, who has recently astonished the world with his telephone and kindred inventions, encourages us to believe that

he has mastered the difficulties which have hitherto marred the effective use of electricity for lighting purposes. And now while we await the results of the experiments which are being made by Wallis and Edison, we are further surprised by the marvellous discoveries of Mr. Salisbury. The exhibition made at the Brooklyn Navy Yard on Saturday, promises to completely revolutionize the iron, steel and glass trades. By using petroleum for fuel, not only is coal superseded, but, at a comparatively trifling cost, there is acquired a heating power which surpasses anything hitherto known. In the experiments, the heat registered 5,000 degrees, melted pig iron in ten minutes instead of two hours, and made liquid glass in two hours instead of sixteen. The invention consists of the liquid fuel and the means of using it. The fuel is made of the residuum of petroleum and coal tar-a mixture of about the consistency of molasses. It is conducted from the barrel to the furnace by means of a small pipe. At the end of this pipe, as it extends into the door of the furnace, is a funnel-shaped apparatus. When the fuel enters this funnel, it comes in contact with a current of highly super-heated steam, which atomizes the liquid, and thus admits a sufficient amount of oxygen at the point of ignition. The atomized fuel then shoots in a fierce but delicate spray into the blazing furnace, the brick arches of which are kept at a white heat. Mr. Salisbury hopes by his invention to revolutionize the ocean steamship trade; and he is about to proceed to Pittsburg to reconstruct her three hundred blast furnaces, and make that city the greatest manufacturing centre in the world. If the apparatus proves to be as safe as it is undoubtedly effective, Mr. Salisbury's discovery will lead to great and radical changes in many branches of industry.

Monetary Commercial English News

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

EXCHAN	EXCHANGE AT LONDON- OCTOBER 12.			EXCHANGE ON LONDON.			
	TIME.	RATE.	LATEST DATE.	TIME.	RATE.		
Paris. Paris. Berlin Hamburg. Frankfort Antwerp Amsterdam Vienna. Genoa. Naples. St. Petersburg. Cadiz Madrid Lisbon New York Alexandria Bombay Calcutta. Hong Kong.	3 mos. short. 3 mos	25.27% @25.37% 25.45 @25.50 20.72 @20.76 20.72 @20.76 20.72 @20.76 20.72 @20.76 25.52% @35.57% 12.2 @12.3 12.4% @12.5% 12.02% @12.07% 28.12% @28.17% 28.12% @28.17% 31% @46% 46% @46% 46% @46% 46% @46% 46% @46% 46% @46% 46% @46% 46% @46% 46% @46% 46% @46%	Oct. 11. Oct. 8. Oct. 8. Oct. 8. Oct. 10. Oct. 10. Oct. 9.	short. short. smos. short. smos. short. smos. smos. smos. smos. smos. smos. smos. smos.	20.47 25.33 12.05 116.90 27.15 24 47.75		
hanghai		•••••	Oct. 9.	66	58. 2½d. pr. tael.		

[From our own correspondent.]

London, Saturday, October 12, 1878.

Nothing very important has transpired during the week in connection with the failure of the City of Glasgow Bank; but there is an uneasy feeling, and further suspensions are regarded as inevitable. Those recorded during the week have not attracted much attention, and there is a belief that the severity of any crisis will be mitigated by the fresh arrangements which, it is understood, some firms have been able to make for discount accommodation and advances. For the time, a decided lull in general business is apparent, and some fancy that it is only preceding a storm of trouble; but there seems to be no reason to depart from the belief entertained at the close of last week, that the difficulties will be comparatively local. The provincial and Scotch banks have been making great preparations to provide against contingencies, and large amounts of coin have been withdrawn from the Bank of England during the week. About two millions in sovereigns have been sent away, there being an increase of only £384,676 in the supply of gold held by the Bank, against a recorded influx of £1,532,000. it is very satisfactory to notice that the facilities are so easily available for making the requisite provision, and confidence is promoted by the fact that trade is quiet, and that, commercial bills being scarce, it is difficult to see whence any serious and prolonged trouble can arise. The worst part of the situation is believed to be that the country banks have made large advances to manufacturers on their plant

and goods, and that the slack demand which is experienced for the latter checks seriously the process of recovery. The principal failure this week is that of Messrs. Heugh, Balfour & Co., of Manchester, a firm well-known throughout the United States. The liabilities are not yet known with any degree of accuracy, as the suspension only took place actually last night; but the Manchester Guardian of to-day says that the direct liabilities owing in that city amount to about £200,000 and that any sums owing to Manchester banks are amply covered. The suspension has, it is understood, been caused by the stoppage of the firm's ordinary discount facilities in London. The firm of Heugh, Dunlop & Co., of Bradford, is a separate establishment, and its position is not affected by the stoppage of Heugh, Balfour & Co.

This failure in Manchester caused a gloomier feeling to prevail. For some days past there has been increasing uneasiness and fears have been entertained that a succession of failures was inevitable. It is now ten days since the City of Glasgow Bank stopped payment, and yet there has been no panic, which is so far satisfactory; but the opinion is widely held that the process of failing may be so frequently repeated that, without any panic taking place, there will be a prolonged period of restricted confidence. Many persons desire to go through a short and decisive process; but the object of those more tangibly interested is to afford support wherever practicable, and, at all events, to mitigate the trouble which exists. Business is, of course, upon a very restricted scale, and the banks and discount houses are very timid. Hence, there is a good demand for bills of the best class, and Treasury bills are much sought after; but second class paper is difficult to negotiate. The following are the present quotations for money:

Bank rate	. 5 . 4%@1%	Open-market rates: 4 months' bank bills 6 months' bank bills 4 and 6 months' trade bi	15/0194
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The rates of interest allowed by the joint-stock banks and discount houses for deposits are subjoined:

Tatal it and the			
Joint-stock banks		4	
Discount houses with " days' notice	• • • • • • • • • • • • • •	4	
Discount houses with 14 days' notice	•• ••••••	41/	

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 mule twist, fair second quality, and the Bankers' Clearing House return, compared with the four previous years:

	Circulation, including	1574. £	1875. £	1876. £	1877. £	1878.	
	bank post bills	28,058,431	29,673,841	29,511,910	25,716,855	£ 29,247,734	
	Public deposits	3,957,287			5,089,231		
	Other deposits	21,497,749	26,051,022	30,003,658	21,177,375	25,967,071	
	Government securities.			18,202,925	15,718,604	16,937,672	
	Other securities Reserve of notes and	19,206,267	20,927,226	16,018,786	19,064,149	20,929,774	
	coin		10,789,206	19,999,772	9,431,126	10,214,960	
	both departments Proportion of reserve	22,066,256	25,025,321	34,095,522	22,789,316	24,154,755	
١	to liabilities			54.51	35.49	33.28	
١	Bank-rate	4 p. c.		2 p. c.	5 p. c.	5 D. C.	
ı	Consols	925%	94	961/8	9514	944	
1	English wheat, av. price	41s. 8d.	45s. 10d.	46s. 3d.	55s. 11d.	40s. 4d.	
١	Mid. Upland cotton	8d.		5%d.	6 11-16d.	6 5-16d.	
١	No. 40 mule twist	1s. 0½ d.	10½d.	1ud.	10¾d.	9% d.	
ı	Clearing House return.1	03,196,000	111,223,000	80,914,000	99,177,000	88,356,000	

About £1,250,000 in gold have been received from Paris during the week; but about £2,000,000 have been sent in gold coin to Scotland, Ireland and the provinces, and the probability is that the present position of the Bank of England is not strong. Since the return was completed on Wednesday evening, large supplies of coin have been sent away to the North. The price of silver has fallen to 51d. per ounce, but Mexican Dollars remain at 50½d. There is an increased demand for American coin; and the Bank of England directors have raised their price to 76s. 3½d. per ounce. A few parcels have, however, been purchased in the open market above that quotation, and have been forwarded to New York. Last Saturday, 10,000,000 francs in gold were shipped from Havre to New York, and a further sum will be sent away to-day; but the demand appears to be less extensive than had been expected.

£400,000 in India Council bills were offered at the Bank of England on Wednesday; but there was scarcely any demand and no allotment was made.

On the Stock Exchange a dull tone has prevailed, and prices have had a downward tendency. British railway shares are decidedly weak, but in American stocks, considering how largely they are held in Scotland, there has been no serious decline. Consols have been firmer during the last few days, which is

partly to be attributed to the fact that in times of distrust a sound investment is desirable. The condition of the British Treasury is not very satisfactory. The amount of Treasury Bills afloat is very considerable, and to pay the dividends this week £2,500,000 have been borrowed of the Bank. The outgoings of the Government have been very considerable during the last two or three years; and it is quite possible that increased taxation will be necessary.

Annexed are the current rates of discount at the principal foreign markets:

Paris. Brussels. Amsterdam. Berlin	Bank rate. p. c. 2 31/2 4 5	mark't. p. c. 2 31/4031/2 31/4031/2 41/2 41/4	St. Petersburg Vienna and Trieste Madrid, Cadiz and Bar- celona	p. c. 6 4½	Open mark't. p. c. 41/205 41/4041/4 606.7
Hamburg Frankfort	5 5	3% @4	Lisbon and Oporto New York	6	6@7
Genoa	5	41/4 70 41/4	Calcutta	4 4 1/2	4@5
Geneva	4	4		,	

The following statement shows the extent of our importations of wheat and flour during the first month of the season in the present and three previous years, and also the supplies which each country contributed:

•	WHE	AT.		
	1878.	1877.	1876.	1875.
	Cwt.	Cwt.	Cwt.	Cwt.
Russia	1,126,605	1,225,991	662,195	1,286,852
United States	2,195,823	1.078,380	760,161	2,530,459
British North America	542,618	321,786	277,146	710,380
Germany	305,997	383,253	15,496	608,474
France		12,549	3,267	281,413
Chili Moldavia and	49,991	84,825	90,154	99,807
Wallachia	3,808	96.209	84,628	67,887
Egypt	43,313	160,315	399,954	453,510
British India	74,417	578,576	336,563	163,327
Other countries	250,015	94,460	409,942	445.324
Total	4,532,620	4,036,649	3,039,506	6,647,434
	FLOU	R.		
Germany	81,931	83,526	70,023	63,253
France	16,293	55,725	66,274	101,810
United States	232,329	160,506	191,761	218,621
British North America	40,017	17,723	21,612	46.068
Other countries	123,691	192,821	88,554	63,516
Total	494,261	510,301	433,234	493,318

Annexed is a return showing the value of the cereal produce imported into the United Kingdom during the past month, compared with the corresponding period in the three previous seasons:

	1575.	1877.	1876.	1875.
	£	£	£	£
Wheat	2,361,250	2,538,181	1,473,780	3,667,282
Barley	503,285	375.065	342,032	2 12,708
Oats Peas	246.913	419,743	383,525	465,441
Beans	46,165 26,172	27,301 145,703	33,222	27,044
Indian Corn	848,610	754,405	161,521 $1.344.516$	136.429
Flour	418,676	476,490	342,786	759,567 405, 75
Total	4,451,071	4,736,894	4,051,382	5,693,649

The Board of Trade returns for September, and the nine months ended Sept. 20, have been issued this week. They show the following results:

	1876.	1877.	1878.
Imports in September	£ 20 663 254	£ 224 760	£ 204 AC4
imports in fine months	232.216.8t O	229 598 408	200 616 070
Exports in September Exports in nine months	17,777,917	17 117 496	16 561 900

The following figures relate to the nine months ended 30th September:

F			
_	1876.	1877.	1878.
Imports of cotton	10.038,167	9,386,783	9,032,459
Exports of cottoncwt.	1,376,405	1,101,746	
Exports of cotton yarnlbs.	167, 334, 500	165, 94,600	876,610
Exports of cotton piece goodsyds.	2,727,354,500	2,861,914,400	183,055,000
Exports of iron and steeltons.	1,658,769	1,759,297	2,705,661,900
Exports of linen yarnlbs.	16,918,850		1,737,603
Exports of linen piece goods yds.	125, 410, 181	14,151,017	13,900,500
Exports of jute manufacturesyds.		140,266,731	127,458,990
Exports of silk manufactures	90,455,303	86,499,919	85,261,700
Exports of wool Pritish	£1,300,081	£1,263,145	£1,399,487
Exports of wool, Britishlbs.	6,224,276	7,859,025	4,781,278
Exports of wool, colonial and	400 000 000	440.000.00	
foreignlbs.	138,699,095	145,829,018	145,270,335
Exports of woolen yarnlbs.	21,975,549	19,136,700	23,239,900
Exports of woolen clothyds.	31 571,900	33,515,700	33,637,20)
Exports of worsted stuffsvds.	172,463,500	150,350,700	149,228,600
Exports of blankets and blanket-			,
ing vds	3,898.910	4.566.900	4,556,400
Exports of flannels vds.	4,663,800	5,652,600	5,452,600
Exports of carpetsyds.	4,914,150	5,032,700	5,108,60
	,	-,,	0,100,000

The following were the quantities of cotton manufactured piece goods exported in September, compared with the corresponding period in the two preceding years:

COTTON PIECE GOODS OF ALL KINDS.

	1876.	1877.	1978.
To Germany Yards	4,405,900	7,466,300	5,555,200
To Holland	4.563,300	2,847,500	2,513,490
To France	7,728,800	4,839,900	4,999,600
To Portugal, Azores, and Madeira	4.064.200	6,452,600	5,443,600
To Italy	8.378.300	6.856.300	5,829,000
To Austrian territories	1.044.300	1,119,400	937,600
To Greece	3 6 1 1 100	2,284,500	5,345,900
To Turkey	24.563.300	25,253,700	37,741,600
JO Roypt	7.233 600	7,179,600	8,517,900
to West Coast of Africa	2,707,800	2,863,400	3.090.000

1		4500	4000	
ı	To United States	1676.	1877.	1878.
1	To United States	5,463,000		4,581,000
ı	To Maria	12,416,800		10,416,300
ı	To Mexico.	1,376,600	2,793,700	1,539,500
ı	10 Chiled States of Colombia (New	a sa Ma	2 2 1	
ı	Granada)	1,241,900		4,534,800
ı	To Brazil.	16,576,600		16,409,700
ı	To Uruguay	2,269,300		1,947,500
ı	To Argentine Republic	957,400	6,292,500	4,417,200
ı	To Chili	4,621,100	3,233,300	1,719,700
1	To Peru	2,435,300	2,569,400	3,479,000
1	To Unina and Hong Kong	31,422,200		24,862,500
ı	To Japan	3,013,800	1,498,000	3,385,000
1	To Java	6,566,800		5,590,400
ı	To Philippine Islands	4,213,900		3,116,600
ı	To Gibraltar	3,698,200		1,096,500
ı	To Malta	1.6 14,900	1,603,400	2,807,800
١	To British North America	2,849,900		
1	To British West India Islands and	2,013,000	3,306,600	3,318,900
ı	Guiana	9 709 500	0.000.000	0.000.000
1	To British possessions in South Africa.	3,703,500	3,922,000	2,916,900
1	To British India—	1,065,000	1,598,000	2,092,300
l		00 030 100		
ı	Bombay	36,922,100	36,282,000	33,210,200
ı	Madras	3,165,200	1,680,803	2,958,600
ı	Bengal	77,152,000	78,63,700	70,045,200
	Straits Settlements	7,081,700	7,830 300	6,072,200
١,	Ceylon.	2,735,300	3,776,400	1,556,200
	To Australia	2,957,900	2,255,000	2,953,800
Ι.	To other countries	28,957,400	25,663,500	29,555,600
	Total unbleached or bleached2	42,628,900	225, 179, 800	228,581,000
	Total printed, dyed, or colored	89, 123, 400	103,241,800	96,471,500
	Total of mixed materials, cotton pre-	00,143,100	103,411,000	00, 111,000
	dominating	982 700	1,009,700	893,200
	8	000,100	1,00,100	090,200
	Total	32 485 000	329,431,300	205 045 536
				325,945,706
	OTHER MANUFACTI	RES OF CO	DTTON.	
1	ace and patent net	£34,809	£76,587	£82,651
1	losiery of all sorts	£63,689	£61,431	£60,930
	Inread for sewinglbs.	850,215	978,300	990,987
(other manufactures, unenumerated	£63:221	£65,133	£81,288
1	Cotal value of cotton manufactures£	1,777.865	£1,836,611	£1,633,477
	The wheat trade shows but	TITLE C	nange. rine	ringlish
•	omnleg continue george and goll	at abou		

samples continue scarce, and sell at about previous rates; but inferior produce is still very dull. The markets are well supplied with foreign wheat.

During the week ended Oct. 5, the sales of home-grown wheat in the 150 principal markets of England and Wales amounted to 71,441 quarters, against 61,436 quarters last year; and it is estimated that in the whole Kingdom they were 285,764 quarters, against 245,744 quarters in 1877. Since harvest the sales in the 150 principal markets have been 344,140 quarters. against 287,095 quarters, and it is computed that in the whole Kingdom they have been 1,376,560 quarters, against 1,148,500 quarters in the corresponding period of last season. Without reckoning the supplies furnished ex-granary at the commencement of the season, it is estimated that the following quantities of wheat and flour have been placed upon the British markets since harvest:

1878.	1877.	1876.	1875.
cwt.	cwt.	cwt.	cwt.
Imports of wheat 6,463,583	5,906,589	4,458,416	8,983,064
Imports of flour	723,266	573,627	678,416
Sales of home-grown produce 5,965,100	4,976,320	6,049,800	4,822,500
Total	11,606,175	11,081,243	14,483,980
Exports of wheat and flour 346,346	230,549	125,950	44,463
Result	11,369,625	10,955,233	14,444,517
Aver. price of Eng. wheat for season 43s. 6d.	58s. 6d.	46s. 7d.	47s. 7d.

The following figures show the imports and exports of cereal produce into and from the United Kingdom since harvest, viz .from October 24 to the end of last week, a space of six weekscompared with the corresponding period in the three previous seasons:

	IMPO	ORTS.		
	1878.	1877.	1876.	1875.
Wheatcwt.	6,468,583	5,906,539	4,458,416	8,488,064
Barley	1,560,779	1,252,517	1,279,564	911,755
Oats	1,638,022	1,738.258	1,300,096	1,372,929
Peas	188,559	100,360	102,451	63,118
Beans	156,829	571.375	584 .83 5	432,481
Indian Corn	4,528,308	3,261,957	5,974.894	3,074,152
Flour	705,585	723,266	513,027	678,416
	EXP	DRTS.		
Wheatcwt.	334,3:5	232,327	119.530	42,108
Barley	9,685	16,765	1,371	3.612
Oats	4,381	10,230	4,744	11,298
Peas	2,394	2,261	1,557	1,130
Beans	545	1,584	1,363	2,215
Indian Corn	39, 36	20,772	77,612	6,582
Flour	12,021	4,222	6,420	2,360

English Market Reports-Per Cable.

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

London Money and Stock Market .- The bullion in the Bank of England has increased £894,000 during the week.

Mon.	Tues.	Wed.	Thur.	Fri.
Oct. 21.	Oct. 22.	Oct. 23.	Oct. 24.	Oct. 25.
491	491/2	49 9-16	49%	49%
	16 93 13-16	3 93 15-16	94 3-16	94 1-16
	. 91	941/6	94%	94 3-16
107%	107%	1073	1073/2	107%
108	108	107 1/2	107%	10736
106%	1061/2	106	105%	105%
105%	105%	105	104%	105
1614	1636	16%	163/	16%
791/2	801/	29	781/2	781/
• • • •				
34	3 3%		331/4	
1414	13%	14	13%	••••
	Oct. 21. 49½ 93 12- 94 107½ 108 106½ 16½ 79½ 34	Oct. 21. Oct. 22. 49¼ 49½ 93 12-16 93 13-16 94 94 107¾ 107½ 108 108 106½ 106½ 105¾ 105¾ 16½ 16½ 79½ 80¾	Oct. 21. Oct. 22. Oct. 23. 49¼ 49½ 49 9-16 93 12-16 93 13-16 93 15-16 94 94 94½ 107¼ 107¼ 107½ 108 108 107½ 106½ 106½ 106 105½ 105½ 105 16½ 16½ 16½ 79½ 80¼ 79 34 33¾	Oct. 21. Oct. 22. Oct. 23. Oct. 24. 49¼ 49½ 49 9-16 49¾ 93 12-16 93 13-16 93 15-16 94 3-16 94 94 94¼ 94¾ 107¾ 107¾ 107¾ 107¾ 107¾ 108 108 107¼ 107¾ 107¾ 106¾ 106½ 106 105¾ 105¾ 105¾ 105¾ 105¾ 16½ 16¾ 16¾ 16¾ 79½ 80¾ 79 78½ 34 33¾ 33⅓

Payments.

Liverpool Cotton Market.—See special report on cotton. Liverpool Breadstuffs Market.—	N
S. d.	6 10 9 0 7
Corn, mixed soft, old, \$9 qr. 24 3 24 3 24 3 24 3 24 do prime, new 22 6 22 6 23 0 23 3 23 3 23 Liverpool Provisions Market.—	3
S. d.	d. 0 0 0 0
Sat. Mon. Tues. Wed. Thur. Fr. s. d. s. d. s. d. s. c. s. d. s. d. s. c. s. d.	d. 6 0 9
Commercial and Miscellaneous News	5.
Imports and Exports for the Week.—The imports of last week, compared with those of the preceding week, shows decrease in both dry goods and general merchandise. The total imports were \$4,539,773, against \$5,704,676 the preceding week and \$7,194,502 two weeks previous. The export for the week ended Oct. 22 amounted to \$7,455,993, agains \$6,853,904 last week and \$7,183,567 the previous week. The following are the imports at New York for week ending (for general goods) Oct. 17 and for the week ending (for general goods) Oct. 18:	of w e. e- ts st
Dry Goods	73 56 29
from the port of New York to foreign ports for the week ending Oct. 22: EXPORTS FROM NEW YORK FOR THE WEEK. 1875. 1876. 1877. 1878.	8 6 9 f
Oct. 19—Str. Donau London Amer. silver bars. \$35,000 Total for the week (\$35,000 silver, and \$—gold) \$35,000 Previously reported (\$5,064,484 silver, and \$5,790,640 gold) 10,855,126 Total since Jan. 1, 1878 (\$5,099,484 silver, and \$5,790,640 gold) \$10,890,126 Same time in— 1877 \$24,234,835 1871 \$57,733,061 1876 40,561,035 1870 51,546,311 1875 64,733,663 1869 28,564,030 1874 44,356,774 1968 66,370,194 1873 44,125,112 1867 42,257,368 1872 62,276,901 1866 54,638,333 The imports of specie at this port during the same periods have been as follows:	04-4
Oct. 15—Str. Cleopatra	
Oct. 17—Str. Tybee Porto Plata Amer. silver 45 Oct. 17—Str. Tybee Porto Plata Amer. silver 14,457 Oct. 17—Brig Alice Truxillo Amer. silver 1,000 Oct. 17—Str. Scythia Liverpool Amer. silver 235,000 Oct. 18—Str. St. Laurent Havre Foreign gold 241,500 Oct. 18—Bark Kestrel Curacoa Amer. silver 4,223 Oct. 18—Schr. Caribbean San Andreas Amer. silver 1,008 Oct. 18—Str. Herder Havre Amer. silver 1,008	1 1 1 8
Total for the week (\$280,991 silver, and \$358,493 gold)	t
Total since Jan. 1, 1878 (\$10,752,625 silver, and \$5,483,666 gold)\$16,236,291 Same time in— 1877. \$12,513,744 1876. \$8,184,858 1870. \$10,348,958 1870. \$10,348,958 1870. \$10,348,958 1870. \$10,348,958 1870. \$10,348,958 1870. \$10,348,958 1870. \$10,348,958 1870. \$10,348,958 1870. \$10,348,958 1870. \$10,348,958 1870. \$10,348,958 1870. \$10,348,958 1870. \$10,348,958 1870. \$10,348,958 1870. \$10,348,958 1870. \$10,348,958 1870. \$10,348,958 1870. \$10,348,958 \$10,	c H n
1874	\$ to

1		cerpts.	Paym	ents.
1	Customs. Coin	Currency.	Coin.	Currency.
1	Oct. 19 \$364 000 \$736,570 85		\$661,578 85	\$397,071 51
1	41 514.000 557.432 [0 757,036 (9	1,206,838 59	701.089 36
1	390,000 1,119,679 18	8 264,687 03	938,490 13	247,543798
1	25 147,000 333,451 57	7 493,385 23	2,716,282 30	497 790 00
1	271,000 1 031 602 8	369,880 20	935,393 86	487,738 03
ı	" 25 299,000 2,553,525 75	379,039 83		239,414 39
1			1,000,663 99	285,681 03
1	Total \$1,823,000 \$6,137,432 30	20 007 617 00	25 450 010 00	10.11
I	D.1 O.1 10	\$4,041,011 20	\$1,409,747 72	\$2,403,538 30
ı	Diance, Oct. 18 120 385 245 9	2 45 996 170 00		
ı	Balance, Oct. 25 119,062,931 50	0 45,795,241 05		
ł	II S LEGAL TENDERS AND	MARKONAT	DATE Man	
ı	U. S. LEGAL TENDERS AND	MATIONAL .	DANK NOTE	es.—From
١	the Comptroller of the Current	ev. Hon Johr	1 Jay Know	ma hama
1	the following statement of the chalences for the control of the chalences for the control of the	Ultrenev mov	ementa and	The man
ı	halanged for three months	ourrency mov	cinents and	reasury
١	balances for three months past			
ı	U.S. Bonds held as security from Nat.	R'ks - July 21	A 17 m 21	G1 00
ı	bolids for circulation deposited	C 1 200 40		Sept. 30.
ı	Bonds for circulation withdrawn			\$5,056,800
ı	Total held for circulation	5,055,90	0 6,645,950	4,545,600
ı	Bonds held as security for deposits	348,889.90		349,560,650
١	Donds held as security for deposits	13,906,40	13,860,400	13,858,400
ı	Legal-Tender Notes.—	s 47		
١	Deposited in Treasury under act of Jun	ne 20.		
ı	1874	7750 000	164,700	224 222
ı	Total now on deposit, including liquid	ating .	104,100	324,900
ı	banks Retired under act of January 14, 1875	10,909,24	* 40.000.000	
ı	Retired under act of January 14 1975	10,809,21	7 10,292,650	9,986,407
l	Total retired under that act to date	0 01 00		
١	Total amount of grouphooles outstands	35,318,98		35,318,934
ı	Total amount of greenbacks outstandi	ing 345,631,016	346,651,016	346,681,016
ı	National Bank Circulation			, ,
l	New circulation issued.	944,910	607,910	000 040
ı	Circulation retired	1 495 69	011 507	650,640
ı	Total circulation outstanding-Current	ev 909 474 496		917,743
ı	Gold	1 490 100		321,694,799
ı	Notes received for redemption from	1,432,120	1,432,920	1,452,920
ı	New York	II—	3	
ı	Rogton	9,572.000		2,864,000
	Boston	6,691,000	6,571,000	6,092,000
	Philadelphia	1,123,000	720,000	795,000
	Cincinnati			,,,,,,,,
	Cmcago	- 1	205,000	•••••
	Miscellaneous	5,490,000	4,390,000	3,529,000
			, , , , , , , , , , , , , , , , , , , ,	0,029,000
	Total	\$22,786 00c	\$16,413,000	\$12 000 000
	Treasury Movements.—		\$10,310,000	\$13,280,000
	Relance in Transparer Coin	200 200 000		
٠	Balance in Treasury—Coin	207,007,852	238,420,709	232,659,646
	Currency	1,108,317	2,122,171	1,972,598
	Currency held fo	r re-		,,
	demption of	frac-	T.	
	tional currency	10 000 000	10,000,000	10,000,000
-	Coin and silver certificates outstanding	45,631,030		34,674,670
		the state of the s		
	East-Bound Freight Pool.	-The meetin	o of mana	Mara and
4	general freight agents of the va	ariona Wests	on notine a	Son 11
	nurnose of forming an east har	arrona AA Gare	ru ranroad	, for the
	CULTURE OF IOTINIOT AN AGOT HAY	and nool trong	1 1 hina C	74 T .

Receipts

purpose of forming an east-bound pool from Chicago, St. Louis, Peoria, Cincinnati, Indianapolis and Louisville, assembled at Chicago last week. At a meeting held in the same city Sept. 5th and 6th, the preliminary steps were taken for the formation of the pool. The roads leading from St. Louis reported that they had agreed to allow each of the lines 20 per cent of the business from that place. It was agreed by the roads running east from Peoria that the following should be the percentages of the business allotted to each line: Indianapolis Bloomington & Western, 29; Toledo Peoria & Warsaw, 29; Chicago Pekin & Southwestern, 20; Chicago Rock Island & Pacific, 12; Illinois Midland, 5; and Pekin Lincoln & Decatur, 5; A commissioner is to be appointed to make the division. The Louisville and Indianapolis roads reported to the meeting that they had agreed upon percentages; but the figures are not known.

Subsequently the railroad managers succeeded in forming a pool for east-bound freight from Chicago, which is to go into effect Nov. 1. All the roads are pledged to give ten days' notice

of any raise or reduction in its rates.

These pools are formed on the general basis adopted at the September meeting, which embraced the following points: 1. That Chicago, St. Louis, Peoria, Indianapolis, Louisville and Cincinnati shall be pooled points. 2. That all tonnage (live stock excepted) originating beyond the pooled point shall be included in the tonnage from such nearest pooled points. 3. That the tonnage, for five years, or such less period of time as may be agreed upon, prior to July 1st, 1878, be taken as the basis for determining the proportion due to each road.

-The card of Messrs. B. F. Babcock & Co., commission merchants in Liverpool, will be found on the last page of the CHRON-ICLE. This firm is represented in New York by the strong and conservative house of Messrs. Babcock Brothers & Co., 50 Wall street, and for any transactions in cotton or other produce between the New York and Liverpool markets, these firms have every facility which capital and experience furnish.

-Attention is called to the fact that a gold medal has been awarded at Paris to Messrs. J. & P. Coats, the celebrated manufacturers of spool cotton. Their previous awards were: Prize Medal, London, 1862; Prize Medal, Paris, 1867; Ribbon of Knighthood, Vienna, 1873; Prize Medal, Philadelphia, 1876. Messrs. Auchincloss Bros., 47 White street, are the well-known agents in New York.

-Messrs. Winslow, Lanier & Co. are offering a limited amount of Scioto Valley first mortgage sinking fund seven per cent bonds at 92½ and interest. The annual interest charge on the total issue of bonds is only \$91,000, and the net earnings for seven months have been \$108,342.

-A limited amount of Dakota Southern Railroad seven per cent gold bonds are offered by Messrs. Walston H. Brown & Bro., at 95 and accrued interest. Also, the six per cent first mortgage bonds of the Nashville Chattanooga & St. Louis Railroad, at 86 and accrued interest.

-Messrs. Perkins, Livingston, Post & Co. have still remaining \$30,000 of Northern Railway of New Jersey first mortgage extended 6's, which they offer to investors. The total amount issued is \$200,000, and the net earnings last year reached \$63,000.

The Bankers' Gazette.

No National Banks organized during the past week.

DIVIDENDS.

The following dividends have recently been announced:

NAME OF COMPANY.		PAYABLE.	Books Closed. (Days inclusive.)
Railroads.			
Boston & Providence	\$ 3	Nov. 1	
Cedar Rapids & Missouri River (quar.)	\$1	Nov. 1	
Evansville & Terre Haute	\$3 \$1 21/4		·
Manchester & Lawrence	5	Nov. 1	
Banks.			
American Exchange National	3 5	Nov. 1	Oct. 19 to Nov. 1
Fulton National	ó	Nov. 1	Oct. 20 to Nov. 1
Mercantile National	3	Nov. 1	
Pacific (quar.)	215		
Miscellaneous.	/~		
Iowa Railroad Land Co. (quar.)	\$1	Nov. 1	

FRIDAY, OCT. 25, 1878-5 P. M.

The Money Market and Financial Situation.—There is a much more quiet tone in financial circles, both in this market and in London. The report, which was the sensation of the day at date of our last writing, that the Bank of France had loaned gold to the Bank of England, proved to be a mere canard; and indeed the report was not credited from the first by our bankers here. The cable dispatches lately received from London indicate a material improvement in the feeling there, based upon, or connected with, the much better condition of the Bank of England. Not the least striking of the fluctuations attending the recent disturbances in monetary affairs has been the rapid decline and still more sharp recovery in the rates for foreign exchange. Last week, bankers' demand sterling bills sold as low as 4.851 and to-day they are held at 4.88½ by leading drawers, though actually sold at a fractional concession from that price. This is partly accounted for by the fact that the supply of commercial bills has fallen off considerably this week, since exports have been checked by the decline in cotton and other produce which followed upon the threatening aspect of financial affairs in London.

Our local money market has been more steady, and borrowers on call have had no difficulty in supplying their wants at 4@6 per cent on stock collaterals and 4@5 per cent on Government securities. Prime commercial paper shows but a small business from the fact that very little first-class paper is offered; rates are about 5 to 6 per cent, according to the grade and time to run.

The Bank of England statement on Thursday showed a gain of £894,000 in specie, and the percentage of reserve to liabilities was 29½, against 27½ per cent last week. The Bank rate of discount remains unchanged at 6 per cent. The Bank of France lost 11,191,000 francs in specie.

The last statement of the New York City Clearing House banks, issued October 19, showed an increase of \$709,150 in the excess above their 25 per cent legal reserve, the whole of such excess being \$4,240,700, against \$3,531,600 the previous week.

The following table shows the changes from the previous week

and a comparison with the two preceding years.

		Differ'nces fr'm previous week.		1876. Oct. 21.
Loans and dis. Specie	$\begin{array}{c c} 15,547,800 \\ 19,601,200 \\ 208,144,600 \end{array}$	Dec.\$2,041,200 Inc. 1,556,700 Inc. 8,100 Dec. 1,896,600 Dec. 1,321,700	16,519,900 $16,230,300$ $195,561,500$	17,616,600 $14,836,700$ $221,218,200$

United States Bonds.—There has been a fair business only in Government securities. There were some sales here for London account during the early and middle part of the week, but to-day prices are relatively higher in London, and there is no margin for importing bonds.

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

	Interest Period.		Oct. 21.	Oct. 22.	Oct. 23.	Oct. 24.	Oct. 25.
6s, 1881reg.							
6s, 1881coup. 6s, 5-20s, 1865reg.							
6s, 5-20s, 1865 .coup.	J. & J.	*10234	*10234	10278	*10234	*10234	10278
6s, 5-20s, 1867. r. reg. 6s, 5-20s, 1867. coup.							
6s, 5-20s, 1868reg.	J. & J.	10734	*10712	*10734	*10712	*10712	*10712
68, 5-208, 1868 .coup. 58, 10-408reg.							*108
5s, 10-40s coup.	M. & S.	*10618	10618	10578	*10578	106	*10578
5s, fund., 1881reg. 5s, fund., 1881coup.	QFeb.	1043_{8} 1055_{8}					
4 ¹ 28, 1891reg.	QMar.	103^{1}_{2}	*10312	$1055_{8} \ 1033_{8}$			
4 ¹ 28, 1891 coup. 48, 1907reg.	QMar.	*10312	$1033_{8} \\ 997_{8}$	10338	10314		
4s, 1907coup.	QJan.	100	100	9978	100	100 *997 ₈	
6s, cur'cy, '95-99. reg.			*11958	*11958	*11958	*11958	*11958

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

The range in prices since Jan. 1, 1878, and the amount of each class of bonds outstanding Oct. 1, 1878, were as follows:

	Range since	Jan. 1, 1878.	Amount	Oct. 1.
	Lowest.	Highest.	Registered.	Coupon.
6s, 1881 cp.	10518 Feb. 25	11034 June 27	\$197,067,150	\$85,669,200
6s, 5-20s, 65.cp. 6s, 5-20s, 67.cp.	1024 July 22	105½ June 6	44,459,400 $110,174,800$	
6s, 5-20s, 68.cp.	10634 Jan. 2	1114 June 28	16,071,500	21,393,800
5s, 10-40scp. 5s, fund., '81.cp.	10234 Feb. 25			
4½8, 1891cp. 48, 1907ep.		105 Aug. 17 1023 Jan. 9	159,860,750 103,209,600	90,139,250
68, cur'ney.reg.		122 8 May 25		

State and Railroad Bonds .- Louisiana consols are moderately active, and sold here to-day at $74\frac{1}{2}$. Virginia consols are lower in Baltimore, where most of the sales are made. The South Carolina cases will not probably be decided before December 18, to which day we understand the Court has adjourned.

Railroad bonds continue to be quite strong on a moderate business. The annual income received from many of the bonds at their present prices is tempting to investors when Government bonds pay only about 4 per cent, and first-class real-estate mortgages about 6 per cent. In regard to a rumor that the Chicago & Northwestern Railroad Company had negotiated \$1,000,000 bonds in Europe, the Evening Post money article says: "The following bonds which were in the treasury of the company, and were originally issued for the purpose of building the branches named (and referred to in the last annual report) and which have been built, have been sold in Amsterdam at 90. The company originally advanced the money to build these branches, and the sale of these bonds re-imburses the company for its outlay.

Minnesota Valley Railroad Co. bonds, 25 miles, at \$6.000 per mile.... \$150,000 Rochester & Nort'n Minn. R. R. Co. bonds, 25 miles, at \$8,000 per mile. 200,000 Plainview Railroad Company bonds, 16 miles, at \$6,250 per mile. 100,000 Menominee River Railroad Co. bonds, 25 miles, at \$16,000 per mile. 240,000 \$690,000

*\$160,000 of the bonds having previously been sold. All these

are 30-year 7 per cent bonds.'

As to the statement of net earnings of the Missouri Kansas & Texas Railway, published in our issue of October 12, the following is a statement in detail for eight months, January 1 to August 31, 1878, including the land sales: as for eight months from Inn 1 to Sent 1 1000

Receipts from Land Department and miscellaneous (about)	
Total	\$1,825,522
Less operating expenses \$1,222,459 Rentals and improvements 124,728	
Taxes paid	4 10 6
Expenses Land Department 37,444 Miscellaneous 42,353	
Expenses of trust and maintaining organization 30,600	-1,483,503
	\$342,019
Expended for renewals	and the state of t
Net result for eight months	. \$72,413

The following were sold at auction:

Sh	ares.	
50 Tradesmen's Nat. B'k 10112	1 100 Spring Mount'n Coal Co. 42	2
40 Nat. Broadway Bank197	90 Manhat. Gaslight Co149	12
56 Nat. Park Bank 89	22 Knickerbocker Fire Ins., 82	2
13 Metrop. Nat. Bank11412	22 N. Y. Mut. Gaslight Co 65	5
00 Oriental Bank127	50 Hannibal Bridge Co.,	
00 Brooklyn Gaslight Co113	\$100 each	$^{\prime 1_2}$
40 Nat. Broadway Bank 200	85 Keokuk & Ham'n Bridge	
25 Lenox Fire Ins 91	Co., \$100 each per share 1	Γ.
20 Eagle Fire Ins20012	100 Union Impr. and Elevator	
15 Republic Fire Ins 704		5
28 Montauk Fire Ins111	72 St. Paul & Duluth RR.	
10 Manhattan Gaslight Co 148	Co. pref 15	51_{2}
25 Metrop. Gaslight Co105	215 Jackson Land Co., entitled	7 (9)
00 Brooklyn Gaslight Co116	to \$849 scrip issued for	
15 Park Fire Ins111	taxes 10)
Bo	nds.	
450	, tale 1	

#10,000 Keokuk & Hamilton

Bridge Co. 8s, 1st mort.,

due 1899, with int. coups.

from 1st July, 1876...... 37

800 Jackson Land Co. 1st

mort. 8s, due 1887......100

5,000 Cumberland & Penn.

1st mort. 6s, due 1891..... 84½

10.000 Consol. Çoal 1st mort.

7s, coup., due 1885.......10338 \$1,000 City of Hannibal 6 p. c. imp't bonds, due 1893, 1064 and int. 2,000 Jersey City 7 p. c. water bonds, due 1902, 1064 and int. 500 Read'g & Columbia RR. 1st mort. 7 per cent, due 10,000 Cent. Pac. RR. Co. 1st 10,000 Cent. Pac. RR. Co. 1st mort. on 50 miles east of Sacramento, 7 p.c. coupon bonds, due 1883......1064 5,000 Amer. Zinc Co. 8 p. c. bonds. Coupons on 1st Dec., 1872, and after, p. c. 1 1882, coup's March and Sept. 90 10,000 Chesapeake & Ohio RR. 1st mort. 6s, with coupons from 1st Nov., 1873, deposited with Cen-

tral Trust Co..... 2718 Closing prices of leading State and Railroad Bonds for two weeks past, and the range since Jan. 1, 1878, have been as follows:

~	Oct.	Oct.	Range since	Jan. 1, 1878.
STATES.	18.	25.	Lowest.	Highest.
Louisiana consols	7378	75	6934 June 8	
Missouri 6s, '89 or '90			10212 Aug. 23	
North Carolina 6s, old	*16	*16	15 Mch. 29	
Tennessee 6s, old	*33		33 Sept. 9	3958 May 14
Virginia 6s, consol	*70	*70		
do do 2d series			29 July 31	
Dist. of Columbia, 3-65s	*76 ¹ ₂	7734	74 Apr. 12	85 June 10
RAILROADS.				
Central of N. J. 1st consol		*80	64 ¹ 4 Mch. 4	90 July 11
Central Pacific 1st, 6s, gold	10634	106^{1}_{2}	10358 Jan. 15	10858 June 28
Chic. Burl. & Q. consols 7s	114			1144 Oct. 8
Chic. & Northwest. cp., gold	1014	102	9178 Jan. 14	1034 May 31
Chic. M.& St. P. cons. s. f. 7s	9578	964	91 ¹ 8 Jan. 5	10234 May 25
Chic. R. I. & Pac. 6s, 1917				110 ¹ 2 June 28
Erie 1st, 7s, extended	*11512	*11534	110 Jan. 7	1164 July 8
Lake S. & M. S. 1st cons., cp		*11312		
Michigan Central consol. 7s	113	*11334	10518 Jan. 5	114 Oct. 2
Morris & Essex 1st mort	120		115 ¹ 2 Jan. 5	121 Oct. 8
N. Y. Cent. & Hud. 1st, cp	*11812	*119	11712 Sept.10	122 June 26
Ohio & Miss. cons. sink. fd	101	1024	9578 Feb. 20	103 Oct. 10
Pitts. Ft. Wayne & Chic. 1st	122	12112	118 Feb. 8	122 Oct. 18
St. Louis & Iron Mt. 1st m	*10512	*10512	10212 Sept. 20	10938 May 24
Union Pacific 1st, 6s, gold				10858 June 28
do sinking fund		*10012	9238 Mch. 6	105 ¹ 4 July 9
* This is the price hid : no so	le was	made	t the Roard	· · · · · · · · · · · · · · · · · · ·

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

Railroad and Miscellaneous Stocks.-On a moderate business at the Exchange, taking the whole list together, there has been exceptional activity in certain stocks, with a sharp advance in prices. Western Union Telegraph has been the most prominent specialty, and on large sales has advanced rapidly in the past few days, touching 98 on the last sale to-day. There has been no development in regard to this stock, and the oft-

repeated rumor is again floated that the stock held by the company is to be distributed. Next to Western Union Lake Shore has occupied the attention of the street, and with large sales during the week has advanced to 69 this afternoon. The coal road stocks have shown depression during the week, but close stronger, Delaware Lackawanna & Western closing at 518. The daily highest and lowest prices have been as follows:

	Satu	rday, t. 19.	Mon	day, . 21.		sday,	Oct	. 23.	Thu	rsday, t. 24.		ida y, 25.
Central of N.J.		311/8	301/2	311/	2834	301/4	287/8 *093/4	30	27	285%	2616	29
Chic. Burl.& Q.		110	10916	1101/6	110	110	*0932	111	110	110	1104	11034
C. Mil. & St. P.			301/8	3034	304	3016	3018	30%	2934	301/4	30	31
do pref.	645%	65	6410	6516	641/2	65	1 6436	6514	6416		647%	6:58
Chic. & North.	401/8			4136	4016	407/8	403%	411/4	4014	403	3934	4056
do pref.	7016	7138	71	7176	7034	7116	7118	7178	70%	7112	7058	
C. R. I. & Pac	11416	11416	1141/2	115	141/4	115	1115	1151	115	115		11516
Del.& H. Canal	4554	4810	4116	4611	4316	4416	4334	4512	4334		44	45%
Del. Lack. & W	4916	5034	491/	5034	4856	4912	49	5016	4856	4934	48%	
Erie	111/8	1134	113%	121/3	1114	11120	1114	115%	111%		115%	
Han. & St. Jo	1414		*14	1434	1434	1434	*1414	1434	1416	1416	1414	1414
do pref.		3756	3758	38	*3716	3816	38	38	3734	3734	38	38
Illinois Cent	751/2	7634	77	78	7734	781/4	7714	7814	77	7718	7716	7716
Lake Shore	6638	671/4	667/8	673%	6678	6715	6708	6936	681/4	6936	6814	69
Michigan Cent	6716	68	68	683%	68	684	6834	69%	6856	6936	6878	6914
Morris & Essex	8015	81	80	8034	7914	80	8018	8113	7934	8038	8014	8138
N.Y. C. & H. F.	1101/2	11016	11034	11116	110%	111	1111.	1124	112:8	11218	*111	01/8
Unio & Miss	71/2	712	71/3	715	736	716	*73%	7.34	716	716	710	734
Pacific Mail	15%	16	16	16	1578	15%	1578	1578	*1534	16	1578	15%
Panama	*120	125	X		*	125	*118		*		* 20/8	123
Wabash	1834	1914	$18\frac{1}{2}$	1914	1834	19	187/8	19	1834	19	*	19
Jnion Pacific	6618	of 101.1	6614	136346	6618	6634		6634	6614	6638	68	6614
West. Un. Tel	881/8	9014	8838	9038	8938	93	63	95	9313	911	9111	98
Adams Exp	108	10818	*10814		10834	10834	*109	10936	10837	10834	1091	10914
American Ex	48	48	477/8	4778	*48	49	*48	50	*48		48	4816
Inited States .	4818	4816	*48	49	4734	4734	*48	48	*48	49	4814	481
Wells, Fargo	*95%	97	96	96	*9613		97	97	8636	9634	9617	9616
	*12	13	1216	14	*121/2		•••		1214		*12	13
do pref.	*32	35	43113		*3212	35	*331/2		*32	35	*	35

* These are the prices bid and asked; no sale was made at the Board Total sales this week and the range in prices since Jan. 1, 1877 were as follows:

-					
	Sales of Week.	Jan. 1, 187	78, to date.	Whole 187	year 7.
	Shares.	Lowest.	Highest.	Low. I	Tigh.
Central of N. J	13,786	13½ Jan. 2	4514 July 11	6	3734
Chic. Burl. & Quincy	896	99 ¹ 4 Feb. 28	11434 July 15		1878
Clife. Mil. & St. P	20.290	2712 Sept. 2	5478 July 8		421_{8}
do do pref.	12.540		8434 July 9		$73\frac{1}{4}$
Cincago & Northw	104.757		5514 Apr. 17	15	437_{8}
do do pref.	79.710	5934 Feb. 9	79½ July 11	3734	$69\frac{1}{2}$
Chic. Rock Isl. & Pac.	2 100		11912 June. 7	$82\frac{1}{2}1$	
Del. & Hudson Canal	9 2 18	4315 Oct 99	59% July 10	251_{0}	741_{2}
Del. Lack. & Western	189,060	4638 Mch. 5	6178 July 10	-	77
Erie	18,972	758 Jan. 5	1834 July 31	- 0	
Hannibal & St. Jo	800	10 Feb. 28	16 ¹ 4 Sept. 5		15
do do pref	900		40 Sept. 5		1570
Illinois Central	4,590	7238 Feb. 14	87 July 11	4012	3378
Lake Shore	170,760	5578 June 29	70 Oct. 9		79
Michigan Central	4,200	58½ Jan. 3	7258 Apr. 18	45	7338
Morris & Essex	10 280	6738 Feb. 28	89 June 10		7414
N. Y. Cent. & Hud. R.		10334 Feb. 11		5114	92 Lg
Ohio & Mississippi	1,235	63. Tuno 20		854 10	
Pacific Mail.	1,400	634 June 29	11 ¹ 4 Apr. 15	2^{1}_{2}	1138
Panama.		1458 June 21 112 Jan. 5	237 ₈ Jan. 16		2614
Wabash.	8,110		131 Feb. 25	80 13	30
Union Pacific	15,633	1218 June 26	203 ₈ Apr. 5		
Western Union Tel			73 Mch. 20		73
Adams Express	194,237 58		98 Oct. 25		3158
American Express	77		10914 Oct. 25)5
United States Exp	60	46 Aug. 2	5212 May 8		5014
Wells, Fargo & Cq		44 Aug. 7	5134 Feb. 25		5934
Quicksilver.	162	82½ Jan. 7	97 Oct. 9		00
do pref	50	12 Aug. 21	1934 Feb. 25	13 2	24
do pref		2934 Feb. 5	37 June 15		15

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 period men-

EARNINGS. Week or Mo. 1878. 1877. 1878. 1877. Atch. Top. & S. F. 2d wk Oct. \$119,500 \$95,767 \$2,941,298 \$1,921,203 Atl. & Gt. West. August. 369,761 421,483 Atlantic Miss. & O. August. 155,012 184,176 1,044,263 1,073,698 Bur. C. Rap. & N. 2d wk Oct. 32,487 36,622 1,199,342 888,314 Gairo & St. Louis. September 19,371 19,745 161,773 175,803 Central Pacific. September 1,831,000 1,441,293 12,937,363 12,033,937 Chicago & Alton. 2d wk Oct. 131,426 116,608 3,686,075 3 544,736 Chic. Burl. & Q. August. 1,632,207 1,330,249 8,996,425 7,631,597 Chic. & East. Ill. 2d wk Oct. 18,626 17,886 Chic. Mil. & St. P. 3d wk Oct. 183,000 258,973 6,669,000 6.193,213 Chic. & Northwest. September 1,345,796 1,559,368 10,034,804 8,593,055 do propr'y r'ds. September 106,704 136,074 tioned in the second column. do propr'y r'ds.September 1,345,796 1,559,368
Clev. Mt. V. & D. 1st wk Oct.
Dakota Southern. August... 15,164 12,537
Denv. & Rio G...3d wk Oct. 28,300 17,002
Dubuque & S. City. 2d wk Oct. 24,774 26,752 286,192 291,098 109,023 138,088 873,795 598,845 24,774 741,105 689,564 8,051,069 Erie......July1,157,690 1,041,205 Gal. H. & S. Ant. August 116,083 99,140 8,289,355 728,993 778,22299,140 588,804 Grand Rap. & Ind. August... 109,386 96,681 Grand Trunk.Wk.end. Oct.12 207,004 Gr't Western.Wk.end. Oct.18 90,345 695,342 221,694 6,872,002 7,156,564 3,600,767 3,960,227 90,345 113,892 3,462,506 Ill. Cent. (Ill.line). September 485,698 607,713 3,960,227 3,728,725 1,083,293 1,029,300 do Iowa lines. September Indianap. Bl. &W. 2d wk Oct. 129,931 209,639 $\frac{28,570}{44,783}$ 30,432 1,012,295 979,916 Int. & Gt. North. .2d wk Oct. Kansas Pacific. .2d wk Oct. Mo. Kans. & Tex .3d wk Oct. 42,043 1,037,348 1,081,937 94,074 2,799,590 2,465,455 69,767 2,335,144 2,538,084 125,714 1,147,089 1,049,495 157,424 1,188,031 1,255,061 113,546 82,453 Mobile & Ohio...August... Nashv. Ch.& St.L. September 114,979 123,497 Pad. & Elizabetht. 1st wk Oct. 6,588 1,3466,441 Pad. & Memphis. . 2d wk Oct. 142,571 3,931 Pnila. & Erie....September Phila. & Reading September 288,084 322,896 2,025,890 2,168,652 779,481 1,527,440 8,840,420 10,431,453 2,168,652 St.L.A.&T.H. (brs)2d wk Oct. 15,280 16,082 399,432 St. L. Iron Mt. & S.2d wk Oct, 3.222,612 3.277,663 2,395,781143,900 147,368 St. L. K. C. & No. . 2d wk Oct. 90,363 62,831 30,724 14,448 2,540,821 St. L. & S.E. (St.L.) September 64,661 468,132 444,191 (Ken.).September 29,047 240,395 256,960 (Tenn.) September 14,387 61,720 St. Paul & S. City September 124,896 113,177 52,019 430.316 203,724 349,226 Scioto Valley....September Sioux City & St. P. September 29,151 30,418 22,69542,228 266,148 200,826 Tol. Peoria & War. 2d wk Oct. 27,205 1,012,068 867,937 Union Pacific....September 1,163,426 1,035,232

Wabash 3d wk Oct. 109,920 112,558

9,052,600

4,029,499

9,073,669

3,685,145

The Gold Market.—There has been comparatively little interest in gold, and to-day the price opened and closed at 100%, selling in the meantime at 1001. On gold loans rates were from 3 to 1½ per cent for carrying in the morning, and at the close cash gold loaned flat.

Silver in London is quoted at 493.

The range of gold, and clearings and balances, were as follows:

		Quota	tions.		Gold	Bala	inces.
-	Open	Low.	High	Clos.	Clearings.	Gold.	Currency.
" 25 " 25 " 25	$egin{array}{ll} 9 & 100^{1}_{2} \ 1 & 100^{1}_{2} \ 2 & 100^{1}_{2} \ 3 & 100^{1}_{2} \ 1 & 100^{1}_{2} \ 1 & 100^{1}_{3} \ \end{array}$	100^{1}_{2} 100^{1}_{2} 100^{1}_{3} 100^{3}_{8}	100^{5}_{8} 100^{5}_{8} 100^{1}_{2} 100^{1}_{2}	100^{1}_{2} 100^{1}_{2} 100^{1}_{2} 100^{3}_{8}	9,269,000 8,148,000 6,367,000 6,684,000	1,383,000 $1,198,669$ $996,000$ $1,105,551$	1,390,000 1,206,162 1,001,271 1,106,351
Prev. w	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	10010	10138	100%	\$137,823,000	\$1,258,500	\$1,267,047
Sovereig	following gns	.\$4 8	3 78	tions i 4 87. 3 87	n gold for va	limes 98	$@ - 985_{8}$

Exchange. Foreign exchange has made a sharp advance, and prices to-day are two to three points above last week. There is but a small demand from bond importers, but a decrease in commercial bills is reported in consequence of shipments of produce being checked. Actual business was done at a slight concession from the rates given below.

In domestic bills the following were rates of exchange on New York at the undermentioned cities to-day: Charleston, plentiful, buying 5-16@1 discount, selling 1@par; New Orleans, commercial 4@5-16 discount, bank 1 discount; St. Louis, 50 discount; Chicago, steady, 25 premium; and Boston, 131c. discount. Quotations for foreign exchange are as follows:

Ост. 25.	60 days.	3 days.
Prime bankers' sterling bills on London. Good bankers' and prime commercial Good commercial. Documentary commercial. Paris (francs). Antwerp (francs). Swiss (francs). Amsterdam (guilders). Hamburg (reichmarks). Frankfort (reichmarks). Bremen (reichmarks). Berlin (reichmarks).	$egin{array}{ll} 4.791_2 @ 4.801_2 \\ 5.231_8 @ 5.205_8 \\ 5.231_8 @ 5.205_8 \\ 5.231_8 @ 5.205_8 \\ 397_8 @ 40 \\ 941_4 @ 941_4 \\ \hline \end{array}$	$\begin{array}{c} 4.88 @4.88^{1}2\\ 4.87^{1}2@4.88\\ 4.86 @4.87\\ 4.85^{1}2@4.86^{1}2\\ 5.20^{5}8@5.18^{1}8\\ 5.20^{5}8@5.18^{1}8\\ 5.20^{5}8@5.18^{1}8\\ 40^{1}8@ 40^{1}4\\ 94^{7}8@ 95^{1}8\\ 94^{7}8@ 95^{1}8\\ 94^{7}8@ 95^{1}8\\ 94^{7}8@ 95^{1}8\\ 94^{7}8@ 95^{1}8\\ \end{array}$

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 Oct. 19, 1878:

1	8			A V W D	LOW LWOY	DIM ON	
- 1			Loans and	AVER	AGE AMOU	Description of the second	7
1	PANTE	Conital			Legal	Net	Circula-
	BANKS.	Capital.	Discounts		Tenders.		. tion.
-		\$	\$	* *	\$	\$	\$
	New York	2,000,000	8,585,000	1,587,690	502,500	7,769,700	44,000
- 1	Manhattan Co	2,050,000	5,909,400			4,165,600	7,500
٠١	Merchants'	2,000,000	7,587,700				
	Mechanics'	2,000,000	7,200,800	455,300			
- 1		1,200,000	4,093,300				
1				221,000	435,400		
. 1	America	3,000,000	8,474,500				1,100
1	Phœnix		2,311,000		383,000	2,173,000	220,000
1		1,000.000	6,092,400	1,292.800	1,056,000	5,031,900	
1	Tradesmen's	1,000,000	3,228,800	172,600	418,200		752,500
1	Fulton	6:0,000	1,574,700	155,700	485,900	1,282,900	
1	Chemical	300 000	10,227,100	441,200	3,562,600	10,956,400	
1	Merchants' Exch.		3,419,100	47.800	419,500	2,445,200	KC7 000
1	Gallatin National		3,845,200	253,000	404,700		567,200
1	Butchers'& Drov.					1,999,900	444,800
1	Machanical & Diov.	300,000	1,303,000	123,000	126,000	956,000	265,000
1	Mechanics' & Tr.	600,000	1,419,000	23,000	249,000	1,041,000	197,000
1	Greenwich	200,000	874,100	8,400	182,200	810,500	2,700
1	Leather Manuf'rs	600,000	2,487,800	361,600	361,300	2,159,400	279,400
ı	Seventh Ward	300,000	863,800	61,800	140,400	783,200	29,700
1	State of N. York.	800,000	1,572,200	281,800	312,800	1,493,900	45,000
ı		5,000,000	11,869,000	869,000	1,378,000	8,350,000	190,000
1		5,000,000	18,732,800	603,300	1,100,400	11,204,500	
١		1,000,000	4,728,300	79,800		9 177 500	1,759,600
ŀ	Mercantile 1	1,000,000	3.185.100		620,500	3,677,700	890,600
ı	Posific			100,100	422,500	2,623,800	179,400
ı	Pacific	422,700	2,057,500	31,900	458,700	1,945,200	
ı		,500,000	3,444,500	195,100	277,400	1,925,600	450,000
ı	Chatham	450,000	2,812,100	145,600	477,500	2,563,500	398,500
1	People's	412,500	1,332,100	19,300	225,400	1, 235,50)	5,400
ı	North America	700,000	1,598,000	130,000	197,000	1,531,600	
1	Hanover 1	,00,000	5,058,800	103,200	921,300	4,487,000	446,700
	Irving	500,00C	1,910,400	38,400	417,200	1 ,861,400	84,200
	Metropolitan 3	,000,000	13,921,000	993,000	1,495,000	9,994,000	2,223,000
	Cit zons'	600,000	1,449,000	76,500	338,400	1,668,200	247,200
	Nassau 1	,000,000	1,956,200	16,800	234,600	1,726,000	3,900
		,000,000	2,493,800	71,400	414,200	1,733,100	
	St. Nicholas 1	.000,000	1,935,200	75,500	154,800	833,200	246,200
	Shoe and Leather 1.		3,581,100	253,000			497,900
	Corn Exchange . 1		2,936,800	92,900	411,000	2,628,300	677,100
		,250,000	3,950,100		220,000	1,669,400	4,700
	Omignetal			40,800	756,600	3,074,600	779,300
	Oriental	300,000	1,334,100	13,000	166,000	1,143,800	
	Marine	400,000	2,343,000	91,000	525,00)	2,387,000	354,000
1	importers'&Trad 1,	000,000	14,372,300	639,200	5,170,800	17,189,100	1,104,500
4	Park 2,		10,599,900		2,996,500	12,402,700	539,200
i	Mech. Bkg. Ass'n	500,000	635,100	35,400	125,900	501,700	293,900
(Grocers'	3 00 ,0 00	545,100	1,100	129,400	470,500	
1	North River	240,000	701,100	32,000	166,500	782,700	
1	East River	250,000	705,000	33,100	94,200	545,100	95,700
7	Manuf'rs' & Mer.	100,000	315,300	1,000	111,100	353,300	00,100
			13,305,900				1 021 605
	Central National. 2,	000,000	7,477,000				1,034,600
S	second National.	300,000	2,036,000	110,000	1,358,000	6,146,000	1,476,000
	Finth National			101 200	509,000	2.083,000	269,000
		750,000	3,512,100	131,300	101,800	2,983,100	597,000
		500,000	7,393,400	1,287,700	1.518,200	9,006,200	45,000
	hird National	986,300	5,935,700	365,600	1,310,700	6,005,200	799,400
	N. Y. Nat. Exch.	30 0,000	1,189,600	25,000	185,500	828,100	268,300
E	lowery National.	250,000	1,114,000	3,500	217,000	806,000	221,C00
N	lew York County	200,000	1,184,100		334,700	1,221,200	180,000
		750,000	1,972,700	200,800	298,500	1,856,100	200,000
-			_,,		200,000	2,000,100	******

Total63,411,590 246,593,103 15,547,800 40,729,100 208,141,600 19,601,200

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.

	•	I	1	avor by giving notice of any e	rror (uisco	vered in these Quotations.	·	
	United States Bonds.	Bid.	Ask.	STATE SECURITIES.	Bid.	Ask.	CITY SECURITIES.	Bid.	Ask.
	UNITED STATES BONDS.			South Carolina—(Continued)— 7s of 1888	30		Dist. Columbia— Consol. 3-65s, 1924, coupF &A	77	552
	6s, 1881reg. J & J 6s, 1881coup. J & J	1073	1077	68, non-fundable bonds Var.	114	70^{2i_2}	do reg	76	773 ₄
	Called Bonds reg coup.			Tennessee-6s, old, 1890-98 J & J		34	Perm. imp. 6s, guar., 1891J&J Perm. imp. 7s, 1891J&J	107	$\frac{105^{1}2}{110}$
	6s, 5-20s, 1865, newreg. J & J	10234	103	6s, new bonds, 1892-1900J & J 6s, new series, 1914J & J		$\frac{32}{31}$	Washington—10-year 6s, '78Var. Fund. loan (Cong.) 6s, g., '92 Var.	104	$100\frac{1}{2}$ $105\frac{1}{2}$
	6s, 5-20s, 1865, new coupJ & J 6s, 5-20s, 1867regJ & J	10512	10558		112	$\frac{104}{113}$	Fund. loan(Leg.)6s, g., 1902 Var. East Saginaw, Mich.—8s	104	106
	6s, 5-20s, 1867coupJ & J 6s, 5-20s, 1868regJ & J	10712	10512	7s, gold, 1904. J & Jt 10s, pension, 1894. J & Jt	113	$\frac{115}{102}$	Elizabeth, N. J.—7s, shortt 7s, funded, 1880–1905Var.	74 72	84 79
σ	6s, 5-20s, 1868coup. J & J 5s, 10-40sreg. M& S	$108 \\ 1053 $	106	Vermont—6s, 1878	100	10014	7s, consol., 1885-98 A & O 7s, 1905	$\frac{72}{70}$	78
	5s, 10-40s	10534	106	6s. new bonds, 1886-1895	24		Fall River, Mass.—6s, 1904F& At	11018	11038
	5s, funded, 1881coup Q—F 4½s, 1891reg. Q—M	10538	1054	6s. do ex-coup., 1905. J & J	52	35	5s, 1894, gold F&A† Fitchburg, Mass.—6s. '91, W.L. J&J† Erndericksburg, W. 75	110	$110^{1}4$
	4128, 1891	10318	1034	6s, deferred bonds	6	7	Fredericksburg, Va.—7sM&N Galveston, Tex.—10s, '80-'95Var.		
	4s, 1907. coup	9978	100	CITY SECURITIES.	100	100	Galvest'n County, 10s, 1901. J & J Georgetown, D.C.—See Dist. of Col.		•••••
ē	6s, Currency, 1895-'99regJ & J	1195_{8}	1197_{8}	78Various	106	106	Harrisburg, Pa.—6s, couponVar.* Hartford, Ct.—City 6s, various†	104	107
	STATE SECURITIES.	401		Allegheny, Pa.—4s. J&J 6s, 1876-'90. J&J			Capitol, untax, 6st Hartford Town bonds,6s, untaxt	10034	$\begin{array}{c} 116 \\ 102 \end{array}$
	Alabama—5s and 8s, fundableVar. 8s, Mont. & Euf			Allegheny Co., 5sJ&J	89	$\begin{array}{c} 105 \\ 91 \end{array}$	Haverhill, Mass.—6s, '85-89. A&Ot Houston, Tex.—10s.		107_{2}
	8s, Ala. & Chat. 8s of 1892-93 J & J 2s of 1906, funded "A" J & J	20		Atlanta, Ga.—7s Do. 8s	$\begin{array}{c} 96 \\ 103 \end{array}$	$\begin{array}{c} 98 \\ 106 \end{array}$	6s, funded. Indianapolis, Ind.—7-30s,'93-99.J&J	17	20
	58 of 1906, funded, RR, "B"	43 70	$\begin{vmatrix} 44\\73 \end{vmatrix}$	Waterworks. Augusta, Me.—6s, 1887, mun. F&A	96	$\begin{array}{c} 101 \\ 104 \end{array}$	Jersey City— 6s, water, long, 1895.		102
	Class "C" Arkansas—6s, funded, 1899 J & J	$\begin{array}{c} 46 \\ 21 \end{array}$	48	Augusta, Ga—7sVarious Austin, Texas—10s	97	$\begin{array}{c} 100 \\ 102 \end{array}$	7s, do 1899-1902. J & J 7s, sewerage, 1878-'79. J & J	107_{2}	1081_{2} 101
	7s, L. R. & Ft. S. issue, 1900. A & O 7s, Memphis & L. R., 1899. A & O	4	8	Baltimore— 6s, City Hall, 1884Q—J		110	7s, assessment, '78-79. J & J-M& N 7s, improvement, 1891-'94 Var.	100	101 107
	7s, L. R. P. B. & N. O., 1900 A & O 7s, Miss. O. & R. Riv., 1900 A & O	3	10 10	6s, Pitts. & Con'v. RR., 1886. J&J 6s, consol., 1890. Q—J	109	111	78, Bergen, long	105	106
	7s, Ark. Central RR., 1900.A & O 7s, Levee of 1872.	3	10	6s, Balt. & O. loan, 1890 Q-J	10934	10978	Hudson County, 6sA&O do 7s.M&S and J&D	108	$\begin{array}{c} 103 \\ 109 \end{array}$
	California—6s, 1874. Connecticut—5s.	g.105		6s, Park, 1890	110	115	Bayonne City, 7s, longJ&J Lawrence, Mass.—6s, 1894A& O	1104	$\frac{101}{110^{1}2}$
	6s, 1883-4. Delaware—6s. J&J*	107		5s, funding, 1894J&J	103	116 104	Louisville, Ky.—7s, long dates. Var.t	101	100 4 103
	Florida—Consol. gold 6sJ & J	75	100	6s, 1900	112	$\frac{111}{112^{\boldsymbol{1}_{\boldsymbol{2}}}}$	78, short dates	$\begin{array}{c} 100 \\ 97 \end{array}$	$\begin{array}{c} 100 \\ 99 \end{array}$
	Georgia—6s, 1879-80-86	108	101 ¹ 2 109	6s, Valley RR., 1886 A & O	108	$\begin{array}{c} 102 \\ 110 \end{array}$	6s, short	97	99 1101 ₀
	7s, endorsed, 1886. 7s, gold bonds, 1890Q—J	108		5s, new 1916	103	104 103	Lynchburg, Va.—6s. J & J 8s. J & J	95	97
	8s, '76, '86			6s, water, 1905J&J†	10612	107	Lynn, Mass.—6s, 1887. F&A† Water loan, 1894-96. J&J	107	108
	War loan, 1880	10012		6s. B. & Piscataquis RR'99.A&O† Bath, Me.—6s, railroad aidVar	10212	103	5s, 1882 M&N† Macon, Ga.—7s	101 60	102 70
	Kentucky—6s. Louisiana—Old bonds,fundable.Var.	102		5s, 1897, municipal. Belfast, Me.—6s, railroad aid, '98. †	99	100 101	Manchester, N. H.—58, 1882-'85†	101	102
-	8s, non-fundable	50		Boston, Mass.—6s, cur, long, 1905 Vart 6s, currency, short, 1880 Var.	115	$116 \\ 1023$	6s, 1894t Memphis, Tenu.—6s, old, CJ & J	30	110 ¹ 4 40
	Maine—Bounty, 6s, 1880 F&A War debts assumed, 6s, '89.A& Of	1024_{2}	$103 \\ 1121_{2}$	5s, gold, 1905	111	$111\frac{1}{2}$	6s, new, A & B. J & J 6s, gold, fund., 1900 M & N		40
	War loan, 6s, 1883	106	107 108 ¹ 2	do 5s, gold, 1899J&J±	103	105 105	6s, end., M. & C. RR. 6s, consols. J&J	30 55	65
	6s, exempt, 1887J&J† 6s, Hospital, 1882-87J&J†	111	113	Brooklyn, N.Y78, '77-80J & J	101	105 104	Milwaukee, Wis.—5s, 1891J & D '4s, 1896-1901Var.	10432	100
	6s, 1890. Q-J 5s, 1880-'90. Q-J	106	109 108	78, 1881-95 J & J 78, Park, 1915-24 J & J	118	$\begin{array}{c c} 113 \\ 121 \end{array}$	7s, water, 1902	108	20
	Massachusetts—5s, 1880, gold.J&JI	10134	100 102	78, Water, 1903. J & J 78, Bridge, 1915. J & J	118	$\begin{vmatrix} 121 \\ 121 \end{vmatrix}$	58	30	20 35
	5s, gold, 1883	11010		6s, Water, 1902-5J & J 6s, Park, 1900-1924J & J	106	109	Montgomery, Ala.—New 3s J & J Nashville, Tenn.—6s, old	80	90
	5s, g., sterling, 1891J&J do do 1894M&N	106	107 108	Kings Co. 7s, 1882-'89 M & N do 6s, 1879-'86 M & N	102	109 107	6s, new. Newark—6s, long	$\begin{array}{c c} 80 \\ 103 \end{array}$	90
	do do 1888	102	104	Buffalo, N, Y.—7s, 1876-'80Var. 7s, 1880-'95Var.	100 103	104 110	7s, long	108	111 115
,	6s, 1883. J & J 7s, 1890. M& N	$egin{array}{c} 104 \cdot_2 \cdot_112 \end{array}$		7s, water, long	109	111 103	New Bedford, Mass.—6s, 1893† N. Brunswick, N. J.—7s.	11112	$\begin{array}{c} 112 \\ 104 \\ 1 \end{array}$
	Minnesota—7s, RR. repudiated Missouri—6s, 1878 J & J	$\begin{array}{c} 25 \\ 1013_4 \end{array}$	35 102	Cambridge, Mass.—5s, 1889A&O† 6s, 1894-96, water loanJ&J†	102	$102\frac{1}{2}$	Newburyport, Mass.—6s, 1890† N. Haven, Ct.—Town, 6s, Air Line	10912	110 108
	Funding bonds, 1894-95 J & J Long bonds, '89-90 J & J	106	108	Camden Co., N, J.—6s, coup* Camden City, N. J.—6s, coup*	105		Town, 6s, war loan do 6s, Town Hall	103	105 103
	Asylum or University, 1892. J & J Hannibal & St. Jo., 1886J & J	104	105	7s, reg. and coup. * Charleston, S.C.—6s, st'k,'76-98Q-J	110	$\begin{array}{c} 117 \\ 52 \end{array}$	City, 7s, sewerage. do 6s, City Hall.	112	115 101
	do do 1887J & J N. Hampshire—6s, 1892-1905J&J	10334	1	7s, fire loan bonds, 1890J & J 7s, non-tax bonds.		72 83	New Orleans, La.—Premium bonds.	30	32
	War loan, 6s, 1884	106	108	Chelsea, Mass.—6s, '97, water l. F&A† Chicago, Ill.—6s, long datesJ&J†	110	1104	Consolidated 6s, 1892Var. Railroad issues, 6s, '75 & '94Var. Wharfinger, 730c, 1890L. D	32	37 35
	6s, exempt, 1877-1896J&J New York—	106		7s, sewerage, 1892-'95J&J†	106		New York City—		
	68, gold, reg., 1887	113		7s, water, 1890-'95	106	$109 \\ 1061_2$	6s, water stock, 1880 Q—F1 6s, do 1879 Q—F†	100	103
	68, gold, 1883 J & J			7s, 1890-'95. J&J Cook Co. 7s, 1880. M&N	101	$106\frac{1}{2}$ 102	5s, do 1890Q—F† 6s, do 1883-90Q—F	104	106
	6s, gold, 1891	125		do 7s, 1892 M & N Lake View Water Loan 7st		10612	6s, aqueduct stock, '84-1911Q—Fi 7s, pipes and mains, 1900M&N	104	107 118
	6s, gold, 1893	16	1712	Lincoln Park 7s. South Park 7s, 1876-'79J & J	$\frac{96\frac{1}{2}}{96\frac{1}{2}}$	99 99	6s, reservoir bonds, 1907-'11.Q-F 5s, Cent. Park bonds, 1898Q-F	106	107 103
	68, N C. RR., 1883-5J & J	16 74	17	West Park 7s, 1890	95 96	97 97	6s, do 1895Q—F 7s, dock bonds, 1901 M & N	100	107 118
	68, do	54		68, short	98 1	108	6s, do 1905M & N 7s, market stock, 1894-97M & N	107	108 117
	6s, do coup. off A & O 6s, Funding act of 1866, 1900 J&J	54	11	78	104 1	105 1041_2	6s, improvem't stock, 1889. M & N 7s, do 1879-90. M & N	104	105 114
	68, do 1868,1898A&O 68, new bonds, 1892-8J&J	9 9	10	do 7-30s, new	100 1	$\frac{10412}{1001_2}$	6s, gold, cons. bonds, 1901.M&N ‡	112	113
a.	68, do	0		Hamilton Co., O., 6s	95 .		6s, street impr. stock, 1888. M & N 7s, do do '79-82. M & N 6s, gold new consol 1896	104	107
	68. do class 2 A & O class 3 A & O	112	$\frac{31_2}{3}$	do long 78 & 7-30s t	104 1	102	6s, gold, new consol., 1896	106	109 107
	Ohio—6s, 1881	104		Cleveland, O.—6s. longVarious.	99 1	100	Newton—6s, 1905J&J 5s, 1905J&J	10212	103
	Pennsylvania—5s, gold, '77-8.F&A*	100	104	6s, short	08 1	109	Norfolk, Va.—6s, reg. stk, '78-85J&J 8s, coup., 1890-93Var.	109	112
	5s, new, reg., 1892-1902 F&A	111	11114	7s, short	$\begin{vmatrix} 04 & 1 \\ 03 & 1 \end{vmatrix}$	06	8s, water, 1901	$12\frac{1}{2}$	103
	6s. 10-15, reg., 1877-'82F & A 6s, 15-25, reg., 1882-'92F & A Rhode Island 6s, 1882-'92F & A	10934	110	Columbia, S.C.—6s, bonds	62	60	Orange, N. J.—7s	104	
	Rhode Island—6s, 1882M&S† 6s, 1893–4, coupF&A†	107	106	Covington. Ky.—7.30s	02 1	$02^{1}2$	Paterson, N. J.—7s, longVar Petersburg, Va.—6sJ&J	06	808
	South Carolina—6s. J & J 6s. A & O	28		Dallas, Texas—8s, 1904	95 1	85	8sJ&J		106
	6s, funding act, 1866. J & J 6s, Land C., '89. J & J	28 40		Dayton, O.—8s	06 .		Philadelphia, Pa.—5s, regJ&J* 6s, old, regJ&J	100	108
3	68, Land C., 1889A&O		,	7s, water, long	09 i	11	6s, new, regJ&J	15	116
		-	-			11		•	

^{*} Price nominal; no late transactions.

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

	1	tions See Notes at Head of I	First Page	of Quotations.	
CITY SECURITIES. Pittsburg, Pa.—4s, coup.,1913J&J	Bid. Ask	- DONDS.	Bid. Ask.	RAILROAD BONDS.	Bid. Ask.
58, reg. and coup., 1913J&J 78, water, reg.& cp., '93-'98A&C	1 80	Bur. & Mo. (Neb.)—1st M.,5s, 94.J&J 8s, conv., 1883	†	Clev. Col. C. & I.—1st, 7s, '99. M&N Consol. mort., 7s, 1914J&D	11084 11114
7s, street imp., reg, '83-86Var Portland, Me.—6s, MunicipalVar	1 *70 1 75	Repub. Valley, 1st, 6s, 1918 1.61	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	Bellef. & Ind. M., 78, 1899. J&J Clev.& M. Val.—1st, 78, g., '93.F&A	00
Railroad aid Var Portsmouth, N. H.—6s, 1893, RR	11111 11011	2 Cairo & St.L.—1st M., 8s, 95.M&N	13	S. F. 2d mort., 7s, 1876	25. 1
Poughkeepsie, N. Y.—7s, water Providence, R.I.—5s, g.,1900-5.J&J	111101011111	Califor. Pac.—1st, 7s, g., 1909.A&O	$\begin{array}{c c} ‡25 & 30 \\ 97 & 100 \end{array}$	Clev.Mt.V.& Del.—1st, 7s, gold, J&J	1119 11101
68, 1885 M & G	114 115	3d M. (guar. C. P.), 6s, 1905. J&J	83 88	Columbus ext., 7s, gold, 1901 Colorado Cent.—1st, 8s, g., '90.J&D	1 41 9 4 1
88. J&J	101	do do 3s, 1905.J&J Camden & Atl.—1st, 7s, g., '93J&J	115 116	Col. Chic. & Ind. Cent.— 1st mort., 7s, 1908	1
78, water, 1903	100 104	Cam. & Bur. Co.—1st M 69 '07 F.64	$^{101}_{*99}$ $^{103}_{101}$	2d mort., 7s, 1890 F&A Chie. & Gt. East., 1st, 7s, '93-'95.	1210 191-
Sacramento, Cal—City bonds, Ga	1003 100	Canada So.—1st M., guar., 1908, J&J Cape Cod—7s, 1881F&A		do 2d M. 78, 1904 M&N	85 87
Salem, Mass.—6s. long	g	Carolina Cent.—1st, 6s,g.,1923.J&J Carthage & Burl.—1st, 8s, '79.M&N †	$\begin{array}{c c} 30 & 35 \\ 1003 & 1011_2 \end{array}$	T. Logansp., 1st, 78, 1905. A&O	6710 70
S. Francisco—78. g. City & Co. Var	1100 1100	Catawissa—1st M., 7s, 1882. F&A New mort., 7s, 1900. F&A Cedar F. & Min.—1st, 7s, 1907. J&J	$104 1061_2$	Ind. Cent., 2d M., 10s, 1882, 1& 1	99 101
Savannah, Ga.—7s, old. Var. 7s, new Var. St. Joseph, Mo.—7s. Var. Pridge 10-10-11	60 6	Cedar R. & Mo.—1st, 7s, 1907. J&J 1st mort., 7s, 1916	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	1st M., 7s, 1880	f 103½ 105
Diage 108, 1891 T. 6, T	60	Cent. of Ga.—1st, cons., 7s, '93.J&J	10612 108	Col. & Toledo—1st mort, bonds	†90 91 †90 91
St. Louis, Mo.—68 cur., long bds. Var. 68, short. Var.	100 1101	7s, conv. 1962	112	Col. & Xenia—1st M., 78,1901.M&S	104 106
Water 6s, gold, 1887-90 J & D do do (new), 1892. A & O	$104\frac{1}{2}$ $105\frac{1}{2}$		64	Massawippi, g., 6s, gold '89 Lt. I	11093,1109
Renewal, gold, 69 Van	$\begin{array}{c c} 104 & 105 \\ 103 \frac{1}{2} & 104 \frac{1}{2} \end{array}$	Am. Dock & Imp. Co., 78, 86 J&I	$66 681_2 $	Conn. West.—1st M., 78, 1901J&J	$\begin{array}{c c} 50 & 52 \\ 18 & 22 \end{array}$
Sewer, 6s, gold, 1891 '93 Var. St. L. Co.—Park, 6s, g., 1905.A & O Currency, 7s, 1887-'88 Var.	103 1104 11		60	Cumberl. Val.—1st M & 1904 A 601	103 10514
St. Paul, Minn.—6s, '88-'90. J & D 7s, 1874-90. M& N	8712 90	Cent. Ohio-1st M Gg 1900 Meg .	38	Dakota Southern—7s. gold, '94, F&A † Danb'y & Norwalk—7s, '80-92. J&J	
88, 1889-96. Var. Somerville, Mass.—58, 1895. A&O	100	1st mort., 6s. gold 1895-98 T&T 1		Dan. Ur. Bl. & P.—1st, 7s, g A&O Dayton & Mich.—1st M., 7s, '81. J&J 2d mort., 7s, 1887	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
68, 1885. J&J 56, 1884. J&J 56, 1884. A&O 56	105 1106 11	S. Joaquin, 1st M. 6s. o 1900 A&O	06	3d mort., 7s, 1888 A&O Dayt. & West.—1st M.,6s, 1905.J&J	$ \begin{array}{c c} 95 & 96 \\ 90 & 92 \\ \hline \end{array} $
78, 1903 Mass.—68, 1905 A&O	$112 1121_2 $	Cal.& Or. C.P. bonds 68 g '99 181	00 31	18t mort., 78, 1905	75 80 104 108
Toledo, O.—7-30s, RR 1900 M& N	.90 95	West, Pacif 1st 6s g 1890 A&O	03 105	Del. Lack. & W.—2d M. 78, 1905F&A	98 9912
8s, water, 1893 & '94 Var.	104	2d mort., 78, 1910	50 53	Mort. 78. 1907 Meg	103 10334
Wilmington, N.C.—See Dist. of Col. Wilmington, N.C.—68, gold, con. on		2d mort., 7s	1	Den. & Rio G.—1st. 7s. g. 1900 M&N	$\begin{array}{cccccccccccccccccccccccccccccccccccc$
Worcester, Mass -69 1802 A 60 11	124 1123	do ex coup	25 I	Detroit & Bay C.—1st, 68, 1904. J&J	¶62
Yenkers, N. Y.—Water, 1903	.10	Va. Cent., 1st M., 6s, 1880J&J	88	ot. L. & North.—1st.7s 1907 A 6011	102
Ala. Cent.—1st M. 88 g 1001 18-1	45 50 0	Cheshire—6s. 1896	99	2d mort. 8s. 1875 M&N	145 50 145 50
	20 60 0	Chester Val.—1st M. 7s 1879 M. N. *	00 10012	Det. & Pontiac, 1st M., 7s, '78.J&J do 3d M., 8s, 1886.F&A	85
3d mortgage, 7s, 1885A&O	$95 931_2 $	Sterling mort. 68 g 1902 1671110	- L		105
Allegh. Val.—Gen. M., 73-108 16.1	95 97	Bds. Kan. C. line 68 of 1903 MeN 10	$ 1^{1}_{4} \dots D$	unk.A. V.& P1st,7s,g1900J&D 1	$\begin{bmatrix} 06 \\ 02 \\ 02 \end{bmatrix}_2$
Income. 7s. end 1894 A 6-0	87 92	do 78, 1896	1 4 114	Tenn. va. & Ga.—1st, 78,1900. J&J 1	001_{2} 102
Atch'n & Neb.—1st, 68, g. '95M&N' Atch'n & Neb.—1st, 78, 1907 M.ss'	44 48	Consol. mort., 7s, 1903. J&J 11 Bonds, 5s, 1895. J&D 19)1 E	astern, Mass.—3 bs. g. 1906 M&S	90 95 70 70 ¹ 2
Land grant, 78, g., 1902	0778 108 C	Chic. & Can. So.—1st, 7s, 1902 A&O	E	stering debs., 6s, g., 1906 M&S ‡ lmira& W'msport—1st. 7s. '80 1& 1	77 82 03 107
Land income. 88	0338 10358		5 20 E	rie- (See N. Y. Lake E & West)	55
1st mort., 7s, gold, 1902J&J	24 26 C	hic. & Mich. L.Sh.—1st M., 78, 88. J&J † 10	3	Cons. mort., 7s. 1898	99 84 87
2d mort., 7s, g., 1902 M&S 3d mort., 7s, g., 1902 M&N 1st mortgage trustees' certific's	4 6 6	hic. Mil. & St. Paul—	9½ 10½ E	1100'n & N.Am.—1st. 63 '89 I.6 I	78
2d do do do	9 11	P. D. 1st mort., 8s, 1898F&A 119	O TITO WILLIAM		01 105
Con. mort. Bischoff certs.,78,1892		Mil. & St. P., 2d M., 7s, 1884 A&O 103	J	int& Pere M.—1st, l.g.8s, '88 M&N *8 Cons. S. F., 8s, 1902 M&N *	48 53 84 90
do do 78 g 1902 J&J +4	$2 \mid 45 \mid$	I. & M., 1st M., 7s, 1893J&J 100	$0 \dots 1$	That & Holly, 1st, 10s, '88 M&N (30
do do 78 man Frid	$3 \mid 28 \mid 1$	Hast. & Dak., 1st M., 7s, 1902 Let 90	FIG. 1	orence & El Dorado—1st 75	50 50 97 974
Consol. M., 7s. end Say	0 92 1	Chic. & Mil., 1st M., 7s, 1903.J&J 1st mort., consol., 7s, 1905. J&J 1st M. J. & D. Evit, 7s, 1905. J&J	34 9618 2	d mort., 7s	85
S.Ga. & Fla., 1st M. 78, 1890, M. 10	8 101 Ch	neago & Northwest—	90.8	ent. L. I., 1st, 7s, 1902	
Com. bondholders certs	21 6	Interest mort., 7s, 1883 M&N 106 Consol. mort., 7s, 1915 Q—F 111	12 Ft.	W. Jack. & S.—1st, 8s, '89. J&J * W. Mun.& C.—1st. 7s. g. '89 A&O *	
Atl. & St. Law.—St'g 2d, 6s, g. A&O 109 Bald Eagle Val.—1st M., 6s, 81.J&J Baltimore & Objo. 68, 1889	103	Lst mort., 78, 1885 F&A 107		m'gham & Lowell—1st, 7s, 1891 †5 do (notes), Ss, 1883	5 20
Baltimore & Ohio—6s, 1880 J&J *100 6s, 1885	512 108	do do reg 101	8 102 % Ga	1. Hous. &H.—1st. 7s. g. 1902 1&H	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
Sterling, 6s, 1927 J&D \$87 Sterling, 6s, 1895 M&S \$106 Sterling mort., 6s, g., 1902 M&S \$106	1100 11 0	Gwa Mid., 1st M., 8s, 1900. A&O 100 dal. & Chic. ext., 1st 7s '82 F.	12 102 6	orgia—7s, 1876-96J&J 10 10 Rap. & Ind.—1st, l.g., g'd, 7s, g. 9	2 103
00 68 g 1010 Me-Militor	109 6	Chic. & Mil., 1st M., 78, '98, M&S	12 E	8t M., 78, I.g., gold, not guar. A&O 8	5 87
Bellev. & S. Ill.—1st. S. F. 88, 296 A & O	90 M	Taulson ext., 78, g., 1911 A&O ¶985 1	⁵ 8 Gre	onds guar	90
2d mort., 6s. 1885 M.68 100	107 Chi	ic. & Pad1st M. 7s. 1915.M&S ¶921	Har	mibal & Nap.—1st. 7s. '88 M&N	7
Boston & Albany—78, 1892-5, E.C.A. 1119	97 Ch'	c. Pek.& S.W.—1st, 8s, 1901. F&A * c.R.I.&Pac.—S.F.,in.,6s,'95F&A s, 1917, coupJ&J 1095	Q Har	1. & St. Jo. – Conv. 8s, 1885. M&S 99 uincy & Pal., 1st. 8s, 1892 F&A 45	9918
Bost. Clint. & F.—1st M., 6s, '84 J&J *† 85	48 108 1 ₂ 68		10934 Har	ans. C. & Cam., 1st, 10s, '92. J&J 104 l.& Portchester—1st M.7s. A&O 105	1 107
N. Bedford RR. 78 1894 181 ** 85	90 (\$ Ch.s	St.P.& M'polis.1st.6s g'18 M.S. 20	Hou	riso. P. Mt. J.& L.—1st, 6s J&J * 105 satonic—1st M 7s. 1885 F&A 105	108
Bost. Conc. & Mon. — S. F., 68, 89. J&J * †90 Consol. mort., 78, 1893	1 047 100	and M., Inc., 68, g., 1918 M&N 45	Hou	, 1889. J&J 1000 ston & Tex. C.—1st, 7s, g., '91. 92	93
Bost. Hart. & E.—1st, 7s, 1900. J&J 1st mort., 7s, guar J&J Boston & Lowell—New 7s, '92. A&O 1113	. 32 2d	1 mort., 7s, 1882-87	W	est. Div., 1st, 7s, g., 1891. J&J 85 aco & N. W., 1st, 7s, g., 1903. J&J 84 ns. mort 8s 1912	8712
New 68, 1896 161 101	101 ¹ 4 d	lo guar. L.S.&M.S. 1901. A&O 62	68 Hun	t. & Br. Top-1st. 78, '90 A&O *107	1111
Bost. & N. Y. Air [193-94. J&J + 1161	4 117 Cin.	Ham. & D.—1st, 7s, g., 1901. M&S 65	1 10 11 00	mort., 7s, g., 1895 F&A *103 ns. 3d M. 7s, 1895 A&O 25 ois Central—	
Buff. Brad. & P.—Gen. M 78 '96 Lt. 1 *471	117 Co	onsol. mort., 78, 1885	96 1st	mort. Chic. & Springf. '98. J&J 103	1 00
Buff.N.Y.& Phil.—1st, 7s, 1916.J&D 1081	2 110 Cin.	n. H. & I., 1st M., 7s, 1903.J&J 3712 Rich. & Chic.—1st. 7s, '95 J&J	Ste	do 58, 1905	99 108 100
Bur. & Mo. R.—12d M. 78 93 A60 111	2 .704 0111.	Rich. & F. W.—1st, 78, g J&D 48 Sand'ky & Cl.—68, 1900. F&A *† 60 , 1887 extended. M&S †79	Ind'l	is Bl. & W.—1st. 7s. g '09. A&O 1113	34 11212
* Price nominal; no late transactions.	[120 Con	rsol. mort., 7s, 1890 J&D 135	-2u	mort., 8s, 1890J&J tens'n 1st M., 7s, g., 1912.J&J 5	4 .
and managerions.	1 The pur	rchaser also pays accrued interest.		¶ In Amsterdam	-

GENERAL QUOTATIONS OF STOCKS AND BONDS-CONTINUED.

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

For	Exp	lanat	ions See Notes at Head of F	irst P	age o	of Quotations.		
RAILROAD BONDS.	Bid.	Ask.	RAILROAD BONDS.	Bid.	Ask.	RAILROAD BONDS.	Bid.	Ask.
		-		-				
Ind'polis Cin. & L.—1st, 7s, '97. F&A 3d mort.,7s, 1899	1	48	Memp. & Charl'n—1st, 7s,'80. M&N 2d mort., 7s, 1885J&J	101 75	103 80	Ohio&Miss.—Cons. S. F. 7s, '98. J&J Cons. mort., 7s, '98J&J	$\begin{array}{c c} 102 \\ 102 \end{array}$	102^{1}_{2} 102^{1}_{2}
Ind'apolis & Cin., 1st, 7s, '88.A&O Ind'polis & St. L.—1st, 7s, 1919. Var.	95 58	97 64	Mem. & L. Rock—1st, 7s. Mich. Cen1st M., 8s, 1882A&C	1	•••••	2d mort., 7s, 1911	69	76
2d mort., 7s, 1900	14	20 90	Consol., 7s, 1902	11334	114^{1}_{2}	Old Colony-6s, 1897F&A	†1053 <u>1</u>	106
Ind'apolis& Vin.—1st, 7s,1908.F&A 2d mort., 6s, g., guar., 1900.M&N	65	70	1st M. Air Line, 8s, 1890J&J. 1st do 8s, guarM&N			6s, 1895	†10534 †113	106 114
Intern'l & Gt. No.—Int. 1st, 7s. A&O H. & Gt. No., 1st, 7s, g., with certs.	61^{1}_{2}	63^{1}_{2}	Equipment bonds, 8s, '83A&O Gd. Riv. V., 1st 8s, guar., '86.J&J	1	100	Omaha&N.W.—1st, l. g., 7.3, g.J&J Omaha & S.W.—1stM.,8s,1896.J&D	12	25 114
Conv. 8s, 1892F&A		20	do 2d mort., 8s, 1879. M&S	*		Orange& Alex.—1st M6s.'73.M&N	90	94
Ionia & Lansing—1st 8s, '89 J&J L'a Falls & Sioux C.—1st, 7s, '99A&O	19934	110 100	Kalamazoo&S.H.,1st,8s,'90.M&N Mich. L. Shore - 1st M., 8s, '89.J&J			2d mort., 6s, 1875J&J 3d mort., 8s, 1873M&N	76 35	78 40
Ithaca & Athens.—1st m., 7s,g.J&J Jackson Lansing & Saginaw—			Mil. & North.—1st, 8s, 1901 J&D Minn. & St. L., 1st m., 1927 J&D			4th mort., 8s, 1880M&S Or. Alex.& M., 1st M., 7s, '82.J&J	$\begin{array}{c} 12 \\ 44 \end{array}$	20 45
1st M., 8s,'85, "white bonds" J&J North Exten., 8s, 1890M&N	†10112		do guaranteed	87		Oregon & Cal. 1st M. 7s. 1890. A&O	‡35	40
Consol. mort., 8s, 1891M&S	†9212	$\begin{array}{c} 102 \\ 93 \end{array}$	Miss. Cen.—1st M., 7s, '74-84. M&N 2d mort., 8s, 1886F&A	$\begin{array}{c} 100 \\ 102 \end{array}$	102	Frankfort Com. Rec'ts, x coup Osw.&Rome—1st M., 7s, 1915.M&N	‡29 86	31 93
Jamest. & Frankl.—1st, 7s, '97.J&J 2d mort., 7s, 1894J&D			do Ex coup Miss.& Tenn.—1st M., 8s, series "A"	84	.86 110	Osw. & Syracuse—1st, 7s, '80.M&N Ott. Osw. & Fox R.—M., 8s, '90.J&J		
Jefferson—Hawl'y Br. 7s, '87J&J 1st mort., 7s, 1889J&J	75	83	do 8s. series "B"	80	82	Panama-Sterl'g M., 78, g. '97, A&O	1110	112
Jeff. Mad. & Ind.—1st. 7s. 1906. A & O	110634	107	Mo. F. Scott & G.—1st., 10s, '99.J&J 2d mort., 10s, 1890	80	15	Paris & Danville—1st M., 7s.1903. Paris&Dec't'r—1st M., 7s, g., '92.J&J	†15	25
2d mort., 7s, 1910J&J Ind'polis & Mad., 1st, 7s, '81.M&N	100^{89}	$\begin{array}{c} 90 \\ 100 \\ 1 \end{array}$	Mo. Kansas & Texas—	42	4234	PekinL.&Dec1stM7s.1900.F&A		10512
Joliet & Chic.—1st M., 8s, '82 J&J Joliet & N. Ind., 1st, 7s (guar. M.C.)	107 96	100	1st, 6s, g., 1899, (U. P. S. Br.) J&J	148		General mort, 6s, coup., 1910 Q-J	1084	109
Junction RR. (Phil.)—1st.6s.'82 J&J	*102		2d mort., income, 1911A&O Han. & C. Mo., 1st 7s, g., '90.M&N	g	10^{12} 92^{12}	do 6s, reg., 1910.A&O Cons. mort., 6s, reg., 1905Q—M	$\begin{array}{c} 107 \\ 96 \end{array}$	$\begin{array}{c} 108 \\ 97 \\ 12 \end{array}$
2d mort., 6s, 1900	*102 99	101	do 2d, 1892 M&N Missouri Pac.—1stM.,6s,g.,'88.F&A	10334	104	do 6s, coup., 1905J&D Navy Yard, 6s, reg., 1881J&J	96^{1}_{2}	97
Kal. & Schoolcraft—1st, 8s, '87. J&J Kal. & Wh. Pigeon—1st, 7s, '90. J&J	86 100		2d mort., 7s, 1891J&J	98^{1}_{2}	1004	Penn.&N.Y.—1st.7s.'96&1906.J&D	115	120
Kans. C. St. Jo. & C. B.—		100	Car. B., 1st mort., 6s, g. '93A&O Income, 7s			Peoria Pekin & J.—1st, 7s, '94.J&J Peoria&R'k I.—1st,7s,g.,1900.F&A	*20	40 20
1st M., C. B. & St. Jos., 7s, '80 J&J K.C.St.Jos.&C.B., M. 7s, 1907.J&J	1971 ₂ 186	87	Depot mort. bonds, 1892M&N Mob.&Ohio—1st, ster.8s, g. '83.M&N	63	65	Perkiomen—1st M., 6s, 1897A&O C. M., guar., P.&R., 6g., 1913.J&D	*	71
do inc. bds, rg.,6s,1907.A&O Kans. C. & S. Fe.—1st, 10s.90.M&N	30 35	35 45	Ex. certif., ster., 6s, 1883. M&N Interest 8s, 1883. M&N	63	65 50	Ex fd. cps., Dec., '77, to J'e, '80, inc.	‡58	62
K.C.Topeka&W.—1st M., 7s.g., J&J	110712	108	2d mort., 8s, varMarch	15	20	Scrip iss. for f'd coup'ns, '77 to '80 Petersburg—1st M., 8s, '79-'98.J&J	98	$\begin{array}{c} \bf 82 \\ \bf 100 \end{array}$
Income 7sA&O Kansas Pacific—		101	Montclair & G. L.—1st 7s, (new) 2d mort., 7s (old mort 1sts)	32	6	2d mort., 8s, 1902	20	30 103
1st mort., 6s, gold, 1895 F&A With coupon certificates	$\begin{array}{c} 110 \\ 102 \end{array}$	10412	Mont.&Euf.—1st, end.8s,g.,'86 M&S Monticello&Pt.J.—1st.7s,g.'90Q—J			2d mort., 7s, 1888J&J	103	104
1st mort., 6s, g., 1896J&D With coupon certificates	110		Morris & Essex-1st. 7s. 1914.M&N	119	120	2d mort., guar., 6s, g., 1920.J&J Phila.& Reading—1st M.,6s,'80J&J	$^{\ddagger 86}_{1041_{2}}$	
1st mort., l. gr., 7s, g. 1899.M&N	$\begin{array}{c} \textbf{100} \\ \textbf{86} \end{array}$	$\begin{array}{c} 102 \\ 94 \end{array}$	2d mort, 7s, 1891F&A Construction, 7s, 1889F&A	• 80	$\frac{107 \frac{1}{2}}{85}$	1st mort., 7s, 1893 A&O Debenture, 1893 J&J	10812	110
With coupon certificates Land 1st mort., 7s, g., 1880. J&J	$\frac{71}{80}$	73	Bonds, 1900J&J General mort., 7s, 1901A&O		86 99	Mort., 7s, coup., 1911J&D	101_{2}	1034
With coupon certificates Land 2d mort., 7s, g	78	82	Consol. mort., 7s, 1915	90		Gold mort., 6s, 1911J&D Improvement mort., 6s, 1897	‡82	84
With coupon certificates	15		Nash.Chat.&St.L.—1st,7s,1913 J&J 1st, Tenn. & Pac., 6s, 1917J&J	9012	101-2	New convertible, 7s, 1893J&J G. s. f., \$&£,6s,g.,1908, x cps.J&J	50 ‡55	65 57
Leav. Branch, 7s, 1896M&N With coupon certificates	38	40	1st, McM. M. W.&A.,6s,1917.J&J Nashv.& Decat'r.—1st,7s,1900.J&J	86	89	Scrip for 6 deferred 2 coupons	178	82
Income bds, No. 11, 7s, 1916.M&S	15 14	15	Nashua & Low.—6s, g., 1893. F&A	†1044	$104\frac{1}{2}$	Coal & I., guar. M., 78, '92 M&S Phil.Wil.&Balt.—68, '92-1900.A&O	103	
Keokuk & Des M.—1st.7s.1904.A & O	73	76	Nebraska—1st, 7s, end. B.& M. Neb. Newark & N. Y.—1st, 7s, 1887.J&J	102	105	Pitts.C.&St.L.—1stM.,7s,1900.F&A 2d mort., 7s, 1913A&O	9078	9118
Funded interest, 8s, 1884A&O Keokuk & St. P.—1st, 8s, '79A&O	100^{1}	101	New'kS'set&S.—1st, 7s, g., '89.M&N N.Haven&Derby, 1st M., 7s, '98.Var	90	95	Pittsb.&Con'llsv.—1stM.7s,'98.J&J Sterling cons. M., 6s, g., guar.J&J	93 t93	94 95
Laf. Bl.& Miss.—1st, 7s, g., '91. F&A Laf. Munc.& Bl.—1st, 7s, g. 1901 F&A	*	50 50	N. H. & N'th'ton-1st M7s.'99 J&J			Pitts.Ft.W.&C1stM.,7s,1912.J&J	121	
Lake Shore & Mich. So.—			Conv. 6s, 1882	22^{1}_{2}	25	$egin{array}{llll} 2d \ mort., 7s, 1912 & & & \\ 3d \ mort., 7s, 1912 & & & \\ & & & \\ \end{array}$	1164	$\begin{array}{c} 117 \\ 111 \\ 1\end{array}$
M. So.& N.I., S.F., 1st, 7s, '85.M&N Cleve. & Tol., 1st M., 7s, '85. J&J	$110^{1}_{2} \ 110^{1}_{2}$		2d mort., 7s, 1881F&A N. J. Southern—1st M., 7s, '89.M&N	$\frac{2}{22}$	28		‡106 30	$\frac{108}{30^{1}2}$
do 2d M., 7s, 1886.A&O Cl. P. & Ash., 2d M., 7s, '80. J&J	103	110	N'burgh&N.Y.—1st M.7s,1888.J&J N. Lon.&North.—1st M.,6s,'85.M&S	60		Port Hur.&L.M1st.7s.g'99 M&N	5	10
do 3d M., 7s, 1892.A&O Buff.& E., new bds, M., 7s, '98.A&O	110	111	2d mort., 7s, 1892J&D	100	:	Portl'nd&Ogb'g—1st6s,g.,1900J&J •Vt. div., 1st M., 6s, g.,1891M&N	10	25
Buff. & State L., 7s, 1882J&J	110		N.O.Jack.&Gt.N.—1stM.,8s'86.J&J 2d mort., 8s, 1890, certifsA&O		110 101	Portl.&Roch.—1st M.,7s,1887. A&O Pueblo & Ark. V.—1st, 7s, g., 1903.	100	$\begin{array}{c} 55 \\ 101 \end{array}$
Det. Mon. & Tol., 1st, 7s, 1906 Lake Sh. Div. bonds, 1899 A&O	$\frac{108^{1}8}{110}$	1083_{4} 111	2d mort. debt	*32	99	Quincy&Wars'w-1stM.,8s,'90.J&J	111134	
L. S.& M. S., cous., cp., 1st, 7s. J&J do cons., reg., 1st, 7s, 1900.Q—J	$\frac{113^{1}2}{111^{1}2}$		N.Y.Bost.&M'nt1st.7s.g.,'89 F&A			Ren.&S'toga—1st 7s,1921 cou,M&N 1st 7s, 1921, reg.	115 115	
do cons., cp., 2d,7s, 1903J&D	105		N.Y. & Can.—£ M., 6s, g., 1904.M&N New York Cent. & Hud.—	‡91	11	Rich'd&Dan.—C.M.,6s,'78-90.M&N General mort., 6s, gold	78	80
do cons., reg., 2d, 7s, 1903. J&D Lawrence—1st mort., 7s, 1895. F&A		1054	Mort., 7s, coup., 1903	$119^{1}4$ 119		Piedmont Br., 8s, 1888A&O Rich Fred. & Potomac—6s, 1875	97 85	99
Leav. Law. & G.—1st, 10s, '99. J&J South. Kans., 1st M., 8s, 1892	33	37	Subscription, 6s, 1883 M&N Sterling mort., 6s, g., 1903 J&J	10.112	: :-::	Mort, 7s, 1881-90J&J	95	
Lehigh & Lack.—1st M.,7s, '97.F&A	11134		N. Y. C., premium, 6s, 1883.M&N	106		Rich. & Petersb., 8s, '80-'86 A&O New mort., 7s, 1915 M&N	102	
2d mort., 7s, 1910	114	117	do 6s, 1887J&D do real est., 6s, 1883M&N	$\frac{106}{104 l_2}$	10712	RomeWat'n&O.—S.F.,7s,1891.J&D 2d mort., 7s, 1892J&J	87 40	90
Gen. M., s. f., 6s, g., 1923J&D Delano Ld Co. bds, end.,7s,'92J&J	101	101_{2}	Hud. R., 2d M., 7s., 1885J&D N. Y. Elevated.—1st M., 1906.J&J	$\frac{110^{5}8}{87^{1}2}$	8878	Consol. mort., 7s, 1904A&O Rutland—1st M., 8s, 1902M&N	30	32
Lewisb. & Spruce Cr.—1st, 7s. M&N Little Miami—1st M., 6s,1883.M&N	100	10012	N.Y.&Harlem-7s,coup1900.M&N	121^{1}_{4}		Equipment, 8s, 1880 M&S		40
L. Rock& Ft.S.—1st.l.gr7s '95.J&J	:145		7s, reg., 1900	12112		Equipment, 7s, 1880		30
Long Island-1st M., 78, 1898, M&N		103	1st mort., 7s,1897, extended M&N 2d mort., 7s, 1879	$\frac{1153}{103}$		Sandusky M.&N.—1st, 7s,1902.J&J Savannah&Chas.—1stM.,7s,'89J&J	5	85 10
Newtown & Fl., 7s, 1903 M&N/ N. Y. & Rockaway, 7s, 1901. A&O		80 80	3d mort., 7s, 1883. M&S 4th mort., 7s, 1880. A&O		10512	Chas. & Sav., guar., '6s, 1877. M&S	30	40
Smitht'n & Pt. Jeff., 7s, 1901.M&S			5th mort., 7s, 1888J&D	107	10973	Sham.Val.& P.—1st, 7s, g.,1901J&J Sheboyg'n& F-du-L.—1st,7s,'84J&D	*95	$\begin{array}{c} 100 \\ 25 \end{array}$
Lou'v.C.& Lex.—1st,7s.'97 J&J(ex)	$100 \\ 104 \\ 1$	$100^{1}4$ 105	Sterling, 6s, gold, 1875 M&S 1st cons. M., 7s, gold, 1920. M&S	100	109	Shore L., Conn1st M.,7s,'80.M&S SiouxC.&St.P1stM.,8s,1901M&N	*50	
2d mort., 7s, 1907A&O Louisville & Nashville—		[do do ex certifs do do etfs. 6 eps., 7s.M&S	. \$80	82	Sioux C. & Pac., 1st M., 6s, '98.J&J	45	
	$\frac{1041_{2}}{90}$	105 91	2d cons. M., 7s, gold, 1894	;62		So.&N.Ala.—1st,8s,g.,end.'90J&J Sterling mort., 6s, gM&N	‡93	95
Louisville loan, 6s, '86-'87A&O	98	99	do certificates, 7s	‡		So. Carolina1st M.,7s,'82-'88.J&J 1st, sterl. mort., 5s,g.,'82-'88.J&J	85	86
Leb. Br. ext., 7s, '80-'85. Leb. Br. Louisv. l'n, 6s, '93. A&O	$\frac{100}{981_2}$	$100 rac{1}{2} \ 99 rac{1}{2} $	do do certificates. Long Dock mort., 7s, 1893. J&D	‡60 110½	61 111^{1}	Bds,7s,'02,2d M.,under 2100A&O Bds.,7s,non. mort.,high Nos.A&O	20	
Mem.& O.,stl., M.,7s, g.,1901J&D M.&Clarksv.,st'g.6s,g.,1902 F&A	104	106 96	N.Y.&Os.Mid1st M7s.g. '94.J&J	27		South Side, L.I.—1st,7,1887M&S	35	92
L. Paducah & S.W.—8s, 1890. M&S Macon & Aug.—2d, end.,7s,'79.J&J	11612		Receiver's certifs. (labor)do do (other)	20			$\frac{22}{100}$.	30
Maine Cent.—Mort. 78, 1898 J&J	106	108	N Y.Prov.&B'n—Gen. 7s, 1899.J&J Norf'k&Petersb.—1stM.,8s,'77.J&J	1041_2		2d mort., 6s, 1884-'90J&J 3d mort., 6s, 1886-'90J&J	$\frac{76^{1}2}{66}$.	
Exten. bonds, 6s, g., 1900 A&O	†88 †93	90	1st mort., 7s, 1877	100		So. Cen. (N.Y.)—1st 7s. 1899. F&A	30	40
Androscog. & Ken., 6s, 1891.F&A Leeds & Farm'gt'n, 6s, 1901.J&J	100	101	2d mort., 8s, 1893J&J North Carolina—M., 8s, 1878.M&N North Missonni Let W. 1895	105	100	2d mort. 7s, gold, 1882, guar So. Minnes'ta—1st M., 7s (pink)J&J	85	90
Porti'd & Ken., 1st, 6s, '83., A&O	100	101	North Missouri—1st M., 1895. J&J North Penn.—1st M., 6s, 1885. J&J	10478	105	1st mort. 7s, 1888J&J So.Pac.,Cal.—1st.,6s,g.,1905-6.J&J	98	95
do Cons. M., 6s, '95.A&O Mansf. & Fr'ham.—1st, 7s,'89J&J	85	$\frac{101}{95}$	2d mort., 7s, 1896	$115 \\ 1064$	117	Southwestern(Ga.)—Conv.,7s,1886 Steubenv.&Ind.—1stM.,6s,'84.Var.		105 95
Marietta & Cinn.—1st, 7s, '91.F&A Sterling, 1st M., 7s, g., 1891.F&A	80 8234		Northeastern—1st M., 8s. '99M&S	102		St.I.Alt.&T.H.—1st M., 7s, '94.J&J	107	109
2d mort., 78, 1896	27	2812	2d mort., 8s, 1899		10712	2d mort., pref., 7s, 1894 F&A 2d income, 7s, 1894 M&N	$\begin{array}{c c} 65 \\ 25 \end{array}$	2612
3d mort., 8s, 1890	$\frac{12}{87}$	$\begin{vmatrix} 13 \\ 95 \end{vmatrix}$	3d mort., 6s, 1900			St.L.&IronM't—1st M., 7s, '92.F&A 2d mort., 7s, g., 1897	105 ¹ 2 .	
Balt. Short L., 1st, 7s, 1900. J&J Cin. & Balt., 1st, 7s, 1900. J&J	80	90	6s, g., reg., 1900A&O	92	94	Cons. mort., 7s, g., 1914A&O		77.4
Marietta P. & Clev.—1st, 7s, g., '95 Consol. 7s		45	Mort. bonds., 5s, 1926J&J Con. mort, stg. 6s, g., 1904J&J	‡83	50 85	Ark. Br. 4. gr., M., 7s, g., '97.J&D Cairo Ark. & T.,1st,7s,g.,'97.J&D	$\begin{bmatrix} 70 \\ 45 \end{bmatrix}$.	74
Marg'tte Ho. & O.—1st, 8s.'92.F&A	*25	35	Northern Cent'l Mich.—1st, 7s			Cairo & Ful., 1st,l.g.,7s,g.,'91.J&J St.L.K.C.&N.2d(r'l est.),7s,'95 M&S	73 84 ¹ 2.	76
Mar. & O., M., 8s, 1892J&D * Houghton & O., 1st, 8s, '91J&J	*35		Norw'h&Wore'r—1st M., 6s.'97.J&J Ogd'nsb'g&L.Ch.—1st M.6s,'98,J&J	106	108 1001 ₄	St. L.& S.E.—Con. M78, g'94M&N	25	35 5
	*25		S. F., 8s, 1890M&S	$\tilde{102}_{2}$	103	1st, cons., 7s, g., 1902 F&A Evansv. H. & N.,1st,7s, 1897. J&J	*40 .	
* Price nominal: no late transac	tions	+ m1-	A nurchaser also nave account into	1		1 1	1	

^{*} Price nominal; no late transactions.

GENERAL QUOTATIONS OF STOCKS AND BONDS-CONTINUED.

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

Fo	r Explana	tions See Notes at Head of	First Pag	e of Quotations.		
RAILROAD BONDS.	Bid. Ask	RAILROAD STOCKS.	Bid. A	k. RAILROAD STOCKS.	Bid.	Ask.
St.L. Jacks'v.& C:—1st, 7s, '94.A&C St.L.&SanF.—2d M., classA, '06M&N	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Boston & Providence10	00 x104 10	New York & New England 100	2910	-
2d M., class B, 1906	V 26	Buff. N. Y. & Erie, leased10 Burlington C. Rapids & Northern		N. Y. N. Haven & Hartford 100 New York Providence & Bos 100	159	159
South Pacific.—1st M, 1888 J& St.L. Vand.&T.H.—1stM.,78,'97.J&	JI 85 863		0 820 2	North Pennsylvania 50 Northern Central 50	§38 §14	39 ¹ 2 14 ¹ 2
2d, 7s, guar., '98	N 70 75	Catawissa Pref	0 55	Northern New Hampshire100 Northern Pacific, new pref100	818	93
2d sec., 7s	7 T	do New pref 5	0 829 39	Norwich Worcester, leased, 10.100 Ogdensburgh & Lake Champ 100	1324	133 14 ¹ 8
Cons., 7s	$\begin{bmatrix} 18 \\ 130 \\ 1 \end{bmatrix}$	do Pref., 7 10	0 104	Ohio & Mississippi	$61\frac{1}{738}$	62
do Receivers' certfs., 10s. J&J Summit Br.—1st, 7s, 1903 J&J	$1191\frac{1}{2}$. Central of New Jersey10	0 2758 27	34 Old Colony	9134	92
Sunbury&Erie—1st M., 7s,'77. A&O Sunb. H.& Wilkesb. 1st, 5s,'28, M&N	106	do Pref	0 846 50	Oswego & Syracuse, guar., 950 Pacific of Missouri (new)100		
Susp.B.&ErieJunc.—1st M.,7s. Syr.Bing.&N.Y.—consol.7s.'06A&0	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Charlotte Col. & Aug. 10 Cheshire, pref. 10	0 3	Panama	5334	125 3338
Terre H.& Ind.—1st M., 7s, '79.A&O Texas & Pac.—1st, 6s, g.1905 M&S	100 102	Chicago & Alton10	01 79 81	do Pref 50	9	
Consol. mort., 6s, gold, 1905. J&D Inc. and land gr., reg., 1915. July	58	Chicago Burlington & Quincy10 Chicago & East Illinois.	0 10978 110	Philadelphia & Erie50	§6	8
Tol.Can. S.&D't.—1st,7s,g.1906J&J Tol.P.& W.—1stM.,E.D.,7s,'94.J&D		Chicago Dubuque & Minn10 Chicago Iowa & Nebraska10	0 57 58	Philadelphia & Reading50	01358	1334
1st mort., W. D., 7s, 1896 F&A 2d mort., W. D., 7s, 1886 A&O		Chicago Milwaukee & St. Paul. 10	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	do Pref., 7 50 Phila. & Trenton, leased, 10 100 Phila. Germ'n & Nor., l'sed, 12 50	×8127	128
do Cons. M., 78, 1901J&D		Chicago & North Western100 do Pref., 7,100	$0 40^{1}_{2} 40 71^{1}_{4} 71$	Phila. Wilmington & Balt50 Pittsburgh Cincinnati & St. L50	1 863101	101 64 12
Purch. Com. Rec't 1st M., E. D do 1st mort, W. D	94^{1_2} 96	Chicago & Rock Island100 Cin. Hamilton & Dayton100	$egin{array}{c ccccccccccccccccccccccccccccccccccc$	Pittsb. & Connellsville, leased50	01 1	5
do Burlington D 1st pref. inc. for 2d mort		Cin. Sandusky & Cleveland56 do Pref., 6.56	$\begin{bmatrix} & \S4^{1}_{2} & 4 \\ 0 & \$x30 & 32 \end{bmatrix}$	Pittsb. Ft. W. & Chie, guar., 7.100	9634	
do fcr cons'd United Co's N.J.—Cons.,6s,'94.A&O	10212 108	Clev. Col. Cin. & Indianapolis100 Clev. & Mahoning Val., leased50	0	Pleasant Hill & De Soto100 Portland Saco& Portsm., I'sed 6 100	48	52 89
Sterling mort., 6s, 1894M&S do 6s, 1901M&S Cam. & Amb., 6s, 1883F&A	1110 1112	Clev. & Pittsburgh, guar., 750 Col. Chic. & Indiana Central100	1 418 4	Providence & Worcester. 100	9	10
do 6s, 1889J&D do mort., 6s, '89.M&N	1034	Columbus & Hocking Valley50 Columbus & Xenia, guar., 850	0 100	Pueblo & Arkansas Valley100 Rensselaer & Saratoga100	70	70 ¹ 4 100
UnionPac.—1st M.,6s,g.'96-'99.J&J Land Grant, 7s, 1887-9A&O	$egin{array}{c cccc} 111 & 111^{1}4 \\ 106^{1}4 & 106^{1}2 \\ 105 & 105^{1}8 \\ \hline \end{array}$	Concord & Portsmouth.guar7 100	$\begin{vmatrix} 75 \\ 117 \end{vmatrix}$	Republican Valley	101	10112
Sink. F., 8s, 1894	100 10012	Connecticut River100	0 139 1141	Richmond Fred. & P100 do do guar. 6100	80	48
Union & Titusv.—1st, 7s, 1890, J&J Utah Cen.—1st M., 6s, g., 1890. J&J	35 45 78 80	Cumberland Valley)	Richmond & Petersburg. 100	85 . 34	3612
Utah Southern—1st 7s, 1891 Utica & Bl'k R.—1st M., 7s, '78.J&J	58 62 95	Dayton & Michigan, guar., 31250 do Pref., guar., 8.50	23	Rome Watertown & Ogdensb. 100 Rutland 100		<u>3</u>
Mort., 7s, 1891J&J Verm't & Can.—New M., 8sJ		Delaware & Bound Brook100		do Pref., 7	50	55
Wississquoi, 7s, 1891J&J Verm't& Mass.—1st M., 6s, '83. J&J	$\begin{array}{c cccc} 20 & 25 \\ 103 & 104 \end{array}$	Delaware Lack. & Western50 Denver & Rio Grande100	4918 49		$\begin{bmatrix} 1^{1_2} \\ 4 \end{bmatrix}$.	•••••
Conv. 7s, 1879	†107 108 †111 112	Det. Lansing & Northern, pref. 100 Dubuque & Sioux City 100		St. Louis Iron M'n & Southern 100	10 ¹ ₂ 4 ³ ₄	11
Vermont Cen.—1st M., 7s, '86.M&N 2d mort., 7s, 1891J&D	$\begin{array}{c c} 11 & 13 \\ \hline & 3 \end{array}$	East Pennsylvania, leased50 East Tennessee Virginia & Ga. 100	*35 35 45	St. Louis Kansas C. & North100 do do pref., 10.100 Schuylkill Valley, leased, 550	2034	2134
Stanstead S. & C., 7s, 1887. J&J Vick.&Mer.—1stM.,end.,7s,'90.J&J	$\begin{array}{c c} 25 & 27 \\ 35 & 45 \end{array}$	Eastern (Mass.)	124 121	Seaboard & Roanoke100 do guar100		•••••
2d mort, end., 7s, 1890J&J Virginia&Tenn.—M., 6s, 1884J&J	$\begin{array}{c c} 30 & 40 \\ 90 & 93 \\ 100 & 100 \\ \end{array}$	Eel River	20	Shamokin Val. & P., leased, 650 Shore Line (Conn.), leased, 8100	5	•••••
Wabash—1st mort., 7s, 1890. F&A	100 103	do Pref., 750 Erie Railway100	1138	South Carolina. 100 Southwestern, Ga., guar., 7. 100		
do do ex coup 2d mort., 7s, 1878	$\begin{bmatrix} 102^{1}_{2} \\ 88 \\ 71 \end{bmatrix} \begin{bmatrix} \dots \\ 71^{1}_{2} \end{bmatrix}$	do Recons. trus. ass't \$6 pd.	11712 181	Summit Branch, Pa 50	7	9
Equipment, 7s, 1883. M&N Cons. mort., 7s, 1907. Q-F	$\begin{array}{c c} 5 & 10 \\ 50 & 52 \\ \end{array}$	do do \$1 pd. do do \$3 pd.	$\begin{array}{ c c c c c } & 16^{1}4 & 16^{3} \\ & 30 & 32 \\ & & & & & \\ & & & & & \\ & & & & & \\ & & & & & \\ & & & & & \\ & & & & & \\ & & & & & \\ & & & & & \\ & & & & & \\ & & & & & \\ & & & & & \\ & & & & & \\ & & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & & \\ & & & \\ & & & \\ & & & \\ & & & \\ & & & \\ & & & \\ & & & \\ & & & \\ & & & \\ & & \\ & & & \\ & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & $	Terre Haute & Indianapolis 100 Toledo Peoria & Warsaw 100	80 1	100
do do ex coup	40 43 100	do do \$2 pd. Erie & Pittsburg. guar., 750	$\begin{vmatrix} 30 \\ 55 \\ 123 \end{vmatrix} \begin{vmatrix} 32 \\ 123^1 \end{vmatrix}$	do do 1st pref. 100		
do do ex mat. coup. Gt. West., Ill., 1st, 7s, '88 F&A	81 83	Fitchburg	$\begin{vmatrix} 123 & 1231 \\ 34 & 35 \\ 70 & 75 \end{vmatrix}$	Union Pacific100	128 66 ¹ 8	66^{14}
do do ex coup.F&A do 2d, 7s, '93M&N	1017_{84}^{7} 1021_{2}^{1}	Grand River Valley, guar., 5 100 Hannibal & St. Joseph	$14^{1}4$ 14^{3}	Vermont & Canada, leased100 Vermont & Mass., leased, 5100 Wabash	dii i	1114
do do ex coup Q'ncy & Tol., 1st, 7s, 1890. M&N	$\begin{array}{c cccc} 71 & 713_1 \\ 73 & & \end{array}$	do Pref., 7100 Harrisburg P. Mt. J.& L., guar., 7.50	37^{1_2}	Warren (N. J.), leased, 750 Westchester & Phila., pref50	75	1834
	73 100	Housatonic		West Jersey 50 West. Maryland		30
Warren (N.J.)—2d M., 78, 1900	76 83	Houston & Texas Central100 Huntingdon & Broad Top50	$\begin{array}{c cc} 10 & 15 \\ \S^*1 & 3 \end{array}$	Wichita & Southwestern 100 Wilmingt'n & Weldon, leas'd, 7.100	62	$\frac{62^{1}2}{60}$
TTT41 1 1 7 1 7 7 0 100	74 113 116	do do Pref50 Illinois Central100	$\begin{array}{c c} 5^{*2} & 5 \\ 76^{1}2 & 78 \end{array}$	Worcester & Nashua100		35
2d mort., 8s, guar., '90A&O	104 106	Indianap's Cin. & Lafayette50 Jeff'y, Mad. & Ind'p's, l'sed. 7100	103 104	CANAL BONDS. Chesap. & Del.—1st, 6s, 1886J&J Chesapeake & Ohio—6s, 1870 Q.—J		72 70
1st mort., 6s, 1890J&J	101 102-2	Joliet & Chicago, guar., 7100 Kalamazoo A. & Gr.R., guar., 6.100 Kansas City St. Jos. & Coun. B.100	6	Delaware Division—6s, 1878 J&J Del. & Hudson—7s, 1891 J&J	*90 1	00 991 ₂
2d mort., pref., 6s, 1895J&J 2d, end. Wash. Co., 6s, 1890.J&J	00 08	Kansas City Topeka & West'n 100 Kansas Pacific	90 901	1st ext., 1891	$102\frac{7}{8}$ $1096\frac{1}{2}$	
3d, end., 6s, 1900	108 112 90	Keokuk & Des Moines, pref100 Lake Shore & Mich. So100	6812 6858	Coupon 7s. 1894		98 ¹ 2 98
West. Union RR.—1stM7s.'96F&A	*82 83 78 82	Lawrence (Pa.), leased, 1050 Leavenworth Law. & Galv100	§	Jas. Riv. & Kan.—1st M., 6s. M&N 2d mort., 6s. M&N	12	• • • • •
1st mort., 6s, 1896 1&1	106 109	Lehigh Valley	§37½ 37%	Railroad 6s, reg., 1897Q-F		04^{1}_{2} 05
Wichita&S.W1st.78.g.,guar.,1902	19878 99	Little Miami, leased, 850 Little Schuylkill, leased, 750	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Debenture 6s, reg., 1877J&D Convertible 6s, reg., 1882J&D	0.5	
Wil.& Weldon—S. F., 78, g., '96.J&J Wil.Col.&Aug.—1stM.,78,1900.J&D Winona&St.Pet.—1stM.,78,'87.J&J	20 25	Long Island	$\begin{array}{c c} 35 & 12 \\ 36 & 36 \end{array}$	do 6s, g., reg., 1894.M&S 6s, gold, coup. & reg., 1897J&D	93 9	96 95 ¹ 2
2d mort., 7s, 1907	88- 91	Lykens Valley, leased, 10100 Macon & Augusta		Louisv. & Portl.—3d mort., 6s	102 10	74 03 05
Wisconsin Cent.—1st, 7s, 1901. J&J Wore'r & Nashua—7s, '93-'95 Var.	33	Maine Central 100 Manchester & Lawrence 106 Mariette & Cin 1st and	13312	Morris—Boat loan, reg., 1885.A&O New mortgage		···· ;
Nash. & Roch., guar., 6s, '94.A &O	18712 88	Marietta & Cin., 1st pref50 do 2d pref50 Balt. Short Line, guar., 8		Pennsylvania—6s, coup., 1910.J&J Schuylkill Nav.—1st, 6s,1897.Q—M		64 91
RAILROAD STOCKS. Par. Albany & Susqueh., Guar., 7100	80	Cincinnati & Balt., guar., 8 Memphis & Charleston	5 7	2d mort., 6s, 1907J&J Mortgage 6s, coup., 1895J&J		62
Atchison Topeka & Santa Fe. 100		Michigan Central. 100 Mine Hill & S. Haven, leased. 50	$ \begin{array}{c cccc} 5 & 7 \\ 68^{1}2 & 69 \\ 548^{1}4 & 48^{3}4 \end{array} $	6s, improvement, cp., 1880.M&N 6s, boat and car, 1913M&N	*50	••••
do Guar7100	2	Missouri Kansas & Texas100 Mobile & Ohio100	4 ¹ 8 4 ¹ 8 4 ¹ 8	7s, boat and car, 1915M&N Susquehanna—6s, coup., 1918 J&J		70
Atl. & St. Law., leased, 6, £100 ‡1 Augusta & Savannah, leased 100	105 106	Morris & Essex. guar., 750 Nashville, Chat. & St. Louis 25	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	7s, coup., 1902		••••
do Pref., 6100	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Nashua & Lowell	106 10612	CANAL STOCKS. Par. Chesapeake & Delaware50		
do 2d, pref	$\begin{vmatrix} 85 & 9212 \\ 10 & 13038 \end{vmatrix}$	Nesqueboning Valley, leased, 10.50 New Haven & Northampton100	$\begin{bmatrix} 5451_4 \\ 12 \end{bmatrix}$ 453_4		4312 4	1331
Parkersburg Branch 100 Boston & Albany 100 Bost. Clint. Fitchb. & New Bed. 100	13034 131	New Jersey Southern RR100 N. London Northern, leased, 8, 100		Lehigh Navigation	50 5	16 ¹ 8
Bost. Con. & Montreal100	1	New Mexico & So. Pacific100 N. Y. Central & Hudson Riv100 Now York Flowered	11134	do pref., guar. 10	.23 12	
Boston & Lowell 500 Boston & Maine 100 x	7610 77 17	New York Elevated		Schuylkill Navigation50 §* do do pref50	56	712
		1.202	135 138 † In Londo	Susquehanna		6

^{*}Price nominal; no late transactions. | The purchaser also pays accrued interest. | In London. | In Amsterdam. | Quotation per share. |

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

*	·		For	Explanations See	Notes	at H	lead of First Page	of Qu		lons.		* *
	MISCELLANEOUS.	Bid.	Ask.	MISCELLANEOUS.	Bid.	Ask.	MISCELLANEOUS.	Bid.	Ask.	BANK STOCKS.	Bid.	Ask.
	MISC'LLANEOUS BONDS.			MANUFACT'ING STOCKS.			N. Y. BOARD MINING STOCKS			First National 100 First Ward 100 Fourth National 100	77^{1}_{2}	169 ¹ 2 78 81
	Canton (Balt.)— £ 6s. g., 1904 J&J Mort. 6s,g.,1904 J&J	93	96	Am.B.H.8.M.(Pa.)12 ¹ 2 Amoskeag (N.H.) 1000 Androscog'n (Me.).100	1530	1550	American Flag		$^{3}_{25}$	Freemans'. 100 Globe. 100 Hamilton 100	89	92 77 103
	Un. RR.,1st, end.,6s do 2d,end. 6s,g.M&N Consol. Coal— 1st M., 7s, 1885.J&J	·····	10412	Appleton (Mass.). 1000 Atlantic (Mass.) 100 Bartlett (Mass.) 100	$750 \ 113\frac{1}{2}$	$75 \\ 775 \\ 114 \\ 16$	Belcher Silver 10 Bertha & Edith	$0 \begin{array}{c c} 1^{1_2} \\ 8^{3_4} \end{array}$		Hide & Leather 100 Howard 100 Manufacturers' 100	$102\frac{1}{4}$ 103 $86\frac{1}{4}$	10234
	1st, conv.,6s,'97.J&J Cumberl'd Coal & I.— 1st M., 6s, '79J&J	80	85	Bates (Me), new100 Boott Cot. (Mass.) 1000 Boston Co. (Mass.) 1000	$113\frac{1}{2}$	114 1475 950	Best & Belcher10 Bobtail	$\frac{3^{14}}{52}$.	60	Market	91 107 140	$ \begin{array}{r} 91^{1}4 \\ 107^{1}2 \\ 145 \end{array} $
	2d M., 6s, 1879.F&A Ill. & St. L. Bridge— 1st, 7s, g., 1900.A&O	97	100 75	Boston Belting100 Bost. Duck (Mass.)700 Cambria Iron(Pa.)50	115 ¹ 4 700 8*57	$ \begin{array}{c} 115\frac{1}{2} \\ 710 \\ 59 \end{array} $	Caledonia Silver 100 California 100 Calumet & Heels	$\begin{bmatrix} 43_4 \\ 0 \end{bmatrix}$		Mechanics' (So. B.)10d Merchandise100 Merchants'100	$\begin{array}{c} 92 \\ 125 \end{array}$	93 1254
	2d M.,7s,g.,1901 J&J 3d, 7s, g., 1886 M&S Tun'l RR.,1st,£,9s,g.	‡30 ‡8	35 13	Chicopee (Mass.)100 Cocheco (N.H.)500 Collins Co. (Conn.)10	$ \begin{array}{c c} 110 \\ 600 \\ 64 \end{array} $		Cashier Chollar-Potosi100 Cleveland Gold10	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$		Metropolitan 100 Monument 100 Mt. Vernon 100 New England 100	145 87	99 155 88 131
	Mariposa Gold L.&M.— Cons. M., 7s, '86.J&J Pullm'n Palace Car—			Continental (Me.). 100 Dougl's Axe (Mass)100 Dwight (Mass.)500 Everett (Mass.)100	98	50 100 415	Consol. North Slope Consol. Virginia100 Confidence Silver. 100	5	12^{1}_{2}	North America. 100 Old Boston. 50	108	110 100 ¹ 4 64
	2d M., 8s, '81M&N 3d series, 8s, '87F&A 4th do 8s, '92F&A Stlg, 7s,g.,1885 A&O	92^{1}_{2}	100 95 93	Franklin (Me.) 100 Great Falls (N. H.)100 Hamilton (Mass.) 1000	45 84	47 85 925	Crown Point100 Dahlonega Eureka Consol100	42	21	People's 100 Redemption 100 Republic 100	$135 \\ 120 \\ 125$	145 123 126
	St. Charles Bridge—10s U. S. M'g. 6s, g. £. J&D 6s, g., \$	85	102 ¹ 2	Hartf. Carpet (Ct.)100 Hill (Me)100 Holyoke W. Power.100	$\begin{array}{c c} 221 \\ 52 \\ 144 \end{array}$	225 55 148	Exchequer G. & S. 100 Findley Gold Placer Gould & Curry S 100	62	28	Revere	$egin{array}{c} 100 \\ 122 \\ 132 \\ \end{array}$	100 ¹ 2 125 134
	Western Union Tel.— 7s, coup., 1900.M&N 7s reg., 1900 M&N	110	111	Jackson (N. H.)100 Kearsarge100 Laconia (Me)400	400	410	Grand Prize	6	9	Security. 100 Shawmut. 100 Shoe & Leather. 100 State. 100	104^{1}_{2} 100	10012
	Sterl'g 6s, 1900.M&S Amer'n SS.Co.(Phil.)— 6s, R. C., 1896A&O		103 80	Lancaster M.(N.H)400 Lawrence (Mass.)1000 Lowell (Mass)690 Lowell Bleachery.200	$\begin{bmatrix} 1265 \\ 535 \end{bmatrix}$	550	Hale & Norcross100 Henry Tunnel Co Hukill.		10	Suffolk100 Third Nat100 Traders'100	$ \begin{array}{c} 110^{1} \\ 83 \\ 90 \end{array} $	111 85 90 ¹ 4
ě	MISC'LLANEOUS STOCKS.			Lowell Mach.Shop.500 Lyman M. (Mass.) 100 Manchester (N.H.) 100	715 70	730 72	Hussey Imperial Independence Julia 100	214	3	Tremont	$ \begin{array}{r} 993_{4} \\ 1261_{2} \\ 125 \end{array} $	$127 \\ 125 $
	Amer. Dist. Tel25 Amer. Dist. Tel.(Balt.)	22	30	Mass. Cotton1000 Merrimack(Mass)1000 Middlesex (Mass.).100	$1035 \\ 1260 \\ 165$	1050 1275	Justice 100 Kentuck Kings Mountain	54		Brooklyn.	+	9834
	Atlan. & Pac. Tel. 100 Boston Land. 10 Boston Water Power.	$\frac{2}{1^{1_2}}$	210	Nashua (N. H.)500 Naumkeag (Mass.)100 N. E. Glass (Mass.)440	80	$\begin{array}{c} 80 1_2 \\ 50 \end{array}$	Kossuth	32	38 51 2	Atlantic Brooklyn First National Fulton	90 100 170 75	190 90
	Brookline Land5 Canton Co. (Balt.) 100 Cary Impr'm't(Bost.)5 Cent. N.J. L'd Imp.100	22	25 10c.	N. E. Glass (Mass.) 440 Pacific (Mass.) 1000 Penn. Salt Mfg. Co 50 Pepperell (Me.) 500 Salisbury (Mass.) 100	\$67 720	76 725	Leopard100 Leviathan10 Lucerne10	85 1	10	City National	200	230 100 100
r	Cin. & Cov. B'dge pref. Equitable Tr.(N.Y)100 Ill. & St. L. Bridge.100	75 80	90	Salmon Falls (N.H.) 300 Sandw. Glass (Mass.) 80 Stark Mills (N.H.) 1000	230	240	Memphis		::::	Long Island Manufacturers'. Mechanics'. Nassau.	150	95 160 160
	McKay Sew'g Mach. 10 Merc'ntile Tr. (N Y) 100 N.E. Mtg. Secur. (Bost.)	108	110	Tremont&S.(Mass)100 Thorndike(Mass.)1000 Union Mfg.(Md.)	$\begin{bmatrix} 114 \\ 700 \\ 12 \end{bmatrix}$	115 720	Moose Mont Bross N. Y. & Colorado Northern Belle 100	2.	05	Charleston. B'k of Chas. (NBA) 100		35
	O. Dominion SS.Co.100 Pacific Mail SS. Co.100 Prod. Cons.L'd & Petr. Pullm'n Palace Car100	1534		Washingt'n(Mass.)100 Weed Sew. M'e (Ct.)25 Willim'tic Linen(Ct)25 York Co. (Me.)750	80 4 66	$\begin{array}{c} 6 \\ 67 ^{1}\! 2 \end{array}$	Ontario Ophir Silver100 Orig.Comst'k G&S 100	46	10	First Nat. Chas100 People's National. 100 People's of S.C. (new) 20		100 80 10
	St. Louis Transfer Co. Un. Mining (Tenn.). 10 Union Trust		118			- 1	Original Keystone Overman G. & S 100 Plumas Phil. Sheridan	4	05	S. C. Loan & Tr. Co. 100 Union Bank of S. C.50 Chicago.	*****	56 40
	U. S. Trust Co100 U. S. Mort.Co.(NY)100 West. Union Tel100	315		COAL & MISCEL. MINING STOCKS.			Raymond & Ely100 St. Joseph Lead10 Savage Gold& Silv.100	515	7	Commercial Nat 100 Corn Exch. Nat 100 Fifth National 100 First National 100	130	140
	EXPRESS ST'CKS			American Coal25 Big Mountain Coal.10 Buck Mount'n Coal.50	30 §35	42	Seaton consol		00	Hide and Leather Home National100 Merchants' Nat100	90	83
	Adams 100 American 100 United States 100	48	49	Butler Coal	*		Silver Hill	3	75	Nat. B'k of Illinois.100 Northwestern Nat. 100 Union National100 Un.Stock Y'ds Nat.100		80
	Wells Fargo100 GAS STOCKS.	96	9098	Cumberl'd Coal&I.100 George's Cr'k C'l (Md.) Locust Mt. Coal50	60	90	Tuscarora Utah Union Consol	3	0	Cincinnati.	1	140
	Baltimore Gas100 do certs People's G.L. of Balt. 25		98 101	Marip'sa L.&M.Cal100 do pref.100 Maryland Coal100	$\begin{array}{c}2^{1}_{2}\\2^{7}_{8}\end{array}$	4 4 10	BANK STOCKS.			German Banking Co Merchants' National	$\begin{array}{c c} 98 & 1\\ 100 & 1 \end{array}$	130 101 105 97
	Boston Gaslight500 East Boston25 South Boston100	$ \begin{array}{c} 720 \\ 281_{2} \\ 105 \end{array} $	730	New Creek Coal10 N.Y. & Middle Coal.25 Pennsylvania Coal.50 Pilot Knob I. (St.L)100	140	50	Baltimore. Bank of Baltimore 100 Bank of Commerce. 25 Chesapeake	12 1	4	Second National	110 1	115 145
	Cambridge, Mass. 100 Chelsea, Mass. 100	122 85	123 86	Quicksilver Min'g 100 do pref St. Nicholas Coal 10		13 35	Citizens'10 Com. & Farmers'100 Farmers' B'k of Md.30	$\begin{bmatrix} 11 \\ 98 \\ 20 \end{bmatrix} \begin{bmatrix} 1 \\ 10 \\ 3 \end{bmatrix}$	3 0	Cleveland. Citizens' S. & L100 Commercial Nat100 First Nat100		
	Dorchester, Mass100 Jamaica Pl'n, Mass100 Lawrence, Mass100 Lynn, Mass., G. L100	109	$111 \\ 1244$	San Juan Sil. Min 100 S. Raph'l Sil., Mob 100 do pref 100		16 18	Farmers' & Merch40 Farmers' & Planters' 25 First Nat. of Balt100	$\begin{array}{c c} 33 \\ 31 \\ 100 \\ 11 \\ \end{array}$	$\begin{vmatrix} 4^{1}_{2} \\ 3 \\ 8 \end{vmatrix}$	Merchants' Nat 100 National City 100 Dhio Nat 100	•••••	
	Mald. & Melrose100 Newton & Wat'n100 Salem, Mass100	80	81 1111 ₂	Spring Mount. Coal.50 Westmoreland Coal.50		56	Franklin 12 ¹ 2 German American 1 Howard 1 Marine 30	$\begin{array}{c c} 100 & 10 \\ 6 & 1 \end{array}$	$\begin{bmatrix} 7^{1}2 \\ 6 \\ 0 \end{bmatrix}$			
2	Brooklyn, L. I25 Citizens', Brooklyn 20 Metropolitan. B'klyn	110 55 50	$\begin{bmatrix} 116 \\ 60 \\ 58 \end{bmatrix}$	Wilkesb. Coal & I100 BOSTON MINING			Mechanics' 10	$\begin{bmatrix} 27 & 3 \\ 83_4 \\ 104 & 2 \\ 98 & 10 \end{bmatrix}$	91 ₄	American Nat50 Charter Oak Nat100 City Nat100	57 125 1	62 28 81
	Nassau, Brooklyn 25 People's, Brooklyn . 10 Williamsb'g, B'klyn 50 Charlest'y, C. Con 25	50 15 75	20 85	STOCKS.			People's25 Second National100 Third National100	$\begin{array}{c c} 191_2 & 2 \\ 118 & 14 \end{array}$	OH	Connecticut River50 Far. & Mech. Nat. 100 First Nat100	$\begin{bmatrix} 32 \\ 112 \\ 90 \end{bmatrix}$	35 14 91 2
	Charlest'n,S.C.,Gas.25 Chicago G.& Coke.100 Cincinnati G. & Coke. Hartford, Ct., G. L25		$\begin{array}{c c} 130 & 0 \\ 47 \end{array}$	Allouez		4 77 35	Union	58 59 29 3		National Exchange.50	$\begin{array}{c c} 116 & 1 \\ 64 & \end{array}$	52 18 67 52
	Jersey C.& Holok'n 20 People's, Jersey C Louisville G. L.	145		Daná. 25 Dawson Silver 20 Duncan Silver 20	1½ 5c. 4¼	10c. A	Boston.¶ Atlantic	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	3 S	Louisville. Bank of Kentucky100	109 1	14
	Mobile Gas & Coke Central of N. Y 50 Harlem, N. Y 50 Manhattan, N. Y 50	35	80 I	Franklin	4½ 50c.	6 H 55c. E	Blue Hill	85 96 891 ₂ 96 105 106		Bank of Louisville100 Citizens' National 100 City Nat		62 83 00
	Metropolitan, N.Y.100 Municipal100 Mutual of N. Y100	105 1	90	Madison 25 Mesnard 25 Minnesota 25 Mational 15	25c.	50c. E 50c. E 00c. C	Broadway100 Bunker Hill100 Central100	$\begin{vmatrix} 80 & 83 \\ 150 & 153 \\ 80 & 83 \end{vmatrix}$	F F	commercial of Ky 100 Calls City Tobacco100 Carmers' of Ky 100	83 89	10 85 91
]	New York, N.Y100 N. Orleans G. L100 N. Liberties, Phila25 &	70	80 99 	Osceola		5c. C		$egin{array}{c c} 107^{1}_{2} & 108 \ 131^{1}_{4} & 131 \ 80 & 80 \ 92 & 98 \ \end{array}$	3 ₄ F 1 ₂ G	armers' & Drov. 100 irst Nat 100 erman Ins. Co.'s. 100	110	99
1	Washington, Phila20 Sertland, Me., G. L.50 L. Louis G. L50 Laclede, St. Louis.100	621_2	34 F 75 G 65 F	Phenix 50 Juincy 25 didge 25	121 ₂	13 E	ontinental	$ \begin{array}{c c} 85 \\ 102 \\ 961_2 \end{array} $	G K L	erman National. 100 1 lentucky Nat100 1 ouisy. Ins.& B. Co.40	104	00 50
	Carondelet50		S	tar		25c. E	verett100	$egin{array}{c c} 134^{1}_{2} & 136 \\ 94 & 95 \\ 123^{1}_{2} & 125 \\ \end{array}$	M	[asonic100]	80 8	83 93 04
	# Price naminal, mal							1	- 11			

^{*} Price nominal; no late transactions. † The purchaser also pays accrued int. ‡ In London. § Quotation per share. ¶ All ex-dividend.

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

For		for	Explanations Sec	Note	at I	Head of First Pag	e of Q	uotai	ions.		
BANK STOCKS.	Bid.	Ask.	BANK STOCKS.	Bid.	Ask.	Insurance Stocks	. Bid.	Ask.	INSURANCE STOCKS.	Bid.	Ask.
L'sville (Conclud'd.)			Philadelphia.			N.Engl'd Mut.F&M10	00 75	82	Hanover5	0 130	135
People's100 Second Nat100	83	12 87	B'k of N. America .10		235	North America10 Prescott10	00 118	114 123	Hoffman 50 Home 10	$0 \dots 0 117$	95
Security100 Third National100	125	126 85	Central National5	0 85	$ ^{180}_{92}$	Revere. 10 Shawmut 10	00 61	62	Hope 25 Howard 50	0 102	65 108
Western 100 West Finan Corp. 100		100	Commercial Nat50 Commonwealth Nat 50	0 *25	57 35	Shoe & L. F. & M. 10 Suffolk Mutual 10	0 95	127 100	Importers' & Trad50 Irving100	0 103	
Mobile.		00	Consolidation Nat. 30 Corn Exchange Nat. 50	0 *50	46	Washington10	0 135	136	Jefferson	0	. 175
Bank of Mobile50	10	15	Eighth Nat	0 150	$101 \\ 160 \\ 120$	Cincinnati.			Knickerbocker4(Lafayette (B'klyn) .50	145	90 150
First Nat100 Nat. Commercial100	$\begin{array}{c} 115 \\ 72 \mathbf{1_2} \end{array}$	120 75	Girard National	60	65 57	Amazon(new stock) 2	0 50 5 130	135	Lamar	5	105 95
Southern B'k of Ala25	18	20	Manufacturers' Nat. 23 Mechanics' Nat 100	5 25	251 ₆ 92	Cincinnati	0 75	80	Long Isl'd (B'klyn) 50 Lorillard 25 Manuf. & Builders'100	80	85
Montreal.			Nat. B'k Commerce. 50 Nat. B'k Germant'n. 50			Eagle	0 115	120 95	Manhattan100 Mech. & Traders'25	105	
		113	Nat. B'k N. Liberties 50 Nat. B'k Republic 100	*126	128	Eureka 2 Fidelity 2	0 85	90	Mechanics' (B'klyn)50 Mercantile 50	160	
		75	National Security 100 Penn National 50	*103 54	57	Firemen's2	$0 120 \\ 0 115$	$\begin{array}{c} 125 \\ 120 \end{array}$	Merchants'50 Metropolitan30	134	140
Du Peuple50 Eastern Townships 50 Exchange100	$\begin{bmatrix} 70 \\ 1041_2 \\ 77 \end{bmatrix}$	$72^{1}_{2} \ 105^{1}_{2} \ 80^{1}_{2}$	People's100 Philadelphia Nat. 100	155	162	Globe29 Merchants'& Manuf 29	$0 85 \ 0 117$	$\begin{array}{c} 87^{1}_{2} \\ 121 \end{array}$	Montauk (B'klyn)50 Nassau (B'klyn)50	107	
Federal 100 Hamilton 100	104	110 100	Second Nat. 100 Seventh Nat. 100		100	National 100	0 110	105 115	National 37 ¹ 2 New York City	100	110 65
Imperial100 Jacques Cartier100	10212	4034	Southwark Nat50	115	100	Union 20 Washington 20	ol 88 -	90	N. Y. Equitable35 New York Fire100	130	195
Maritime		9512	Spring Garden 100 22d Ward 50 Third Nat 100			Western 28	120	12212	Niagara50 North River25	110	$\frac{115}{120}$.
Molsons50 Montreal200	$ \begin{array}{c c} 86 \\ 155 \\ \end{array} $	$\begin{array}{c} 87\frac{1}{2} \\ 155\frac{3}{4} \end{array}$	Union Banking Co.100 Union Nat50		57	Hartford, Conn.			Pacific 25 Park 100 Peter Cooper 20	105	115
Nationale50 Ontario40	81	82	Western Nat50 West Philadelphia.100	*		Ætna Fire100 Atlas Insurance100	213	216 36	People's50 Phenix (B'klyn)50	1115	195 120
Quebec100 Standard	80	83	West I made phia.100			Connecticut 100 Hartford 100	105	108	Produce Exchange 100 Relief50	50	70 85
Union100	50	13834	Portland, Me.	\ (National 100 Orient 100	132	$\begin{array}{c} \overline{1351}_{2} \\ 106 \end{array}$	Republic 100 Ridgewood 100	70	75 97
Ville Marie100	60	6014	Cumberland Nat40	51	52	Phœnix	200	203	Rutgers' 100 Safeguard 100	160	•••••
New Orleans. Ganal & Banking100	90	11	Canal Nat	132	$142 \\ 134 \\ 132$				St. Nicholas52 Standard50		80 130
Citizens'100	72	7512	Merchants' Nat75 National Traders'.100	104	105 132	London.			Star100 Sterling100	100	107
Hibernia Nat100 Lafayette50	90 .		Tradels .100	150	102	Guardian100	70	$\frac{1834}{72}$	Stuyvesant25 Tradesmen's25	125	140
Louisiana Nat 100 Mechanics' & Trad20			Richmond, Va.			Imperial Fire 100 Lancashire F. & L. 20	713	738	United States25 Westchester10	100	135
Mutual Nat100 New Orleans Nat100		90	City Bank 25	20 113		London Ass. Corp. 25 Liv. & Lond. & Globe 2	16-2	1634	Williamsburg City50	190	200
People's	46	40	First Nat100 Merchants' Nat100 Nat. Bk of Virginia100		80 80	North'n Fire&Life 100 North Brit. & Mer50	42	$egin{array}{c} 42 \ 42 \ 2 \ 33 \ 4 \ \end{array}$	Philadelphia.§		
Union100			Planters' Nat100 State Bank of Va.100	106	75	Queen Fire & Life10 Royal Insurance20		2158	American Fire100 Fire Association50	*135	$150 \\ 252$
Workingmen's25	12		Sudd Blank of Vil. 100		.	Mobile.			Franklin Fire100 Delaware Mutual25		3612
New York.			St. Louis.			Citizens' Mutual100	x57	60	Ins. Co. of N. Am'ca 10 Ins. Co. State of Pa 200	* 30	3012
America 100 1 American Exch'ge100 1	129 10038		B'k of Commerce100 Commercial100	308 125	310	Factors'& Trad's' Mut. Mobile Fire Dep't25	x70	75 15	Pennsylvania Fire 100	*135	170
Bank. & Br'kers A. 100 Brew'rs' & Groc'rs' 100			Continental100 Exchange100	50	70 55	Mobile Mutual70 Planters' & Merch.Mut	x45	50 60	Richmond.		,
Broadway25 Butchers'& Drovers25	55	60	Fourth National100 International100		95	Stonewall	x70	75 35	City100	80	
Central National100 :Chatham25			Lucas100	60	80 35	New Orleans.		[]]	Granite100 Merchants'&Mech.100	84	$\begin{array}{c} 76^{1}2\\ 90 \end{array}$
Chemical 100 15 City 100 1	195		Merchants', Old Merchants' Nat100	65		Crescent Mutual	91	04	Piedm't & A. Life 100 Virginia F. & M 25	102 33	36
Commerce 100 .		1812	St. Louis National. 100 Third National 100	74	76	Factors' and Traders'. Firemen's			Virginia Home100 Virginia State25	27	9712
Continental100 1 Corn Exchange100 1 East River25 1	15	`	Valley National100		- 11	Germania	75 .		St. Louis.		
Eleventh Ward25			San Francisco.			Home Hope	$\frac{22^{1}4}{39^{1}2}$	42	American Central25	25	
Fourth National100 Fulton30 1	95 95 14	98 4	Anglo-California		83	Lafayette Merchants' Mutual		40	Citizens' 100		••••
Fifth Avenue100 2 Gallatin National50 1	$\begin{vmatrix} 25 \\ 10 \end{vmatrix} \dots$		B'k of S. Francisco100 First Nat. Gold100	88	00	Mechanics' & Traders' New Orleans Ins. Ass'n	28 .		Jefferson 100 Marine 100	75	75 80
Germania100			Frangers' B'k of C.100 Ierchants' Exch100	35	37	New Orleans Ins. Co People's	v1091/		Pacific100		15
Grocers' 40		80	Pacific	115	.10	Teutonia	80 .		San Francisco.		
Hanover100 110 110 120 120 120 120 120 120 120	02				.				California100		15
Irving	15	F	FIRE INSUR'CE			New York. Adriatic25	60	II		110 11	58 15 15
Manuf. & Merch'ts 20 1 Marine 100 18	8	35	STOCKS,		- -	Ætna		95 371 ₂	Jnion100	113 1	15
Market	05		Baltimore.		11.	American Exch100 Amity100	90 1	60	*		
	6	30	ssociate Firemen's 5	6	11.	Atlantic	90 1	ŏŏ	MARINE INS.		
Mercantile100 Merchants'50	75 8	33 B	Saltimore Fire Ins. 10	41	$egin{array}{c c} 26 & 11 \ 42 & 11 \end{array}$	Brewers'&M'lst'rs.100 Broadway25	190 2	30	SCRIP &c.		
Merchants' Exch'ge50 100 ;11	16 11	70 H 8 M	loward Fire5]	7 5	Brooklyn	175		New York.		
New York 100 11	$ \begin{array}{c c} 80 & 8 \\ 18 & 13 \end{array} $		lerchants' Mutual 50 ational Fire10	$\begin{bmatrix} 50 \\ 11 \end{bmatrix}_2$	13	Clinton100	110 1	$\begin{vmatrix} 25 \\ 25 \end{vmatrix} _{\mathbf{A}}$	tlantic Mutual—		
N. Y. Nat. Exch'ge100 New York County.100		•				Columbia30 Commerce Fire100	60	60	1876	100 1	03 01
Ninth National 100 North America 70 ‡7	70 7	312	Boston.	0.5			165 1	36 70	1877 1878	$\begin{array}{c c} 99 & 1 \\ 97 & 2 \end{array}$	$\begin{array}{c} 00 \\ 99 \end{array}$
Oriental25		A		133 1	35 1	Empire City100	105 1	10	ommercial Mutual— 1871 1878		00 70
Pacific 50 112 Park 100 8 People's 25	35 9	1 B		115 1	20 1		115	N	ew York Mutual— 1864.		70 85
Phenix20	10	0 D	welling House100	112 1	14 1		100 1	07	1050		65
Second National 100 Seventh Ward 100		F	aneuil Hall100	6634	67 1	Firemen's Trust10	103 1	10	1861		80 50
Shoe & Leather100 110	0612	F	ranklin100	65	67	Jerman-American 100	123 150	Р	acific Mutual— 1868		80
State of N. Y. (new) 100 Tenth National10	98	M	lass. Mutual100	109 1 90 1	10 (0 91 (Flobe	110 1	25 55 G	reat Western stock.	85	50 90
Tradesmen's		И		130 13	33 (duardian100	65	75 M	ercantile stock		60 55
<u> </u>	1.	. 11			[].		. 1	- 11			-

^{*} Price nominal; no late transactions.
§ Quotation per share.

Investments

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. One number of the SUPPLEMENT, however, is bound up with THE FINANCIAL REVIEW (Annual), and can be purchased in that shape.

ANNUAL REPORTS.

Mobile & Girard Railroad.

(For the year ending May 31, 1878.)

The president's annual report has the following: The earnings of your road for the year ending on the 31st May have been \$175,572, and the expenses \$112,274, leaving net \$63,298.

This is a considerable improvement over the previous year, especially if we take into account the fact that the renewal of rails has been considerably more than for any previous year since the existence of the road. The rolling stock and bridges have also been very much improved-all of which has been charged to expenses.

In the last annual report a very full statement was made of a scheme for reducing the interest upon the indebtedness of the company. This plan has b en carried out so far as to exchange \$800,000 of the company's 4 per cent bonds, with the Central Railroad & Banking Company of Georgia, for a like amount of this company's first mortgage bonds, and the coupons which had been taken up by that company. Of the \$33,500 plain 8 per cent bonds outstanding at the date of the last report, \$33,000 have been taken up and canceled by exchange for a like amount of 6 per cent bonds; thus reducing our interest account from \$91,202 to \$57,980 per annum, leaving one plain bond of \$500, yet outstanding, to be adjusted whenever it is presented.

The \$300,000 8 per cent bonds will mature January 1st, 1839, and, with reasonable prosperity, it is believed that the company will be able to meet them at maturity, with the use only of the \$167,000 6 per cent bonds now in the hands of H. H. Epping, Esq., Trustee. If this can be done, the annual interest will then amount to only \$44,000 per annum, and it is not unreasonable to expect that small dividends; can thereafter be paid from the

earnings of the road.

Total from freight \$139,077
Up pas-age, (eastward) \$17,235
Down pas-sage, (westward 15,795 Total from passage..... Mail service..... Total earnings......\$175,572 TOTALS. The total earnings as stated are \$175,572
While total expenses have been 112.271 Showing net.... As compared with the year previous, we are enabled to show an increase of earnings as follows: In freight, \$21,463; in

a total net increase of \$22,677. There has been an increase in expenses of \$14,641; but when it is considered that we have placed 61 miles of new rails in the track, with extensive repairs to bridges and rolling stock of the company, all of which has been charged to current expenses, it will be seen that the cost of running the road has been even less

passage, \$1,269; less a reduction in mail service of \$65; making

than that of the previous year.	
LIABILITIES, MAY 31, 1878.	
Capital stock\$986,862Preferred capital stock279,741Pike county stock12,330	j)
Second mortgage bonds, 8 per cent 300,000 Third mortgage bonds, 4 per cent 8 0,000 Third mortgage bonds, 6 per cent 33,000 Plain bonds 500) .
Central Railroad	- 1,133,500 5,683
ASSETS, MAY 31, 1878.	\$2,418,124
ASSETS, MAY 31, 1878. Construction	
Construction	2,010,310
Construction \$1,715.439 Stock interest 291,870 Bills receivable 7.174	2,010,310 339,062

GENERAL INVESTMENT

269

18,751 \$2,418,124

Atchison Topeka & Santa Fe.—Denver & Rio Grande.—The con ract of lease of the Denver & Rio Grande Railway to the Atchison Topeka & Santa Fe Company was signed by the officers of both companies on Saturday, Oct. 19. By this agreement the

rivalry between the two companies is ended, the building of parallel lines will be stopped, and future extensions will proceed

The Atchison Topeka & Santa Fe Company is to take possession of the D. & R. G. Railroad, now 337 miles, and operate it exclusively for the period of thirty years, beginning December 1 next, paying all the taxes, insurance and general expenses. The rental to be paid the Denver & Rio Grande Company is 43 per cent of the gross earnings for the first year with a reduction of 1 per cent each succeeding year until the seventh is reached. From the seventh to the fourteenth year, both inclusive, the rental is to be 37 per cent per annum, of the gross earnings and for the remaining sixteen years of the lease 36 per cent is to be paid annually. In determining the amount of gross earnings from which the rent is to be computed, the gross earnings from all business interchanged between the two roads, or by the Pueblo & Arkansas Valley Railroad, shall be divided on a basis of crediting each mile of transportation over the Denver & Rio Grande road as one and a quarter miles, except where such business shall be interchanged between the Denver & Rio Grande Railroad connecting Pueblo with Canon City, and the road which may connect Canon City with Leadville, in which case the gross earnings shall be divided pro rata according to the number of miles hauled over the respective roads.

The Atchison Topeka & Santa Fe Company agrees not to build. operate, or encourage any road, directly or indirectly, not already constructed, that is parallel to or competing with the Denver & Rio Grande's present constructed lines. The lease also provides that the Atchison Company shall not change the guage of its road or lay a third rail, without widening the guage or laying an additional rail, over all the Denver & Rio Grande lines, except those between Pueblo and the coal mines east of Canon City. Any lines that may be built from any terminus of the Denver & Rio Grande road, or in extension thereof, shall be of three feet guage. The Atchison Company also binds itself not to discriminate in freight or other charges, in any manner, to the injury of the Denver & Rio Grande Company, and, where traffic can be carried at the election of the lessee, it shall be transported by

the shortest line.

The rental is to be paid by the month. When the Atchison Topeka & Santa Fe takes possession of the leased road, it is to pay the Denver & Rio Grande, for the fuel, material and other railway supplies on hand, a sum to be agreed upon by two persons, one to be appointed by the president of each road. This sum is to be applied by the Denver Company to the payment of any of its debts, exclusive of stock, in excess of \$22,664 per mile. The Denver & Rio Grande engages to deposit the money received for rent with the U.S. Trust Co., or other trust company, in trust, for the payment of interest on its debts, exclusive of stock, going to make up the sum of \$22,664 per mile. If any surplus remains, it is to be applied to the payment of such debts and liabilities in excess of the sum of \$22,664 per mile, until fully satisfied, after which the money may be used in the redemption and cancelation of the Denver & Rio Grande first mortgage bonds. No provision of the lease is to be abrogated or modified unless with the formal written consent of the trustees of the present mortgages of the Denver & Rio Grande Railroad, or of holders, duly evidenced as such, owning or representing at least \$2,000,000 bonds.

All the litigation between the two companies is to be abandoned, and the Denver & Rio Grande Road is to be extended to the San Juan silver mines, and through the Grand Canon of the

Arkansas Valley.

Atlantic Mississippi & Ohio.—The case of foreclosure came up in the United States Circuit Court at Richmond, October 22, before Judges Bond and Hughes. The decree applied for by the Trustees of the Atlantic, Mississippi & Ohio consolidated bondholders asks for the sale of the whole line and its property as an entirety, subject to liens of the several divisional bondholders, and after the payment of receivers' and other outstanding indebtedness, the remainder of the proceeds to be divided among the holders of Atlantic Mississippi & Ohio consolidated bonds. The Dutch bondholders, representing \$2,000,000, oppose the sale of the road, asking to become parties to the suit as defendants. This latter question was argued at length and submitted to the Court. The total amount of consolidated bonds of the road secured by the mortgage under which the proceedings are now instituted is \$5,470,000, with interest overdue to October 1, 1878 of \$1,695,289. Subsequently, the Court considered the petition of H. R. Stewart, as holder of certain certificates of the Virginia & Tennessee railroad, the object of the holder of said certificates being to have them recognized as a lien superior to that of the Atlantic Mississippi & Ohio mortgage. Other holders of the same certificates were represented by counsel, and this cause, which is known by the title of Francis Skiddy et al., Trustees, against the Atlantic Mississippi & Ohio Railroad, was also argued and submitted to the Court.

Chicago Burlington & Quincy.-Statement of earnings for the month ending August 31, 1878, and for the year 1878, to August 31, compared with the corresponding time last year:

Month end'g

Month end'g

*-	Aug. 31, '78.	Aug. 31, '77.	
Gross earnings	\$1,632,207	\$,330,248	Inc., \$301,958
Espen es		574,391	Inc., 105,438
Net carnings	952,377	755,857	Inc., 196,520
	Eight months	Eight months	-
	from Jan. 1	from Jan. 1	
	to Aug 31,'78.	to Aug. 51,'77.	
Passenger	\$1,571,171	\$1,561,549	Inc. \$9,621
Freight	7,106,764	5.740,754	Inc1.366,009
Mail and miscellaneous	318,489	329,292	Dec. 10,802
Gross earnings	8,996,424	7,631,596	Inc1,354,828
Expenses		4,329,692	Inc., 675,740
Net earnings		3,301,904	Inc 689,088

for FRASER

Chicago & Eastern Illinois.—The annual meeting of the stockholders of this railroad, formerly the Chic. Danville & Vincennes, was held recently in Chicago. The annual report was submitted. It showed that the gross earnings during the past year were \$784,555. Operating expenses, etc., \$555,039. Net

earnings, \$229,516.

The following directors were chosen for the ensuing year: F. W. Huidekoper, Chicago; Franklin H. Story, Boston; George W. Gill, Worcester, Mass.; Thomas W. Shannon, John W. Brookman and Henry B. Hammond, New York; C. E. Stevens, Boston; Joseph G. English, Danville, Ill.; T. F. Leonard, Springfield, Ill. Subsequently the directors met and elected the following officers: F. D. Huidekoper, President; A. S. Dunham, Secretary and General Ticket Agent; J. C. Calhoun, Treasurer; G. S. Lyford, Superintendent; and Robert Forsyth, General Freight Agent.

Gas Stocks and Electric Light.—A lecture was delivered lately by Prof. Morton at the Stevens Institute, Hoboken, on the electric light. Mr. Morton said but little of the practicability of bringing the light into common use in place of gas and oil, and his remarks on that point may be condensed

from the Tribune report as follows:

"Everybody knows many of the uses to which this has been already put. The illumination of large workshops, of public buildings, places of amusement, gardens, and the like, is undoubtedly an accomplished fact, and this use of the electric light we feel confident will largely extend. But it has been suggested that more than this will soon be reached, and that the electric light will take the place of other sources of illumination-gas, for example-in private houses. It would be very foolish for any one to attempt to predict what may or may not be accomplished in the future, but in such a case as this we may at least look back at the past and see what has been the history of the same thing, and judge something of future probabilities from past experi-

"This idea of dividing the electric light in the sense I have just noticed is no new notion. At least twenty years ago it was not only thought of, but believed to have been accomplished.

"For example, a paper read before the French Academy by M. Jobart, a member of the Academy and a man of high scientific reputation, on the 27th of February, 1858, stated as follows:

"I hasten to announce to the Academy the important discovery of the dividing of an electric current for lighting purposes. The current from a single source traverses as many wires as may be desired, and gives a series of lights ranging from a night lamp to

a lighthouse lamp.

"He then goes into many minute details, describing how as many as six lamps were operated in his presence from a battery of one dozen poles and cells." * * * "Here we have no predictions as to what was to be done in the future such as we have lately been favored with, but statements of what had been accomplished; and we may even say that in this case the final test of the pocket had been applied. This light seems not to have been extinguished, but we fear that some electric lights that go into pockets may never come out again. This was twenty years age, and these promising experiments, as we all know, reached no successful result. I would by no means, however, have it inferred that better success can never be attained. On the contrary, there are several very promising directions for experiment, on one of which, no doubt, Mr. Edison is at present embarked; but the difference between a promising line of experiment and a successful result all the world's history teaches us is often a distance of many years, to say the least.

Hartford Providence & Fishkill.—New York & New England.—In the United States Circuit Court at Hartford, in the suit of the New York & New England Railroad to obtain possession of the Hartford Providence & Fishkill Road, Judge Shipman made a final decree, granting immediate possession. The Trustees of the Hartford Providence & Fishkill mortgage of \$2,000,000 accordingly transferred the property to the New York & New England Road, and it is now operated by the company. have been paid by a payment into the city treasury; but it is said ment of 7 per cent on \$3,142,850. that the bonds will not be surrendered till the pending suits as to ownership are settled. All the floating debt has been paid, and cash deposited in bank to pay the bonds not yet presented.

The N. Y. Times despatch states that the New York & New England Railroad Company has now a line of 150 miles, from Boston to Waterbury. It also obtains control of the Providence Division, from Willimantic to Providence, 58 miles; also, of the Boston & Woonsocket Road, 34 miles, and the Stockbridge Branch, 18 miles, making 260 miles in all. It leases, besides, the Norwich & Worcester and the Rhode Island & Mass. Roads. The corporation has out \$3,400,000 of bonds, covering all its possessions, including the uncompleted portion of the road between Waterbury & Fishkill. Mr. Clark, the manager, says that no more bonds will be issued, except for the development of the line westerly, and that it will require only about 60 days to put the road in running order to the Hudson River. It is not probable, however, that anything will be done before spring. The amount of bonds the company has the right to issue is \$10,-000,000. Old Berdell bonds are now convertible into stock of the new company, and were selling to-day at 311 in Boston and 33 in New York. Six months ago bonds sold for 11. The managers expect in a few days to put on through trains from Boston to Hartford, and connect here with the New York New Haven & Hartford Road.

PROVIDENCE, Oct. 18.—The New York & New England Railroad Company to day paid into the City Treasury the money to redeem the bonds of the Hartford Providence & Fishkill Railroad, and took a receipt. The bonds will not be surrendered until the pending suits are determined.

Illinois & St. Louis Bridge.—In the U.S. Circuit Court at St. Louis, Judge Treat has made a decree foreclosing the first and second mortgages and the supplementary mortgage on the Illinois & St. Louis Bridge, and all its property and franchises, on the 20th of December next, unless the judgments heretofore rendered, amounting to over \$7,000,000, shall be paid within ten

days from the date of decree.

The suit, the St. Louis Globe Democrat reports, was in the names of John Pierpont Morgan and others, against the Illinois & St. Louis Bridge Company, and there is a cross-bill of John A. Stewart and Solon Humphreys, trustees of the first mortgage, and a cross-bill of Solon Humphreys and John A. Stewart, trustees under the second mortgage. All the parties in interest were represented in the trial, all desire the sale of the bridge, and the sale will convey a full and clear title to all the property, franchises, etc., including a number of valuable lots and parcels of land in this city and East St. Louis.

The decree sets forth that on the 17th of October there was due to John A. Stewart and Solon Humphreys, trustees under the first mortgage, the sum of \$4,096,571, in gold coin of the United States, which sum is ordered to be paid within ten days from that date; or the subsequent mortgagees may pay the above amount within ten days, and in the event of non-payment the

equity of redemption is forever barred and foreclosed.

That on the second mortgage bonds there was due to Stewart & Humphreys, trustees, \$2,000,000, gold, which, with interest. now amounts to \$2,593,255, and if said sum is not paid within ten days the subsequent mortgagees may pay, and in default of payment the equity of redemption shall be forever barred and foreclosed.

That a third mortgage was executed on the 2d March, 1874, to Humphreys, Taussig & Vail, and on the 1st January, 1875, a

fourth mortgage to Humphreys & Stewart.

That in default of the amounts directed to be paid within ten days, it is ordered and decreed that the bridge, its approaches and appurtenances, franchises and other property included in the first and second mortgages, and the lots mentioned in the supplemental deed of trust, shall be sold by Ezekiel W. Woodward, Commissioner, as an entirety, at the east front door of the Court House, in the city of St. Louis, on the 20th December, 1878. between the hours of 12 and 4 o'clock. The purchaser to pay down \$50,000, gold, on striking off the same, and if not paid within an hour the property to be put up and sold again.

TERMS OF SALE.

On confirmation of the sale by the Court, the purchaser is to pay, first, the costs of the suit and the expenses of the sale; also, the outstanding debts, etc., as certified by the commissioner, that is, about \$370,000, more or less, in gold. The balance to be paid in cash at the confirmation of the sale; but if the purchaser is a bondholder, he may turn in his first mortgage bonds at such rate as their face value bears to the entire debt due on the first mortgage, and pay the balance of the first mortgage bonds in cash, at a similar rate. And if the purchaser be a bondholder under the first mortgage, other bondholders may come in as joint purchasers on the same terms. If the bid amounts to more than enough to pay the first mortgage, the balance goes toward the payment of the second mortgage, and the purchaser may turn in second mortgage bonds after paying the first mortgage bonds.

The Commissioner is to advertise the sale in a St. Louis paper, and also in a New York paper, and is to report the proceedings to the Court; and whatever he does is to be subject to the

approval of the Court.

-The earnings and expenses for each of the three years ending on April 30, 1876, 1877 and 1878 were as follow

on April 60, 1010, 1011 and 1010,	were as ion	lows:	
Earnings	1876. \$448,446 284,111	he years end 1877. \$655,054 435,277	1878. \$690,604 471,005
Net income		\$219,777	\$219,598

The above statement of net revenue for the past two years The \$500,000 mortgage bonds held by the City of Providence shows a balance of about \$220,000 for each year, equal to a pay-

Indianapolis Bloomington & Western.—Receiver Wright's

report for September is as follows:	
Balance, September 1	\$62,291 177,788
Total Disbursements	\$240,080 179,850
Balance, Oct. 1	

Kansas Pacific. - St. Louis, October 22. - Sylvester T. Smith, Auditor of the Kansas Pacific Railroad under the late receivers, was appointed receiver of that road by the United States Court to-day, vice Carlos S. Greeley resigned, and H. Villard removed.

- The general outlines of the committee's proposed plan of re-organization was referred to last week. The pamphlet report of the meeting of the Denver extension bondholders held on the 18th inst. supplies the following details.

The plan approved by the Committee of Three, Messrs. Meyer, Rutten and Endicott, has regard to the condition of things that will exist in 1896, and aims so to arrange the re-organization of the new company that its future credit and prosperity will be now placed upon a secure basis. The committee recommend the following plan: The road shall execute a new mortgage to the Trust Company, as trustee, having forty years to run, the bonds bearing 6 per cent interest per annum, principal and inter900,000

est in gold, for \$25,000,000, the bonds to be countersigned by the Trust Company for the following purposes, and no others:

Denver Extension bon s, the same proportion of new bonds and of income bonds about five-sixths of \$450,000.

3. In settlement with the holders of the unstamped income bonds,

such amount as may be agreed upon, in case their bonds prove to be a prior lien.... 4. To provide means for paying the expenses of foreclosure proceedings and cost of re-organization, if no other means shall he available ...

5. In case an arrangement should be made with the holders of the Leavenworth Branch honds after foreclosure, such amount as may be agreed upon. These are all that would be issued at present.

These are all that would be issued at present.
Such amount as may be necessary to take up the interest certificates due 1886, amounting to \$850,905. If the new bonds at that time will bring only 95 per cent, this would require....
Such amount as may be required to furnish the means for redemption of the Eastern and Middle Division bonds, maturing about 1896. At that time the proposed sinking fund ought to give them a credit that would make them sell at par, say...
Such amount as may be required to pay the Government lien due in 1896.

6,303,000 6,302,000 and balance of interest, perhaps amounting to...
assuming that the consolidated bonds will then sell at par. 3.200,000

It will be observed that this scheme does not propose the issue of a single bond for any purpose but to provide for the Denver Extension bonds and liens prior thereto, with the exception of the small amount that may be required in case of liability upon the unstamped income bonds, and in exchange for the Leavenworth Branch bonds, if satisfactory terms shall be arrived at, and for procurement of funds for the expenses of foreclosure and reorganization; and that the greater part of the issue will have no existence until 1896.

To insure a standing that will enable the company to sell the large amount necessary in 1896, and also to at once place the new issue of 6 per cent bonds in high credit, it is essential that a strong sinking fund be established as soon as possible, in order that the company may profit by the advantage of compounding interest for a long term rather than a short one. It is proposed, therefore, to apply the first surplus available, after paying all interest charges and putting the road in good order, to the extent of \$600,000, to the purchase of the new consolidated 6 per cent bonds, the same to be placed in the sinking fund, and the interest thereon to accumulate and be constantly invested in the same bonds. Also, after the payment of \$600,000 shall have been made, a payment of \$50,000 shall be made every six months to the sinking fund, if the earnings of the road are sufficient, after paying interest upon the first mortgage debt, to be invested in like manner.

The following estimate will show the probable accumulation of this sinking fund:

\$600,000, with, say, an average of 15 years' compound interest..... \$1,4 0,000

supposing the bonds to be bought at par.

Whenever the sinking fund shall be sufficient, with the subsequent accumulations of interest, to discharge the whole debt at or before maturity, then no further payments shall be made to the sinking fund.

The interest cherge upon the company will be no larger than

at present until 1896, being as follows:

6 per cept on Eastern Division, \$2,240,000	\$194 4CO
o der cent on mindie division. \$4.063.000	1) 4'3 PO 1
6 per cent on interest certificates, \$850,905. 5 per cent on consolidated bonds, \$7,200,000.	E1 OF A
Absolute interest charge	\$861,234

Income Bonds.—For the overdue interest, funded or unfunded, upon the Denver Extension bonds, now amounting to \$1,795,-178 18, and which will be increased by any further delay in payment of interest, it is proposed to give Mortgage Income Bonds, having forty years to run, entitled to 6 per cent per annum, such interest to be cumulative, and no dividend to be paid upon the stock until all arrearages of interest are paid upon the income bonds. To create a sinking fund, for the retirement of income bonds, the Denver Extension lands, with all contracts of sale for the same, and all sums of money hereafter received for account of sales of said lands, shall be mortgaged to trustees, the cash proceeds thereof, after paying all expenses on account of said lands, including taxes, to be devoted to the purchase of income bonds.

Stock .- To compensate the Denver Extension bondholders for the reduction in the rate of interest from 7 per cent to 6 per cent per annum, and for the delay in the payment of interest upon the income bonds, a suitable allotment of stock in the new company should be made to them.

Resolutions were adopted approving of the plan and continuing the committee of three with full powers to act in all matters pertaining to the purchase and re-organization.

Montclair & Greenwood Lake .-- This road was finally sold in foreclosure Oct. 12, and bought, as reported in the interest of the New York Lake Erie & Western Railway. The N. Y. Times gives the following version as furnished by a gentleman familiar with the facts: "The bargain was consummated at the last moment, late on the afternoon previous to the sale. No formal action had been taken by the officers of the Erie Company, but it was regarded as exceedingly important that the property should not go into the hands of any rival corportation, as an extension of the Montclair Road to Goshen would be several miles shorter than the Erie route, and would seriously interfere per cent the first year, 3 per cent the second year, and so on until therefore waived. The check of the company was given for the adopted:

road in lieu of one that had previously been prepared by Mr. Cyrus-W. Field. The amount was \$156,000. By the terms of the bargain, the company also purchased the following first mortgage bonds at 50 per cent of their par value, with the 5 per cent paid-up assessment added: Cyrus W. Field and his nephews, \$175,000; Arthur W. Benson, \$100,000; M. K. Jesup, Paton & Co., \$80,000; W. C. Sheldon, \$20,000; Abram S. Hewitt, \$70,-000. This brought the total cost up to \$450,000 and gave the Erie Company the majority not only of the old bonds but also of the proposed new issue. There is considerable ill-feeling among the bondholders who were not admitted into the arrangement, and they are outspoken in accusing the members of the Purchasing Committee of having taken advantage of their position to unload their bonds without notice to their fellow-bondholders, in whose interest they were supposed to be acting."

"To understand the situation more fully, it is necessary to know that the Montclair Railroad only ran to Penhorn Creek, on the other side of Bergen Hill. The Midland Railroad also terminated near the same point. Mr. Tilden and the other officers of the two roads were the fortunate owners of about a mile and a half of track known as the Hudson Extension, and they were the Hudson Extension Company." * * * "It is supposed that the Erie Company will extend the Montclair track in a southerly direction across the marshes to its main line, and thence through Bergen tunnel to the Erie depot at Jersey City. This will require only a quarter of a mile of track, and will destroy the usefulness of the Hudson Extension Company's line, except so far as the Midland Railroad is concerned. It is estimated that fully one-third of the expenses of the Montclair Road were for terminal facilities, and this will, of course, be saved under the new management. The Eric Company also provide by the purchase against any development antagonistic to their interests on the west. It is generally considered a good thing for them to have done.

"There is a question as to the value of the old second mortgage bonds now. Mr. Field thinks them good, and has paid the assessment on those he holds. Mr. Hewitt, on the contrary, says they are valueless. Mr. Tilden seems to be of a similar opinion, as he has not paid the assessment on his holdings. The purchasing committee have issued a circular to the bondholders, notifying them that the road has been bought in 'in their interest for \$156,000; that re-organization can be effected inside of three weeks; that the new securities are being prepared for delivery, and that the road has been paid for and the deed passed and recorded."

-The new owners of the Montclair & Greenwood Lake Railroad are to meet next Wednesday at Jersey City to elect a board of nine directors of the new corporation, which will be organized under the General Railroad Law of New Jersey.

N. Y. & Oswego Midland.—A meeting of representatives of the holders of receiver's certificates and first mortgage bondholders of the New York & Oswego Midland Railway Company was held this week. Out of the \$1,352,555 of receiver's certificates issued, about \$350,000 were represented at the meeting. The first mortgage bondholders were represented by Mr. C. N. Jordan and Mr. N. A. Cowdrey. The object of the meeting was to come to some arrangement between the holders of these respective liens. Mr. Stevens suggested that the road should be put in thorough repair, and steel rails put down instead of the iron ones. Part of this expense could be met by the sale of a number of engines that were unfit for service on the road. He submitted a condensed statement of earnings and expenditures for the three years of his receivership. From this statement it appears that the excess of expenditures over receipts in 1876 was \$91,303 24; in 1877, \$12,026 21; and in 18:8 (estimating for September), \$2,071 13. Mr. Stevens also submitted a report showing the total amount of certificates issued by the receivers to date as follows:

For vendors' liens on rolling stock purchased by the company For rental of Utica and Rome railroads. For labor due employees of company For labor due employees of receivers	284,905
Total Interest on above accided to October 1	\$1,352,555 415,837

Total......\$1,767,892 In addition to the above, there are outstanding receivers' notes given for supplies amounting to \$120,000, and bills due which amount to about \$50,000. The receiver also submitted a detailed statement and analysis of the earnings and expenses of the road for 1877. He estimated the gross earnings from January 1 to September 30, 1878, at \$558,000, and the operating expenses for the same period at \$518,000, leaving a surplus of about \$40,000. He stated that all surplus earnings had been expended in improvements on the property, which, he said, was now in a much better condition than at any previous period of its existence. Mr. Stevens said that he thought that the future of the road did not depend upon through business, which might be obtained by connections or extensions, but upon the development of local

Mr. McDonald said the total indebtedness for rolling-stock and labor was \$1,767,892. Mr. Cowdrey said the first mortgage bondholders were willing to concede to the holders of receiver's certificates a priority on the property of the road to the amount of its income—to give them preferred stock that will entitle them to the entire income of the road up to say 5 per cent. Mr. John Davenport, of the First National Bank of Richmond, who represents perhaps the largest interest of the certificate holders, said that he was willing to effect a compromise on the basis of 2 with the latter's local business to that point. Formalities were 7 per cent was reached. Finally, the following resolution was

Resolved. That this meeting select by ballot, voting according to their respective interests, or the interest they represent, a committee of seven persons with authority to confer with the committee of first mortgage bondholders and arrive, if possible, at some particular and satisfactory agreement to the end that the New York & Oswego Midland Railway property may be transferred to the hands of the parsons who are the real owners, namely, a successor company in which they shall be represented; and that after such conference, in which the present security holders shall be properly represented, an agreement be prepared by the said committee, to be submitted to the holders of receiver's certificates for signature, embodying such plant as may be agreed upon, and the said committee shall approve and that the said committee have no power to make any agreement, and they be requested to submit no plan which does not recognize the right of the certificate holders to the priority established in their favor by the decree; and to report at as early a day as possible at a meeting to be called of the holders of receiver's certificates.

The following committee was appointed: W. H. Wickham, Thomas Dickson, Wm. H. Fenner, O. H. Williams, of Clinton, N. Y., John Davenport, W. O. McDowell and W. C. Whitney. The

meeting then adjourned until Friday.

According to the decree of the United States Circuit Court for the Southern District of New York, the receivers' certificates are first liens on the property of the New York & Oswego Midland Railroad; but an appeal by first mortgage bondholders is now pending in the Supreme Court of the United States; and the validity of some of the certificates is contested.

Ohio & Mississippi.—Mr. John King, Jr., receiver of the Ohio & Mississippi Railroad, has filed the following, as his September report, in the United States Cour:

Property and the second		
RECEIPTS.		
Cash on hand September 1	\$13,796	26
Cash from station agents		
Cash from conductors	4,814	20
Cash from individual rai road companies, e.c	29,554	
Cash from express companies	942	97
Total	\$387,956	57
DISBURSEMENTS.		
Vouchers prior to November 18, 1876	\$716	60
Arrearages prior to November 18, 1876	75	
Vouchers subsequent to November 17, 1876	215,486	15
Pay-rolls subsequent to November 17, 1876	12 ,653	
Arrearages subsequent to November 17, 18:6	661	
Cash on hand October 1, 1878	59,362	77
37 gs 20 to touristication of the state of t		-
Total	\$397,956	57

Oregon & California.—A meeting of parties interested in this concern took place at Frankfort recently, at which \$2,811,100 of bonds were represented. After some explanations furnished by Mr. R. Kæhler, the first resolution of the committee, authorizing the purchase of the Oregon Central Railway by means of the option they dispose of, was adopted by 2,750 votes against 234. The second resolution, respecting means and ways, was adopted by 2,645 votes against 109.

Paris & Danville.—Champaign, Oct. 24.—The Paris & Danville Railroad, extending from Danville south through Paris, Marshall, Robinson, and other large towns, to Vincennes, a distance of 112 miles, was sold yesterday at Paris, under a decree of foreclosure of the United States Court. Charles Ridgley was the purchaser, for the sum of \$301,000. It is understood the Wabash Railroad and the Cairo & Vincennes railroad companies are interested in the purchase. It has been for some time in the hands of J A. Eads, as receiver, who has his office at Paris.

Pennsylvania Railroad.—The following statement of the business of all the lines of the Pennsylvania Railroad Company east of Pittsburg and Erie, for September, 1878, as compared with the same month in 1877, shows—

A decrease in gross earnings of	\$147,762 15,242
A decrease in net earnings of The nine months of 1878, as compared with same per 1877, show—	
An increase in gross earnings of	\$\frac{913,60}{554,632}
An increase in net earnings of	1,368.292

All lines west of Pittsburg and Erie for the nine months of 1878 show a deficiency in meeting all liabilities of \$391,062, being a gain over the same period in 1877 of \$225,964.

Philadelphia & Reading.—A comparative statement of gross receipts, tonnage and passengers of the Philadelphia & Reading Railroad Company for the month of September is as follows:

	GROSS	RECEIPTS.		
		-1878———————————————————————————————————		1877
Railroad traffic	. 56.058 38.286	Fisca! year to date. \$8,977 389 640,964 447,029 79,041	Month. \$1,331,591 140,826 42,282 12,743	riscal year to date. \$9,877,395 765,923 521,628 102,819
Total Railroad Co Reading Coal and Iron Co	\$779,480 622,266	\$10,144,425 6,152,475	\$1,527,489 1,142,705	\$11,277,766 7,928,624
Total of all	1,101,747	\$16,295,990	\$ 2,670,144	\$19,201,390
T	ONNAGE AN	ND PASSENGERS	•	
Tons of coal on railroad. Tons of merchandise Passengers carried Coal transp'ted by steam	327,529 262,329 623,674	4,409,999 2,594,987 5,333,971	824.116 287,552 682,731	5,786.897 2,598,904 5,572,991
colliers	49,218	484,720	53,971	482,947
-8	TONS OF	COAL MINED.		185
By Coal and Iron Co By tenants	139,736 63,079	2,049,749 822,828	419,602 180,931	2.980,378 1,08 9 ,947
Total mined from lands owned and controlled by Company and from		- designation and appearing		
leasehold estates	202,816	2,872,578	600,533	4,070,326
, ,	¥	20	. p	191

The reduction of receipts is due to the restriction of coal production, the mines having been worked but nine days in September, 1878, against a full month in 1877.

Railroad Rates in England and the United States.—At the half-yearly meeting of the Great Western Railway Company, of England, recently held in London, a reference was made to the passenger rates on a portion of the lines of that company, which shows that charges on many American railways are lower than the corresponding charges on English lines, or, indeed, on the lines of any other extensive railway system in the world.

The circular of Messrs. Satterthwaite & Co. comments as follows: "The rates on the Great Western are, therefore, in American currency, about \$15 for first-class accommodations, or at the rate of about $6\frac{1}{3}$ cents per mile; for second-class service \$10, or at the rate of about 41.3 cents per mile; and for third-class accommodations, \$7 25, or a little more than 31 cents per mile. These charges are much higher than those commonly imposed upon the railroads of the New England, Middle and Western States, which have a considerable passenger traffic. The contrast is especially striking between the cost of travelling in American sleeping or parlor cars, which undoubtedly furnish accommodations that are, in many respects, superior to those obtained by the passengers who travel in the first-class English cars, at less than one-half the money demanded for travel in the first-class carriages of the Great Western; but even the rates charged for third-class passengers, of whom there were sixteen millions during the last half-year, are far above the average rates prevailing for the best accommodations Am. railways afford. The Erie Railway, for instance, in its last report to the New York State Engineer, stated that the rate of fare for passengers charged for the respective classes per mile is as follows: For first-class through passengers, 1 49-100 cents; for first-class way passengers, 2 2-100 cents; for commutation passengers, 75-100 cents; for emigrant through passengers, 171-100 cents.

"The New York Central returns were as follows: For first-class through passengers, 187-100 cents; for first-class way passengers, 2 and 250 100 cents; for second-class through passengers, 158-100 cents; for second-class way passengers, 2 cents; for emigrant through passengers, 112-100 cents; for emigrant way

passengers, 1 25-100 cents.

"The report of the Pennsylvania Railroad Company, made to the State of Pennsylvania for the year 1876, gives the following returns: For first-class through passengers, 2 3-10 cents; for firstclass way passengers, 3 cents; for second class through passengers, 2 cents; for emigrant way passengers, 1 6 10 cents.

"The charges for carrying freight, per ton, between Philadelphia and Harrisburgh, a distance of 112 miles, nearly as great as between Derby and London, are as follows: First class, \$6; second class, \$5; third class, \$4; fourth class, \$3; which, it will be seen, are much lower than the charge for the corresponding service on the Midland road between London and Derby, even if the "small wares" spoken of are rated as first-class freight. The contrast for carrying freight between competitive points is still more marked. The rate per ton between Manchester and London, a distance of 190 miles, allows the English company a trifle more than 3½ cents per ton per mile, and it is only a very small proportion of the through or competitive business of American railways on which such rates are imposed. The rates on first class freight from Philadelphia to Pittsburg, a distance of 385 miles, or nearly twice as great as the distance between London and Manchester, are only \$7 40 per ton, or less than 20 per cent higher than the charge referred to as one which makes an injurious discrimination against the town of Derby, for transporting freight for 190 miles. In the west-bound competitive freight sent over the long distances between the Atlantic seaboard cities and important western points, many instances doubtless occur in which first-class goods are carried ten times the distance between Derby and London for not more than double the charge per ton made for conveying goods between these points. The east-bound freight tariffs, generally speaking, are infinitely lower than the charges for west-bound services."

St. Louis Alton & Terre Haute.—A meeting of the first mortgage bondholders of the St. Louis Alton & Terre Haute Railroad Company was held at the company's offices, No. 12 Wall street, for the election of a trustee in the place of the late Robert Bayard. Mr. John S. Barnes, of the firm of J. S. Kennedy & Co., was unanimously elected for the unexpired term.

Wabash.—The following is an abstract of the report filed by the Wabash Railroad Company by order of the United States Circuit Court at Springfield, Ill. The report covers four months of the current year's business—May 1 to August 31:

	of the current year's business—May 1 to August 31:	1
	Gross earnings for four months	
-	Net earnings for four months. The payments, except for operating expenses for the same time, were reported as follows: For rentals \$31.151	\$404,978
Contract County of the Contract of the Contrac	Taxes and insurance	*
	Purchase of Madison Co. RR. 5.867	*
	Interest on funded debt	\$160,212
I	Payments over net earnings	\$55.239

Washington City Virginia Midland & Great Southern.—It was stated in the last Chronicle that the coupons of the Orange & Alexandria R. R. were being paid; but it should be understood that the July, 1878, coupons of the Orange Alexandria & Manassas Road are not being paid. The latter road is leased to the Balt. & Ohio Railroad at \$89,250 gold per annum—6 per cent on the 1st mortgage—and a few days ago an order was made by the court that the lease money be applied to past due coupons.

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, October 25.

We have had this week more seasonable weather, frosts having extended to Southern latitudes, and the air is clear and bracing; yellow fever is consequently near an end in the Southwest, at least so far as it has any commercial significance. The disturbed condition of the money markets, at home and abroad, is also much abated. Thus most of the obstacles to mercantile activity, which have been felt more or less, are removed. But prices of staples of agriculture have declined to such low figures that the profits of growers are largely swept away, leaving them without means to purchase goods to the extent they otherwise would. Therefore the early promises of the autumn season are not likely to be fully realized, and the prospects of the immediate future are less flattering. Still, it should be remembered that no crops were ever grown in this country at a less price.

Pork and lard have shown weakness from day to day, and at the close quite broke down under the tenor of Western advices. Old mess pork closed with free sellers at \$8 25, and there was a pressure to sell for future delivery, which carried prices down to \$8 05 for November, and \$8 15 for December. New for January was offered at \$9 40, with bids reduced to \$9. Lard declined to \$6 40 for prime Western on the spot, with closing sales for future delivery at \$6 37½ for the next two months, \$6 45 for January, and \$6 52½ for February. These figures are their own comment. Bacon has ruled dull, and Western long clear sold to-day for January delivery here at \$4 85 per 100 lbs. Cut meats generally quiet, but pickled rib bellies, medium and light weights, have had a fair sale at 6½@6½c. Tallow has been more active, but closed dull at 6½c. for prime. Beef meets with some inquiry, and Philadelphia India mess has sold at \$18 50 per tierce. Butter has been dull, but choice grades are scarce and firm. Cheese was more active, and closes steady at 8½@9½c. for prime to choice factories.

Kentucky tobacco has been active, the sales being liberal to fill Regie contracts, but at a material decline in values. The sales for the week are 1,850 hhds., of which 1,650 for export and 200 for home consumption; quotations are reduced to 3@4½c. for lugs, and 5½@11c. for leaf. Seed leaf also more active, there being a disposition to close out stocks. Sales for the week are 350 cases 1877 crop, New England, 10@25c.; 1,237 cases 1877 crop, Pennsylvania, 7½@20c.; 100 cases 1872-6 crop, New England, 12@20c.; 37 cases 1876 crop, State, 7½c.; 93 cases 1877 crop, Ohio, 7½@8½c., and 434 cases 1877 crop, Wisconsin, 7@11c. The business in Spanish tobacco has been limited to 500 bales Havana at 85c.@\$1 10.

There has been little of importance done in coffees, either in Rio or mild grades; prices are without further changes, though no undue steadiness is noticeable; fair to prime cargoes of Rio quoted at 15½@16½c. gold; stock on the 23d inst., 25,580 bags in first hands. Rice has been in fair jobbing sale at previous figures. Molasses is unusually quiet; the stock of foreign grades here is of an inferior and unsatisfactory quality, such as buyers neglect; Cuba 50 test refining quoted at 32@33c.; new crop New Orleans has arrived freely, but is quiet, and quoted at 40@50c., and old 25@40c. Refined sugars have been quiet and are quoted a trifle lower; standard crushed, 9§c. Raw grades have continued dull, and some irregularity and weakness is reported; fair refining Cuba, 7½@7§c.; good do., 7½@7§c.

Stock Oct. 1, 1878	94 313	Boxes. 9,110 11,435	Bags. 79,905 147,208	Melado. 1,765 739
Sales since	28,927 52,694	11,332 9,213 21,333	130,407 96,706	1,233 1,271
NOTE OUR NEW TOLL THE TANK THE	02 Uh3	21.333	132 034	1 202

Although the calls for ocean freight room have been rather moderate, yet in the absence of superfluous offerings, rates have advanced a trifle, and are maintained with firmness. Late engagements and charters include: Grain to Liverpool, by steam, 7½d., 60 lbs.; cheese, 42s. 6d.@47s. 6d. per ton; bacon, 37s. 6d.; cotton, 5-16d., compressed; grain to London, by steam, 8½d.; flour, by sail, 2s. 6d.; do. to Bristol, by steam, 3s.; grain to Glasgow, by steam, 5½d.; do. to Avonmouth, by sail, 7½d.; do. to Cork for orders, 5s. 7½d.@6s.; do. to French ports, 5s. 9d.@5s. 10½d.; refined petroleum to Trieste, 4s. 6d.; do. to Valencia, 4s. 9d. To-day, business was again limited, but rates remained steady; grain to Antwerp or Havre, 5s. 3d. per qr.; crude petroleum to Marseilles, 4s. 4d.; do. to Havre, 3s. 6d.; refined do. to Cork for orders, 4s.; do. to Algiers, 4s. 6d., and 24c., gold, for cases.

The movement in naval stores has continued quite limited, yet few, if any, material changes in quotations can be noted; spirits turpentine closes at 28½c. bid, and 28½c. asked; and common to good strained rosins at \$1 37½@\$1 42½. Petroleum was still dull, with quotations more or less nominal; crude, in bulk, 5c., and 9½c. for refined, in bbls. American and Scotch pig iron continues quiet, and prices about as last noted. Rails have remained firm, with a good business in old iron reported, embracing fully 5,000 tons here at \$18 50@\$19@\$19 25, closing at the latter figures, and 6,000 tons for Pittsburg delivery at private figures. Lead is unusually firm at \$3 67½@\$3 70 (per 100 lbs.) for common domestic Ingot copper has declined to 15½c. for Lake, with little or nothing doing. Hides have been dull and further declines have taken place. Grass seeds dull at 6½@7½c. per lb. for clover, and \$1 15@\$1 20 per bushel for timothy. Whiskey, \$1 09@\$1 10.

COTTON.

FRIDAY, P. M., October 25, 1878.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (Oct. 25), the total receipts have reached 162,236 bales, against 160,233 bales last week, 148,158 bales the previous week, and 130,990 bales three weeks since; making the total receipts since the 1st of September, 1878, 848,075 bales, against 555,038 bales for the same period of 1877, showing an increase since September 1, 1878, of 293,037 bales. The details of the receipts for this week (as per telegraph) and for the corresponding weeks of four previous years are as follows:

Receipts this w'k at	1878.	1877.	1876.	1875.	1874.
New Orleans	13,985	38,523	42,683	38,519	34,370
Mobile	7,661	14,067	16,034	14,675	12,326
Charleston	26,052	22,751	26,976	24,152	24,620
Port Royal, &c	198	596	3,095	681	586
Savannah	37,965	28,132	20,896	30,224	34,443
Galveston	25,075	19,879	18,363	23,024	11,830
Indianola, &c	643	301	664	1,190	390
Tennessee, &c	8,286	1,519	6,584	7,418	4,415
Florida	3,188	198	728	669	589
North Carolina	7,403	7,148	7,490	5,952	5,241
Norfolk	23,318	20,534	30,108	22,763	20,598
City Point, &c	8,462	3,961	. 996	1,378	673
Total this week	162,236	157,609	174,617	170,645	150,081
Total since Sept. 1.	848,075	555,038	807,646	740,500	651,253

The exports for the week ending this evening reach a total of 96,450 bales, of which 69,782 were to Great Britain, 9,650 to France, and 17,018 to rest of the Continent, while the stocks as made up this evening are now 416,540 bales. Below are the stocks and exports for the week, and also for the corresponding week of last season.

Week	EXP	ORTED TO	0-	Total	Same	STO	ock.
ending Oct. 25.	Great Britain.	france.	Continent.	this Week.	Week 1877.	1878.	1877.
N. Orl'ns	5,711	2,554	1,063	9,328	18,862	46,071	95,752
Mobile	5,580			5,580		11,324	21,123
Charl't'n	12,889	4,009	7,074	23,972	886	79,807	53,777
Savan'h.	6,308		6,900	13,208	7,843	119,101	60,363
Galv't'n-	6,122	3,087		9,209	9,690	68,943	45,838
N. York.	17,507		1,373	18,880	8,105	40,002	36,987
Norfolk	9,098		*	9,098	1,891	21,292	18,466
Other*	6,567	,	608	7,175	3,825	30,000	32,000
Tot. this				g (R		1.0	
week	69,782	9,650	17,018	96,450	51,102	416,540	364,306
Tot.since		-	· · ·	· .			
Sept. 1.	234,363	17,098	43,956	295,417	158,565		

* The exports this week under the nead of "other ports" include, from Baltimore, 2,092 bales to Liverpool and 608 bales to Frenen; from Boston, 1.856 bales to Liverpool; from Philadelphia, 337 bales to Liverpool; from Wilmington, 2,282 bales to Liverpool.

In addition to above exports, our telegrams to-night also give us the following amounts of cotton on shipboard, not cleared, at the ports named. We add also similar figures for New York, which are prepared for our special use by Messrs. Carey, Yale Lambert, 60 Beaver street:

	Or	On Shipboard, not cleared—for					
OCT. 25, AT-	Liver- pool.	France.	Other Foreign	Coast- wise.	Total.	Leaving Stock.	
New Orleans	6,500	8,250	8,750	None.	23,500	22,500	
Mobile	3,774	None.	2,000	None.	5,774	5,550	
Savannah	28,000	4,000	18,000	3,000	53,000	66,101	
Galveston	18,140	3,542	2,158	1,967	25,807	43,136	
New York	3,775	500	1,500	None.	*7,975	32,027	
Total	60,189	16,292	32,408	4,967	116,056	169,314	

From the foregoing statement it will be seen that, compared with the corresponding week of last season, there is an *increase* in the exports this week of 45,348 bales, while the stocks to-night are 52,234 bales *more* 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 Oct. 18, the latest mail dates:

	RECEIPT		EXPOR	TED SINC	E SEPT.	1 то—	
Ports.	1878.	1877.	Great Britain.	France.	Other Foreign	Total.	Stock.
N.Orlns	60,463	69,936			846	20,974	38,642
Mobile.	22,204	36,796				1,100	
Char'n*	145,425	67,635	15,292	2,913	10,804	29,009	
Sav'h	208,989	94,554	24,431	1,250	8,123		102,655
Galv.*.	120,374	68,107	13,486		1,572	15,058	57,612
N. York	10,333	1,139	50,451	732	1,481	52,664	48,676
Florida	2,425	412					
N. Car.	25,705	15,814	7,625			7,625	9,627
Norf'k*	80,594	39,542	10,655			10,655	18,000
Other	9,327	3,494	23,966		4,112	28,078	8,000
This yr.	685,839		164,581	7,448	26,938	198,967	376,848
Lastyr		397,429	81,834	7,680	17949	107.463	282,060

*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

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of the telegraphic figures, because in preparing them it is always necessary to incorporate every correction made at the ports.

The market for cotton on the spot has further declined the past week, quotations being reduced &c. on Monday and again &c. on Wednesday, bringing middling uplands down to 9\frac{2}{2}c., or more nearly to their value for early delivery. There has been a fair spinning demand and some business for export, but the most conspicuous feature of the trade has been in cotton in transit. To-day, there was a further decline of 1-16c., middling uplands being quoted at 9 11-16c. For future delivery the speculation has been quite excited, the sales exceptionally large, and the fluctuations wide. The improvement noted on Friday last was not sustained on Saturday, because Liverpool did not respond; and on Monday, under continued unfavorable foreign advices, the market became panicky, prices for the early months going 8 to 14 points below the extreme inside prices of the previous Thursday. There was a weak opening on Tuesday, November selling as low as 9.55, and January at 9.62, but a quick recovery on the more assuring financial reports from London and Glasgow and the steadier closing of the Liverpool market. Wednesday was variable, but finally closed at a material advance, except October, which felt the effect of the decline in spots. A severe gale passed over the Atlantic coast on Wednesday, and it was reported on 'Change to have done much injury to the cotton that remained unpicked. Yesterday, the Liverpool advices were disappointing, and prices again broke down, the early months being especially depressed, but, except for October, stopping short of the inside figures of Monday. To-day, the opening was lower, followed, however, by some recovery on steadier accounts from Liverpool, and the later months were higher.

The total sales for forward delivery for the week are 398,900 bales, including — free on board. For immediate delivery the total sales foot up this week 9,127 bales, including 1,910 for export, 3,661 for consumption, 256 for speculation and 3,300 in transit. Of the above, 500 bales were to arrive. The following tables show the official quotations and sales for each day of the past week:

Saturday, Oct. 19,		ANDS.	ALA	BAMA.	N. OF	RLE'NS	TE	XAS.
to Friday, Oct. 25.	Sat.	Mon	Sat.	Mon	Sat.	Mon	Sat.	Mon
Ordinary # 1b.	818	8	818	8	838	814	838	814
Strict Ordinary	8918	8718	8910	8710	81316	81116	81316	81116
Good Ordinary	9110	81516	9116	81516	9516	9316	9516	9316
Strict Good Ord	942	938	1 3173	938	934	958	934	958
Low Middling	91116	9916	91110	9910	91516	91316	91516	91316
Strict Low Mid	91316	91116	91316	91116	10116	91510	10116	91516
Middling	110	97_{8}	10	978	104	1018	1014	1018
Good Middling	1014	1048	104	1018	1012	1038	1012	1038
Strict Good Mid	1042	1038	1012	1038	1034	1058	1034	1058
Middling Fair	11	1078	11	1078	1114	1118	1114	1118
Fair	1158	1112		1112	1178	1134		1134
·	Tues	Wed	Tues	Wed			Tues	Wed
Ordinary P b.	8	778	8	778	814	818	84	818
Strict Ordinary	8718	8510	8716	8516	81116	8916	81116	0.48
Good Ordinary	87 ₁₆ 815 ₁₆	85 ₁₆ 813 ₁₆	81516	81316	9316	9116	9316	8916
Strict Good Ord	2100	91416	938	914	958	91_{2}^{16}	958	9116 912
Low Middling	9910	9710	9916	9716	91316	91116	91316	011
Strict Low Mid	91116	9916	91116	9916	91516	91316	91516	91116
Middling	9/10	934	978	932	1018	10	1018	9^{13}_{16}
Good Middling.	1018	10	1018	10	1038	104	1038	10 ¹ 4
Strict Good Mid	1038	1014	1038	1014	1058	1012	1058	1012
Middling Fair	1078	1034		103	1116		1118	11
Fair	1112		1112			1158	1134	1158
+(3) as	Th.	Fri.	Th.	Fri.	Th.			Fri.
Ordinary # 16.	778	71316	778	71316	818	8116	818	01.
Strict Ordinary	8510	814	8516	814	8916	812	0.48	8116
Good Ordinary	81316	831	81316	834	9116	9	8916	8 ¹ 2
strict Good Ord	914	9316	91410	9316	912	9716	91_{16}^{10} 91_{2}^{10}	07.
Low Middling	9718	938	9716	938	91116	958	91116	9716
strict Low Mid	9916	912	9916	912	91316	934	913_{16}^{16}	958
Middling	934	91116	931	91116	10 10	91516	10 16	91516
Good Middling	10	91010	10 1	91516	104	10316	104	10316
Strict Good Mid!	1034	10318	104	10316	1010	10716	1012	107_{16}
Middling Fair	1034	101116	1034	101116	11 "	101516	11	101516
Middling Fair Fair	1138	111516	1138	11516	1158	11916	1158	119 ₁₆
STAINE	D.		Sat.	Mon	Tues			Fri.
ood Ordinary		39 Th	814	818	818	0	0	715
trict Good Ordinar	V	. B m.	834	858	858	812	8	71516
ow Middling	J		914	918			812	8716
Aiddling		•••••	958	913	$\begin{bmatrix} 9^{1}8 \\ 9^{1}2 \end{bmatrix}$	$\frac{9}{9^{38}}$	9 938	815 ₁₆ 95 ₁₆
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	SALES OF SPOT AND TRANSIT.					NSIT.	FUTURES.	
	SPOT MARKET CLOSED.	Ex- port.	Con- sump.	Spec- ul't'n	Tran- sit.	Total.	Sales.	Deliveries.
Mon . Tues . Wed . Thurs Fri	Quiet	500 200 617 593	432 470 1,158 480 825	7 249	2,100 1,200	796 432 2,777 2,975 1,073 1,074	59,300 97,200 53,700 70,600 53,400	2,100 1,600 1,600 1,200 1,300
Total	,	1,910	3,661	256	3,300	9,127	398,900	8,700

For forward delivery, the sales have reached during the week 398,900 bales (all middling or on the basis of middling), and the following is a statement of the sales and prices:

For October.	Bales. Cts.	Bales. Cts.	Bales. Cts.
Bales. Cts.	300 9.64	600 9.80	
490 9.50	400 9.65		800 9.57
			2,200 9.53
200 9-52			2,100 9.59
200 9.54	300 9.69	100 9.83	1,100. 9.60
800 9.55	400 9.70	100 9.84	1.000
200 9.58	500 9.71		1,200 9.61
800			1.990 9-62
600 9.57	1,600 9.72		3,600 9.63
1,100 9.58	1,900 9:73	The state of the s	200
600 9.59	400 9.74		9.64
100 s.n. 26th 9 60	1.100 9.75		1,600 9.65
500 9.60	1 100 979		400 9.66
100 9.00	300 9.77	1,000 9.54	400 9.87
100 9-51	9.78	300 9-55	
200 9-83	200 979	600 0.38	100 9-68

ı١	Bales. Cts.	Bales. Cts.	Bales. Cts.	Bales. Ctq.
1	300 9.72	12,000 9.70	10010.01	10010.17
- 1	700 9.73	14,300 9.71		-
	1,400 9,74	10,900 9.72	50,600	17,300
1	4,100 9.75	18,100 9.73	73	
1	800 9·76 200 9·77	7,400 9.74	For March.	For May.
١	100 9.82	11,100 9·75 5,000 9·76	600 9.84	10010.04
1	100 9.83	5,500 9.77	460 9·85 600 9·86	80010.05
1	1009.84	3,700 9.78	1,300 9.90	70010.06
1	1,000 9.85	1,100 9:79	3,200 9.91	10010·07 30010·08
١		3,700 9 80	4,000 9.92	1,00010.09
1	29,200	5,200 9.81	2,900 9.93	2,80010.10
1		8,100 9.82	1,000 9 94	70010.11
1	For December.	5,700 9.83	1,500 9.95	3,20010.12
1	1,000 9.59	4,890 9.84	1,700 9.96	40010.13
ı	5,600 9.60	7,100 9.85	1,100 9.97	50010.14
١	2,200 9.61	4,800 9.86	1,200 9.98	50010.15
1	9,000 9.62	1,600 9.87	200 9.99	1,60010.16
1	7,300. 9.64	600 9.89	1,10010.00	1,20010.17
1	8,700 9.65	2,700	1 30010.01	30010.18
ı	5,100 9.66	100 9.93	70010.03	10010·20 50010·23
1	5.200 9.67	1009.94	1,60010.04	400 10.23
١	5,600 9.68		10010.05	80010.24
	3,500 9.69	147.700	400 10.08	
1	4,500 9.70		10010.07	16,000
1	1,700 9.71		40010.08	26.2
	1,700 9·71 $1,100$ 9·72	For February.		For June.
	1,700	1,000 9.75	40010·08 10010·09	For June. 50010.13
-	1,700. 9·71 1,100. 9·72 700. 9·73 2,100. 9·74	1,000	40010.08	For June. 500
	1,700. 9·71 1,100. 9·72 760. 9·73 2,100. 9·74 4,700. 9·75	1,0009·75 2,8009·76 1,3009·77	40010·08 10010·09 26,000	For June. 50010 13 60010 14 20010 16
	1,700. 9·71 1,100. 9·72 760. 9·73 2,100. 9·74 4,700. 9·75 8,200. 9·76	1,000. 9.75 2,800. 9.76 1,300. 9.77 800 9.78	40010.08 10010.09 26,000 For April.	For June. 50010 13 60010 14 20010 16 50010 17
	1,700. 9·71 1,100. 9·72 700. 9·73 2,100. 9·74 4,700. 9·75 8,200. 9·76 4,500. 9·77	1,000 9.75 2,800 9.76 1,300 9.77 800 9.78 800 9.79	40010.08 10010.09 26,000 For April. 4009.95	For June. 50010 18 60010 14 20010 16 50010 17 1,60010 18
	1,700. 9·71 1,100. 9·72 700. 9·73 2,100. 9·74 4,700. 9·75 8,200. 9·76 4,500. 9·77 2,400. 9·78	1,000. 9.75 2,800. 9.76 1,300. 9.77 800 9.78 800. 9.79 4,200. 9.80	40010·08 10010·09 26,000 For April. 4009·95 2009·96	For June. 500
	1,700. 9·71 1,100. 9·72 700. 9·73 2,100. 9·74 4,700. 9·75 8,200. 9·76 4,500. 9·77 2,400. 9·78 1,300. 9·79 800. 9·80	1,000. 9.75 2,800. 9.76 1,300. 9.77 800. 9.78 800. 9.79 4,200. 9.80 6,300. 9.81	40010.08 10010.09 26,000 For April. 400995 200996 100998	For June. 500
	1,700. 9·71 1,100. 9·72 700. 9·73 2,100. 9·74 4,700. 9·75 8,200. 9·76 4,500. 9·77 2,400. 9·78 1,300. 9·79 800. 9·80 100. 9·81	1,000. 9.75 2,800. 9.76 1,300. 9.77 800. 9.78 800. 9.79 4,200. 9.80 6,300. 9.81 3,800. 9.82	400 10·08 100 10·09 26,000 For April. 400 9·95 200 9·96 100 9·98 1,100 9·98	For June. 500
	1,700. 9·71 1,100. 9·72 760. 9·73 2,100. 9·74 4,700. 9·75 8,200. 9·76 4,500. 9·77 2,400. 9·78 1,300. 9·79 800. 9·80 100. 9·81 400. 9·84	1,000. 9.75 2,800. 9.76 1,300. 9.77 800. 9.78 800. 9.79 4,200. 9.80 6,300. 9.81 3,800. 9.82 2,600. 9.83 6,200. 9.84	400 10·08 100 10·09 26,000 For April. 400 9·95 200 9·96 100 9·98 1,100 9·99 2,200 10·00 1,900 10·01	For June. 500
	1,700. 9·71 1,100. 9·72 760. 9·73 2,100. 9·74 4,700. 9·75 8,200. 9·76 4,500. 9·77 2,400. 9·78 1,300. 9·79 800. 9·80 100. 9·81 400. 9·81 400. 9·81	1,000 9.75 2,800 9.76 1,300 9.78 800 9.79 4,200 9.80 6,300 9.81 3,800 9.82 2,600 9.83 6,200 9.84 2,500 9.85	400 10·08 100 10·09 26,000 For April. 400 9·95 200 9·96 100 9·98 1,100 9·99 2,200 10·00 1,900 10·01 2,500 10·02	For June. 500
	1,700. 9·71 1,100. 9·72 760. 9·73 2,100. 9·74 4,700. 9·75 8,200. 9·76 4,500. 9·76 4,500. 9·78 1,300. 9·79 1,300. 9·80 100. 9·81 400. 9·84 600. 9·84 600. 9·86 200. 9·86	1,000. 9.75 2,800. 9.76 1,300. 9.77 800. 9.78 800. 9.79 4,200. 9.80 6,300. 9.81 3,800. 9.82 2,600. 9.83 6,200. 9.84 2,500. 9.85	400 10·08 100 10·09 26,000 For April. 400 9·95 200 9·96 100 9·98 1,100 9·99 2,200 10·00 1,900 10·01 2,500 10·02 1,600 10·03	For June. 500
	1,700. 9·71 1,100. 9·72 760. 9·73 2,100. 9·74 4,700. 9·75 8,200. 9·76 4,500. 9·77 2,400. 9·78 1,300. 9·79 800. 9·80 100. 9·81 400. 9·81 400. 9·81	1,000	400 10·08 100 10·09 26,000 For April. 400 9·95 200 9·96 100 9·98 1,100 9·99 2,200 10·00 1,900 10·01 2,500 10·02 1,600 10·03 1,000 10·04	For June. 500
	1,700. 9·71 1,100. 9·72 760. 9·73 2,100. 9·74 4,700. 9·75 8,200. 9·76 4,500. 9·77 2,400. 9·78 1,300. 9·79 800. 9·80 100. 9·81 400. 9·81 400. 9·81 400. 9·85 200. 9·86 300. 9·88	1,000 9.75 2,800 9.76 1,300 9.78 800 9.78 800 9.79 4,200 9.80 6,300 9.81 3,800 9.82 2,600 9.83 6,200 9.83 6,200 9.84 2,500 9.85 2,200 9.86 1,100 9.87	400 10·08 100 10·09 26,000 For April. 400 9·95 200 9·96 100 9·98 1,100 9·98 1,100 10·01 2,200 10·00 1,900 10·01 2,500 10·02 1,600 10·03 1,000 10·05	For June. 500
	1,700. 9·71 1,100. 9·72 760. 9·73 2,100. 9·74 4,700. 9·75 8,200. 9·76 4,500. 9·76 4,500. 9·78 1,300. 9·79 1,300. 9·80 100. 9·81 400. 9·84 600. 9·84 600. 9·86 200. 9·86	1,000 9.75 2,800 9.76 1,300 9.77 800 9.79 4,200 9.80 6,300 9.81 3,800 9.82 2,600 9.83 6,200 9.85 2,200 9.86 1,100 9.87 2,200 9.88 1,400 9.89	400. 10.08 100. 10.09 26,000 For April. 400. 9.95 200. 9.96 100. 9.98 1,100. 9.98 1,100. 9.98 1,100. 10.01 2,500. 10.01 2,500. 10.02 1,600 10.03 1,000. 10.04 300. 10.05 900. 10.05	For June. 500
	1,700. 9·71 1,100. 9·72 760. 9·73 2,100. 9·74 4,700. 9·75 8,200. 9·76 4,500. 9·77 2,400. 9·78 1,300. 9·79 800. 9·80 100. 9·81 400. 9·81 400. 9·81 600. 9·85 200. 9·86 300. 9·88	1,000. 9.75 2,800. 9.76 1,300. 9.77 800. 9.78 800. 9.79 4,200. 9.80 6,300. 9.81 3,800. 9.82 2,600. 9.83 6,200. 9.84 2,500. 9.84 2,500. 9.86 1,100. 9.87 2,200. 9.88 1,400. 9.89 1,600. 9.90	400 10·08 100 10·09 26,000 For April. 400 9·95 200 9·96 100 9·98 1,100 9·99 2,200 10·00 1,900 10·01 2,500 10·02 1,600 10·03 1,000 10·04 300 10·05 900 10·05 1,200 10·07	For June. 500
	1,700. 9·71 1,100. 9·72 760. 9·73 2,100. 9·74 4,700. 9·75 8,200. 9·76 4,500. 9·76 1,300. 9·79 800. 9·80 100. 9·81 400. 9·81 400. 9·81 400. 9·81 400. 9·81 400. 9·85 200. 9·86 300. 9·88	1,000 9.75 2,800 9.76 1,300 9.77 800 9.79 4,200 9.80 6,300 9.81 3,800 9.82 2,600 9.83 6,200 9.84 2,500 9.86 1,100 9.87 2,200 9.88 1,400 9.89 1,600 9.90 600 9.91	400 10·08 100 10·09 26,000 For April. 400 9·95 200 9·96 100 9·98 1,100 9·99 2,200 10·00 1,900 10·01 2,500 10·02 1,600 10·03 1,000 10·03 1,000 10·05 900 10·05 900 10·06 1,200 10·07 1,100 10·08	For June. 500
	1,700. 9·71 1,100. 9·72 760. 9·73 2,100. 9·74 4,700. 9·74 4,700. 9·76 8,200. 9·76 4,500. 9·77 2,400. 9·78 1,300. 9·79 800. 9·80 100. 9·81 400. 9·81 400. 9·84 600. 9·85 200. 9·86 300. 9·88 91,300 For January. 100. 9·62	1,000 9.75 2,800 9.76 1,300 9.77 800 9.78 800 9.79 4,200 9.80 6,300 9.81 3,800 9.82 2,600 9.83 6,200 9.84 2,500 9.85 2,200 9.86 1,100 9.87 2,200 9.88 1,400 9.89 1,600 9.91 1,600 9.92	400. 10.08 100. 10.09 26,000 For April. 400. 9.95 200. 9.96 100. 9.98 1,100. 9.98 1,100. 10.01 2,200. 10.00 1,900. 10.01 2,500. 10.03 1,000. 10.04 800. 10.05 900. 10.06 1,200. 10.08 900. 10.08 900. 10.08	For June. 500
	1,700. 9·71 1,100. 9·72 760. 9·73 2,100. 9·74 4,700. 9·75 8,200. 9·76 8,200. 9·76 4,500. 9·77 2,400. 9·78 1,300. 9·79 800. 9·80 100. 9·81 400. 9·84 400. 9·84 600. 9·85 200. 9·86 300. 9·88 91,300 For January. 100. 9·63 200. 9·63	1,000 9.75 2,800 9.76 1,300 9.77 800 9.78 800 9.79 4,200 9.80 6,300 9.81 3,800 9.82 2,600 9.83 6,200 9.84 2,500 9.85 2,200 9.86 1,100 9.87 2,200 9.88 1,400 9.89 1,600 9.91 1,600 9.92 2,900 9.98	400. 10.08 100. 10.09 26,000 For April. 400. 9.95 200. 9.96 100. 9.98 1,100. 9.98 1,100. 10.01 2,500. 10.02 1,600. 10.03 1,000. 10.04 300. 10.05 900. 10.08 1,200. 10.08 1,000. 10.08 1,000. 10.09 1,200. 10.09 1,200. 10.09	For June. 500
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	1,700. 9·71 1,100. 9·72 760. 9·73 2,100. 9·74 4,700. 9·75 8,200. 9·76 4,500. 9·76 4,500. 9·77 2,400. 9·78 1,300. 9·79 800. 9·80 100. 9·81 400. 9·84 600. 9·85 200. 9·86 300. 9·88 91,300 For January. 100. 9·63 1,700. 9·65 2,600. 9·65 2,600. 9·66	1,000 9.75 2,800 9.76 1,300 9.77 800 9.78 800 9.79 4,200 9.80 6,300 9.81 3,800 9.82 2,600 9.83 6,200 9.85 2,200 9.86 1,100 9.87 2,200 9.88 1,400 9.89 1,600 9.91 1,600 9.91 1,600 9.91 1,600 9.91 1,600 9.93 1,600 9.93 1,600 9.94 900 9.95	400. 10.08 100. 10.09 26,000 For April. 400. 9.95 200. 9.96 100. 9.98 1,100. 9.98 1,100. 10.01 2,500. 10.02 1,600. 10.03 1,000. 10.04 300. 10.05 900. 10.08 1,200. 10.08 1,000. 10.08 1,000. 10.09 1,200. 10.09 1,200. 10.09	For June. 500
	1,700. 9·71 1,100. 9·72 760. 9·73 2,100. 9·74 4,700. 9·75 8,200. 9·76 8,200. 9·76 1,300. 9·79 800. 9·80 100. 9·81 400. 9·81 400. 9·84 600. 9·85 200. 9·86 300. 9·80 100. 9·81 1,300 For January. 100. 9·63 1,700. 9·63 1,700. 9·65 2,600. 9·66 2,900. 9·67 3,000. 9·68	1,000. 9.75 2,800. 9.76 1,300. 9.77 800. 9.78 800. 9.79 4,200. 9.80 6,300. 9.81 3,800. 9.82 2,600. 9.83 6,200. 9.84 2,500. 9.85 2,200. 9.86 1,100. 9.87 2,200. 9.88 1,400. 9.89 1,600. 9.91 1,600. 9.91 1,600. 9.92 2,900. 9.93 1,600. 9.94 900. 9.95 900. 9.96 800. 9.96	400 10·08 100 10·09 26,000 For April. 400 9·95 200 9·96 100 9·98 1,100 9·99 2,200 10·00 1,900 10·01 2,500 10·02 1,600 10·03 1,000 10·04 300 10·05 900 10·06 1,200 10·08 1,200 10·08 900 10·08 900 10·09 1,200 10·11 200 10·11 200 10·11 200 10·11 100 10·13 100 10·13	For June. 500
	1,700. 9·71 1,100. 9·72 760. 9·73 2,100. 9·74 4,700. 9·75 8,200. 9·76 4,500. 9·76 4,500. 9·77 2,400. 9·78 1,300. 9·79 800. 9·80 100. 9·81 400. 9·84 600. 9·85 200. 9·86 300. 9·88 91,300 For January. 100. 9·63 1,700. 9·65 2,600. 9·65 2,600. 9·66	1,000 9.75 2,800 9.76 1,300 9.77 800 9.78 800 9.79 4,200 9.80 6,300 9.81 3,800 9.82 2,600 9.83 6,200 9.85 2,200 9.86 1,100 9.87 2,200 9.88 1,400 9.89 1,600 9.91 1,600 9.91 1,600 9.91 1,600 9.91 1,600 9.93 1,600 9.93 1,600 9.94 900 9.95	400. 10.08 100. 10.09 26,000 For April. 400. 9.95 200. 9.96 100. 9.98 1,100. 9.98 1,100. 10.01 2,500. 10.02 1,600. 10.03 1,000. 10.04 300. 10.05 900. 10.06 1,200. 10.08 1,200. 10.08 1,200. 10.09 1,200. 10.09 1,200. 10.10 100. 10.10 100. 10.11 200. 10.11	For June. 500

The following exchange has been made during the week: 11 pd. to exch. 100 Jan. for Feb.

The following will show the closing prices bid and asked for future delivery and the tone of the market, at 3 o'clock P. M., on each day in the past week:

MIDDLING UPLANDS-AMERICAN CLASSIFICATION.

	Sat'day.	Mond'y	T'sday.	Wed.	Thurs.	Friday.
Market-	Lower.	Lower.	Higher.	Higher.	Lower.	Variable.
October Nov'mb'r. Decemb'r January	9.77@78 9.79@80 9.86@87	9.57@58 9.58@59 9.65@—	9.74@76 9.66@67 9.69@70 9.75@76	9.78@80 9.75@— 9.78@79 9.87@—	9·59@60 9·59@— 9·63@64 9·73@—	9.61@62 9.62@63 9.69@70 9.79@80
February March April May	$egin{array}{l} 9.95@96 \ 10.03@04 \ 10.12@14 \ 10.22@- \end{array}$	9·84@ — 9·94@ —		10.06@ —	9·94@95 10·04@—	9·99@— 10·09@10
June July Tr. orders Closed—	$10.32@34 \\ 9.85$	10.11.013	10.23@25 10.28@30 9.80 Steady.	10.32@34	10.21@23	10·27@29 10·34@36 9·65 Firm.
Gold Exch'nge	10012	100 ¹ 2 4·78 ¹ 2	100 ¹ 2 4·78 ¹ 2	100½ 4·79	1003 ₈ 4.79	10038 4·7912

THE VISIBLE SUPPLY OF COTTON, as made up by cable and telegraph, is as follows. The Continental stocks are the figures of last Saturday, but the totals for Great Britain and the afloat for the Continent are this week's returns, and consequently brought down to Thursday evening; hence, to make the totals the complete figures for to-night (Oct. 25), we add the item of exports from the United States, including in it the exports of Friday only:

	Friday only:	tates, in	icluding in	it the	exports of
ĺ	Tilday only.	1878.	1877.	1876.	1875.
	Stock at Liverpool	306,000	425,000	544,000	587,000
	Stock at London	33,500	27,500	34,000	
	Total Great Britain stock .	339,500	452,500	578,000	643,250
	Stock at Havre	121,250	164,000	179,500	195,750
	Stock at Marseilles	1,750	7,000	4,500	3,000
	Stock at Barcelona	8,250	45,000	54,000	60,000
	Stock at Hamburg	4,500	11,000	9,000	15,000
	Stock at Bremen	23,750	45,000	47,500	
	Stock at Amsterdam	34,000	31,500	55,750	
	Stock at Rotterdam	7,000	9,500	13,500	
	Stock at Antwerp	3,250	5,500	14,000	6,250
	Stock at other conti'ntal ports.	9,750	8,250	14,000	9,000
	Total continental ports	213,500	326,750	391,750	385,000
	Total European stocks	553,000	779,250	969,750	1,028,250
I	India cotton afloat for Europe.	102,000	45,000	180,000	210,000
I	Amer'n cotton afloat for Eur'pe	205,000	112,000	163,000	170,000
Ì	Egypt, Brazil, &c., aflt for E'r'pe	17,000	29,000	41,000	39,000
١	Stock in United States ports	416,540	364,306	516,782	405,827
١	Stock in U.S. interior ports	45,417	42,298	63,743	53,842
	United States exports to-day	21,000	3,000	18,000	32,000
١					

Total visible supply bales.1,359,957 1,374,854 1,952,275 1,938,919 Of the above, the totals of American and other descriptions are as follows:

	follows:		-		
	American—			. *	
	Liverpool stock	148,000	176,000	197,000	210,000
1	Continental stocks	166,000	238,000	258,000	166,000
İ	American affeat to Europe	205,000	112,000		170,000
	United States stock	416,540	364,306	516,782	405,827
١	United States interior stocks	45,417	42,298	63,743	53,842
I	United States exports to-day	21,000	3,000	18,000	32,000
١	Total American below 1	001 057	025 804	1 016 595	1 027 680

East Indian, Brazil, &c	1878.	1877.	1876.	1875.
Liverpool stock	158,000	249,000	347,000	377,000
London stock.	33,500	27,500	34,000	
Continental stocks	47,500	88.750	133.750	219,000
India afloat for Europe	102,000	45,000	180,000	210,000
Egypt, Brazil, &c., afloat	17,000	29,000	41,000	39,000
Total East India, &c	358,000	439,250	735,750	901,250
Total American1	,001,957	935,604	1,216,525	1,037,669
Total visible supply1	,359,957	1,374,854	1,952,275	1,938,919

Price Mid. Upl., Liverpool 69₁₆d. These figures indicate a decrease in the cotton in sight to-night

of 14,897 bales as compared with the same date of 1877, a decrease of 592,318 bales as compared with the corresponding date of 1876, and a decrease of 578,962 bales as compared with 1875.

AT THE INTERIOR PORTS the movement—that is the receipts and shipments for the week, and stocks to-night, and for the corresponding week of 1877—is set out in detail in the following statement:

	Week er	nding Oct.	25, '78.	Week ending Oct. 26, '7'			
's-	Receipts	Shipm'ts	Stock.	Receipts	Shipm'ts	Stock.	
Augusta, Ga	9,609	9,139	8,426	7,515	6,151	4,861	
Columbus, Ga	4,431	3,325	5,897	3,465	2,285	6,231	
Macon, Ga	3,927	3,461	6,859	3,403	2,933	4,230	
Montgomery, Ala	5,977	3,950	9,745	4,865	4,279	- 6,204	
Selma, Ala	4,800	5,100	6,243	4,293	4,031	4,739	
Memphis, Tenn	1,322	1,159	5,435	15,916	11,396	14,793	
Nashville, Tenn	1,777	1,272	2,812	1,190	823	1,240	
Total, old ports.	31,843	27,406	45,417	40,647	31,898	42,298	
Dallas, Texas	2,034	1,906	1,563	1,148	311	1,104	
Jefferson, Tex	746	495	780	750	731	895	
Shreveport, La	2,038	1,310	4,090	2,531	1,482	3,690	
Vicksburg, Miss .			33	5,423	4,538	2,787	
Columbus, Miss	691	326	1,869	971	902	1,548	
Eufaula, Ala	1,975	2,365	1,633	2.057	1,557	2,769	
Griffin, Ga	1,720	1,484	1,743	945	517	1,155	
Atlanta, Ga. (est.)	5,000	4,300	6,154	6.184	5,558	6,666	
Rome, Ga	3,162	3,053	3,715	2,466	1,978	1,288	
Charlotte, N. C	2,066	2,215	481	2,148	2,070	1,069	
St. Louis, Mo	24,052	16,746	28,591	10,953	6,736	12,365	
Cincinnati, O	1,903	1,877	1,818	3,042	1,717	2,740	
Total, new p'rts	45,387	36,077	52,470	38,618	28,097	38,076	
_							
Total, all	77,230	63,483	97,887	79,265	59,995	90,374	

The above totals show that the old interior stocks have increased during the week 8,980 bales, and are to-night 3,119 bales more than at the same period last year the receipts at the same towns have been 8,804 bales less than the same week last

RECEIPTS FROM THE PLANTATIONS.—Referring to our remarks in a previous issue for an explanation of this table, we now bring the figures down one week later, closing to-night:

RECEIPTS FROM PLANTATIONS.

Week	Receip	ts at the	Ports.	Stock a	t Inter	r Ports	Rec'ptsfrom Plant'ns			
eading-	1876.	1877.	1878.	1876.	1877.	1878.	1876.	1877.	1878.	
Aug. 2.	5,153	2,691	3,671	42,372	22,472	11,005	374		2,149	
. 9.	5,871	2,102	3,069	35,182	21,574	8,346		1,204	410	
** 16.	7,390	1,738	4,657	28,877	19,118	6,238	1,085	••••	2,549	
" 23. ₄	7,151	2,614	5,699	23,691	17,600	5,999	1,965	1,126	5,460	
** 80.	13,278	4.335	15,784	21,627	16,278	6,593	11,214	3,013	15,784	
Sept. 6.	19,783	5.885	26,750	20,760	16,449	9,979	18.866	5,885	26,750	
** 18.,	41,457	12,109	47,431	23,481	16,272	18,971	41,457	11,932	47,431	
" 20.	62,998	22,345	74,355	29,904	15,104	26,377	62,998	21,177	74,355	
** 27.	95,845	43,128	98,863	38,837	20,510	87,872	95,845	43,128	98,863	
Oct. 4.	122,199	70,040	130,990	57,048	29,720	47,208	122,199	70,040	130,990	
" 11.	136,074	109,264	148,159	72,27	41,891	59,823	136,074	109,264	148,158	
a 10.	152,820	135,054	160 233	84,871	58,745	79,597	152,820			
4 25.	174,617	157,609	162,286	103,774	60,374		174,617	. 1	•	
Total.	844,586	569,939	881,836				819,514	559,432	875,368	

This statement shows us that the receipts at the ports the past week were 162,236 bales, received entirely from plantations. Last year the receipts from the plantations for the same week were 157,609 bales, and for 1876 they were 174 617 bales.

WEATHER REPORTS BY TELEGRAPH.—It appears from our telegrams to-night that the severe storm which passed up the coast the past week was very little felt south of Virginia. The rain has not been excessive anywhere, and excellent progress is making in gathering in the crop, which is being secured in fine condition. Frosts are reported at many points, but generally not killing frosts.

Galveston, Texas.—There has been no rainfall during the past week. The days have been warm, but the nights have been cold. Picking will be unusually prolonged, although there is very little top crop. The thermometer has averaged 69, the highest being 82, and the lowest 58.

Indianola, Texas.—It has not rained here during the week. Picking is progressing finely. Average thermometer 69, highest **86**, and lowest 53.

Corsicana, Texas.-No rain has fallen during the week. We have had warm days but cold nights, with a frost on one night, though not a killing frost. The thermometer has averaged 63, the highest being 84, and the lowest 41.

Dallas, Texas.—The days have been warm, but the nights have been cold. There has been no rainfall during the week.

We have had a frost, but not a killing frost. The thermometer has averaged 63, with an extreme range of 41 and 84. The

fields are very white and labor scarce.

Brenham, Texas. - It has not rained here during the week, and we are needing it badly for stock. Competition for labor is running up the rate of wages for picking. We have had no frost, but came near to it. Average thermometer 68, highest 79, and lowest 44.

New Orleans, Louisiana.—It has rained on one day during the week, the rainfall reaching twenty hundredths of an inch. The thermometer has averaged 59. We have had a frost, but not a

killing frost.

Shreveport, Louisiana.—The atmospheric condition continues favorable to agricultural pursuits, and cotton picking remains active. The crop is being marketed freely, with good roads generally. Average thermometer 61, highest 78 and lowest 45. There has been no rainfall during the week. We have had three frosts.

Vicksburg, Mississippi.—Telegram not received.

Columbus, Mississippi.—The thermometer has averaged 67 during the week, and the rainfall has reached twenty-seven hundredths of an inch. We have had three light frosts.

Little Rock, Arkansas.—We had a light rain on Monday last, but the remainder of the week has been clear and pleasant. The thermometer has averaged 53, the extreme range having been 35 and 71. The rainfall for the week is forty-nine hundredths of an

Nashville, Tennessee.—Rain has fallen during the past week on one day, the rainfall reaching fifty-four hundredths of an inch. The thermometer has averaged 51, the highest being 63 and the

Memphis, Tennessee.—Telegram not received.

Mobile, Alabama.—It has rained on one day this week, showery, the rainfall reaching three hundredths of an inch. We have had a frost, but not a killing frost, the killing frost being confined to the middle and northern portions of the State. Average ther-

mometer 58, highest 78 and lowest 42.

Montgomery, Alabama.—We have had rain on one day the past week, the rainfall reaching eight hundredths of an inch. The thermometer has averaged 61, the highest point touched having been 76 and the lowest 39. There have been two light frosts during the week.

Selma, Alabama.—It has rained on one day during the week.

We have had three frosts, two light and one heavy.

Madison, Florida.—Telegram not received.

Macon, Georgia.—We have had a frost this week, but not a killing frost. There has been rain here on one day. The ther-

mometer has averaged 66. Columbus, Georgia.—It has rained slightly on one day this week, the rainfall reaching fifteen hundredths of an inch. The

thermometer has averaged 62.
Savannah, Georgia.—We have had rain on three days, but the balance of the week has been pleasant. There was a light frost here on the twentieth. The thermometer has averaged 60, the highest being 71 and the lowest 44.

Augusta, Georgia.—During the earlier part of the week it rained lightly on one day, the rainfall reaching thirty-three hundredths of an inch, but the latter part has been clear and pleasant. Accounts are favorable, and planters are sending their cotton to market freely. Average thermometer 60, highest 72, and

Charleston, South Carolina.—It has been showery two days of the past week, the rainfall reaching one inch and sixty-six hundredths. The thermometer has averaged 61, with an extreme range of 47 and 77.

COMPARATIVE PORT RECEIPTS AND DAILY CROP MOVEMENT.— A comparison of the port movement by weeks is not accurate, as the weeks in different years do not end on the same day of the We have consequently added to our other standing tables a daily and monthly statement, that the reader may constantly have before him the data for seeing the exact relative movement for the years named. First we give the receipts at each port each day of the week ending to-night.

PORT RECEIPTS FROM SATURDAY, OCT. 19, '78, TO FRIDAY, OCT. 25, '78.

D'y s of we'k	Or-	Mo- bile.	Char- leston.	Savan- nah.	Gal- vest'n.	Nor- folk.	Wil- ming- ton.	All others.	Total.
Sat	1,012	. 880	5,420	6,140	2,842	3,969	1,923	324	22,510
Mon	4,089	483	5,720	6,834	10,373	4,457	1,176	1,497	34,634
Tues	2,726	553	3,982	7,680	2,216	4,357	542	817	22,873
Wed	191	2,276	3,658	7,047	3,383	3,922	762	1,918	23,157
Thur	3,523	2,171	4,439	4,621	3,842	3,470	1,824	. 1.985	25,275
Fri	2,444	1,293	2,833	5,643	2,419	3,143	1,050	14,962	33,787
Tot	13,985	7,661	26,052	37,965	25,075	23,318	6,677	21,503	162,236

The movement each month since Sept. 1 has been as follows:

M41-1-	 	Year				
Monthly Receipts.	1878.	1877.	1876.	1875.	1874.	1873.
Sept'mb'r	288,848	95,272	236,868	169,077	134,376	115,255
Perc'tage		02:19	05:87	04:03	03:84	03.03

This statement shows that up to Oct. 1 the receipts at the ports this year were 193,576 bales more than in 1877 and 51,980 bales more than at the same time in 1876. By adding to the above totals to Oct. 1 the daily receipts since that time, we shall

be able to reach an exact comparison of the movement for the different years.

-,					
1878.	1877.	1876.	1875.	1874.	1873.
	95,272	236,868	169,077	134.376	115,255
	13,941	s.	14,531		
23,283	9,741	30,714	12,096		1
	12,179	15,621	S.	1	6,452
24,181	10,720	19,854	19,503		5,702
22,862	12,903	19,197	20,116	17,584	1
S.	10,210	22,115	15,078		
25,800	s.	19,247	16,384		
	18,609	s.	19,445		,
24,966	21,523	32,049	17,384		8,609
22,539	19,304	24,533	s.		11,814
27,622	18,399	20,722	32,312	s.	8,131
25,343	21,302	18,950	21,822	27,582	S.
S.	14,875	20,348	20,576		16,470
26,402	s.	19,812	20,518		13,400
29,014	35,142	s.	25,171	10.000000000000000000000000000000000000	12,066
27,764	21,081	38,513			15,572
20,549	20,815	21,034	s.		10,981
31,161	21,359	27,821	28,753		15,905
22,510	23,632	24,796			S.
s.	21,673	21,843			22,643
34,634	S	26,617			13,272
22,873	30,656	s.			18,053
23,157	27,174	38,824			16,798
25,275	26,60 6	25,325	s.		16,784
33,787	22,098	23,574	43,015	s.	16,107
848,075	529.214	748.377	635.515	592 595	202 002
	,	,	500,010	020,000	383,863
ipts	12.17	18.53	15.16	14.97	10.09
	288,848 23,599 23,283 17,537 24,181 22,862 8. 25,800 24,369 24,966 22,539 27,622 25,343 8. 26,402 29,014 27,764 20,549 31,161 22,510 8. 34,634 22,873 23,157 25,275 33,787	288,848 95,272 23,599 13,941 23,283 9,741 17,537 12,179 24,181 10,720 22,862 12,903 8. 10,210 25,800 8. 24,369 18,609 24,966 21,523 22,539 19,304 27,622 18,299 25,343 21,302 14,875 26,402 8. 29,014 25,142 27,764 21,081 20,549 20,815 31,161 21,359 31,161 21,359 31,634 8. 22,873 30,656 33,787 22,098 848,075 529,214 of total	288,848 95,272 236,868 23,599 13,941 8. 23,283 9,741 30,714 17,537 12,179 15,621 24,181 10,720 19,854 22,862 12,903 19,197 8. 10,210 22,115 25,800 8. 19,247 24,369 18,609 8. 24,966 21,523 32,049 22,539 19,304 24,533 27,622 18,399 20,722 25,343 21,302 18,950 8. 14,875 20,348 26,402 8. 19,812 29,014 25,142 8. 29,014 25,142 8. 29,0549 20,815 21,034 20,549 20,815 21,034 31,161 21,359 27,821 22,510 23,632 24,796 8. 21,673 21,843 34,634 8. 26,617 22,873 30,656 8. 23,157 27,174 38,824 25,275 26,606 25,325 33,787 22,098 23,574	288,848 95,272 236,868 169,077 23,599 13,941 8. 14,531 23,283 9,741 30,714 12,096 17,537 12,179 15,621 8. 24,181 10,720 19,854 19,503 22,862 12,903 19,197 20,116 8. 10,210 22,115 15,078 25,800 8. 19,247 16,384 24,369 18,609 8. 19,247 24,369 21,523 32,049 17,384 22,539 19,304 24,533 8. 27,622 18,399 20,722 32,312 25,343 21,302 18,950 21,822 25,343 21,302 18,950 21,822 25,343 21,302 18,950 21,822 25,343 21,302 18,950 21,822 25,343 21,302 18,950 21,822 25,343 21,302 18,950 21,822 25,343 21,302 18,950 21,822 25,343 21,302 18,950 21,822 25,343 21,302 18,950 21,822 25,343 21,302 18,950 21,822 25,343 21,302 18,950 21,822 25,343 21,302 18,950 21,822 25,343 21,302 18,950 21,822 25,343 21,302 18,950 21,822 25,343 21,875 20,348 20,576 26,402 8. 25,171 27,764 21,081 38,513 19,629 20,549 20,815 21,034 8. 25,171 22,510 23,632 24,796 25,981 22,510 23,632 24,796 25,981 22,510 23,632 24,796 25,981 22,873 30,656 8. 27,825 23,157 27,174 38,824 20,782 25,275 26,606 25,325 8. 27,825 33,787 22,098 23,574 43,015	288,848 95,272 236,868 169,077 134,376 23,599 13,941 8. 14,531 10,714 23,283 9,741 30,714 12,096 10,511 17,537 12,179 15,621 8. 12,251 24,181 10,720 19,854 19,503 8. 22,862 12,903 19,197 20,116 17,584 8. 10,210 22,115 15,078 17,743 25,800 8. 19,247 16,384 14,766 24,369 18,609 8. 19,445 14,416 24,966 21,523 32,049 17,384 18,207 22,539 19,304 24,533 8. 14,587 27,622 18,399 20,722 32,312 8. 27,622 18,399 20,722 32,312 8. 25,343 21,302 18,950 21,822 27,582 8. 14,875 20,348 20,576 20,714 26,402 8. 19,812 20,518 18,726 29,014 35,142 8. 25,171 18,542 27,764 21,081 38,513 19,629 20,751 20,549 20,815 21,034 8. 16,819 31,161 21,359 27,821 28,753 8. 22,510 23,632 24,796 25,981 28,164 8. 21,673 21,843 23,463 21,432 34,634 8. 26,617 22,054 20,034 22,873 30,656 8. 27,825 23,267 25,275 26,606 25,325 8. 18,523 33,787 22,098 23,574 43,015 8. 848,075 529,214 748,377 635,515 523,585

This statement shows that the receipts since Sept. 1 up to to-night are now 318,861 bales more than they were to the same day of the month in 1877, and 99,693 bales more than they were to the same day of the month in 1876. We add to the last table the percentages of total port receipts which had been received Oct. 25 in each of the years named.

India Cotton Crop.—The latest advices from Bombay explain the meaning of our Bombay cable of September 20, which stated "that cotton is suffering in consequence of the continued rains." It seems, according to Messrs. Wallace & Co.'s report of Sept. 20, that the special harm was in the Dhollerah and Broach districts, and was slight there. When we received that cable despatch our mail dates were only to August 8, at which time the rains were very excessive, and we interpreted the despatch somewhat in the light of those conditions. Soon after August 8, however, there was a change in the weather. In most sections rains ceased before harming the more forward districts, and where they were longest and most excessive dry weather permitted re-sowing to be done. The Hingunghaut district, where the crop was unusually forward and promising, continued to have more rain than necessary, even down to about the first of September; but though some anxiety was felt no considerable harm was reported to have been done, and later advices were better. Guzerat, it was stated (Sept. 13), promised not over 75 per cent of a full crop. With these exceptions the outlook to September 20 was very favorable. The Bombay Prices Current, under date of September 13, says: "We may look for large quantities of " Oomras at the end of November and December, and Hingung-"hauts in November." Messrs. Nicol & Co., on September 12, wrote: "The prospects of the coming crop are very encouraging, " seasonable weather, with occasional showers prevailing in most " of the districts, and the plants are reported to be doing well." Messrs. Wallace & Co., under date of September 6, report "more "favorably of the new crop, fine weather having prevailed in "most of the staple-growing districts. From Dhollerah and "Oomrawuttee hopes of large crops are now entertained, and "from the Broach and Hingunghaut districts we hear more "cheerful reports, &c." Altogether, the news to September 20 would seem to promise an increased and earlier crop in the districts tributary to Bombay; but in the words of Messrs. Wallace & Co., "warm, dry weather was much wanted all over the coun-"try, not only for cotton but for all other descriptions of " produce."

ERRORS IN COTTON CROP STATEMENTS.—In our editorial columns will be found an article on this subject, in which our readers will be interested. It is written in reply to a criticism of the Liverpool *Post*.

BOMBAY SHIPMENTS.—According to our cable despatch received to-day, there have been 2,000 bales shipped from Bombay to Great Britain the past week and 1,000 bales to the Continent; while the receip s at Bombay during this week have been 3,000 bales. The movement since the 1st of January is as follows. These figures are brought down to Thursday, Oct. 24.

	Shipme			Shipm	ents sinc	Receipts.		
	Great Brit'n.	Continent.	Total.	Great Britain.	Continent.	Total.	This Week.	Since
1878 1877		1,000	3,000	317,000	388,000		3.000	870,000
1876			4,000	378,000 557,000	412,000 374,000	790,000	3,000	1,006,000 1,029,000

From the foregoing it would appear that, compared with last year, there has been an *increase* 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 85,000 bales, compared with the corresponding period of 1877.

GUNNY BAGS, BAGGING, ETC.—Bagging has become rather quiet since our last report, and but few parcels have changed hands. The only demand is for jobbing parcels, and at the close an easier feeling is to be noted, and holders are now quoting 10½ @10½c. for 1½ lbs., 10½@10½c. for 2 lbs., and 11c. for 2½ lbs. But's are ruling quiet, but the feeling is still steady as to price; sales are reported of 1,000 bales, on spot, at 2 11-16@2½c. for prime quality. The close is quiet, with holders asking 2 11-16@2½c., cash and time.

THE EXPORTS OF COTTON from New York this week show an increase, as compared with last week, the total reaching 18,880 bales, against 17,103 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, 1978, 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, 1878

	1		+			4 4010
EXPORTED TO		WEEK	Total	Same		
	Oct.	Oct. 9.	Oct. 16.	Oct. 23.	to date.	period previus year.
Liverpool Other British Ports	11,155	9,413 500	15,927	17,507	67,458 500	38.971 1,585
Total to Gt. Britain	11,155	9.913	15,927	17,507	67,958	40,556
Havre Other French ports	100	345	••••		732	965 115
Total French	100	345			732	1,080
Bremen and Hanover Hamburg Other ports	200		1,176	950 423	2,431 4.3	350 100 5,302
Total to N. Europe.	200		1,176	1,373	2,854	5,762
Spain, Oporto & Gibraltar &c All others	••••		••••			
Total Spain, &c	• • • •				-	
Grand Total	11,455	10,258	17.103	18,880	71.544	47,398

The following are the receipts of cotton at New York, Boston. Philadelphia and Baltimore for the past week, and since Sept. 1."78:

RECE'TS FROM	NEW	NEW YORK.		TON.	PHILA	DELP'IA	BALTI	BALTIMORE.	
TO I TO I TO I	This week.	Since Sept. 1.	This week.	Since Sept.1.	This week.	Since Sept.1.	This	Since Sept.1	
New Orleans Texas Savannah Mobile. Florida	1,522 4,038 3,688	9,452 48,832 49,747 1.653	1,620	••••	1,051	7,848	2,470	14,991	
S'th Carolina N'th Carolina Virginia North'rn Ports Tennessee, &c Foreign.	4,375 1,007 8,308	30,644 7,4'9 33,997 756 14,381 648	1,288 2,3 \1 1,832	7,151 15,675 4,565	906	3,347	428 2,928	6,194 1,027 8,985	
Total this year	27,721	197,569	6,441	37,560	1,957	11,195	5,826	31,197	
Total last year.	27 597	105,737	7,539	23,466	1,847	5,3:0	4,766	13,540	

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 81,049 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.

TIGHT OF THE M	OBL.			_
sin, 3,263	iverpool, per steame l 10 Sea IslandGo ascal, 3,100 Mem	ing 2.280 per	,200 Brit- Wiscon-	
To Bremen, per	steamer Donau, 950,			17,507 250
NEW ORLEANS—TO TO Vera Cruz, p CHARLESTON—TO L 88 Sea Islan	Liverpool, per steamer er steamer City of Mer iverpool, per steamer	er Cordova, 3,002 exico, 399 Euphrates, 4,827	Upland and	423 8,002 399
To Havre, per h To Ghent, per h SAVANNAH—To Live	ark Erstatningen, 1,11 ark Dido, 684 Upland	3 Upland	••••••••••	9,120 1,113 684
To Havre, per h To Genoa, per h Texas—To Liverpo	ark James E. Ward, 1 ark Adjutor, 900 Upla ol, per steamer Jamics	.250 Upland	o Ingomar,	9,821 1,250 900
WILMINGTON—TO L Resolve, 1	verpool, per barks Re ,377Kaleb, 680	esolute, 1,350 . Apper brigs Janie, 92	7 Essex.	8,486
NonFolk—To Liver 4,070per ba	pool, per steamers Buck Minnie, 2,485 erpool, per steamer	naventura, 4,100		6,945 10.655
2.040,	rpool, per steamer	5 Enrique, 2,436	Horrox,	4.4.6
BOSTON - o Live no	steam r. Bounschwe brs eamers Buigg liver ood, per steamer	g, 1,496Baltim		2.104 2,7 4 1,003
Total		• • • • • • • • • • • • • • • • • • • •		31,019

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

	Liver-	Havre.	Bre- men.	Ghent.	Ant-	Comas	Vera	maias
New York	17 507	Havic.		Guent.		Genoa	Cruz.	Total.
Mew TORK	17,507		950		423			18.889
New Orleans	3,002						399	3,401
Charleston	9.120	1.113		684				10,917
Savannah	9.321	1,250		170-1		•000	•••	
Moras	- 7	1,200	• • • •	• • • •		900		11,471
Texas	9,486	• • • •						8.486
Wilmington,	6.945							6,945
Norfolk	10,655				2 10,000		• • • •	
Baltimore		• • • •	0.104	••••				10,655
Partimore	4,476	• • •	2,104		• • • •			6,580
Boston,	2,714				•• .			2,14
Philadelphia	1.000							1,000
	-,	****		••••	• • • • •	•••	••••	1,000
		-	-	-	. ——		~~~	
Total	73,216	2,363	3,054	684	423	900	399	81,049

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

VICTORIA, etr. (Br.), Williams, from Boston at Liverpool, Oct. 18, experience heavy weather on the passage, shifted cargo and lost over 100 head of cattle overboard.

OCTOBER 16. Schr. Emma Crosby, Crosby, at New York, Oct. 20, from Charleston, reports Oct. 16, lat. 33.40 lon 76.35, saw a vessel on fire, burnt nearly down to the water, apparently cotton laden, but it being dark could not get her name.

OCTOBER. A burning ship supposed laden with cotton, no flames visible, was passed in lat 29, lon. 77, by bark Marquis of Worcester (Br), from Madeira at Beaufort, S. C., Oct. 14, probably the same vessel seen Oct 7, lat. 29.19, ion. 75.50, by bark Deogaim (Br.), at Charleston Oct. 9.

Cotton freights the past week have been as follows:

Steam.	Sail.	Steam.	re.— Sail.	Steam.	en.— Sail.	Hami Steam.	
٠ đ.	d.	C.	c.	c.	c.	С.	c.
Saturday. 5-16@11-32 Monday. 5-16@11-32 Tuesday. 5-16@11-32 Wed'day. 5-16@11-32 Thursday. 5-16@11-32 Friday 5-16@11-32	-@9-32 -@9-32 -@9-32 -@9-32 -@9-32	% cp. % cp. % cp.	-@% -@% -@%	11-16 com 11-16 com 11-16 com 11-16 com 11-16 com 11-16 com	ip. 1/2 ip. 1/2 ip. 1/2	% con % con % con % con % con	np. — np. — np. — np. — np. —

LIVERPOOL, Oct. 25-4:00 P. M.-By CABLE FROM LIVER POOL.—Estimated sales of the day were 6,000 bales, of which 500 bales were for export and speculation. Of to-day's sales 4,650 bales were American. The weekly movement is given as follows:

4	Oct. 4	١.	Oct.	11.	Oct. 18.	Oct. 25.
Sales of the week bales. Forwarded				,000	49,000	41,000
Sales American		00	40	,000,	36,000	$\frac{1,000}{29,000}$
Of which exporters took Of which speculators took		00		,000,	$\frac{3,000}{1,000}$	6,000 $1,000$
Total stock, estimated Of which American, estim'd.	351,00 194,00			,000	301,000 141,000	306,000 148,000
Total import of the week Of which American	21,00			,000	18,000 14,000	47,000 37,000
Actual export	6,00	00	7	,000	6,000 176,000	6,000 214,000
Of which American.	45,00	őöl		,000	111,000	147,000

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

Spot.	Saturd'y.	Monday.	Tuesday.	Wedn'sdy	Thursd'y	Friday.
Mid. Upl'ds Mid. Orl'ns.	$$ @ 63_{16} $$ @ 69_{16}	$@ 6^{1_8}$ $@ 6^{1_2}$	$@ 6^{1_8}$ $@ 6^{1_2}$	$@ 6^{1_8}$ $@ 6^{1_2}$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	@ 6 @ 65 ₈

Futures.

Delivery.

Delivery.

Delivery.

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

Delivery. d.

Delivery.

Delivery.

Shipments.

Nov.-Dec.,n.cp.,sl,512

SATURDAY.

Oct. No. 512	FebMar	MarApr 558
OctNov. 513 ₁₆ @ 25 ₃₂ @ 34 NovDec. 521 2 55	Oct61 ₁₆	May-June 511 ₁₈
2532@34	OctNov52332	Shinment
2101. 1000	DecJan	NovDec., n. cron
$JanFeb5_8$	JanFeb51932	sail
	MONDAY.	
Delivery.	Delivery.	Shipments.
Oct	OctNov511 ₁₆	NovDec., n. crop.,
OctNov534 @2332	NovDec5916	sail
NovDec558@1932	Oct6@53132	Nov Dec n eren
Dec. Jan 59_{16}	OctNov52132	NovDec., n. crop, sail
JanFeb 59_{16}^{16}	NovDec51732	Non Dec
FebMar5916	DecJan5132	NovDec., n.crop, sail513
1 co. mai 16	DecJan	sail
	TUESDAY.	*
Delinery		70.71
Delivery. 515 ₁₆	Delivery.	Delivery.
OctNov558@1932	Oct531 ₃₂	
Dog Top 51-215	DecJan 5^{1}_{2}	Shinmente
DecJan $5^{1}_{2} @ 15_{32}$	$JanFeb51_2$	OctNov., n. crop, sail
FebMar $5^{1}2@15_{32}$	MarApr59 ₁₆	sail
MarApr512	May-June $52\hat{1}_{32}$	NOVDec. n en g'l 515
OctNov 558	June-July 51110	Nov -Dec n on ol 51
NovDec 5^{1}_{2}	OctNov52132 @ 58	DecJan nen el 59
-		200. Juli., 11.0p., 51, 5016
**	WEDNESDAY.	*
Oct6	Delivery.	Delinery
Oct6	MarApr59 ₁₆	OctNov51116
OctNov52139	NovDec51732	Dec - Jan
NovDec5916	DecJan. 5^{12}	DecJan59 ₁₆
DecJan	$JanFeb.$ 51_2	JanFeb. $51\overline{7}_{32}$
JanFeb 517_{32}^{32}	Oct61 ₃₂	MarApril51932
FebMar51732	000	AprMay51932
200. 2202		June-July51112
	THURSDAY.	

Delivery.

FRIDAY.

Delivery.

BREADSTUFFS.

FRIDAY, P. M., Oct. 25, 1878.

There has been a firm and rather improving market for flour, in the past week, but the activity in low grades, noted at the close of last week, has been wanting, and the strength of the market has been rather the firmness of holders than the activity of demand. Production is smaller than a year ago, and stocks moderate. Rye flour and corn meal have ruled firm. Yesterday, there was some revival of demand for common extras, several thousand bbls. selling, part for arrival, at \$3 65@\$3 75 to-day.

The wheat market has been much less active, but reduced receipts at the western markets, and anticipations of an improvement abroad, have caused stocks to be sparingly offered, and given more strength to prices, not only for lots on the spot, but for arrival in the next two months. Still, there has not been much buoyancy of tone. Latterly, the demand has run more strongly on spring growths. White wheats have become comparatively scarce. Amber winter, yesterday, showed exceptional weakness. To-day, the market was dull, except large sales of No. 3 spring at 84c. Amber Michigan sold at \$1 02, and No. 1 white \$1 04@\$1 $04\frac{1}{2}$.

Indian corn has declined, and No. 2 mixed sold yesterday at 46ac. on the spot and 48ac. for December, with steamer mixed at 471c. for November. The autumn has been quite dry over a large portion of the corn-growing sections of the country, and it is believed that there will be early supplies of the new crop in good condition. White corn was more freely offered, and declined to 50c. for prime. Round yellow continues scarce and brings relatively high figures. To-day, there was a further decline, to 462c. for No. 2 mixed on the spot; there were sales at 472c. for December.

Rye has been active at improving values, about 100,000 bushels having been taken for export at 56@561c. for No. 2 Western, and 59½@60c. for No. 1 State. To-day, choice Canada sold at 60c.

Barley has been more active, with a partial recovery of prices the sales including 6-rowed State at \$1 05, and No. 2 Canada at \$1 15. To-day, the market was strong but quiet.

Oats have been in but moderate supply, and prices are dearer, though the demand is comparatively moderate. There was a small business done for export to France. To-day, the market was dull, No. 2 grades closing at 28½c. for mixed, and 30½c. for white.

The following are the closing quotations:

	FLOUR.		GRAIN.	
	No. 2 🙀 bbl.	\$2 40@ 3 00	Whest-No.3 spring, bush. \$0 832	85
	Superfine State & West-		No. 2 spring 91@	
ı	ern	3 10 7 3 50	No. 1 spring	
	Extra State, &c	3 65@ 3 80	Red and Amber Winter 96@	1 02
	Western Spring Wheat		Red Winter No. 2 1 01@	1 0416
	extras	3 60 3 90		
	do XX and XXX	4 00 0 5 50	G	
	do winter shipping ex-	2 00		47
	tras	3 70@ 4 10		. :.
-	do XX and XXX	4 25@ 5 50		
1	Minnesota patents	5 50 as 8 95	2100	47%
1	City shipping extras	3 700 4 50	Rye—Western 54@	57
1	Southern bakers' and fa-	0 1000 4 50		61
1	mily brands	4 91.0 E PE	Oats-Mixed 27@	31
1	Southern shipp'g extras.	4 25@ 5 75		34
١		3 85 0 4 15		1 30
1	Rye flour, superfine	3 10@ 3 50		1 05
I	Corn meal—Western,&c.	2 40 0 2 70	State, 2 rowed.	
١	Corn meal—Br'wine. &c.		Peas-Canada bond&free 72@	
١	The movement in	breadstuff	s at this market has been	99

follows:

RECEIPTS AT NEW YORK	EXPORTS FROM NEW YORK
Same	1878
for the Since time	For the Since For the Since
week. Jan. 1. 1877.	wek. Jan. 1. week. Jan. 1.
Flour, bbls. 113,518 3,461,356 2,518,419	8 36,217 1,970,522 31,305 1,047,592
C.meal, " 1,778 158,553 188,210	1 1 697 160 800 1 257 100 400
Wheat, bus. 2,019,226 50,393,979 13,783,663	2 1.396.712 44.502 239 1 166 353 12 474 604
Corn. " 696,100 32,197,747 28,376,150	6 281,492 23,550,256 225,599 20,535,336
Rye, " 89 919 3.277,332 1,480,47	49,623 3,564,424 45,736 1,756,326
Barley, " *265,920 *3,988,202 *3,990,82	2,100,00
Oats, " \250,595 12,417,864 9,553,267	4 100 000
04001	153,659 3,312,717 35,502 195,152

* Including malt.

RECEIPTS AT LAKE AND RIVER PORTS FOR THE WEEK ENDING OCT. 19, 1878, FROM DECEMBER 31 TO OCT. 19, AND FROM AUG. 1 TO OCT. 19.

- 1					UL. IU.			
		Flour,	Wheat,	Corn,	· Oats,	Barley.	Rye,	
1	_ /	bbls.	bush.	bu≈h.	bush.	bush.	bush.	
١	AT—	(196 lbs.)	(60 lbs.)	(56 lbs.)		(48 lbs.)	(56 lbs.)	
1	Chicago	59,334	860,531	921,552		320,676		
1	Milwaukee	50,379	394,477	17,611	20,100			4
1	Toledo	170	376,555	123,881	17,639		2,344	
١	Detroit	8.615	364,033	3,472				
I	Cleveland	2,302	15,600		51,100	13,000		
1	St. Louis	28,940	423,590	61.860	65,297	109,273	14,405	
ı	Peoria	2,020		104,425		15,100	14,250	
ı	Dulutn	3,150	94,516	202,240	0.,000	10,103	11,200	
ı						••••	••••	
ł	Total	154,960	2,553,202	1,278,501	561,908	588,039	92,120	
Ì	Previous week	133,018	3,033,723	1,442,851	656,370	623,970		
ı	Corresp'ng week,'77.		2,815,627	1,282,693	482,348		74,638	
I	Corresp'ng week,'76.		2,028,671	1,902,205			100,347	
I							100,011	
ı	Tot. Dec. 31 to Oct. 19.	9,559,855	00, 11,416	80,881,547	26,107,162	7,332,511	4,156,416	
l	Same time 1877	4 250 004	35,217,030	67,766,109	19,820,521	6,106,254	4,427,045	
ı	Same time 1876	9,200,904	45,010,192	69,368,308	21,412,353	6 255,253	1,992,301	
ı	Same time 18:5	3,0 9,000	53,413,728	41,351,638	20,859,399	4,159,887	2,401,215	
Į	Tot Aug.1 to Oct. 19	1,342,598	34,761,127	28,377,395	12,446,121	4.401.160	2,097,107	
۱	Same time 1877	1,405,748	27 956,012	24.860.522	8.995 047	8 959 468	1 473 938	
۱	Same time 1810	1,315,136	17.166.051	26,953,950	7.575.650	8 256 014	994 885	
5	Same time 1975	1,169,746	23,064,940	13,613,119	10, 208,030	2,604,582	836,913	
				,	-,,,	.,	,	

SHIPMENTS OF FLOUR AND GRAIN FROM WESTERN LAKE AND RIVER PORTS FROM DEC. 31 TO OCT. 19.

Tot.Dec.31 to Oct.19.4,604,839 51,849,476 70,989,698 16,591,391 3.752,949 3,159,668 Same time 1877.....3,863,669 33,180,474 60,201,435 15,549,941 3,930,290 2,115,238 Same time 1876....3,630,465 39,573,507 64,919,749 17,535,228 2,459,361 1,621,252 Same time 1875....4,163,824 45,884,676 36,821,079 15,413,728 1,860,436 703,310 RAIL SHIPMENTS OF FLOUR AND GRAIN FROM WESTERN LAKE

	AN	D RIVER	PORTS.		-	
Week ending— Oct. 19, 1878 Oct. 20, 1877 Oct. 21, 1876 Oct. 23, 1875	134,919 113,390	Wheat, bush. 754,080 373,472 446,790 510,133	Corn, bush 242,262 245,595 824,451 130,343	Oats, bush. 293.547 359,552 387,460 382,271	Barley, bush. 160,851 163,518 131,633 55,483	Rye, bush. 36,115 10,825 27,493 25,103

RECEIPTS OF FLOUR AND GRAIN AT SEABOARD PORTS FOR THE WEEK ENDED OCT. 19 1878 AND FROM DEC. 31 TO OCT. 19

E4400 - 1 - 110	010 1111				0 - 0 - 0	
WEEK ENDED	ocr. 19	, 1878, A	ND FROM	DEC. 31	TO OCT.	19 .
*	Flour,	Wheat,	Corn,	Oats,	Barley.	Rye.
AT-	bbls.	bu•h.	bush.	bush.	bush.	bush.
New York	112,939	2,104,760	747,130	410,792	281,777	101,423
Boston	45,336	60,575	129,200	56,00)	25,000	4,800
Portland	2,800	1,600	9,000	1,500		
Montreal	27,858	231,370	132,511	927	1,623	
Philadelphia	2,390	393,500		119,000	81,500	5,700
Baltimore	23,513	591,800	87,000	2,000		1,000
New Orleans	564			2,365		
Total		3,433,005	1.351,941	616,587		112,923
Previous week	241,419		2,788,867	864,313	316,118	144,390
Corresp'ng week,'77.	291,915	8,253,721	1,473,664	762,425	561.302	41,579
Tot. Dec. 31 to Oct. 19.3	7,344,227	84,580,540	90,013,031	20,132,299	3,628,463	4,047,580
Same time 1877	6,052,968	29,567,506	71,360,792	16,445,922	3,808,886	1,919,921
Same time 1876	,666,991	34,462,520	72,834,651	20,249,161	4,101.663	921,359
Same time 1875	7,493,276	42,242,808	48,859,263	15,693,729	2,066,956	301,966
EXPORTS FROM U	NITED	STATES	SEABOA	RD POR	TS AND	FROM

14011 11012	LILL L'OL	11 131315	MIN DIE	001. 10,	10.0.	
FROM-	Flour, bbis.	Wheat, bush.	Corn, bush.	Oats, bush.	Rye, bush.	Peas,
New York	38,048	1,291,033	261,072	137,121	40,171	4,259
Boston	5,496	35,692	69,438			
Portland	37			•••		
Montreal	5,231	132,887	117,670	7,249		103,508
Philadelphia	9,413	229,330	208,003	720	• • • •	• • • •
Baltimore	4,900	5:0,698	39,751	300	••••	• • • •
M-4-7 6	01.100	0.460.000	200 004	145 400	10.101	P. 02 P.02
Total for week	61,160	2,199,630	703,934	145,402	40.171	107,767
Previous week	99,604	2,484,128	1,354,445	181,629	109,103	67.478
Two weeks ago	118,183	2,711,082	1,394,215	98,154	74,165	65,682
Same time in 1877	88,218	2,479,266	703,804	70,299	53,277	82,835
From New Orleans					,869 bush	

MONTREAL FOR WEEK ENDED OCT. 19, 1878.

THE VISIBLE SUPPLY OF GRAIN, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit by lake, canal and rail, Oct. 19, 1878, was as follows:

		Wheat,	Corn,	Oats,	Barley,	Rye,
	IN STORE AT-	bush.	bush.	bush.	bush.	bush.
	New York	2,793,614	3,078,541	1,543,039	378,602	307,971
	Albany	38,500	5,000	49,500	421,000	62,500
•	Buffalo	516,899	1,070,804	233,765	351.881	76,306
	Chicago	2,739,066	1.170,435	501,631	1,110,943	214,550
	Milwaukee	1,100,460	16,216	40,885	679,474	62,583
	Duluth	174,3:4				••••
	Toledo	553,631	297,997	103,463	71,692	3,697
	Detroit	413,598	3,721	4,576	2,937	,
	Oswego	180,000	205,000		635 000	73,100
	St. Louis	847,985	176,976	89,465	125,355	79,705
5	Boston	179,401	231,006	117,487	12,557	1,465
	Toronto	124,209	• 300	15,210	254,185	••••
	Montreal (12th):	175,425	193,405	8,603	46,551	960
	Philadelphia	435,834	152,847			19,671
	Peoria	811	64,000	119,885	2,301	136,274
	Indianapolis	74,718	44,902	74,479		36,0 8
	Kansas City	298,932	96,663	9,553	2,924	6,114
	Baltimore.	733,696	223,904	•••		
	Reil shipments, week	754,089	212,262	293,547	160,851	36,175
	Lake shipments, week	1,568,442	1,824,916	408,627	210,308	£1,000
	On canal	2,800,000	1,620,000	126,000	200,000	71,000
	Total	16,503,659	10,218,895	3,729,690	4,767,541	1,249,519
	Oct. 19, 1878	4,701,428	9,803,943	3,713,632	4,142,867	1,260,292
	Oct. 5, 1878	3,099,673	11,025,074	3,942,782	3,775,721	1,244,086
	Sept. 28, 18781	2,473,859	11,134,092	4,248,525	3,088,073	1,552,949
	Sept. 21, 1878 1	2,589,331	11,233,242	4,115,278	1,881,953	1,078,074
	Sept. 14, 1878	1,703,489	10,600,568	4,318,273	2,260,901	1,026,128
	Sept. 7, 1878	2,804,249	11,362,411	3,913,898	1,555,814	977,056
	Aug. 31, 1878	0,997,101	11,846,878	3,557,324	1,301,247	895,322
	Oct. 20, 1877		10,439,577	3,850,969	2,622,437	644,899
	•				3.5	•

THE DRY GOODS TRADE.

FRIDAY, P. M., Oct. 25, 1878.

The past week has developed no improvement in the demand for fall and winter goods, and the volume of business was comparatively small. Early in the week the suspension of the large St. Louis jobbing house of Dodd, Brown & Co. was announced, causing some excitement in the trade, as the firm had latterly been in good credit. Particulars in regard to the suspension have not yet transpired, but it is believed that the liabilities will reach \$1,500,000, a great portion of which is due to commission merchants and importers in this city. The chief feature of the week's business in foreign goods was a large, peremptory auction sale of Lupin's fabrics, which proved a marked success—the entire line having been distributed at satisfactory average prices.

Domestic Cotton Goods.—There was a steady demand for domestics for export, and 3,466 packages were shipped from this port to foreign markets during the week ending October 22d, including 1,001 packages to Bremen, 1,303 to Havre, 428 to Great Britain, 200 to Antwerp, 163 to Hayti, 64 to Cuba, 82 to British Australia, 54 to Mexico, &c. The home demand for cotton goods was chiefly of a hand-to-mouth character, and no animation was observed in any particular class of fabrics, though heavy fine brown sheetings and low-grade cotton flannels were relatively

more active than other makes of cottons. Agents' prices for brown, bleached and colored cottons were nominally unchanged, but values are less firmly maintained than was the case before the late break in cotton. Print cloths were in fair demand at 3½c., cash, for 64x64s, and 3c., cash, for 56x 60s, and stocks have undergone a material reduction within the last few weeks. Prints remained quiet, and cotton dress goods and ginghams were in comparatively light demand.

Domestic Woolen Goods—There was an irregular demand for heavy woolens for men's wear, and while fancy cassimeres ruled quiet, there was a moderate inquiry for cheviots and overcoatings, and worsted coatings continued in fair request. Orders for light-weight worsted and cotton-warp worsted coatings were placed with agents to a considerable aggregate amount by clothiers and cloth jobbers, and some of the more popular makes are largely sold to arrive. Cloakings and beavers for cloaking purposes were in fair request, but cloths and doeskins ruled quiet, and there was only a limited inquiry for Kentucky jeans, repellents and satinets. Flannels met with moderate sales, but selections were individually light, and blankets continued quiet. For worsted and woolen dress goods there was a fair demand at first hands, but shawls and felt skirts were devoid of animation.

Foreign Dry Goods.—There was only a moderate demand for imported goods, and selections were chiefly confined to such small lots as were actually necessary for the renewal of assortments. Cashmeres were in steady request, and low-grade silks and trimming velvets were distributed in fair quantities; but millinery silks and plushes ruled quiet in private hands and dragged in the auction rooms. Men's-wear woolens continued dull, and linen and white goods were slow of sale, as were Hamburg embroideries and laces. Dress and cloak trimmings continued fairly active, and there was a steady movement in tailors' trimmings.

importations of Dry Goods.

The importations of dry goods at this port for the week ending Oct. 24, 1878, and for the corresponding weeks of 1877 and 1876, liave been as follows:

ENTERED FOR CONSUMPTION FOR THE WEEK ENDING OCT. 24, 1878.

		1879		1877		-1878
	Pkgs.	Vaine.	Pkgs.	. Value	Pkg	
Manufactures of wool	341	\$133,789	361	\$127,129	453	\$184,671
do cotton	395	83,805	559	125,721	417	108,181
do siik	250	202,673	369	190,108	401	263,053
do flax	531	93,330	914	127,810	518	111,253
Miscellaneous dry goods.	200	73,786	257	88,744	261	222,159
(Total	1 797	\$592,433	2,463	2050 K10	2.000	0000 000
Total				\$ 659,512	2,080	\$889,327
WITHDRAWN FROM WARES	iousk 1			THE MARI	KET DU	RING THE
		SAME PER	IOD.			
Manufactures of wool	370	\$151,693	521	\$200,014	351	\$120,551
do cotton	145	41,895	122	35,879	95	27,068
do silk	115	117,869	91	93,487	50	37,755
do flax	358	71,227	518	70,952	966	65,935
Miscellaneous dry goods.	153	17,557	236	27,310	270	32,074
	-	-				
	1,151	\$403,234	1,541	\$427,702	1,732	283,378
Addent'd for consumpt'n	1,727	592,433	2,453	659,512	2,050	859,327
Total thrown upon mark't	2,878	\$995,667	4,001	\$1,037,214	3,812	\$1,172,705
ENTERED FOR	WARE	HOUSING I	URING	SAME PERI	OD.	
Manufactures of wool	235	\$27,832	286	\$105,974	253	\$85,217
go cotton	91	24,461	. 80	30,882	110	39,804
do silk	45	51,274	59	62, 131	46	42,080
do flax	144	32,424	393	46.:02	169	42,373
Miscellaneous dry goods.	18	11,934	68	23,314	3,051	55,306
Total	533	\$207,975	891	\$263,503	8,632	\$265,780
Addent'd for consumpt'n		592,433	2,463	659,512	2,080	839,327
Total entered at the port.		\$800,408	3,354	\$929,015		\$1,155,107

Receipts of Domestic Produce.

The receipts of domestic produce since January 1, 1878, and for the same period of 1877, have been as follows:

					-
	Since Jan. 1,'78	Same time 1877		Since Jan. 1,'78	Same time 1877
	0.001	7.010	Dital	2 500	0.010
Ashespkgs.	3,261	5,910	Pitchbbls.		
Breadstuffs-	3 404 050	2 742 440	Oil cakepkgs.	371,483	271,814
Flourbbls.	3,461,356	2,518,418	Oil, lardbbls.	14,386	15,605
Wheatbush.	50,493,979	13,783,604	Peanutsbags.	54,599	81,153
Corn "		28,376,166	Provisions-	4 000 00	
Oats "	12,417,854			1,009,224	
Rve "	3,277,332			2,585,053	1,879,836
Barley& malt "	3,988,202	3,990,822		1,037,092	
Grass seedbags	149,401	119,029	Eggs "	407,201	406,116
Beans bbls.	58,053	63,547	Pork "	185,856	142,862
Peas bush.	540,332		Beef "	42,267	33,282
Corn mealbbls.	158,558	188,210	Lard "	585,747	325,997
Cottonbales.	691,623			35,900	31,762
Hemp	2.70	6,005	Rice pkgs.	33,384	29,975
HidesNo.	130.582	167.56	Starch	363,6 3	206,533
Hidesbales.			Stearine	16,259	15,861
Hops bales.			Sugarbbls.	1,266	726
Leather sides.				15,952	12,626
Molasseshhds.			Tallowpkgs.	65,509	57,515
Molassesbbls.		69,397	Tobacco "	175,740	174,957
Naval Stores—	221,000	30,00	Tobaccohhds.	132.92	91,554
Crude turpbbls.	2,183	2.528	Whiskey bbls.	164.8:2	126,503
Spirits turp "	64,751		Wool bales.	71,178	87,658
Rosin	333,315		Dressed hogs. No.	19,938	62,622
	18,012			70,000	2,310,00
Tar	15,012	21,100	1		Andreas

PRICES CURRENT
Pot, first scrt Bb. 4%a 4
BREADSTUFFS—Seespecial report. BUILDING MATERIALS— Bricks—Common nard, aftoat M 2 25 @ 4 75
Philadelphia
Rockland. finishing
Black walnut
Hemlock boards, each
Cutspikes, all sizes
Lead, wh., Amer., pure dry. Zinc, wh., Amer., dry, No. 1 5 6 6 Zinc, wh., Amer., No. 1, in oil 6 9 Enriquente Eng., gold \$100 b. 165 6 170
BUTTER-(Wholessle Prices)- Pails, good to choice State & b. 18 2 33 West'n creamery g'd to ch
Western dairy, fair to pr 9 @ 13 CHKESE. CHKESE.
Western factory, g u to choose.
Liverpool gas cannel 12 00 2 13 00 Liverpool house cannel 12 00 2 13 00 ANTHRACITE—The following will show prices at auction or present schedule rates: last auction or p. L. & W. Pebn. D. L. & W. Pebn. Sched. Sched. Sched.
New- Sept. 35. N. Y. Port Johnst'n. \$3 55 \$ \$3 60 \$3 60
Grate 3 65 3 55 @3 70 3 80 3 55 Egg 3 75 4 21 4 20
York,
COFFEE— Bio, ord. car
Native Ceylongold. " 16 & 18 Native Ceylongold. " 15 @ 17 Mexicangold. " 14½ 4 16¾
Maracalbo
COPPER— Polits
American Ingot, Lake
DRUGS & DYES— A:um, lump, Am
Aloes, Cape
Brimstone Am roll
Camphor refined
Cream tartar, powderedcor. 31% 32 Croebs, Kast Indiagold. 5% 6%
Glycerine, American pure 16 6 17
Licorice paste, Calabia
Madder, Dutch
Quicksilvergold. 47 G 70
Rhubarb, China, good to pr 50 1 15 Sal soda, Newcastle. \$100 b, gold 1 12 20 Shell Lac, 2d & 1st English. \$\pi\$ b.cur. 17 6 20 Soda asb\$100 b. gold 1 65 6 1 20 Sagar of lead, white, prime, \$\pi\$ bcur.
Vitriol, blue.common
Mackerel, No. 1, Bay. 18 (0 60 20 00 00 00 00 00 00 00 00 00 00 00 00
Raisins, Seedless, new, per 5010.1741 do Layers, new
Citron
Dates
Sardines, Figurater box
do do quarters 3 @ 35 do State, 81 ced 3 ½ 5 5 do do quarters 3 ½ 4 4
Blackherries
Cherries a y mixed 13 17 Plums, Sale 14 0 15 Whordsburges 11 0 12

	THE CHRONICLE	
	GUNNIES.—See report under Cotton	
	North River shipping \$4 100 b 40 a 4	5
_	HEMP AND JUIK— American dressed	
% .	Russia clean gold @	
٠	Manila	7 %
	Jute " 4 2)
	Dry-Buenos Ayres, selected. # bgold 20 20 20 Montevideo, do 20 20	×
	Corrientes, do " 1816 19 60 11	1/4
	Orinoco, do 1846 19 California, do 1846 19 Matamoras, do 1646 17)
	Wet Salted—Buen. Ay, selected " 9 6 1! Para, do " 7 6	
	California, do " 9 @ - 9 Texas. do cur. 8 % @ 10	1/2
	E. I. stock—Cal. kips, slaught. gold 1: 4 12 Calcutta kips, dead green. 4 9% 10 Calcutta, buffalo 8 2 8	
	HOPS—	
4	New Yorks, com. to med	
	Eastern 5 @ 8 Wisconsin 5 @ 8 Old 1 @	
.	Yearlings	
	Para, fine	::
1	Guayaquil, pressed, strip	٠٠
	Panama strip. @ Carthagena, pressed	
1	Nicaragua, scrap	-
	Mexican, sheet	.
1	Pig, American, No.1	.
.	Pig. Scotch	
	Store Prices. Bar, Swedes, ordinary sizes. Fton 180 00 6132 50	
	Scroll	
	Sheet, single, double & trable, com. 3%44 4 Rails, American	١.
	Steel rails, American	
1	Ordinary foreign \$\Pi 100 lbs, gold 6 37\forall 3 6 40 Domestic, common	
	Sheet	6
1	LEATHER— Hemlock, Buen, A'res, h., m. & 1. 7 m. 20 @ 22! "California, h., m. & 1 20 @ 21!	٤
	" common hide, h., m. & l 1946 22	١
	Fough	
1,	rexas, crop. 25 26 MOLASSES-	1
١.	Cuba, clayed	.
	Barbadoes	
	Porto Rico	
1	TATA COTODUC	
ľ	Tar, Wilmington 2 20 6 2 375	
	Rosin, strained to good strd. W bbl. 1 37 % 1 42%	
	" low No. 1 to good No. 1 " 1 70 @ 2 15 " low No. 2 to good No. 2 " 1 50 @ " low pale to extra tale" 2 50 @ 3 75	
١.	" window glass " 4 00 @ 4 25	
1	NUTS—Almonds, Jordan shelled#lb. 47 @ Brazil	1
	Filherts, Sicily	
1	Pecan	
1	Otton seed, crude % gal. 40 @ 12	
	Linseed, casks and bols '59 @ 64	
l	Menhaden, crude Sound 27 6 10 Neatstoot, No. 1 to extra 60 90 Whale, bleached winter 50	
	Whale, crude Northern " 43 @ 45	
	Sperm, crude	
C	OIL CAKE— City, thin oblong, bags, gold, \$\pi\$ ton. Western, thin oblong (Dom.)cur " 28 50 29 00	1
P	PETROLEUM-	١,
	Crude, in bulk	1,
١.	Naphtha, City, bbls " 7% 3	
ľ	Pork, meas, spot	
	Pork, prime mess, West "	
	Beef extra mess	1
	Bacon, West, long clear # 5:50 Hams, smoked 10% 6:45	
R	ICE-	
	Louisiana, fair to prime	
g	Patna, duty baid	
3	Turk's Island	
4	Livernool, Ashton's fine \$880k 6 250	
ľ	Clover, Western	
	Canary, Smyrna	'
	Canary, Soundsh	
	flaxseed, American, rough	
-92	Linseed, Bombay? Le n., gold	and the second

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	SALTPETRE— Refined, pure	6 00 6 3 25 6	9
6	SILK— Tsatlees, No. 2 Taveaams, No. 1. Re-reeled Tsatlees, best Re-reeled Congoun, No. 1	A 75	•
	SPELTER— Foreign	5 57% a (5 00 5 25
	SPICES— Pepper, Batavia	128/2	18
	do white	@ @ 15 @	19 21 20
	Mace	80 @	51/4 51/4 10 85
	Pimento, Jamaica	@ 36 @ @	17 88 14
	SPIRITS— Brandy, foreign brands # gal!. Rum—Jam., 4th proof		00
	Whiskey, Scotch	3 00 a 3 9 60 a 4	00 90
	Domestic liquors— Alcohol		09½ 50
	STEEL— English, cast, 2d&1stquality # Egold English, spring, 2d & 1st quality" English blister, 2d & 1st quality"	8tore Pri 1446 646	16 6%
	English blister, 20 & 1st quality. " English machinery" English German, 20 & 1st quality " American blister	9 @ 9%@ 10%&	10 1/4 10 1/4 11 1/4
	American cast, Tool	@ @	16 9 10
	American German spring SUGAR— Inferior to common refining? b.	@ 6% &	····
-	Good refining	7% id 7% id 1% id 1% id	7% 7%
	Ceutrifugal, Nos. 7@13	7% @ 4% @ 6% @ 7% @	6¼ 7¼
	Refined—Hard, crushed Hard, powdered	6% @ 9% @ 9% @ 9% @	1/4
	do cut loaf	9 % & 9 @ 8% &	9% 9% 8%
	do off A	2 % @	8% የ% 7% 7%
	Molasses sugars fallow— Prime city	None.	•
	FEA-	18 @	2 (
	do Extra fine to finedo Extra fine to finest	Nomina 16 @	21
	do Super to flue do Ex. flue to fluest do Choicest Gunpowder, Com to fair	Nomina	82 45 1. 25
	do Sup. to fine do Ex. fine to finest do Choicest	Nomine	38 50 1.
	do Sup. to fine	27 60 33 60 14 60	33 · 15 15
	do do Sup.to fine	Nomina 17 @ 3 26 @ 3	3 -
	Oolong, Common to fair	19 6	15 18 8
	do Ex fine to finest	Nomina 18 @ 2 27 @ 3	8
1	do Kx.fineto inest	55 @ 7	
	Bancagold. & b Straits English refined Plates, 1. C., coke	121/4 1 50 @ 55	414
T	Kentucky lugs, heavy % b	14G 1	_
	Seed leaf—New Eng.wrappers 76-77 do fillers, 76-77. Pa. assorted lots, '76-77. Yara, I and II cuts, assorted	6 @ 10 8 m 10 73 @ 8	7 0 21 4
	Manufac'd, in bond, black work bright work	11 6 1	3
W	American Nos. 1 & 2	28 & 3 28 & 4 36 & 4 30 & 3	8
	Kxtra, Pulled	18 6 20 20 20 20 20 20	3
	Fair Interior Burry Burry am Marine unwashed	20 w 26 14 w 18 12 0 20) ;
	Cape Good Hope, unwashed Texas, fine, Eastern Texas, medium, Eastern S nyrna, unwashedgold.	25 (a) 30 22 (a) 25 21 (a) 25 13 (a) 15	•
	REIGHTS— To Liverpool: Coron	284	16
	Heav goods. % ton. 43 6 41 6 Corn blk & bgs. % hu. 7	22 6 30 0	
	Pozk bol.		(#E