

# THE Commercial AND Financial Chronicle

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A Weekly Newspaper,

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## The Chronicle.

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### PROSPECTS OF THE MONEY MARKET.

The expected relief to the money market, which we foreshadowed last week would come through the action of the Treasury, has been experienced during the past few days. In fact the turning point was reached last week Wednesday (August 13), the total balance in the sub-Treasury of gold and currency being on that day \$176,288,944 75, against \$163,483,414 on the last day of July, showing an accumulation by the Government, this month, up to that date, of \$12,805,530. That this increased Treasury balance was a direct drain upon the banks may be seen from the fact that the New York banks reported their total gold and legal tenders, Aug. 2, at \$77,307,500, while last Saturday, Aug. 16, the same total was \$63,527,200, or a loss of \$13,780,300. Since Aug. 13, however, the movement, as already indicated, has been in the opposite direction, the Treasury currency balance having fallen from forty-seven millions, Aug. 13, to forty-four millions, Aug. 21, or a decrease of about three millions. The stock speculation, also, being less active, the bank clearings have fallen off, and that has further contributed

to relieve the loan market. It is probable that the bank statement to be issued to-day, will reflect the change noted above in the Government currency movement, and that the coming week will see no interruption to a very gradual return to a more quiet condition.

But under the existing circumstances, and with the experience before us of the past two weeks, one would scarcely anticipate much below a 6 to 7 per cent money market during the next six weeks, except very temporarily. It must be remembered in the first place that Mr. Sherman has finished his funding operations and has therefore no interest in keeping the rates for money low. During the spring and early summer a 3 per cent market was indispensable for his success, so he very naturally yielded to any suggestion or arrangement which promoted that condition. Then again, although the Government's part of the funding arrangements is completed, decided changes must still be made before an actual settlement by the purchasers of the 4 per cents is reached. The first of October is now named as the date for closing the accounts with the banks. Say, that against the 54 millions of called bonds still outstanding and to be closed out by October 1st, there are only 18 millions of corresponding 4 per cents that have not been paid for and taken up—that is, that the Treasury is only carrying now for the subscribers 18 millions of these bonds; granting that, and we presume the statement is about correct, it includes the other fact, that between now and the 1st of October, the 4 per cents carried by the banks here and elsewhere, must be increased in the same amount, less what are sold in the meantime. As prices are at present low it is to be presumed that holders will be inclined to keep the bonds for a time and certainly not to force them on the market; and hence the conclusion would seem to be that the amount loaned by the banks on the 4 per cents must be an increasing item from now to the 1st of October. Furthermore, it is presumable, that, if Secretary Sherman carries out his present determination of closing all these accounts Oct. 1, he will have to draw further on the banks for more cash on or about that date, for it would appear hardly possible that this vast operation should be closed up without leaving a very considerable balance in the Treasury for bonds that had not come in. Every one can imagine reasons, and many of them, for delays and long delays in presentation. Besides, the date when interest was to stop has already passed, so that fact has lost much of its influence on bonds still outstanding.

We thus see, first, a probability that the action of the



Government between now and October 1 will affect the loan market by increasing the bank loans; and, second, a possibility that near the latter date the Treasury balance is likely to increase. These facts certainly point to a continuance of improved rates for money. There is another influence which may have an effect in the same direction later on, and that is the demand for currency to move the crops. Still, we are inclined to think that the inquiry on that account is rather overestimated. There are no shipments of currency to the West in progress now. Besides, we do not move the crops as we formerly moved them. There are national banks in almost every small town and checks and drafts largely take the place of currency. Then again, what we may send West and South is likely to be more than made good by the imports of gold from Europe. The cable dispatches stating that our 4 per cents and other Government bonds are being gathered up in London for shipment to this side instead of specie, are not true. London has not got the bonds floating on her market where they can be gathered up. On the other hand, the movement of our railroad and other securities is at present in the opposite direction. There is therefore no doubt about it, Europe will have to send us specie in very considerable amounts. We have received about 3 millions so far this month, and we have learned of 3 millions more afloat now. This must tend to make the market easier later on, when whatever balance the Treasury may start the month of October with, will be helping in the same direction, for from that date this balance will be gradually decreasing, that is returning to the banks and adding to their loanable funds.

Does not this review suggest to every mind the importance of an absolute change in our sub-Treasury system. Mr. Sherman is certainly not to be blamed for making money scarce the last two weeks. In fact there was no reason for its being scarce except a vicious system. How long will our people submit to see currency for Government operations taken out of the channels of commerce, perhaps at the very moment when it is most wanted, and locked up in a vault where it is doing nobody any good. Such a contrivance was well enough before the war, when a few millions measured the transactions of months; but it is a source of great evil now. Besides, it puts the money market at the will of a Government officer. We hope that Mr. Sherman, now that he has established specie payments and closed up his funding operations, will confer another benefit on the country by devising a new system which will be less burdensome to the people, and put an end to Government influence on the money market.

#### FREE SHIPS AND NO SHIPS.

The summary of trade figures for the past fiscal year shows, as our readers have seen, that the domestic exports were the largest ever known, about 700 millions, and this year they promise to be larger still. How much of these vast merchandise exports have gone out or are to go out in American vessels, and how our American shipping interests are affected by the movement, is a subject worth examining, even if we say things which have been said many times before.

In the year ending June 30, 1878, 10,594 American vessels, of 3,642,417 tonnage, entered, in the foreign trade, and 10,872 cleared, of 3,872,203 tonnage; 20,202 foreign vessels entered, of 10,821,387 tonnage, and 20,492 cleared. The foreign vessels in this trade, reckoned by numbers, were 66 per cent of the whole; by tonnage, 75 per cent. Half a century ago, the total

foreign trade was 160½ millions in value, of which about 89 per cent was carried in American vessels. In 1850, this proportion was 72½ per cent; in 1860, 66½; in 1865, 27½; in 1870, 35½; in 1878, 26½. The past quarter century has more than reversed the proportions, thus: 1853, 69½ American, and 30½ foreign; 1878, 26½ American, and 73½ foreign. The decrease is absolute as well as proportional. The value carried in American vessels, in 1853, was 346 millions; in 1878, 313 millions; in 1860, 507 millions. Thus, not only have foreign vessels taken every dollar of the increase in our foreign trade, but have absorbed a large share of what used to go in American vessels. And that this unfavorable change is still in progress appears from the following brief comparison of entrances and clearances of American and foreign vessels respectively, in the foreign trade, during each twelve month ending March 31, 1875-9.

Year ending	ENTERED.				CLEARED.			
	American.		Foreign.		American.		Foreign.	
Mch. 31.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
1875....	11,507	3,648,277	18,043	8,574,896	11,738	3,787,670	18,406	8,690,135
1876....	11,105	3,613,439	17,305	8,581,853	11,327	3,735,806	17,500	8,636,669
1877....	10,796	3,658,778	17,687	9,580,773	10,877	3,761,915	17,641	9,495,092
1878....	10,725	3,633,942	20,161	10,616,325	10,955	3,853,732	20,332	10,668,496
1879....	10,031	3,563,182	21,194	12,208,676	10,070	3,632,432	21,192	12,208,512

It is, of course, notorious to everybody that this country is endowed abundantly with materials for ship-building; we have forests, and iron, and coal, and can produce what would be the delight of ultra protectionists, literally "American" ships. The skill is not lacking, nor is the energy, nor the competitive disposition. Whatever profit can be made in carrying foreign freights, Americans are quite willing to make. On the other hand, it is not distinctly enough understood that an American line, appealing for custom especially and mainly as being such, would not get business. It would be gratifying, of course, to see the national flag carried, but when people come to seek passenger accommodations they would look at the vessel itself rather than look up at the flag. A sentiment of nationality would not secure passengers, and merchandise has no sentiment at all. Other things being equal, American lines might secure preference, but other things would have to be strictly equal. It would be a matter of business, and the best managed and most advantageous line would succeed in the competition.

The late war, of course, threw the carrying trade into the hands of Europe. Iron has taken the place of wood; the screw propeller has displaced the paddle-wheel; the compound engine, combining high with low pressure, has displaced the old type; the result is that the economical and profitable vessel of to-day is an iron steamer combining all improvements in the steam engine. The plain fact is that we have not such vessels now, because we cannot build them at the same price they can be built elsewhere. The reasons why this is so are of no consequence in this examination; to admit and emphasize the fact is enough. Here come in our antiquated navigation laws--antiquated in date and more so in substance--and prohibit the doing of what might be done. No vessels, say those laws, shall be American vessels and shall carry the flag unless duly registered. Vessels built here and owned wholly by citizens of this country; vessels captured in war by citizens of this country, and lawfully condemned as prizes; vessels forfeited for a breach of the laws, if owned wholly by American citizens; all such vessels--"and no others"--(with an unimportant exception) are entitled to registry.

The facts of the case then are, that the question of cost prohibits the American capitalist from employing American vessels; the law takes up the disadvantage of the situation where these facts leave it, and carries it on



by prohibiting him from employing foreign-built ones. The theory is that American shipping interests must be protected; hence that Americans must own no ships which are not built here, owned here, and officered here. But if such ships cannot be profitably built and run, holding their own in the competition for the foreign carrying trade, then such provisions are superfluous, for nobody needs to be prohibited from doing what is not profitable; on the other hand, if it is unprofitable to use American ships, the law cannot compel their use. It does not attempt to do so. The result is precisely what was inevitable. With a "shall not" of law on one side, and a "cannot" of fact on the other, the result is a "does not;" so Europe continues the carrying, and the race of American sailors is becoming extinct. The law thus operates exclusively for the benefit of foreigners, to whom we owe no grudge, but for whom it is not the business of this country to legislate; nevertheless, the law as it now stands is as really in their interest as it would be if it forbade Americans, on the severest penalties, from having any connection with ocean navigation.

The situation is certainly one which no thoughtful person can view with indifference. Not that it is of much consequence, sentimentally speaking and as a matter of pride, whether Britannia or some other nation "rules the waves"; but it is of consequence whether, in case of war, this country has a marine or the capability of enlarging one, and, beyond this, it is a very material question of dollars and cents. Here is a large business—the carrying of some thousand millions of goods every year, at a profit to somebody; and there is no reason why this profit should not be contested as well as any other. Then, again, it is both unbusiness-like and unnatural to compete with England and France in the world's markets, and have no outlet for our goods but foreign bottoms. In the first place, then, the carrying trade is itself worth having, and (what is of even more importance) our export trade to some countries where its extension is of vast concern to us—for example, to South America—is very seriously debarred by the absence of direct lines, our goods losing their advantages by the round-about way they must take to get there. It is idle to suppose that any capitalist will run vessels because the thing ought to be done, or because it would be to the advantage of somebody else; if he cannot see a profit for himself he will hold off until he can, and that is what he is now doing.

Nor is it true that to buy and run foreign-built ships would be of no help to ship-building here; it would make navigators, create a trade in some quarters which would demand more accommodation, turn attention to the subject, and be of great indirect aid. And suppose it would be of none whatever—what then? The present laws practically stand on the absurd proposition that no ships at all are better than foreign-built ships; that it would be worse to let the national flag fly over anything not exclusively American than to leave the carrying trade in foreign hands. It is better that the goods go in foreign bottoms, under a foreign flag, and on foreign account, than in foreign bottoms under the American flag and for American account! A part of a loaf is thus declared to be worse than no bread; and for the sake of what cannot be had at present, what could be had is refused. The logic is worthy only of a pouting child who refuses his supper outright because denied some particular dish he fancies. As for the subsidy plan—which is the pet remedy of all who uphold the navigation laws and do not go to the extreme of wishing the ocean were a mass

of fire, so that it would be impassable—the logic of that resembles the logic of first starving a man into weakness and then restoring his strength by stimulants. We have no ships; we cannot profitably build ships at present; the laws do not permit us to buy ships; therefore, let us make ship-building profitable by putting a bounty on it. This does not bear the test of common sense. It will be soon enough to talk of artificial aid to private enterprise from the public treasury when the hindrances which the law now keeps on are removed. For the law now aims to favor the ship-building interests by banning the ship-running interests. But in the first place, the former is not such a vital one that everything else should be placed at its feet and the public treasury be opened to it; next, the two interests are closely inter-linked, but the law, by weighting one with the other, and attempting to enforce their connection, paralyzes both and misses its object. Has not the country been long enough under the depression of this senseless dogma of all American ships or no ships?

#### THE FISHERIES QUESTION.

Within the last few days facts of some importance have come to light regarding the much disputed Fisheries Question. It was known that communications were made to the British Government by Mr. Evarts, on the unsatisfactory character of the present arrangement, towards the close of the last session of Congress. What were the particular points insisted upon in those communications did not at the time transpire. It now appears that Mr. Welsh, our late Ambassador to the Court of St. James, on the eve of his leaving London, deposited a demand on the British Government for \$103,000 damages for the Fortune Bay grievance. Of course the amount thus involved is trivial, but the fact is important because through it the fishery question may be regarded as fairly opened.

It is certainly much to be regretted that any difference should continue on this subject after all that has been done to set it at rest. It is now some thirteen years since the reciprocity treaty came to an end, and nine years since—after much interesting and friendly correspondence, beginning with the fishery difficulties, which were experienced immediately after the termination of the treaty of reciprocity—the Treaty of Washington was signed. It required seventy-eight sittings, each of about four hours' duration, of the Joint High Commission appointed under that treaty, before a conclusion was reached. That conclusion when reached was very unsatisfactory and was accepted only under protest. But since the payment of the award the operation of the treaty has been even less satisfactory than the award itself. And so it stands to-day an open, irritating question.

The so-called Fortune Bay outrage, which occurred towards the close of last year, has given a sharp character to the whole question. It is claimed by the American Government that the American fishermen were made to suffer loss while acting within the stipulations of the treaty. It is claimed by the British Government that the American fishermen, both by the kind of nets they used and by the time they chose for fishing, acted in violation of certain local laws, which justified interference. After a somewhat exhaustive investigation Lord Salisbury refused to interfere, mainly on the ground that respect ought to be paid to the local laws. But Mr. Evarts is not prepared to allow the matter to drop. The demand for damages in fact necessitates the re-opening of the whole question. We do not mean that there is any intention of making any claim for



abatement or any request for a reconsideration of the amount of award, based on the subsequent ill-treatment of our fishermen or the continued non-recognition of their treaty rights. The present claim is solely for a specific grievance, and is to be considered without reference to the amount of the Halifax award. A Washington dispatch states that Mr. Welsh was instructed to base the claim for \$103,000 upon the actual loss and damages sustained by American fishermen in consequence of the violent invasion of their treaty rights at Fortune Bay, and to obtain some security against the recurrence of similar offences in the future. The existing conditions are a constant source of national misunderstanding, and it is therefore very important that some steps shall be taken by the British Government to do away with the local prohibitory laws of the Canadian provinces which now practically override and nullify the treaty provisions.

That a final settlement may be reached would seem to be probable, though it is admitted that there are some difficulties in the way of having the whole question reopened. The British Government cannot take action without the consent of the Colonies. An amicable and satisfactory settlement, however, is surely not impossible, and we are encouraged to hope for such a settlement. The London *Times* states "there is no reason to believe that an international convention on the subject would meet with serious objections, either on the part of the Imperial or the Colonial governments, provided the question was dealt with in its entirety, and not merely a revision of the recent arbitration at Halifax attempted." There is a smack of official sentiment about that utterance, and it seems to indicate the direction in which a solution is to be found.

#### LIFE INSURANCE CONDITION AND PROSPECTS.

In looking over the State Insurance volumes lately received, some interesting changes are to be noted. In the first place, the number of companies included in the report of the Insurance Department for 1878 is the same as in that for 1877—15 companies located in the State and 19 located elsewhere, although one of the 15 has broken down since the volume was made up. Of the maximum number ever in existence in the State at one time, forty-one—some of these, however, having had scarcely more than a legal existence—two-thirds are gone; of the remaining 14, 4 started since the war, 1 during the war, and 9 before the war; of the companies which have disappeared, 27 started since the war, 5 during, and only 1 before it. The following is a condensed summary of the past year's business of all companies operating in this State, compared with each of the three previous years.

	(34 Co's.) 1878.	(34 Co's.) 1877.	(38 Co's.) 1876.	(45 Co's.) 1875.
Premiums.....	\$57,236,334	\$62,933,690	\$72,056,698	\$83,788,511
Other receipts.....	23,226,665	23,228,454	24,301,885	24,856,571
Total receipts.....	\$80,462,999	\$86,162,144	\$96,358,583	\$108,645,082
Paid claims.....	\$29,153,225	\$26,103,286	\$25,567,849	\$27,174,630
Paid dividends.....	14,637,449	15,397,369	16,187,128	17,900,604
Paid lapsed and surrendered policies.....	17,095,594	19,152,317	21,354,376	20,414,572
Total to policy holders...	\$60,886,268	\$60,652,972	\$63,109,353	\$65,489,806
Paid stockholders.....	249,349	366,784	334,410	364,062
Paid expenses and taxes....	10,992,050	13,327,577	13,174,418	14,128,592
Total expenditures.....	\$71,878,318	\$74,337,323	\$76,618,181	\$79,962,460
Income over expenditures.	8,584,681	11,824,821	19,740,402	28,682,622
Increase of assets.....	7,658,554	*10,985,741	4,263,351	15,861,085
Increase of surplus.....	2,889,420	477,546	814,524	1,922,683
Insurance issued.....	156,501,129	178,325,128	227,921,981	299,276,337
Insurance terminated.....	231,291,618	264,876,230	285,295,216	319,372,975
Insurance outstanding at end of year.....	1,430,921,223	1,556,106,323	1,735,995,190	1,793,659,660
Net decrease of insurance outstanding during year.	75,184,100	179,889,697	57,666,470	22,566,989

\* Decrease.

The companies for 1878 and 1877 being exactly the same, comparison between those two years may be made without qualification; comparison otherwise than between those two must not overlook the fact that the decline shown was in a very large degree caused by withdrawals of companies from the list, for the purpose of showing the general movement of the business would not be served so well if we should make all the figures include only companies at present doing business. Allowance for the effect of these withdrawals must particularly be made when examining the decline in premiums, and in insurance issued and outstanding; for instance, the decline in outstanding insurance, in 1877, was doubled by the withdrawals, and of the 633 millions of shrinkage in this respect since the top-wave year, 1872, about 185 millions belong to the withdrawals. In 1875, 3 companies expended more than their receipts; in 1876, 5; in 1877, 6; in 1878, 8. In 1875, 20 companies issued more, and 25 issued less, insurance than they lost from all causes; in 1876, 9 gained and 29 lost; in 1877, 4 gained and 30 lost; last year, a Philadelphia company alone did not lose. The issues were 133,095 in number, and \$299,276,337 in amount, in 1875; in 1876, 99,036 in number, and \$232,665,489 in amount; in 1877, 81,909 in number, and \$178,233,617 in amount; last year, 67,040 in number, and \$156,501,129 in amount. The following compares the four years in respect to the methods of termination, the amounts of insurance (but not the number of policies) being stated in thousands.

By—	1875. No. Amount.	1876. No. Amount.	1877. No. Amount.	1878. No. Amount.
Death.....	9,002 \$24,988	8,382 \$22,702	7,804 \$20,426	7,655 \$20,890
Expiry.....	5,772 7,309	2,959 6,771	4,433 9,456	8,515 18,199
Surrender...	29,174 79,774	33,004 84,548	33,631 89,017	25,805 72,489
Lapse.....	61,055 142,903	49,549 123,652	44,470 98,800	32,090 78,936
Change.....	5,937 21,251	4,234 15,900	4,907 21,033	5,663 21,178
"Not taken"	18,461 43,144	13,445 31,720	10,751 25,640	7,494 19,597
Total.....	129,404 \$319,372	111,573 \$285,295	106,046 \$264,376	87,222 \$231,291

The figures of surplus above given are "as regards policy-holders," that is, without counting capital stock as a liability; hitherto, the Insurance Department, left without statutory instructions, has followed the lighter rule, but the law of last May (already summarized in these columns) applies hereafter the severer one of counting stock as a liability. By that rule, three companies in the State, and one outside, show an impairment of capital; a year ago, there was a fourth one, which was afterwards closed. We compile the following table showing the proportion of the leading items of assets to the whole assets.

	New York Companies.—				All Companies.—			
	1875.	1876.	1877.	1878.	1875.	1876.	1877.	1878.
Real estate.....	7.05	8.03	9.99	11.46	5.61	7.17	7.98	10.69
Mortgages.....	60.38	59.01	53.45	49.77	54.47	53.48	50.70	44.33
United States bonds	7.37	9.38	11.65	11.31	5.70	7.46	9.08	10.39
Other securities.....	8.67	10.65	13.88	16.82	12.61	13.60	15.73	17.55
Prem. notes & loans.	5.55	4.29	3.34	2.94	12.43	10.16	8.29	7.20
Prem. def'd & unp'd	2.82	1.74	1.42	1.29	2.16	1.36	1.17	1.03

There is an increase of three and a half millions in the real estate holdings of companies of this State, during the year, and of seven and a half millions in that held by outside companies. In case of the New York companies, there is a decrease from 1877 in the absolute as well as the proportionate amount of all the above-named items, except real estate, "other securities," and governments, the increase in the last being nominal; other-State companies show increase in real estate, "other securities," and governments, with a decrease in the other three. The absolute movement of the several items, during the four years, follows pretty closely that indicated by the above ratios. The slight decline in deferred and unpaid premiums—these being mostly quarterly and half-yearly by ones not yet due—has no particular significance; the decline in premium loans—



about two and a half millions, or 30 per cent, in the New York companies, and about eleven millions, or 33 per cent, in the other companies now doing business, during the past four years—marks the steady abandonment of a credit practice which has done vastly more harm than good; the absolute decline in mortgages is probably ascribable to the dullness of money; the increase in real estate is of course due to foreclosures. It would be interesting to know the comparative amounts of interest in default from year to year, but the reports do not furnish data for ascertaining this. Seeking some clue in the figures of the seven largest city companies, we find that none reports due interest separate from accrued, and two (one of them the Mutual) do not give the "interest due and accrued" on mortgages separately; of the other five, one shows an increase and four a decrease, in the amounts "due and accrued," during the last three years, the net movement being a decline. But this, although perhaps interesting, is too vague a calculation to have much value. The gradual increase in the amounts of real estate acquired by foreclosure is the only fact clearly shown by the returns. But, having so many times discussed this part of the subject, we need not now show at length why overdue interest and foreclosures are not necessarily injurious to a life insurance company. They may cause loss to it, but this does not follow of course; it depends upon the sagacity of the appraisal upon which the loan was originally made. A temporary loss of interest is very likely to be the first consequence; but if loans have been made with ordinary care it is likely to be the worst one. The company buys in at a sacrifice—not infrequently at less than the face of the debt—and it is the strongest of holders, able to wait for better times before selling. Foreclosure sales at less than the loan do not always mean a permanent disappearance of all the margin on which the loan was made; the market will come up again, and thus will give opportunity for coming out whole. For example, as showing how it has already rallied, we learn of a piece of foreclosed property for which one of the largest companies recently refused an offer that would have netted a clear profit of \$50,000.

As to the future, there is nothing encouraging in the bare fact that while several companies held their position as respects the volume of outstanding business in 1877, there was only one which did this in 1878. Nevertheless, we do not count even that fact discouraging, qualified by the other facts, as it fairly must be. The reactionary movement from the too swift growth of 1860-'72 must again re-act. The weak companies have dropped off, and the faults of the system have been in a measure corrected. The field for and need of its work are certainly not less than ever; it has proved itself by endurance, and is in a position, with good management, to share in the general improvement which has begun this year. It may be that the disposition to wait for better times has lasted already too long with the companies; at least, it is not necessary to retain it longer now. We incline to think that 1878 will prove to have been the year of extreme depression in the business.

#### THE CENTAL OR NEW HUNDREDWEIGHT.

It is now some time since we called the attention of our readers to the efforts which were being made to have the cental system, already, since January last, in use in England, introduced into this country. In these efforts the New York Produce Exchange, as has been most meet, have taken the leading part. As far back as December of last year the board of managers of the Produce Exchange, believing that the time was

favorable for the adoption of the cental system throughout the country, entered into correspondence with other commercial associations to ascertain whether they would co-operate with them in a movement to make all transactions in produce exclusively by weight, after some early date should be agreed upon for that purpose. The answers received from the different boards were so uniformly favorable, that on the 21st of May last the question was submitted to the members of the Exchange whether they were willing to adopt the cental system in all their transactions, and was decided in the affirmative. In accordance with this united action, the board of managers have named October 1 as a suitable time for the introduction of the new system.

As we mentioned above, this system had its origin in England. It was the first great movement in that country to get rid of the old and inconvenient method in which there was such an endless variety of weights and measures. In spite of the progress which had been made in almost every other direction, in spite of the business enterprise which called for what was simple and easy, all the irregularities and inconveniences of hundreds of years ago had been allowed to remain. It was felt on all hands, however, that a change was necessary, and that a new system, marked by uniformity and simplicity, was imperatively called for. During the course of last year, the British Parliament passed the "Weights and Measures Act," by which it was provided that the imperial pound or pound avoirdupois should be the unit of all transactions by weight in Great Britain, and that it should be left with the Board of Trade to determine what multiples of the pound should be adopted for general use. On the recommendation of the Board of Trade the Queen, by an order in Council, approved of the "Cental or New Hundred Weight" as a new denomination of standard, and directed that the same be a "Board of Trade Standard." The act, as we have said, came into operation at the commencement of the present year. It is to be borne in mind that the old system has not been formally abolished by law in England. It is still competent to conduct business by the old standard of weights and measures. But the new system, formerly in use in Liverpool, having obtained the sanction of law, and having all the advantages of uniformity and simplicity, is gradually winning its way into favor, and threatens at an early day to completely supplant the old. It was very natural, considering the close and intimate business relations which subsist between this country and Great Britain, that the change introduced there should beget a desire for a similar change here. And we have little doubt that, although we have not deemed it necessary to call for any legislative interference, the experience on this side will be equally encouraging. The Boston Produce Exchange has already followed the example of that of New York, and it is confidently expected that the same action will be taken by at least twenty-one similar organizations.

The new system substitutes weight for measure, and simplifies the standard of weight. According to the new arrangement the "Cental or New Hundred Weight" will signify 100 pounds, not 112 pounds as formerly. The unit of transactions is to be the pound avoirdupois. The recommendation of the Produce Exchange to the several trade committees is "that after October 1 all their dealings in 'grain, flour, meal, provisions, lard, tallow, butter, cheese, 'petroleum, naval stores, oils, hay, salt, seed, dried fruit, live 'and dressed stock, and all other articles of produce that are 'or may be dealt in on the Exchange, with freights and 'storage thereon, shall be exclusively on the basis of weight;' that the unit of transactions be the pound avoirdupois, and that the multiple thereof be the cental or 100 pounds avoirdupois. Under this arrangement, the old divisions of 56, 28, 14, 7, will give place to 50, 20, 10 and 5 pounds. On the principles here laid down, after October 1 all business at the Produce Exchange will be conducted. It will be left to merchants outside to buy and sell as they may think fit. The same liberty is left to grocers and small traders generally. So far however as the influence of the Produce Exchange extends, the new system will be followed. Some little difficulty has been anticipated in the matter of liquids. It is the intention of the managers of the Exchange to leave it to a committee of our most prominent wholesale grocers to determine the weight to be used for a gallon of vinegar; and the Importers' and Grocers' Board of Trade are to determine the weight for molasses and syrups. The weight for oils has already been fixed at seven and a half pounds to the gallon. It is intended that the barrel



of flour shall be 218 pounds, and quoted and sold per 100 pounds, or two centals less 18 pounds tare.

Such is the new system, and such is to be its application. It is probable that for a time some difficulty may be experienced. Backed up, however, by the different Boards of Trade throughout the country, and having the approval and encouragement of the Government, the success of the cental system may be already regarded as secured.

## Monetary & Commercial English News

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

EXCHANGE AT LONDON— AUGUST 8.			EXCHANGE ON LONDON.		
On—	Time.	Rate.	Latest Date.	Time.	Rate.
Amsterdam	Short.	12-1 @ 12-2	Aug. 7	Short.	12-03
Amsterdam	3 mos.	12-3 <sup>3</sup> / <sub>8</sub> @ 12-3 <sup>7</sup> / <sub>8</sub>	Aug. 7	Short.	25-32
Antwerp	"	25-46 <sup>1</sup> / <sub>4</sub> @ 25-51 <sup>1</sup> / <sub>4</sub>	Aug. 7	"	25-29 <sup>1</sup> / <sub>2</sub>
Paris	Short.	25-27 <sup>1</sup> / <sub>2</sub> @ 25-37 <sup>1</sup> / <sub>2</sub>	Aug. 7	"	"
Paris	3 mos.	25-42 <sup>1</sup> / <sub>2</sub> @ 25-47 <sup>1</sup> / <sub>2</sub>	"	"	"
Hamburg	"	20-60 @ 20-65	Aug. 7	Short.	20-49 <sup>1</sup> / <sub>2</sub>
Berlin	"	20-61 @ 20-64	"	"	"
Frankfort	"	20-61 @ 20-65	"	"	"
Leipzig	"	20-61 @ 20-65	"	"	"
St. Petersburg	"	24 <sup>1</sup> / <sub>2</sub> @ 24 <sup>1</sup> / <sub>2</sub>	Aug. 5	3 mos.	25 <sup>1</sup> / <sub>2</sub>
Copenhagen	"	18-48 @ 18-52	Aug. 7	3 mos.	116-00
Vienna	"	11-82 <sup>1</sup> / <sub>2</sub> @ 11-87 <sup>1</sup> / <sub>2</sub>	Aug. 7	"	47-45
Madrid	"	46 <sup>3</sup> / <sub>8</sub> @ 46 <sup>7</sup> / <sub>8</sub>	"	"	"
Cadiz	"	46 <sup>3</sup> / <sub>8</sub> @ 47	"	"	"
Lisbon	90 days	52 @ 52 <sup>1</sup> / <sub>8</sub>	"	"	"
Genoa	3 mos.	28-37 <sup>1</sup> / <sub>2</sub> @ 28-42 <sup>1</sup> / <sub>2</sub>	Aug. 7	3 mos.	27-90
New York	"	"	Aug. 7	60 days	4-83
Alexandria	"	"	Aug. 5	3 mos.	96 <sup>3</sup> / <sub>8</sub>
Bombay	60 days	1s. 7 <sup>3</sup> / <sub>4</sub> d.	Aug. 7	6 mos.	1s. 8d.
Calcutta	"	1s. 7 <sup>3</sup> / <sub>4</sub> d.	Aug. 7	"	1s. 8d.
Hong Kong	"	"	"	"	"
Shanghai	"	"	"	"	"

[From our own correspondent.]

LONDON, Saturday, August 9, 1879.

The adverse American exchange and a small shipment of eagles to New York have given some steadiness to the money market, but beyond this no effect has thus far been produced. The rates of discount remain the same, the quotation for three months' bills being only  $\frac{1}{8}$  per cent per annum, the supply of money being still very large, while that of bills continues to decrease. There is no prospect of any improved demand for money at present, but a better feeling is reported in mercantile circles, and, in some localities, a larger trade is in progress. The condition of the iron trade is certainly better, and reports from Birmingham state that in some factories the operatives were working full time. The general trade of the country is, however, quiet, but there is more disposition to extend business, and this would possibly resolve itself into something tangible were the weather to become favorable to the crops. Unfortunately, the weather is still very unsettled, and there are scarcely any signs of harvest. In fact, there is much grass yet to be cut, and bright days being few, very slow progress is made. It was thought that wheat-cutting would be commenced about the 10th of August, but it is impossible to say when the crop will be ready, even in early localities. There is, however, no upward movement in the value of wheat, the large shipments from America keeping the trade in a very quiet condition. America alone is just now meeting our requirements, and the probability is that in September and October our importations will be upon a very large scale. Our expenditure for wheat and flour during the coming season will certainly be large, but prices are far from excessive, which is a very important consideration when taken in connection with the gold market and the money market. Both are uninfluenced at present, only a small supply of American eagles having been sent to New York. The present quotations for money are as follows:

	Per cent.	Open-market rates—	Per cent.
Bank rate	2	4 months' bank bills	1 <sup>1</sup> / <sub>4</sub> @ 1 <sup>3</sup> / <sub>8</sub>
Open-market rates—		6 months' bank bills	1 <sup>3</sup> / <sub>8</sub> @ 1 <sup>3</sup> / <sub>4</sub>
30 and 60 days' bills	7 <sup>3</sup> / <sub>8</sub>	4 & 6 months' trade bills	2 @ 2 <sup>1</sup> / <sub>2</sub>
3 months' bills	7 <sup>3</sup> / <sub>8</sub>		

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

	Per cent.
Joint-stock banks	1
Discount houses at call	1 <sup>1</sup> / <sub>2</sub>
do with 7 and 14 days' notice of withdrawal	3 <sup>1</sup> / <sub>4</sub>

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 three previous years:

	1879.	1878.	1877.	1876.
Circulation, including bank post bills	29,990,982	28,481,181	29,259,906	29,250,979
Public deposits	4,453,353	3,622,089	5,276,390	5,440,031
Other deposits	32,262,280	19,986,659	21,640,789	27,992,567
Government securities	16,802,193	14,967,178	14,990,554	15,617,896
Other securities	17,469,385	18,309,896	18,027,819	16,181,455
Res'v of notes & coin	20,708,228	8,602,963	12,172,803	19,876,523
Coin and bullion in both departments	35,368,023	21,780,048	26,071,553	33,802,173
Proportion of reserve to liabilities	55-89	35-98	44-5	58-88
Bank rate	2 p. c.	4 p. c.	2 p. c.	2 p. c.
Consols	97 <sup>3</sup> / <sub>4</sub>	94 <sup>7</sup> / <sub>8</sub>	96 <sup>1</sup> / <sub>8</sub>	96 <sup>1</sup> / <sub>2</sub>
Eng. wheat, av. price	47s. 8d.	44s. 10d.	65s. 6d.	46s. 8d.
Mid. Upland cotton	6 <sup>1</sup> / <sub>4</sub> d.	6 <sup>3</sup> / <sub>8</sub> d.	6 <sup>1</sup> / <sub>16</sub> d.	5 <sup>1</sup> / <sub>8</sub> d.
No. 40 mule twist	9 <sup>1</sup> / <sub>4</sub> d.	10d.	10 <sup>1</sup> / <sub>4</sub> d.	10 <sup>1</sup> / <sub>2</sub> d.
Clearing-House return	102,473,000	95,288,000	85,357,000	82,667,000

The principal feature in the gold market has been a demand for bars for shipment to Spain, and a small supply has been taken out of the Bank to meet it. Silver is firmer and has slightly improved in value, and Mexican dollars have also realized higher quotations. The sale of Council drafts passed off more satisfactorily on Wednesday, the price realized being 1s. 7<sup>3</sup>/<sub>4</sub>d. the rupee. The following quotations for bullion are from the circular of Messrs. Pixley & Abell:

GOLD		s. d.	s. d.
Bar gold, fine	per oz. standard	77 9	@
Bar gold, refinable	per oz. standard	77 10 <sup>1</sup> / <sub>2</sub>	@
Spanish doubloons	per oz.	73 9	@
South American doubloons	per oz.	73 8 <sup>1</sup> / <sub>2</sub>	@
United States gold coin	per oz.	76 3 <sup>1</sup> / <sub>2</sub>	@
German gold coin	per oz.	76 3 <sup>1</sup> / <sub>4</sub>	@
SILVER.		d.	d.
Bar silver, fine	per oz. standard, nearest	51 <sup>1</sup> / <sub>2</sub>	@
Bar silver, contain'g 5 grs. gold	per oz. standard, nearest	51 <sup>3</sup> / <sub>8</sub>	@
Cake silver	per oz.	55 <sup>1</sup> / <sub>2</sub>	@
Mexican dollars	per oz., nearest	50 <sup>3</sup> / <sub>8</sub>	@
Chilian dollars	per oz.	50	@
Quicksilver, £5 17s. 6d.	Discount, 3 per cent.		

The following are the current rates of discount at the principal foreign markets:

Bank rate.	Open market.	Bank rate.	Open market.
Pr. ct.	Pr. ct.	Pr. ct.	Pr. ct.
Paris	1 <sup>1</sup> / <sub>2</sub> @ 1 <sup>3</sup> / <sub>4</sub>	St. Petersburg	5 4 @ 4 <sup>1</sup> / <sub>2</sub>
Brussels	2 <sup>1</sup> / <sub>2</sub> 2 @ 2 <sup>1</sup> / <sub>4</sub>	Vienna & Trieste	4 <sup>1</sup> / <sub>2</sub> 4 @ 4 <sup>1</sup> / <sub>4</sub>
Amsterdam	3 <sup>1</sup> / <sub>2</sub> 3 @ 3 <sup>1</sup> / <sub>4</sub>	Madrid, Cadiz & Barcelona	4 4 @ 5
Berlin	3 2 @ 2 <sup>1</sup> / <sub>4</sub>	Lisbon & Oporto	5 5 @ 6
Hamburg	3 2 <sup>1</sup> / <sub>8</sub> @ 2 <sup>3</sup> / <sub>8</sub>	New York	3 <sup>1</sup> / <sub>2</sub> @ 4 <sup>1</sup> / <sub>2</sub>
Frankfort	3 2 @ 2 <sup>1</sup> / <sub>4</sub>	Calcutta	6
Leipzig	3 2 <sup>1</sup> / <sub>4</sub> @ 2 <sup>1</sup> / <sub>2</sub>	Copenhagen	4 @ 4 <sup>1</sup> / <sub>2</sub> 4 @ 4 <sup>1</sup> / <sub>2</sub>
Genoa	4 3 @ 3 <sup>1</sup> / <sub>2</sub>		
Geneva	3 3		

The dividends of the principal English railway companies whose accounts are made up to June 30 have now been declared, and the results fulfil, in most instances, the worst estimates which were formed of them. At the same time they should not be considered, so very unsatisfactory when the depression of the past six months, owing chiefly to the extremely bad weather, is borne in mind. One distribution, viz., that of the Metropolitan District, is very satisfactory and was to a great extent unexpected. It may be pointed out, however, that this company still works at a high percentage as compared with the Metropolitan, the proportion of working expenses to gross receipts being last half-year 44-88, as against 34-78, and that in future it is probable that the expenses will occupy a diminished ratio. The Metropolitan dividend has been maintained, and among the "heavy lines," the Midland & Great Northern. The latter, however, is not a good one, as there was a considerable increase of traffic which has been absorbed by an increase in the fixed charges and working expenses, the latter being due to the larger mileage under working. The London Chatham & Dover pays an increased  $\frac{1}{8}$  per cent upon the 4<sup>1</sup>/<sub>2</sub> per cent Arbitration Preference, but in all other cases—except the Great Eastern, which again passes the dividend—there is a reduction of from  $\frac{1}{2}$  @ 1<sup>1</sup>/<sub>4</sub> per cent. In some of these cases, notably the North Eastern and in a lesser degree the North Western, considerable savings have been effected, but the majority have conspicuously failed in this respect.

Annexed is a list of the dividends declared, together with the amounts brought in carried forward, and also the dividends for the two previous half-years:

	Dividend per cent per annum.	Balance brought in.	Balance brought forward.	Divs. prev. half-year.	Divs. corres'g half-year.
Metropolitan	5	502	4,400	5	5
South Eastern	3	6,832	9,000	8	4
London & Brighton	3	5,906	5,093	8 <sup>1</sup> / <sub>4</sub>	4 <sup>1</sup> / <sub>4</sub>
Manchester & Sheffield	3 <sup>1</sup> / <sub>4</sub>	2,095	1,670	4 <sup>3</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>4</sub>
Great Eastern	Nil.	6,671	18,500	2 <sup>3</sup> / <sub>4</sub>	Nil.
North Eastern	5	34,237	Not stated.	7	6
Metropolitan District	1 <sup>1</sup> / <sub>4</sub>	435	1,173	Nil.	1 <sup>1</sup> / <sub>2</sub>
London Chatham & Dover	3 <sup>3</sup> / <sub>8</sub>	1,124	1,124	...	3 <sup>1</sup> / <sub>4</sub>
Lancashire & Yorkshire	4	9,253	Not stated.	6	4 <sup>3</sup> / <sub>4</sub>
London & South Western	4 <sup>1</sup> / <sub>2</sub>	16,747	3,300	6 <sup>3</sup> / <sub>4</sub>	4 <sup>3</sup> / <sub>4</sub>
North Staffordshire	1 <sup>1</sup> / <sub>2</sub>	921	340	...	...
Midland	5	35,717	10,500	5 <sup>3</sup> / <sub>4</sub>	5
London & North Western	5 <sup>1</sup> / <sub>2</sub>	33,533	Not stated.	7	6
Great Northern	4	2,869	Not stated.	6 <sup>1</sup> / <sub>2</sub>	4



The following analysis of the half-yearly accounts of the joint-stock banks of London, issued by Mr. W. Abbott, exhibits many items of interest. The dividends compare in some instances unfavorably with last year, but, on the whole, it is surprising how well they have been maintained.

PARTICULARS OF THE ASSETS, WORKING EXPENSES, PROFITS AND DIVIDENDS, ALSO THE RETURN TO PURCHASERS AT THE PRESENT QUOTATIONS FOR THE SHARES, &C.																					
BANK.	Cash in hand and at Bank of England.	Ratio per cent of cash to deposits and acceptances.	Investments in Government, &c., stocks.	Ratio per cent of investments to—		Bills discounted, loans and other securities, including cash lent at call.	Total assets (including buildings, &c.).	Number of establishments.	Working expenses.	Amount of rebate carried forward.	Net profits.	Rate per cent per annum of net profits on—		Balance of profit and loss account, including reserve fund.		Special amounts reserved or paid this half-year out of profits, &c.	Dividends for the past half-year.			Value of each share July 30, 1879, ex-dividend.	Paying per cent. to purchasers at present prices, calculated on the rate per cent of the dividends for the last two half-years.
				Paid-up capital and reserve fund.	Deposits and acceptances.							Total working resources.	Paid-up capital.	Brought forward, Jan. 1, 1879.	Carried forward, June 30, 1879.		Total amount.	Rate per cent per annum on paid-up capital.	Amount of the dividend per share.		
London & Westminster.	£ 3,749,295	151.16	£ 6,297,092	209.13	26.3	£ 16,820,288	£ 26,866,675	8	£ 80,431	not stat'd	£ 174,872	1.30	17.48	£ 975,692	£ 1,008,564	£ 34,872	£ 140,000	14	1 8 0	51.13	5.43
London Joint-Stock.	1,766,777	12.3	1,080,000	60	7.5	13,045,414	16,052,981	6	51,683	9,083	104,078	1.30	17.34	592,027	606,104	8,880	90,000	15	1 2 6	38	5.92
London & County.	3,148,439	12.16	3,434,023	152.8	13.11	18,165,339	27,515,906	158	146,968	21,710	140,193	1.02	18.69	767,584	772,777	.....	135,000	18	1 16 0	54.14	6.63
Union.	2,689,785	151.16	2,365,060	128.16	13.4	13,694,755	19,072,144	5	50,039	11,557	99,308	1.04	14.24	447,180	459,301	3,877	87,188	12.13	0 19 4.12	32.13	5.96
City.	548,075	94.16	307,304	37.3	5.16	5,481,690	6,366,877	8	28,387	3,942	45,450	1.43	15.15	208,713	224,162	15,000	30,000	10	0 10 0	13.13	7.40
Imperial.	*	*	139,450	17.7	6.14	2,892,072	3,038,171	1	13,713	2,235	20,604	1.36	6.10	108,782	109,135	.....	20,250	6	0 9 0	15	6.00
London & Southwestern.	327,446	21.16	275,460	131.16	18.1	1,073,918	1,736,795	37	17,875	1,422	7,066	0.81	7.06	11,039	12,105	.....	6,000	6	0 12 0	20.38	5.88
Consolidated.	*	*	311,153	32.13	10.8	3,454,444	3,946,349	5	16,707	4,922	43,463	2.23	10.86	165,241	168,704	2,400	40,000	10	0 4 0	6.38	6.27
Central.	206,804	20.13	72,506	58	7.1	835,991	1,150,746	6	11,631	1,350	4,500	0.78	9.00	28,043	28,543	.....	4,000	8	0 4 0	7.14	5.51
Alliance.	236,730	11	169,706	17.4	7.8	2,774,855	3,181,291	1	16,042	3,503	24,669	1.57	6.16	199,194	199,864	.....	24,000	6	0 6 0	9.13	6.31
Totals or averages.	*	*	14,452,354	113	15.3	78,238,766	108,927,935	...	433,476	.....	664,203	1.22	14.33	3,503,495	3,589,259	65,029	576,438	12.18	.....	.....	6.13

The Oriental Bank is curtailing the field of its operations,

and is about to relinquish its business at the Cape of Good Hope. The Bank of Africa, limited, has been started this week, the object of that undertaking being to take over the business of the Oriental Bank and to liquidate its affairs. There is to be no payment for good will, and only about £30,000 will be required to purchase the freehold premises and their contents.

Tenders were received at the Bank of England on Tuesday for £1,476,000 in Treasury bills, of which £1,056,000 were in bills at three months' and £420,000 in bills at six months' date. Tenders for the former at £99 15s. 10d. will receive about 90 per cent, and above in full; and those for the latter at £99 4s. in full.

The Board of Trade returns for July, and the seven months ended July 31, were issued yesterday, and they are rather more favorable. The following are the totals for the month and seven months:

	1877.	1878.	1879.
Imports in July .....	£36,150,820	£35,881,814	£30,186,072
Imports in seven months....	232,349,223	226,279,668	203,287,795
Exports in July .....	17,587,301	16,400,857	16,608,622
Exports in seven months....	112,821,431	111,061,257	105,435,115

The following figures relate to the seven months ended 31st

July:	IMPORTS.		
	1877.	1878.	1879.
Cotton .....	8,724,062	8,340,512	7,917,965
	EXPORTS.		
	1877.	1878.	1879.
Cotton .....	875,004	715,896	954,599
Cotton yarn .....	128,455,200	147,732,800	131,064,800
Cotton piece goods .....	2,199,484,500	2,061,750,700	2,018,360,600
Iron and steel .....	1,340,756	1,326,917	1,434,830
Linen yarn .....	11,316,127	11,096,500	10,621,800
Linen piece goods .....	110,710,837	101,912,150	96,788,500
Jute manufactures .....	65,624,277	65,181,100	91,327,500
Silk manufactures .....	976,531	1,078,144	1,014,836
British wool .....	3,915,825	3,811,878	4,156,600
Colonial and foreign wool .....	115,435,941	117,491,427	151,858,500
Woolen yarn .....	14,045,200	17,423,100	17,735,900
Woolen cloths .....	23,956,300	24,867,200	24,975,400
Worsted stuffs .....	116,819,900	118,090,800	107,807,100
Blankets & blanketing .....	3,401,000	3,585,400	2,878,600
Flannels .....	4,494,600	4,219,700	2,633,900
Carpets .....	3,502,900	3,455,700	3,383,000

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

To—	1877.	1878.	1879.
Yards.	Yards.	Yards.	Yards.
Germany .....	6,336,100	5,944,800	5,532,300
Holland .....	4,323,600	3,377,200	4,243,600
France .....	5,628,700	4,328,600	5,286,100
Portugal, Azores & Madeira.	4,992,900	4,827,900	4,384,600
Italy .....	7,416,200	3,980,000	6,303,600
Austrian Territories .....	1,162,400	1,048,000	1,256,900
Greece .....	1,766,700	4,431,800	2,013,100
Turkey .....	19,159,300	37,456,600	21,619,300
Egypt .....	9,883,100	7,276,000	6,921,300
West Coast of Africa .....	4,009,400	2,257,000	884,900
United States .....	8,367,000	3,436,800	6,087,000
Foreign West Indies .....	6,646,000	5,387,600	7,319,000
Mexico .....	4,032,600	1,931,600	4,895,700
United States of Colombia (New Granada) .....	4,913,900	5,056,200	2,973,200
Brazil .....	15,873,800	13,072,200	15,368,200
Uruguay .....	3,204,000	2,088,400	3,253,800
Argentine Republic .....	6,270,300	6,349,500	4,707,800
Chile .....	7,031,200	3,350,500	3,867,800
Peru .....	2,722,900	2,988,900	993,200
China and Hong Kong .....	35,074,500	21,463,400	30,886,300
Japan .....	3,438,300	4,246,400	6,615,400
Philippine Islands .....	4,832,900	4,841,300	8,151,200
Gibraltar .....	6,390,500	4,582,400	1,635,600
Malta .....	2,445,400	1,723,200	2,672,000
British North America .....	1,852,400	3,070,600	2,245,700
British West India Islands & Guiana .....	5,881,700	4,663,400	6,036,700
British Possessions in South Africa .....	4,419,800	2,853,500	4,441,000
British India—	2,354,000	3,208,500	3,501,900
Bombay .....	29,550,700	16,912,400	21,308,700
Madras .....	2,663,000	2,865,400	4,777,700
Bengal .....	90,197,500	71,474,800	66,695,900
Straits Settlements .....	11,458,600	6,770,300	8,207,200
Ceylon .....	2,214,400	1,624,000	1,173,400
Australia .....	5,576,400	5,326,500	4,480,200
Other countries .....	27,085,000	18,924,300	23,056,000
Total unbleached or bleached	248,705,800	199,795,200	203,797,300
Total printed, dyed, or colored	109,412,500	93,390,500	93,043,500
Total mixed materials, cotton predominating .....	1,056,900	854,300	1,965,500
Total .....	359,175,200	294,040,000	303,796,300

Other manufactures of cotton show as follows:

	1877.	1878.	1879.
£	£	£	£
Lace and patent net .....	62,316	125,146	142,064
Hosiery of all sorts .....	85,007	69,892	79,658
Thread for sewing .....	861,087	1,104,120	1,093,668
Other manufactures, unenumerated .....	80,154	88,672	79,365
Total value of cotton manufactures .....	5,180,793	4,372,960	4,334,254

The imports and exports of gold and silver during July have been as follows:

	IMPORTS.		
	1877.	1878.	1879.
Gold .....	2,249,198	1,013,379	1,221,131
Silver .....	2,280,725	627,649	799,426
Total .....	4,529,923	1,641,028	2,020,557
	EXPORTS.		
	1877.	1878.	1879.
Gold .....	1,948,561	1,886,428	612,585
Silver .....	1,692,257	951,159	692,568
Total .....	3,640,818	2,837,587	1,305,153



Owing to large exports from the United States, the wheat trade has been exceedingly quiet during the week, with no important movement in prices. The tendency has, however, been favorable to buyers.

During the week ended Aug. 3, the sales of home-grown wheat in the 150 principal markets of England and Wales amounted to 18,212 quarters, against 32,750 quarters last year; and it is estimated that in the whole kingdom they were 73,000 quarters against 131,000 quarters in 1878. Since harvest the sales in the 150 principal markets have been 2,438,820 quarters, against 1,842,100 quarters; while it is computed that they have been in the whole kingdom 9,755,250 quarters, against 7,368,470 quarters in the corresponding period of last season. Without reckoning the supplies furnished ex-granary at the commencement of each season, it is estimated that the following quantities of wheat and flour have been placed upon the British markets since harvest:

	1878-9.	1877-8.	1876-7.	1875-6.
Imports of wheat.cwt.	45,868,964	51,904,751	41,282,886	51,622,733
Imports of flour.....	8,409,969	7,674,527	6,264,713	5,889,448
Sales of home-grown produce.....	42,272,640	32,587,500	30,006,900	35,045,000
Total.....	96,551,573	92,166,838	81,613,599	92,557,181
Deduct exports of wheat and flour.....	1,729,570	1,601,996	843,931	902,912
Result.....	94,822,003	90,564,842	80,769,668	91,654,269
Average price of English wheat for the season.	41s. 1d.	50s. 3d.	53s. 11d.	45s. 11d.

The following figures show the imports and exports of cereal produce into and from the United Kingdom since harvest, viz., from the 1st of September to the close of last week, compared with the corresponding period in the three previous seasons:

	1878-9.	1877-8.	1876-7.	1875-6.
Wheat.....cwt.	45,868,964	51,904,751	41,282,886	51,622,733
Barley.....	9,724,353	13,423,125	12,230,433	7,900,877
Oats.....	10,962,195	11,623,984	11,334,371	11,703,492
Peas.....	1,535,743	1,760,454	1,259,297	1,380,303
Beans.....	1,606,452	2,667,070	4,209,860	2,867,560
Indian corn.....	35,917,726	35,383,246	32,177,814	28,971,079
Flour.....	8,409,969	7,674,527	6,264,713	5,889,448

  

	1878-9.	1877-8.	1876-7.	1875-6.
Wheat.....cwt.	1,566,373	1,513,444	796,569	872,589
Barley.....	107,072	62,576	50,472	24,045
Oats.....	95,512	111,340	85,995	356,405
Peas.....	24,903	19,929	22,869	38,582
Beans.....	16,777	19,762	31,540	10,611
Indian corn.....	476,634	238,772	496,187	48,595
Flour.....	163,197	88,552	47,362	30,323

#### 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 decreased £24,000 during the week.

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Silver, per oz.....	51 3/4	51 1/8	51 3/4	51 3/4	51 1/8	51 3/4
Consols for money.....	97 1/8	97 1/8	97 1/8	97 3/4	97 1/8	97 1/8
Consols for account.....	97 3/8	97 1/8	97 1/8	97 3/4	97 1/8	97 1/8
U. S. 5s of 1881.....	105 3/8	105 3/8	105 3/8	105 3/8	105 3/8	105 3/8
U. S. 4 1/2s of 1891.....	108 3/8	108 3/8	108 3/8	108 3/8	108 3/8	108 3/8
U. S. 4s of 1907.....	104 3/8	104 3/8	104 3/8	104 3/8	104 3/8	104 3/8
Erie, common stock.....	28 1/2	28 1/2	28 1/2	28 1/2	27 3/8	27 3/8
Illinois Central.....	90	90 1/2	90	90	90 1/2	90 1/2
Pennsylvania.....	42 1/4	42	42	42 1/4	42 1/4	42 1/4
Philadelphia & Reading.....	20 1/2	20 3/4	20 1/2	20 3/4	20	20 1/2

**Liverpool Cotton Market.**—See special report on cotton.

**Liverpool Breadstuffs Market.**

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Flour (ex. State) # bbl.....	23 6	23 6	23 6	23 6	23 6	23 6
Wheat, spr'g, No. 2, 100lb.....	8 8	8 8	8 8	8 8	8 9	8 10
Spring, No. 3.....	8 0	8 0	8 0	8 0	8 0	8 3
Winter, West, n.....	8 11	8 11	8 11	8 11	8 11	8 11
Southern, new.....	9 1	9 1	9 1	9 1	9 1	9 2
Av. Cal. white.....	9 0	9 0	9 0	9 0	9 0	9 0
California club.....	9 8	9 8	9 8	9 8	9 8	9 8
Corn, mix., West, # cent'l.....	4 9	4 8 1/2	4 9	4 8 1/2	4 8 1/2	4 8 1/2

**Liverpool Provisions Market.**

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Pork, West. mess. # bbl.....	48 0	48 0	48 0	48 0	48 0	48 0
Bacon, long clear, cwt.....	26 6	26 6	26 6	26 6	26 6	26 6
Short clear.....	26 6	27 0	27 0	27 0	27 0	27 0
Beef, pr. mess. # tierce.....	31 6	31 9	31 9	31 9	31 6	31 6
Lard, prime West. # cwt.....	30 0	30 0	30 0	30 0	30 0	30 0
Cheese, Am. choice.....	30 0	30 0	30 0	30 0	30 0	30 0

**London Petroleum Market.**

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Petroleum, ref. # gal.....	6 1/4	6 1/4	6 1/4	6 1/4	6 1/4	6 1/4
Petroleum, spirits.....	6 1/4	6 1/4	6 1/4	6 1/4	6 1/4	6 1/4

### Commercial and Miscellaneous News.

**IMPORTS AND EXPORTS FOR THE WEEK.**—The imports of last week, compared with those of the preceding week, show an increase in both dry goods and general merchandise. The total imports were \$7,427,788, against \$5,509,251 the preceding week and \$6,804,835 two weeks previous. The exports for the week ended Aug. 19 amounted to \$7,082,345, against \$6,979,850 last week and \$7,765,809 the previous week. The following are the imports at New York for the week ending (for dry goods) Aug. 14 and for the week ending (for general merchandise) Aug. 15:

#### FOREIGN IMPORTS AT NEW YORK FOR THE WEEK.

	1876.	1877.	1878.	1879.
Dry Goods.....	\$2,137,319	\$2,203,425	\$2,085,637	\$2,592,823
General mdse.....	3,042,276	5,071,892	4,212,459	4,834,965
Total week.....	\$5,179,595	\$7,275,317	\$6,298,096	\$7,427,788
Prev. reported..	185,514,617	203,515,042	175,564,546	189,266,978

Tot. s'ce Jan. 1...\$190,694,212 \$215,790,359 \$181,862,642 \$196,694,766

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

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending Aug. 19:

#### EXPORTS FROM NEW YORK FOR THE WEEK.

	1876.	1877.	1878.	1879.
For the week....	\$4,519,341	\$5,781,979	\$6,378,179	\$7,082,345
Prev. reported..	160,089,851	164,893,355	209,933,426	197,785,418

Tot. s'ce Jan. 1...\$164,609,192 \$170,670,334 \$216,311,605 \$204,867,763

The following will show the exports of specie from the port of New York for the week ending Aug. 16, 1879, and also a comparison of the total since January 1, 1879 with the corresponding totals for several previous years:

	1876.	1877.	1878.	1879.
For the week....	\$4,519,341	\$5,781,979	\$6,378,179	\$7,082,345
Prev. reported..	160,089,851	164,893,355	209,933,426	197,785,418

  

	1876.	1877.	1878.	1879.
For the week....	\$4,519,341	\$5,781,979	\$6,378,179	\$7,082,345
Prev. reported..	160,089,851	164,893,355	209,933,426	197,785,418

Total for the week (\$105,903 silver, and \$3,000 gold).....\$108,903  
Previously reported (\$9,779,709 silver, and \$1,939,768 gold).....\$11,719,477  
Tot. since Jan. 1, '79 (\$9,885,612 silver, and \$1,942,768 gold).....\$11,828,380

	1876.	1877.	1878.	1879.
For the week....	\$4,519,341	\$5,781,979	\$6,378,179	\$7,082,345
Prev. reported..	160,089,851	164,893,355	209,933,426	197,785,418

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

	1876.	1877.	1878.	1879.
For the week....	\$4,519,341	\$5,781,979	\$6,378,179	\$7,082,345
Prev. reported..	160,089,851	164,893,355	209,933,426	197,785,418

  

	1876.	1877.	1878.	1879.
For the week....	\$4,519,341	\$5,781,979	\$6,378,179	\$7,082,345
Prev. reported..	160,089,851	164,893,355	209,933,426	197,785,418

Total for the week (\$109,929 silver, and \$963,487 gold).....\$1,073,416  
Previously reported (\$3,473,655 silver, and \$1,004,757 gold).....\$4,478,412  
Tot. since Jan. 1, '79 (\$5,583,584 silver, and \$1,968,244 gold).....\$7,551,828

	1876.	1877.	1878.	1879.
For the week....	\$4,519,341	\$5,781,979	\$6,378,179	\$7,082,345
Prev. reported..	160,089,851	164,893,355	209,933,426	197,785,418

**CANAL TOLLS AND BUSINESS.**—Mr. G. W. Schuyler, the Canal Auditor, furnishes the following comparative statement, showing the total quantity (in tons) of each article cleared on the canals from Aug 8 to Aug. 14, inclusive, 1878 and 1879:

	1878.	1879.	Articles.	1878.	1879.
Tolls.....	\$28,468	\$38,606			
Total miles boats cleared.....	247,809	302,170			
Articles.	Tons.	Tons.		Tons.	Tons.
*Fur and peltry.....	44,996	42,801	*Hops.....	8	6
Boards & scantling.....	201	547	*Domestic spirits.....	68	6
Shingles.....	1,062	1,838	*Oil meal & cake.....	230	220
Staves.....	1,742	676	*Leather.....	9	8
Wood.....	1,543	2,013	Furniture.....	11	7
Ashes, pot & pearl.....	175	1,870	*Bar and pig lead.....	5	5
*Ashes, leached.....	7	2	Pig iron.....	1,568	1,278
*Pork.....	3	2	Bloom & bar iron.....	136	823
*Cheese.....	3	2	Cast'gs & iron w're.....	107	72
*Lard, tallow, and lard oil.....	105	9	*Domestic w'ens.....	525	437
Hides.....	5	10	*Domestic cottons.....	979	335
*Flour.....	98	229	Domestic salt.....	4,092	5,636
Wheat.....	12,283	40,520	Foreign salt.....	120	39
Rye.....	868	1,174	Sugar.....	1,016	2,627
Corn.....	25,222	26,376	Molasses.....	210	532
*Corn meal.....	5	5	*Coffee.....	10	5
Barley malt.....	537	226	Nails, spikes, and horseshoes.....	29	232
Oats.....	766	47	Iron and steel.....	177	270
Bran & ship stuffs.....	5	160	Railroad iron.....	287	1,394
Peas and beans.....	1	6	Flint, enamel, crock'ry, glassw.....	64	184
Apples.....	1	19	All other mdse.....	2,112	4,022
*Dried fruit.....	104	191	Stone, lime & clay.....	5,799	6,882
*Cotton.....	36	93	Gypsum.....	563	397
*Unmanuf. tob.....	36	19	Anthracite coal.....	22,106	17,334
*Hemp.....	3	19	Bituminous coal.....	8,707	5,031
*Clover & gr's seed.....	19	19	Iron ore.....	7,352	13,442
*Flaxseed.....	6	118	Petr'um or earth oil, cr'de & ref'd.....	897	103
			Sundries.....	8,043	5,447
			Total tons.....	155,040	186,372

Articles marked thus are in the "Free List."

—The attention of parties desiring to buy or sell first-class investment securities is called to the list advertised in another column of this issue.



# The Bankers' Gazette.

No National Banks organized during the past week.

## DIVIDENDS.

The following dividends have recently been announced:

Name of Company.	Per Cent.	When Payable.	Books Closed. (Days inclusive.)
<b>Railroads.</b>			
Bald Eagle Valley.....	2½	On dem.	
North Pennsylvania (quar.).....	1½	Aug. 27	
<b>Insurance.</b>			
Sterling Fire.....	3½	Aug. 16	

NOTE.—The Cleveland & Pittsburg dividend on p. 140 should be 1½ per cent, not 1½, as given.

FRIDAY, AUGUST 22, 1879—5 P. M.

**The Money Market and Financial Situation.**—Financial circles have been very quiet since our last report and at the Stock Exchange much less excitement has prevailed, while a material recovery is noted from the lowest prices of last week. The crop reports from the West and South are, upon the whole, quite favorable, and this presents the promise of a large tonnage for the railroads during the nine months from Sept. 1, 1879, to June 1, 1880, which in connection with the more efficient pooling arrangement on the trunk lines, and the general improvement in mercantile business, gives a very good prospect of a paying business for the railroads during the next twelve months. But it is a fact worthy of notice that the railroads have been doing a large business ever since the summer of 1877, and the annual reports lately issued—such as the Northwest to May 31, 1879, Texas & Pacific to May 31, 1879, St. Louis & San Francisco to Dec. 31, 1878, and Louisville & Nashville to June 30, 1879—all show a moderate decrease in their earnings as compared with the previous year.

The imports of gold from abroad have been so considerable in the past ten days as to attract a good deal of attention, and as a result of this withdrawal in London the cable reports that large amounts of bonds are made up for shipment to New York. More particular reference to these prospective shipments of bonds is made in an editorial article on the first page of this issue.

The money market has worked more easily this week, since the announcement from Washington that the final settlements by the banks for the balance of United States 4 per cent bonds, would be postponed till October 1, the amount yet unpaid for being understood to be about \$47,000,000. On call loans the rates have been 4@5 per cent on Government bond collateral, and 5@7 on stock collaterals. Prime paper is in demand at 5@6 per cent.

The Bank of England weekly statement on Thursday showed a decrease of £24,000 in specie, and the percentage of reserve to liabilities is up to 58 7-16, against 56 15-16 last week. The posted rate of discount remains at 2 per cent.

The last statement of the New York City Clearing-House banks, issued August 16, showed a decrease of \$5,343,500 in the excess above their 25 per cent legal reserve, the whole of such excess being \$1,408,550, against \$6,752,050 the previous week.

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

	1879. Aug. 16.	Differ'neces fr'm previous week.	1878. Aug. 17.	1877. Aug. 18.
Loans and dis.	\$274,311,000	Inc. \$1,375,000	\$235,555,400	\$243,896,300
Specie.....	19,553,200	Dec. 70,900	19,234,300	13,449,700
Circulation..	20,719,500	Inc. 37,400	19,325,600	15,545,900
Net deposits.	248,474,600	Dec. 4,755,600	217,834,700	213,414,600
Legal tenders.	43,974,000	Dec. 6,461,500	55,479,400	52,696,000

The Washington despatches of August 15 gave the capital and deposits of banks other than national banks, of bankers and of savings institutions, reported to the Commissioner of Internal Revenue during the months of June and July, 1879, for the six months ended May 31, 1879, also with the tax assessed thereon, as follows:

<b>Banks and bankers:</b>		<b>Savings banks with-</b>	
Av'ge actual capital..	\$195,007,892	out capital stock:	
Deposits.....	394,158,417	Av'ge actual deposits	\$739,055,640
Av'ge taxable capital.	150,911,152	Average taxable de-	
Deposits.....	394,155,876	posits.....	26,299,596
Tax.....	1,366,667	Tax.....	65,748
<b>Savings banks with</b>		<b>Total average actual</b>	
<b>capital stock:</b>		<b>capital.....</b>	<b>198,237,593</b>
Av'ge actual capital..	3,229,701	<b>Total deposits.....</b>	<b>1,168,634,114</b>
Deposits.....	35,420,057	<b>Total average taxable</b>	
Av'ge taxable capital.	2,993,672	<b>capital.....</b>	<b>153,906,824</b>
Deposits.....	21,853,188	<b>Total deposits.....</b>	<b>442,308,660</b>
Tax.....	62,122	<b>Total tax.....</b>	<b>1,494,538</b>

**United States Bonds.**—The Government bond market has been somewhat irregular, as the prices below will indicate. The announcement that the Government would not call upon the banks to make final settlements for their bonds till October 1

gave strength to the 4 per cents, and at the close to-day they are about 101@101½.

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

	Interest Periods.	Aug. 16.	Aug. 18.	Aug. 19.	Aug. 20.	Aug. 21.	Aug. 22.
6s, 1880.....reg.	J. & J.	*103¾	*103¾	*103¾	*103¾	*103¾	*103¾
6s, 1880.....coup.	J. & J.	*103¾	*103¾	*103¾	*103¾	*103¾	*103¾
6s, 1881.....reg.	J. & J.	*104½	*104½	*104½	*104½	*104½	*104½
6s, 1881.....coup.	J. & J.	*104½	*104½	*104½	*104½	*104½	*104½
5s, 1881.....reg.	Q.-Feb.	102½	102½	102½	102½	102½	102½
5s, 1881.....coup.	Q.-Feb.	*102½	*102½	*102½	*102½	*102½	*102½
4½s, 1891.....reg.	Q.-Mar.	104½	104½	104½	104½	104½	104½
4½s, 1891.....coup.	Q.-Mar.	*105¾	*105¾	*105¾	*105¾	*105¾	*105¾
4s, 1907.....reg.	Q.-Jan.	101¾	101	101¼	101¾	101¾	101¾
4s, 1907.....coup.	Q.-Jan.	101¾	100¾	*101¼	101¾	101¾	101
6s, cur'cy, 1895.....reg.	J. & J.	*121¾	*120½	*121	*121½	*121	*121
6s, cur'cy, 1896.....reg.	J. & J.	*122	*121	*121¼	*121¾	*121¼	*121¼
6s, cur'cy, 1897.....reg.	J. & J.	*122¼	*121¼	*121½	*122	*121½	*121½
6s, cur'cy, 1898.....reg.	J. & J.	*122½	*121½	*122	*122¼	*121¾	*121¾
6s, cur'cy, 1899.....reg.	J. & J.	*123	*122	*122½	*122½	*122	*122

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

The range in prices since January 1, 1879, and the amount of each class of bonds outstanding Aug. 1, 1879, were as follows:

	Range since Jan. 1, 1879.		Amount Aug. 1, 1879.	
	Lowest.	Highest.	Registered.	Coupon.
6s, 1880-1.....cp.	103½ Aug. 14	107½ June 23	\$204,496,100	\$78,240,250
5s, 1881.....cp.	102 Aug. 14	107½ Jan. 15	267,101,700	241,338,650
4½s, 1891.....cp.	104 Mch. 21	108 May 21	166,050,350	83,949,650
4s, 1907.....cp.	99 Apr. 1	103½ May 21	448,589,800	*286,142,950
6s, cur'cy, reg.	119½ Jan. 4	128 May 31	64,623,512	

\* This amount does not include \$6,058,350 of Refunding Certificates outstanding on Aug. 1.

Closing prices of securities in London for three weeks past and the range since Jan. 1, 1879, were as follows:

	Aug. 8.	Aug. 15.	Aug. 22.	Range since Jan. 1, 1879.	
				Lowest.	Highest.
U. S. 5s of 1881.....	105½	105½	105½	105 July 16	109¾ Jan. 4
U. S. 4½s of 1891.....	109¼	108¾	108¼	106½ Mch. 24	110 May 2
U. S. 4s of 1907.....	105	104½	104¾	101 Mch. 26	105½ May 22

**State and Railroad Bonds.**—There is very little doing in State bonds. Louisiana consols remain inactive and tolerably steady, and it is reported in the State that the recent constitutional provisions will probably be adopted. There is some discussion as to the prospect of the Tennessee railroad suits and the proposed suit by a State as assignee of one of its citizens against another State on its bonds. As to the first-named it is not believed that the suits can be successful, and as to the latter it is well suggested that the first action should be brought against a Northern State—Minnesota for example—that the question of law may be fairly tried, and no suspicion of political animosity be mingled with it.

Railroad bonds have generally been firm on a good business. Erie consolidated bonds are a conspicuous exception, and on large sales the bonds have declined about 2 per cent, in consequence of the lower prices in London.

Messrs. A. H. Muller & Son sold the following securities at auction:

<b>Shares.</b>		<b>Shares.</b>
3 Park Fire Insurance Co. 109½		48 National Butchers' and
20 Rutgers Fire Ins. Co. 161		Drovers' Bank.....105
100 Broadway Ins. Co. 182		126 National City Bank.....200
40 Pacific Bank.....142		25 Twenty-third street Rail-
		way Co.....97

Closing prices of leading State bonds for two weeks past, and the range since Jan. 1, 1879, have been as follows:

STATES.	Aug. 15.	Aug. 22.	Range since Jan. 1, 1879.	
			Lowest.	Highest.
Louisiana consols.....	*37	38¼	36 July 24	69 Jan. 6
Missouri 6s, '89 or '90.....	*103½	106	103½ Mch. 5	107¾ June 10
North Carolina 6s, old.....	*23	23	18 Feb. 8	25½ June 14
Tennessee 6s, old.....		30¼	30 Aug. 20	42 Feb. 13
Virginia 6s, consol.....		*80	73¾ June 20	73¾ June 20
do do 2d series.....			41¾ Apr. 29	44 Mch. 28
District of Columbia 3-65s.....			79½ Jan. 3	88½ May 23

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

**Railroad and Miscellaneous Stocks.**—The stock market in the early part of the week was sluggish and showed a rather weak tone, but the past day or two there has been more strength, and prices of several leading stocks are stronger to-day than since the large break in Lake Shore. Northwest common closes at 74½, Lake Shore at 86½, St. Paul at 65½, and Delaware & Lackawanna at 58. The notably weak stocks to-day were Erie (now the New York Lake Erie & Western) and St. Louis & San Francisco first preferred, the first named declining in sympathy with the London price, and the latter running down on free sales to 38 and recovering to 41 at the close. Upon the whole, there is a stronger tone in the market; and the course of Lake Shore and the grangers represents the prevailing sentiment.

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



	West'n Un. Tel.	St. Paul.	North- west.	Del. L. & West.	Central of N. J.	Erie.	Lake Shore.
Aug. 16.....	1,484	32,625	39,775	20,150	3,550	6,700	22,450
" 18.....	5,210	28,795	38,575	17,610	4,000	6,460	26,520
" 19.....	2,000	45,149	42,375	21,310	4,950	2,090	30,354
" 20.....	1,778	30,209	37,375	13,400	3,180	6,550	26,174
" 21.....	950	19,500	36,900	12,700	6,660	8,800	21,825
" 22.....	3,300	21,507	24,500	22,950	5,350	13,100	42,350
Total.....	14,722	177,785	219,500	108,120	27,670	43,700	169,673
Whole stock.	410,500	154,042	149,886	524,000	175,400	771,077	494,665

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

The daily highest and lowest prices have been as follows:

	Saturday, Aug. 16.	Monday, Aug. 18.	Tuesday, Aug. 19.	Wednesday, Aug. 20.	Thursday, Aug. 21.	Friday, Aug. 22.
Canada South.....	59 89	58 59	59 51	59 51	59 59	59 59
Cent. of N. J.....	50 50	49 51	50 51	50 51	50 52	51 52
Chic. & Alton.....	91 93	92 93	91 93	92 93	92 93	92 93
Chic. Burl. & Q.....	120 120	118 118	114 114	114 114	114 114	114 114
Chic. M. & St. P.....	64 66	63 65	63 65	64 66	64 66	64 66
do pref.....	95 95	94 95	94 95	95 95	95 95	95 95
Chic. & N. W.....	74 76	72 74	72 74	73 75	73 75	73 75
do pref.....	97 99	96 98	97 98	97 98	97 98	97 98
Chic. R. I. & P.....	139 139	139 139	139 139	139 139	139 139	139 139
Chic. St. P. & M.....	42 42	40 40	40 40	41 41	41 41	41 41
Clev. C. C. & I.....	52 52	50 50	51 51	51 51	51 51	51 51
Col. Chic. & I. C.....	8 8	7 7	7 7	8 8	8 8	8 8
Del. & H. Canal.....	47 48	47 47	47 47	47 47	47 47	47 47
Del. Lack. & W.....	57 58	56 57	57 57	57 57	57 57	57 57
Erie.....	27 27	26 27	27 27	26 27	26 27	26 27
do pref.....	50 51	50 50	50 50	50 50	50 50	50 50
Han. & St. Jo.....	19 19	18 19	18 19	19 19	19 19	19 19
do pref.....	42 42	41 42	41 42	42 42	42 42	42 42
Illinois Cent.....	87 87	86 86	86 86	87 87	87 87	87 87
Kansas Pacific.....	57 57	57 57	57 57	57 57	57 57	57 57
Lake Shore.....	84 85	83 84	83 84	84 85	84 85	84 85
Louisv. & Nash.....	53 53	53 53	53 53	53 53	53 53	53 53
Mich. Central.....	82 82	81 82	81 82	81 82	81 82	81 82
Mo. Kans. & T.....	16 16	16 16	16 16	16 16	16 16	16 16
Mor. & Essex.....	91 91	90 91	91 91	91 91	91 91	91 91
N. Y. C. & H. R.....	118 118	118 118	117 117	119 119	119 119	119 119
Northern Pac.....	16 16	16 16	16 16	16 16	16 16	16 16
do pref.....	45 45	45 45	45 45	45 45	45 45	45 45
Ohio & Miss.....	15 15	15 15	15 15	15 15	15 15	15 15
Pacific Mail.....	16 16	16 16	16 16	16 16	16 16	16 16
Panama.....	153 160	153 160	153 160	153 160	153 160	153 160
St. L. & I. M. assn.....	27 27	27 27	28 28	27 27	27 27	27 27
St. L. K. C. & N.....	21 21	20 21	21 21	21 21	21 21	21 21
do pref.....	54 55	53 54	54 55	54 55	54 55	54 55
St. L. & S. Fran.....	11 11	11 11	11 11	11 11	11 11	11 11
do pref.....	15 15	15 15	15 15	15 15	15 15	15 15
do 1st pref.....	34 34	34 34	35 35	37 37	39 39	42 42
Sutro Tunnel.....	4 4	4 4	4 4	4 4	4 4	4 4
Union Pacific.....	76 76	76 76	76 76	76 76	76 76	76 76
Wabash.....	37 37	36 37	36 37	36 37	36 37	36 37
West. Un. Tel.....	91 92	90 92	91 92	90 92	91 92	91 92

\* These are the prices bid and asked; no sale was made at the Board.

Total sales this week, and the range in prices for 1878 and since Jan. 1, 1879, were as follows:

	Sales of Week. Shares.	Prices since Jan. 1, 1879.		Range for 1878.	
		Lowest.	Highest.	Low.	High.
Canada Southern.....	600	45 1/4 Jan. 3	63 1/2 Mch. 15	38	45 1/2
Central of N. J.....	27,670	33 1/2 Jan. 2	55 July 31	13 1/2	45 1/4
Chicago & Alton.....	715	75 Mch. 3	95 Aug. 9	66 3/4	85
Chic. Burl. & Quincy.....	955	111 1/8 Jan. 7	122 1/4 Feb. 19	99 1/4	114 3/4
Chic. Mil. & St. P.....	177,785	34 3/8 Jan. 4	70 Aug. 6	27 1/2	54 3/8
do do pref.....	5,645	74 3/4 Jan. 4	97 1/8 Aug. 6	64	84 3/4
Chicago & Northw.....	219,500	49 3/8 Jan. 3	80 5/8 Aug. 12	32 1/2	55 1/4
do do pref.....	15,432	76 3/8 Jan. 3	99 7/8 Aug. 12	59 3/4	79 1/2
Chic. Rock Isl. & Pac.....	879	119 Jan. 8	141 1/2 Aug. 7	98 3/8	122
Chic. St. P. & Minn.....	2,150	21 May 5	44 Aug. 2	21	44
Clev. Col. Cin. & Ind.....	1,537	34 3/4 Jan. 2	55 May 21	23	38 1/2
Col. Chic. & Ind. Cent.....	650	5 Jan. 4	9 1/4 Aug. 6	2 3/8	6 3/8
Del. & Hudson Canal.....	4,500	38 Jan. 2	51 3/8 June 2	34 3/8	59 3/8
Del. Lack. & Western.....	108,120	43 Jan. 2	62 3/4 July 31	41	61 3/8
Erie.....	43,700	21 1/8 Jan. 4	29 1/4 May 5	7 3/8	22 1/2
do pref.....	6,000	37 1/2 Jan. 2	54 May 5	21 1/2	38
Hannibal & St. Jo.....	5,420	13 1/4 Jan. 4	23 3/4 May 23	10	16 3/8
do do pref.....	5,950	34 Jan. 10	45 1/2 May 23	21 3/8	41 3/8
Illinois Central.....	700	79 1/4 Mch. 26	91 Aug. 7	72 3/8	87
Kansas Pacific.....	526	9 1/8 Jan. 21	60 Apr. 30	4	12 3/8
Lake Shore.....	169,673	67 Jan. 6	93 Aug. 12	55 3/8	71 3/8
Louisville & Nashv.....	7,674	35 Feb. 13	70 1/2 May 12	35	79
Michigan Central.....	9,450	73 3/4 Jan. 2	90 1/4 Jan. 27	58 1/2	75
Missouri Kan. & Tex.....	4,025	5 3/8 Jan. 4	18 1/4 May 15	2	7 1/8
Morris & Essex.....	2,454	75 1/8 Jan. 3	94 Aug. 6	67 3/8	89
N. Y. Cent. & Hud. R.....	2,891	112 Mch. 24	121 1/4 June 14	103 3/4	115
Northern Pacific.....	1,010	16 Aug. 9	17 1/4 Aug. 1	16	17 1/4
do do pref.....	747	44 3/8 Aug. 22	48 1/8 July 31	41	48 1/8
Ohio & Mississippi.....	7,395	7 3/4 Jan. 4	17 July 24	6 3/4	11 1/4
Pacific Mail.....	24,885	10 3/8 Jan. 13	18 3/4 June 6	12 3/4	23 3/8
Panama.....	28	123 Jan. 2	160 Aug. 4	112	131
St. L. I. Mt. & South.....	3,658	13 Jan. 2	30 1/8 May 23	5	15 3/8
St. L. K. C. & North.....	3,975	7 Jan. 2	22 1/2 Aug. 12	3 1/2	7 3/8
do do pref.....	12,677	25 1/2 Jan. 2	58 1/2 Aug. 6	19	26 1/2
St. L. & S. Francisco.....	11,680	3 3/8 Jan. 8	13 3/8 Aug. 22	1 1/2	4 3/8
do do pref.....	27,783	4 1/8 Jan. 21	18 3/4 Aug. 21	1 1/2	5 1/4
do 1st pref.....	18,613	9 3/4 Jan. 23	44 1/2 Aug. 22	5 1/2	11 3/4
Sutro Tunnel.....	7,915	2 3/8 Jan. 16	4 7/8 Mch. 17	3 1/2	5
Union Pacific.....	8,956	57 1/2 Jan. 31	81 Feb. 19	61 1/4	73
Wabash.....	13,050	17 3/4 Mch. 13	40 Aug. 2	12 3/8	23 3/8
Western Union Tel.....	14,722	88 3/8 Aug. 4	116 June 11	75 1/4	102

\* Range here given is from May 5. † Range from July 30.

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 mentioned in the second column.

Latest earnings reported.		Jan. 1 to latest date.	
Week or Mo.	1879.	1878.	1879.
Ala. Gt. Southern June.....	\$23,263	\$20,950	\$.....
Atch. Top. & S. F. 1st wk Aug.....	114,000	95,562	3,342,474
Atl. & Gt. West..... June.....	300,540	309,136	1,933,698
Atlantic Miss. & O. June.....	102,247	120,094	715,486
Bur. C. Rap. & N. 2d wk Aug.....	24,276	21,699	808,966
Burl. & Mo. R. in N. June.....	140,736	90,590	862,688
Cairo & St. Louis. 1st wk Aug.....	6,595	5,671	136,503
Central Pacific..... July.....	1,442,000	1,533,702	9,231,320
Ches. & Ohio..... July.....	173,383	140,262	986,191
Chicago & Alton. 2d wk Aug.....	149,062	157,351	2,992,868
Chic. Burl. & Q..... June.....	1,160,968	897,090	6,510,239
Chic. Mil. & St. P. 2d wk Aug.....	162,000	116,834	5,126,000
Chic. & Northw. July.....	1,309,984	1,166,270	8,268,124
Chic. St. P. & Min. 2d wk Aug.....	15,849	14,823	613,043
Clev. Mt. V. & D. 1st wk Aug.....	6,728	6,227	220,249

—Latest earnings reported.— (Jan. 1 to latest date.)

Week or Mo.	1879.	1878.	1879.	1878.
Dakota Southern May.....	\$18,261	\$19,039	\$90,003	\$87,721
Dubuque & S. City. 2d wk Aug.....	15,031	13,913	480,509	580,486
Gal. Har. & S. An. June.....	91,482	85,058	.....	.....
Gal. Houst. & H. July.....	27,085	24,466	244,013	194,391
Grand Trunk. Wk. end Aug. 9.....	160,912	146,038	5,072,634	5,215,013
Gr't Western. Wk. end Aug. 15.....	78,227	83,671	2,569,061	2,816,433
Hannibal & St. Jo. 2d wk Aug.....	29,608	48,003	1,005,950	1,061,779
Houst. & Tex. C. June.....	163,798	128,570	1,202,674	1,030,123
Illinois Cen. (Ill.) July.....	453,159	455,728	2,962,021	3,029,318
do (Iowa) July.....	102,945	112,302	778,971	906,238
Int. & Gt. North. 1st wk Aug.....	23,974	22,877	902,342	700,383
Kansas Pacific..... 4th wk July.....	117,363	93,476	2,365,235	1,739,159
Mo. Kans. & Tex. 2d wk Aug.....	65,600	58,866	1,630,635	1,592,389
Mobile & Ohio..... July.....	110,674	95,676	956,073	1,031,610
Nashv. Ch. & St. L. July.....	133,590	112,703	971,476	934,676
N. Y. L. Erie & W. May.....	1,350,274	1,172,961	6,434,373	5,872,678
Pad. & Elizabeth. 1st wk Aug.....	5,599	5,838	162,382	185,206
Pad. & Memphis. 1st wk Aug.....	2,984	3,749	91,835	119,276
Phila. & Erie..... June.....	211,545	219,024	1,354,085	1,261,652
Phila. & Reading. June.....	1,343,014	1,493,658	6,694,667	5,670,424
St. L. A. & T. H. (Ira) 2d wk Aug.....	10,210	11,411	301,715	279,417
St. L. Iron Mt. & S. 2d wk Aug.....	101,300	91,232	2,467,024	2,343,649
St. L. K. C. & No. 2d wk Aug.....	56,739	76,841	1,801,493	1,887,735
St. L. & San Fran. 2d wk Aug.....	40,000	26,800	.....	.....
St. L. & S. E. - St. L. 1st wk Aug.....	16,474	15,339	.....	.....
St. Paul & S. City. June.....	54,572	46,734	302,153	285,113
Scioto Valley..... July.....	28,776	28,176	173,811	145,191
Sioux City & St. P. June.....	28,589	29,954	159,738	179,713
Southern Minn..... June.....	52,791	53,624	265,328	373,983
* Union Peoria & War 2d wk Aug.....	23,132	32,842	724,489	768,329
Union Pacific..... July.....	1,068,049	937,972	.....	.....
Wabash..... 2d wk Aug.....	110,678	124,284	2,599,855	2,808,762

\* Falling off in earnings during first and second weeks of Aug., 1879, is ascribed to a lack of freight cars.

**Exchange.**—Foreign exchange has been decidedly weak on the large importations of gold and the prospective arrivals yet to come. To-day, sterling bills were sold on the basis of 4.81 1/2 @ 4.81 1/2 for bankers' sixty-day, and at 4.83 1/2 @ 4.83 1/2 for demand.

In domestic bills the following were the rates of exchange on New York at the undermentioned cities to-day: Savannah—buying 1/2, selling 1/2. Charleston—easy, 3-16 selling; 1/2 premium buying. New Orleans—commercial, 1/2 @ 3-16 premium; bank, 1/2 premium. St. Louis, 1-10 discount. Chicago—quiet; 1-10 discount buying; 1-10 premium selling. Boston, 30 cents per \$1,000 premium.

The quotations for foreign exchange are as follows:

	AUGUST 22.	60 days.	Demand.
Prime bankers' sterling bills on London.....	4.81 1/2 @ 4.82 1/2	4.83 1/2 @ 4.84 1/2	4.83 1/2 @ 4.84 1/2
Good bankers' and prime commercial.....	4.81 1/2 @ 4.81 1/2	4.83 1/2 @ 4.83 1/2	4.83 1/2 @ 4.83 1/2
Good commercial.....	4.80 1/2 @ 4.81 1/2	4.82 1/2 @ 4.83	4.82 1/2 @ 4.83
Documentary commercial.....	4.79 1/2 @ 4.80 1/2	4.81 1/2 @ 4.82 1/2	4.81 1/2 @ 4.82 1/2
Paris (francs).....	5.25 1/2 @ 5.23 1/2	5.23 1/2 @ 5.20 3/8	5.23 1/2 @ 5.20 3/8
Antwerp (francs).....	5.26 3/8 @ 5.25	5.23 1/2 @ 5.20 3/8	5.23 1/2 @ 5.20 3/8
Swiss (francs).....	5.25 @ 5.23 1/2	5.23 1/2 @ 5.20 3/8	5.23 1/2 @ 5.20 3/8</



**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 August 16, 1879:

Banks.	Capital.	Average amount of				
		Loans and discounts.	Specie.	Legal Tenders.	Net deposits other than U. S.	Circulation.
New York.....	2,000,000	9,139,000	541,300	1,677,600	9,514,300	495,000
Manhattan Co.....	2,050,000	6,248,000	176,000	494,000	4,139,000	400
Mechanics.....	2,000,000	7,007,100	651,500	510,500	5,779,000	73,200
Union.....	2,000,000	7,026,700	583,700	740,100	5,521,700	44,500
America.....	1,200,000	4,305,800	294,000	494,400	3,220,800	123,000
Phoenix.....	3,000,000	9,276,000	584,600	887,900	6,867,500	1,100
City.....	1,000,000	2,850,000	295,000	262,000	2,545,000	252,000
Tradesmen's.....	1,000,000	6,291,900	1,039,100	1,126,000	6,394,400	765,800
Fulton.....	600,000	3,124,400	301,600	218,400	2,118,400	.....
Chemical.....	300,000	1,522,500	186,100	465,900	1,306,800	.....
Merchants' Exch.....	1,000,000	10,781,300	1,561,000	1,113,100	11,128,100	.....
Gallatin National.....	1,000,000	3,823,400	227,900	530,300	3,189,500	532,600
Butchers & Drov.....	1,000,000	3,590,900	161,900	322,800	1,950,100	528,200
Mechanics & Tr.....	300,000	1,259,900	184,600	127,900	1,063,800	243,200
Greenwich.....	300,000	1,111,000	35,000	222,000	980,000	198,000
Leather Man'frs.....	300,000	887,800	12,500	175,500	777,800	2,700
Seventh Ward.....	600,000	2,909,700	201,100	447,400	2,301,900	471,900
State of N. York.....	300,000	881,600	82,800	151,800	801,700	34,500
American Exch.....	800,000	2,088,000	6,700	399,400	1,508,500	105,300
Commerce.....	5,000,000	13,756,000	1,172,000	857,000	9,703,000	449,000
Broadway.....	1,000,000	14,272,400	1,325,200	1,755,500	9,140,800	1,528,600
Marine.....	1,000,000	5,229,400	376,200	509,100	3,864,400	894,000
Pacific.....	1,000,000	3,595,100	368,800	352,600	3,234,100	178,400
Republic.....	422,700	2,297,300	74,600	474,000	2,220,200	.....
Chatham.....	1,500,000	4,332,500	132,200	331,900	1,966,400	900,000
People's.....	450,000	3,132,500	103,000	691,600	3,080,500	367,300
North America.....	412,500	1,259,000	53,600	374,700	1,346,000	5,400
Hanover.....	700,000	2,026,300	83,000	241,000	1,883,300	.....
Irving.....	1,000,000	6,364,800	624,900	908,600	6,475,200	270,000
Metropolitan.....	500,000	2,528,000	133,400	506,800	2,475,000	241,400
Citizens'.....	3,000,000	13,422,000	300,000	2,866,000	11,556,000	2,241,000
Nassau.....	600,000	1,590,600	106,800	333,900	1,603,000	240,300
Market.....	1,000,000	2,187,000	22,900	199,900	2,001,900	3,900
St. Nicholas.....	500,000	2,413,000	21,500	555,700	2,036,400	348,300
Shoe & Leather.....	500,000	1,970,600	25,200	360,700	1,497,300	450,000
Corn Exchange.....	1,000,000	3,175,000	305,000	475,000	3,012,000	445,000
Continental.....	1,000,000	3,466,800	78,800	372,000	2,270,000	4,700
Oriental.....	1,000,000	4,866,120	5,500	1,250,900	4,946,400	774,100
Marine.....	300,000	1,434,700	23,300	170,000	1,279,400	.....
Importers & Tr.....	400,000	2,380,500	28,600	556,000	2,306,600	358,000
Park.....	1,500,000	17,921,600	1,006,000	4,233,000	19,431,900	1,095,700
Mech. Bkg. Ass'n.....	2,000,000	13,503,300	2,314,200	2,408,000	18,116,300	527,600
Grocers'.....	500,000	586,900	47,600	80,800	467,500	309,500
North River.....	225,000	655,800	5,800	109,300	603,500	.....
East River.....	240,000	686,300	34,900	137,700	800,300	.....
Manufact'rs & Mer.....	250,000	658,000	85,600	63,000	654,300	143,300
Fourth National.....	100,000	289,600	2,700	112,900	351,700	.....
Central Nat.....	3,200,000	18,200,900	1,122,200	3,816,800	18,365,100	1,028,000
Second National.....	2,000,000	9,421,000	450,000	2,066,000	9,364,000	1,464,000
Ninth National.....	300,000	2,422,000	182,000	402,000	2,458,000	267,000
First National.....	750,000	4,063,000	365,000	930,000	4,172,000	559,000
Third National.....	500,000	10,966,000	211,400	2,734,100	11,242,000	45,000
N. Y. Nat. Exch.....	1,000,000	7,429,900	925,000	1,034,300	7,649,600	798,600
Bowery National.....	1,000,000	1,198,000	50,600	181,700	1,429,800	288,600
N. York County.....	250,000	1,097,300	27,000	334,000	1,027,200	225,000
Germ'n Americ'n.....	200,000	1,086,300	5,500	325,000	1,205,000	180,000
Chase National.....	750,000	2,024,800	130,100	168,400	1,677,800	240,300
Total.....	60,800,200	274,311,000	19,553,300	43,974,000	248,474,600	20,719,500

The deviations from returns of previous week are as follows:

Loans and discounts.....Inc.	\$1,375,000	Net deposits.....Dec.	\$4,755,600
Specie.....Dec.	70,900	Circulation.....Inc.	37,400
Legal tenders.....Dec.	6,461,500		

The following are the totals for a series of weeks past:

	Loans.	Specie.	L. Tenders.	Deposits.	Circulation.	Agg. Clear
1878.						
Dec. 21...	235,974,100	20,911,500	39,600,000	203,625,600	20,077,000	421,244,872
Dec. 28...	235,824,400	20,514,100	40,767,000	203,209,700	19,576,700	325,666,134
1879.						
Jan. 4...	234,250,000	20,936,200	41,832,600	206,173,000	19,848,800	411,598,790
Jan. 11...	230,682,000	18,962,400	45,055,400	206,482,300	19,785,000	424,413,225
Jan. 18...	233,166,400	17,344,600	49,965,800	211,590,600	19,767,600	486,232,549
Jan. 25...	234,416,200	17,431,700	53,599,600	214,981,200	19,617,600	507,331,749
Feb. 1...	238,241,400	18,633,300	54,048,800	219,219,300	19,486,600	611,674,062
Feb. 8...	242,280,200	17,849,300	51,135,400	219,387,300	19,427,100	493,410,515
Feb. 15...	244,186,500	18,059,500	48,394,800	217,271,200	19,398,800	452,720,433
Feb. 22...	244,007,000	17,931,300	45,377,000	216,388,600	19,385,900	494,908,904
Mar. 1...	246,716,900	18,456,500	42,651,800	213,439,700	19,232,400	516,297,775
Mar. 8...	247,674,200	18,945,200	40,593,800	213,293,100	19,236,000	501,321,270
Mar. 15...	246,324,500	17,312,400	39,173,400	210,563,800	19,335,200	400,417,429
Mar. 22...	243,839,800	18,803,700	36,972,600	206,591,400	19,290,900	413,892,738
Mar. 29...	240,458,500	18,446,800	34,268,900	198,945,600	19,512,100	399,872,657
Apr. 5...	235,836,600	18,365,000	31,815,800	193,121,700	19,635,500	461,180,657
Apr. 12...	230,442,900	18,903,900	36,145,400	195,303,700	19,666,100	423,259,559
Apr. 19...	231,151,300	18,875,600	40,672,100	200,255,000	19,721,200	487,843,450
Apr. 26...	231,096,900	18,228,100	45,224,500	204,514,200	19,707,600	503,108,030
May 3...	239,357,800	18,516,200	49,440,500	214,331,700	19,688,100	546,788,625
May 10...	242,941,600	18,745,600	49,576,700	224,937,200	19,688,000	591,290,770
May 17...	253,638,500	18,763,900	49,150,900	230,424,700	19,685,400	598,236,201
May 24...	257,636,500	18,802,400	49,384,900	237,345,600	19,856,600	528,996,936
May 31...	257,272,800	18,785,400	41,791,400	235,754,000	19,869,400	439,730,395
June 7...	258,392,700	18,996,700	42,822,800	236,983,300	19,977,800	472,828,088
June 14...	258,291,000	18,780,900	44,851,900	237,316,700	20,056,800	450,084,041
June 21...	255,901,600	19,206,900	43,859,400	236,177,000	20,159,200	456,961,901
June 28...	253,575,500	19,666,400	46,902,600	236,113,600	20,371,900	432,735,690
July 5...	257,082,500	19,889,600	49,544,800	236,007,300	20,542,900	432,526,466
July 12...	262,951,900	19,971,500	51,301,900	241,388,800	20,509,900	891,835,789
July 19...	262,719,800	20,011,700	50,508,900	240,154,300	20,531,600	481,691,657
July 26...	260,582,600	19,927,600	54,288,100	243,383,000	20,549,500	494,794,747
Aug. 2...	267,280,100	19,652,400	57,635,100	254,770,700	20,584,800	491,715,201
Aug. 9...	272,936,000	19,624,100	50,435,500	257,230,200	20,682,100	560,036,583
Aug. 16...	274,311,000	19,553,300	43,974,000	248,474,600	20,719,500	605,012,052

## QUOTATIONS IN BOSTON, PHILADELPHIA AND OTHER CITIES.

SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.
<b>BOSTON.</b>			Hartford & Erie 7s. new.....	33 1/4	33 3/4
Maine 6s.....	.....	.....	Kan. City St. Jo. & C. B. 7s.....	98	98
New Hampshire 6s.....	.....	.....	New York & New Eng. 7s.....	109 1/2	103 1/2
Vermont 6s.....	.....	.....	Ogdensburg & Lake Ch. 8s.....	98	98
Massachusetts 5s, gold.....	.....	.....	Old Colony, 7s.....	118	110
Boston 6s, currency.....	.....	.....	do 6s.....	109 1/2	110
do 5s, gold.....	.....	.....	Omaha & S. Western, 8s.....	103 1/2	103
Chicago sewerage 7s.....	.....	.....	Pueblo & Ark. Valley, 7s.....	90	90
do Municipal 7s.....	.....	.....	Rutland 8s, 1st mort.....	.....	.....
Portland 6s.....	.....	.....	Vermont & Canada, new 8s.....	.....	.....
Atch. & Topeka 1st m. 7s.....	114 1/4	114 1/2	Vermont & Mass. RR., 6s.....	.....	.....
do land grant 7s.....	113	113 1/2	stocks.		
do 2d 7s.....	108 1/2	108 1/2	Atchison & Topeka.....	105	.....
do land inc. 8s.....	121 1/4	122	Atchison & Nebraska.....	50 1/2	51
Boston & Albany 7s.....	.....	.....	Boston & Albany.....	136 1/2	.....
do 6s.....	.....	.....	Boston & Lowell.....	75 1/2	.....
Boston & Lowell 7s.....	.....	.....	Boston & Maine.....	117	117 1/2
Boston & Lowell 6s.....	100	.....	Boston & Providence.....	118	.....
Boston & Maine 7s.....	.....	.....	Burlington & Mo. in Neb. x.....	115	115
Boston & Providence 7s.....	.....	.....	Cheshire preferred.....	28	30
Burl. & Mo., land grant 7s.....	115	.....	Chic. Clinton Dub. & Min.....	47	47 1/2
do Neb. 6s.....	107 1/4	107 3/4	Cin. Sandusky & Clev.....	7 1/2	8
do Neb. 8s, 1883.....	.....	.....	Concord.....	80	80
Conn. & Passumpsic, 7s, 1897.....	78 1/2	79	Connecticut River.....	139	140
Eastern, Mass., 8 1/2s, new.....	.....	.....	Conn. & Passumpsic.....	43	43 1/2
Fitchburg R.R., 6s.....	.....	.....	Eastern (Mass.).....	16	16 1/2
do 7s.....	.....	.....	Eastern (New Hampshire).....	.....	.....
Kan. City Top. & W., 7s, 1st.....	114	.....	Fitchburg.....	117	117 1/2
do do 7s, inc.....	.....	.....	Kan. City Top. & Western.....	.....	.....

## BOSTON, PHILADELPHIA, Etc.—Continued.

SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.
Manchester & Lawrence.....	.....	.....	Phil. & R. cons.m.6s,g.1.1911.	101½	102
Nashua & Lowell.....	.....	.....	do conv. 7s, 1893.....	.....	.....
New York & New England.....	31½	31¾	do 7s, coup. off. '93.....	.....	.....
Northern of New Hampshire.....	119½	117½	Phil.&R.Coal&Iron deb. 7s,92.....	35	.....
Norwich & Worcester.....	17	17½	do deb. 7s, cps.off.....	.....	.....
Ogdensb. & L. Champlain.....	60	62	do mort., 7s, 1892-3.....	.....	.....
do pref.....	109	109	Phila. Wilm. & Balt. 6s, '84.....	107½	108½
Old Colony.....	100	100	Pitts.Cin.&St. L. 7s, cou., 1900.....	103	108½
Portland Saco & Portsmouth.....	.....	.....	Shamokin V. & Pottaw. 7s, 1901.....	.....	.....
Pulla. Palace Car.....	85	85	Staubenv. & Ind. 1st. 6s, 1884.....	103	107
Pueblo & Arkansas.....	60½	60¾	Stony Creek 1st m. 7s, 1907.....	.....	.....
Rutland, preferred.....	19	19	Sunb. Haz. & W. 1st m. 5s, '23.....	.....	.....
Vermont & Massachusetts.....	117¾	117¾	Sundbury & Erie 1st m. 7s, '97.....	.....	.....
Worcester & Nashua.....	35	38	-yra.Gen.&Corn'z, 1st, 1s, 1905.....	104	105
<b>PHILADELPHIA.</b>			Texas & Pac. 1st m. 6s, g. 1905.....	100	.....
<b>STATE AND CITY BONDS.</b>			do cons. m. 6s, g. 1903.....	.....	85
Penna. 5s, g'd, int., reg. or cp.....	.....	.....	do inc.&l. gr., 1s 1915.....	21	40
do 5s, cur., reg.....	.....	112	Union & Titusv. 1st m. 7s, '90.....	49½	50½
do 5s, new, reg., 1892-1902.....	100½	101	United N. J. cons. m. 6s, '94.....	89	91
do 6s, 10-15, reg., 1877-'82.....	100½	107	Warren & F. 1st m. 7s, '95.....	114½	115½
do 6s, 15-25, reg., 1882-'92.....	.....	.....	West Chester cons. 7s, '91.....	.....	.....
do 6s, in. Planc, reg., 1879.....	.....	.....	West Jersey 6s, deb., coup., '83.....	108	.....
Philadelphia, 5s reg.....	.....	.....	do 1st m. 6s, cp., '96.....	112	.....
do 6s, old, reg.....	.....	.....	do 1st m. 7s, '99.....	103½	.....
do 6s, n., rg., prior to '95.....	120	120½	Western Penn. RR. 6s, cp., 1899.....	102	105
do 6s, n., rg., 1895 & over.....	.....	.....	do 6s P. B., '96.....	.....	.....
Allegheny County 5s, coup.....	.....	.....	<b>CANAL BONDS.</b>		
Allegheny City 7s, reg.....	.....	.....	Chesap. & Dela. 1st 6s, rg., '86.....	.....	.....
Pittsburg 4s, coup., 1913.....	90	.....	Delaware Division 6s, cp., '78.....	.....	.....
do 5s, reg. & cp., 1913.....	114½	115	Lehigh Naviga. m., 6s, reg., '84.....	108½	109½
do 6s, gold, reg.....	.....	.....	do mort. RR., rg., '97.....	109	.....
do 7s, w't'r in, rg. & cp.....	108	.....	do m. conv. g., rg., '94.....	106	.....
do 7s, str. imp., reg., 83-86.....	.....	.....	do mort. gold, '97.....	100	101½
N. Jersey 6s, reg. and coup.....	.....	.....	do cons. m. 7s, rg., 1911.....	94	.....
do exempt, rg. & coup.....	.....	.....	Morris, boat loan, reg., 1885.....	.....	.....
Camden County 6s, coup.....	.....	.....	Pennsylvania 6s, coup., 1910.....	78	80
Camden City 6s, coupon.....	.....	.....	Schuylk. Nav. 1st m. 6s, rg., '97.....	103½	104
do 7s, reg. & coup.....	.....	.....	do 2d m. 6s, reg., 1907.....	74	75
Delaware 6s, coupon.....	.....	.....	do 6s, boat&car, rg., 1913.....	60	.....
Harrisburg City 6s, coupon.....	.....	.....	do 7s, boat&car, rg., 1915.....	73½	.....
<b>RAILROAD STOCKS.†</b>			Susquehanna 6s, coup., '93.....	.....	.....
Camden & Atlantic.....	38	40	<b>BALTIMORE.</b>		
do do pref.....	47	49	Maryland 6s, defense, J. & J.....	109	110
Catawissa.....	10	10	do 6s, exempt, 1887.....	113	118
do pref.....	43½	44	do 6s, 1890, quarterly.....	109	110
do new pref.....	41½	42	do 5s, quarterly.....	100	.....
Delaware & Bound Brook.....	.....	.....	Baltimore 6s, 1894, quart.....	103	112
East Pennsylvania.....	1	3	do 6s, 1886, J. & J.....	109	115
Elmira & Williamsport.....	6½	8	do 6s, 1899, quarterly.....	115½	115½
do do pref.....	.....	.....	do 6s, park, 1890, Q.-M.....	115	.....
Har. P. Mt. Joy & Lancaster.....	.....	.....	do 6s, 1893, M. & S.....	115	.....
Huntingdon & Broad Top.....	.....	.....	do 6s, exempt, '95, M. & S.....	117	118
do do pref.....	41½	42	do 6s, 1900, Q.-J.....	116½	117
Lehigh Valley.....	47½	47½	do 6s, 1902, J. & J.....	116½	116½
Little Schuylkill.....	55	55½	do 5s, 1916, new.....	110½	111
Minehill.....	56	56½	Norfolk water, 6s.....	110	.....
Neaquehoning Valley.....	103	104	<b>RAILROAD STOCKS. Par.</b>		
Norristown.....	16	16½	Balt. & Ohio.....	100	123
Northern Pacific.....	45½	45½	do 1st pref.....	110	112
do pref.....	45	45½	do 2d pref.....	101	101½
North Pennsylvania.....	40½	40½	do Wash. Branch.....	145	.....
Pennsylvania.....	10	10½	do Parkersb'g Br.....	50	5½
Philadelphia & Erie.....	19½	19½	Northern Central.....	50	18½
Philadelphia & Reading.....	.....	.....	Western Maryland.....	50	1
Philadelphia & Trenton.....	.....	.....	Central Ohio.....	50	30½
Phila. Wilm. & Baltimore.....	5½	5½	Pittsburg & Conneilville.....	50	.....
Pittsburg Titusv. & Buff.....	15	16	<b>RAILROAD BONDS.</b>		
st. Paul & Duluth R.R. Com.....	41½	42	Balt. & Ohio 6s, 1880, J. & J.....	101½	102
do do pref.....	140½	140½	do 6s, 1885, A. & C.....	103½	110
United N. J. Companies.....	.....	.....	N. W. Va. 3d m. guar., '85, J. & J.....	104	.....
West Chester consol. pref.....	.....	.....	Pittsb. & Conneilv. 7s, '98, J. & J.....	109	111
West Jersey.....	.....	.....	Northern Central 6s, '85, J. & J.....	106	110
<b>CANAL STOCKS.</b>			do 6s, 1900, A. & O.....	104½	.....
Chesapeake & Delaware.....	.....	.....	do 6s, gld, 1900, J. & J.....	104	105
Delaware Division.....	24	24	Cen. Ohio 6s, 1st m., '90, M. & S.....	108	108½
Lehigh Navigation.....	.....	.....	W. Md. 6s, 1st m., gr., '90, J. & J.....	113	.....
Morris.....	135	.....	do 1st m., 1890, J. & J.....	100	.....
do pref.....	.....	.....	do 2d m., guar., J. & J.....	113	.....
Pennsylvania.....	.....	.....	do 2d m., pref.....	70	75
Schuylkill Navigation.....	7½	10	do 2d m., gr. by W. Co. J. & J.....	108	.....
do pref.....	.....	.....	do 6s, 3d m., guar., J. & J.....	114	.....
Susquehanna.....	.....	.....	Mar. & Cin. 7s, '92, F. & A.....	93	93½
<b>RAILROAD BONDS.</b>			do 2d m., & N.....	41	41½
Allegheny Val., 73-10s, 1896.....	114½	115	do 8s, 3d, J. & J.....	17½	18½
do 7s, E. ext., 1910.....	103	.....	Union RR. 1st, guar., J. & J.....	108	.....
do inc. 7s, end., '94.....	95	98	do Can on endorsed.....	108	.....
Belvidere Dela. 1st m., 6s, 1902.....	107	.....	<b>CINCINNATI.</b>		
do 2d m. 6s, '83.....	103	103½	Cincinnati 6s, long.....	105	105
do 3d m. 6s, '87.....	105	.....	do 7s.....	107	108
Camden & Amboy 6s, coup., '89.....	112½	.....	do 730s.....	115	.....
do mort. 6s, '89.....	116	.....	do South. RR. 730s.....	115½	116
Cam. & Atl. 1st m. 7s, g., 1903.....	103	.....	do do 6s, gold.....	105½	106
do 2d m., 7s, cur., 1879.....	103	.....	Hamilton Co., O., 6s, long.....	102	.....
Cam. & Burlington Co. 6s, '97.....	.....	.....	do 7s, 1 to 5 yrs.....	103	.....
Catawissa 1st, 7s, conv., '82.....	109	109	do 7 & 730s, long.....	110	.....
do chat. m., 10s, '88.....	110	.....	Cin. & Cov. Bridge st'k, pref.....	105	.....
do new 7s 1900.....	111½	111½	Cin. Ham. & D. 1st m. 7s, '80.....	100½	101
Connecting 6s, 1900-1904.....	111½	111½	do 2d m. 7s, '85.....	101	.....
Chartiers Val., 1st m. 7s, C., 1901.....	.....	.....	Cin. Ham. & Ind., 7s, guar.....	65	70
Delaware mort., 6s, various.....	112	112½	Cin. & Indiana 1st m. 7s.....	102½	.....
Del. & Bound Br., 1st, 7s, 1903.....	107	107½	do 2d m. 7s, '77.....	87½	.....
East Penn. 1st mort. 7s, '88.....	83	.....	Colum. & Xenia, 1st m. 7s, '80.....	104	103
El. & W'msport, 1st m., 7s, '80.....	107	107½	do 2d m. 7s, '84.....	102	.....
do 5s, perp.....	83	.....	do 3d m. 7s, '88.....	100	100½
Harrisburg 1st mort. 6s, '83.....	114	114	Dayton & West. 1st m., '81.....	.....	.....
H. & B. T. 1st m. 7s, gold, '90.....	100	104	do 1st m., 1905.....	.....	.....
do 2d m. 7s, gold, '95.....	100	49	do 1st m. 6s, 1903.....	79½	.....
do 3d m. cons. 7s, '95.....	.....	.....	Ind. Cin. & Laf. 1st m. 7s.....	75	80
Ithaca & Athens 1st g. d. 7s, '90.....	.....	.....	do (I. & C.) 1st m. 7s, '88.....	102	.....
Junction 1st mort. 6s, '82.....	.....	.....	Little Miami 6s, '83.....	100	101
do 2d mort. 6s, 1900.....	.....	.....	Cin. Ham. & Dayton stock.....	32½	35
L. Sup. & Miss., 1st m., 7s, g.....	114½	115	Columbus & Xenia stock.....	113	.....
Lehigh Valley, 1st, 6s, cp., 1898.....	123	123½	Dayton & Michigan stock.....	32½	35
do do reg., 1893.....	108½	108½	do 8. p.c. st'k, guar.....	105	107
do 2d m. 7s, reg., 1910.....	108½	108½	Little Miami stock.....	113	115
do con. m., 6s, rg., 1923.....	.....	.....	<b>LOUISVILLE.</b>		
do do 6s, cp., 1913.....	.....	.....	Louisville 7s.....	104½	105
Little Schuylkill, 1st m. 7s, '82.....	.....	.....	do 6s, '82 to '87.....	102	102½
North. Penn. 1st m. 6s, cp., '85.....	108	110	do 6s, '92 to '98.....	102	102½
do 2d m. 7s, cp., '96.....	114	.....	do water 6s, '87 to '89.....	102	102½
do gen. m. 7s, cp., 1903.....	.....	.....	do water stock 6s, '97.....	102	102½
do gen. m. 7s, reg., 1909.....	82½	84	do wharf 6s.....	102	102½
Oil Creek 1st m. 7s, coup., '82.....	34	.....	do spec'l tax 6s of '89.....	102	102½
Pittsb. Titusv. & B., 7s, cp., '96.....	119	120	Louisville Water 6s, Co. 1907.....	105½	106
do scrip.....	103	103½	Jeff. M. & I. 1st m. (I. & M) 7s, '81.....	104	104½
Pa. & N.Y.C. & RR. 7s, 1894.....	117½	117½	do 2d m. 7s.....	102½	103½
Pennsylv., 1st m., 6s, cp., '80.....	109½	109½	do 1st m. 7s, 1906.....	112½	113½
do gen. m. 6s, cp., 1910.....	106½	106½	Louisv. C. & Lex. 1st m. 7s, '97.....	110	110½
do gen. m. 6s, rg., 1910.....	109½	109½	Louis. & Fr'k, Louisv. ln. 6s, '81.....	101	101½
do cons. m. 6s, rg., 1905.....	106½	106½	Louisv. & Nashville.....	.....	.....
do Navy Yard 6s, rg., '81.....	.....	.....	Leb. Br. 6s, '86.....	102	103½
Pe n. Co., 6s, reg.....	.....	.....	1st m. Leb. Br. Ex., 7s, '80-85.....	103	104
Perkiomen 1st m. 6s, coup., '97.....	105½	106½	Lou. ln. do 6s, '93.....	101½	102½
Phila. & Erie 1st m. 6s, cp., '81.....	111	113	Jefferson Mad. & Ind. stock.....	103½	104
do 2d m. 7s, cp., '88.....	103½	104	<b>ST. LOUIS.</b>		
Phila. & Read. 1st m. 6s, 45-44.....	.....	.....	St. Louis 6s, long.....	105	106
do do 48-49.....	.....	.....	do water 6s, gold.....	106½	107½
do 2d m., 7s, cp., '83.....	.....	.....	do do do new.....	106½	107½
do debent., cp., '85.....	35	74	do bridge appr., g. 6s.....	106½	107½
do do cps. oz.....	.....	.....	do renewal, gold, 6s.....	106½	107½
do scrip, 1882.....	111½	112½	do sewer, g. 6s, '91-3.....	106½	107½
do In. m. 7s, cp., 1896.....	.....	.....	St. Louis Co. new park, g. 6s.....	107½	108½
do cons. m. 7s, cp., 1911.....	.....	.....	do cur. 7s.....	.....	.....
do cons. m. 7s, rg., 1911.....	.....	.....	* In default. † Per share.		
do cons. m. 7s, rg., 1911.....	.....	.....	† And interest.		



## QUOTATIONS OF STOCKS AND BONDS IN NEW YORK.

U. S. Bonds and active Railroad Stocks are quoted on a previous page. Prices represent the per cent value, whatever the par may be.

## STATE BONDS.

SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.
Alabama—5s, 1883.	45½		Illinois—War loan.			Missouri—Han. & St. Jo., '87.	102		Rhode Island—6s, coup. '93-9		
5s, 1886.	46		Kentucky—6s.			New York—6s, gold, reg. '87	107¾		South Carolina—6s.	55	
8s, 1886.			Louisiana—6s.	18		6s, gold, coup., 1887.	107¾		Jan. & July.	15	
8s, 1888.			6s, new.	18		6s, loan, 1883.	106		April & Oct.	15	
8s, Montg. & Eufaula RR.	2½		6s, new floating debt.	18		6s, do 1891.	117		Funding act, 1866.	15	
8s, Ala. & Chatt. RR.	8		7s, penitentiary.	18		6s, do 1892.	119		Land Com., 1889, J. & J.	40	
8s of 1892.	20		6s, levee.	18		6s, do 1893.	121		do 1889, A. & O.	40	
8s of 1893.	20		8s, do.	18		North Carolina—6s, old J. & J.	23	24	7s of 1888.	15	
Class A, 2 to 5.	47		8s, do of 1875.	18		6s, old, A. & O.	23	24	Non-fundable.	1½	2½
Class B, 5s.	71		8s, do of 1910.	15		No. Car. RR., J. & J.	89		Tennessee—6s, old.	30	31
Class C, 2 to 5.	51		7s, consolidated.	37½	38	do A. & O.	89		6s, new.	26½	27½
Arkansas—6s, funded.	5		7s, small.	35	37	do coup. off. J. & J.	109		6s, new series.	27½	27½
7s, L. Rock & Ft. Scott iss.	2		Michigan—6s, 1883.			do coup. off. A. & O.	89		Virginia—6s, old.	31	
7s, Memp. & L. Rock RR.	1½		7s, 1890.			Funding act, 1866.	8	9	6s, new, 1866.	28	
7s, L. R. P. B. & N. O. RR.	1½		Missouri—6s, due 1882 or '83	102½		do 1868.	9		6s, new, 1867.	28	
7s, Miss. O. & R. R. RR.	1½		6s, due 1886.	103½		New bonds, J. & J.	14	15½	6s, consol. bonds.	80	
7s, Arkansas Central RR.	1½		6s, due 1887.			do A. & O.	14		6s, ex matured coupon.	58½	59
Connecticut—6s.	107		6s, due 1888.			Chatham RR.	1½		6s, consol., 2d series.	6	38
Georgia—6s.	100		6s, due 1889 or '90.			Special tax, class 1.	2¼		6s, deferred.		
7s, new.	110½	112	Asylum or Univ., due '92.			do class 2.	2¼		D. of Columbia—3 65s, 1924.		85½
7s, endorsed.	110½	111	Funding, 1894-95.			do class 3.	2¼		Small.		
7s, gold.	111½	114	Hannibal & St. Jo., 1883.	102		Ohio—6s, 1881.	103		Registered.		86
Illinois—6s, coupon, 1879.						6s, 1886.	110				

## RAILROAD AND MISCELLANEOUS STOCKS AND BONDS.

<b>Railroad Stocks.</b> (Active previously quoted.) Albany & Susquehanna Boston & N. Y. Air L., pref. Burl. Cedar Rapids & No. Chesapeake & Ohio do do 1st pref. do do 2d pref. Chicago & Alton, pref. Chicago St. Paul & Minn. Dubuque & Sioux City Harlem Ind. Cin. & La. Keokuk & Des Moines do do pref. Louisville & Nashville Manhattan Marietta & Cin., 1st pref. do do 2d pref. Mobile & Ohio Nashville Chat. & St. Louis New Jersey Southern N. Y. Elevated N. Y. New Haven & Hartf. Ohio & Mississippi pref. Pitts. R. W. & Chic. spec'l. Rensselaer & Saratoga St. Louis Alton & T. H. do do pref. Terre Haute & Indianapolis United N. J. RR. & Canal <b>Miscellaneous St'ks.</b> Adams Express. American Express. United States Express. Wells, Fargo & Co. Quicksilver do pref. Atlantic & Pacific Tel. American District Tel. Gold & Stock Telegraph Canton Co., Baltimore American Coal Consolidation Coal of Md. Pennsylvania Coal Mariposa L'd & Mining Co. do do pref. Ontario Silver Mining Homestake Mining Standard Cons. Gold Mining Pullman Palace Car <b>Railroad Bonds.</b> <i>Stock Exchange Prices.</i> Bost. H. & Erie—1st m. 1st mort., guar. Bur. Ced. R. & North—1st, 6s Minn. & St. L., 1st, 7s, guar. Chesap. & O.—Pur. m'y fund 6s, gold, series B, Int. def. 6s, currency, Int. deferred Chicago & Alton—1st mort. Income. Joliet & Chicago, 1st m. Louis' & Mo., 1st m., guar. do 2d 7s, 1900. St. L. Jack. & Chic., 1st m. Miss. Riv. Bridge, 1st, s. f. 6s Chic. Bur. & Q.—8 p.c., 1st m Consol. mort., 7s 5s, sinking fund Chic. Rk. I. & P.—6s, cp. 1917 6s, 1917, registered. Keok. & Des M., 1st, g., 50. Central of N. J.—1st m., '90. 1st consolidated. do assented. Convertible. do assented. Adjustment, 1903. Lehigh & W. B., con., g'd. do assented. Am. Dock & Impr. bonds. do assented. Chic. Mil. & St. P.—1st, 8s, P. D. 2d mort., 7-10, P. D. 1st m., 7s, & gold, R. D. 1st m., La C. Div. 1st m., I. & M. 1st m., I. & D. 1st m., H. & D. 1st m., C. & M. Con. sinking fund. 2d mortgage. 1st m., 7s, I. & D. Ext. Interest bonds. Consol. bonds. Extension bonds. 1st mortgage. Coupon gold bonds. Registered gold bonds. Iowa Midland, 1st m., 8s. Galena & Chicago, exten. Peninsula, 1st m., conv. Chic. & Milwaukee, 1st m. Winona & St. P., 1st m. do 2d m. C. C. C. & Ind's—1st, 7s, s. f. Consol. mortgage. C. St. L. & N. O. Ten. lien 7s do do 1st con. 7s Del. Lack. & West.—2d m. 7s, convertible. Mortgage 7s, 1907. Syr. Bk. & N. Y., 1st, 7s Morris & Essex, 1st m. do 2' mort.			Morris & Essex, b'nds, 1900 do construct'n do 7s of 1871. do 1st con., g'd. Del. & Hud. Canal—1st m., '84 1st mortgage, 1891. do extended. do Coup., 7s, '94 Reg. 7s, '94. 1st Pa. div., coup., 7s, 1917 do reg., 7s, 1917. Albany & Susqueh., 1st m. do 2d mort. do 3d mort. do 1st con., guar. Rens. & Saratoga, 1st, coup. do 1st, reg. Denv. & R. Grande—1st, 1900 Erie—1st mort., extended. 2d mortgage, 7s, 1879. 3d mortgage, 7s, 1883. 4th mortgage, 7s, 1880. 5th mortgage, 7s, 1888. 7s, cons., gold bonds, 1920. ex coup., Sept., '79 & prev. Long Dock bonds Buff. N. Y. & E., 1st m., 1916 N. Y. L. E. & W., n. 2d, con., 6s do 1st, con., f. cp., 7s do 2d, con., f. cp., 5s, 6s Han. & St. Jos.—8s, conv. Ill. Cent.—Dub. & Sioux C. 1st Dub. & Sioux C., 2d div. Cedar F. & Minn., 1st m. Lake Shore— Mich. S. & N. Ind., s. f., 7s. Cleve. & Tol., ind. fund. do new bonds. Cleve. P'ville & Ash., old. do new Buffalo & Erie, new bds. Buffalo & State Line, 7s. Kal'zoo & W. Pigeon, 1st. Det. Mon. & T., 1st, 7s, 1906 Lake Shore Div. bonds. do cons. coup., 1st do cons. reg., 1st. do cons. coup., 2d. do cons. reg., 2d. do cons. reg., 2d. Louisv. & Nash.—Cons. m., 7s 2d mort., 7s, gold. Nashv. & Decatur, 1st, 7s. Marietta & Cin.—1st mort. 1st mort., sterling. Metropol. Int. Elev.—1st, 1908 Mich. Cent.—Cons., 7s, 1902 1st mort., 8s, 1882, s. f. Equipment bonds. Mo. K. & T.—Cons. ass., 1904-6 2d mortgage, inc., 1911. H. & Cent. Mo., 1st, 1890. N. Y. Central—6s, 1883. 6s, 1887. 6s, real estate. 6s, subscription. N. Y. C. & Hud., 1st m., cp. do 1st m., reg. Huds. R., 7s, 2d m., s. f., '85 Canada South., 1st, int. g. Harlem, 1st m., 7s, coup. do 1st m., 7s, reg. N. Y. Elevated—1st, 7s, 1906 Ohio & Miss.—Consol. s. f'd Consolidated. 2d consolidated. 1st m., Springfield div. Pacific Railroads— Central Pacific—Gold bds. San Joaquin Branch. Cal. & Oregon, 1st. State Aid bonds. Land grant bonds. Western Pacific bonds. South. Pac. of Cal.—1st m. Union Pacific—1st mort. Land grants, 7s. Sinking fund. Registered, 8s. Pacific RR. of Mo.—1st m. 2d mortgage. Income, 7s. 1st m., Carondelet Br. South Pac. of Mo.—1st m. Kansas Pac.—1st m., 6s, '95 1st m., 6s, '96. do with coup. c'tfs. 1st m., 7s, Leav. br. '96. do with coup. c'tfs. 1st m., 7s, R. & L. G. D'd, '99 do with coup. c'tfs. 1st m., 7s, land gr't, '80. do with coup. c'tfs. 2d mort., '86. do with coup. c'tfs. Inc. coup. No. 11 on 1916 Inc. coup. No. 16 on 1916 Den. Div. 6s ass. cp. c'tf. Pennsylvania RR— Pitts. Ft. W. & Chic., 1st m. do do 2d m. do do 3d m. Cleve. & Pitts., consol., s. f. do 4th mort. Col. Chic. & I. C., 1st con. do 2d con. do Tr't Co. c'tfs, 1st con do do 2d con Rome Wat. & Co.—Con. 1st.			St. L. & Iron Mount'n—1st m. 2d mortgage. Arkansas Br., 1st mort. Cairo & Fulton, 1st mort. Cairo Ark. & T., 1st mort. St. L. K. C. & N.—R. E. & R., 7s Omaha Div., 1st mort., 7s St. Chas. B'dge, 1st, 7s, 1908 North Missouri, 1st m., 7s St. L. Alton & T. H.—1st m. 2d mortgage, pref. do income. Belleville & So. Ill., 1st m. Tol. Peo. & W.—1st m., E. D. 1st mortgage, W. D. Burlington Div. 2d mortgage, 1886. Consol., 7s, 1910 Pur. Com. rec'pts, 1st, E. D. do 1st, W. D. do Bur. Div. 1st pref. inc. for 2d mort. 1st inc. for consol. Tol. & Wab.—1st ext. 7s, ex cp. 1st St. L. div. 7s, ex mat. cp. 2d mortgage ext., ex coup. Equipment bonds, 7s, 1883 Consol. conv. ex coupon. Gt. Western, 1st m., ex cp. do 2d m., 7s, '93, ex cp. Q. & Tol., 1st, 7s, '90, ex cp. Ill. & So. Ia., 1st m., 7s, ex cp. West. Un. Tel.—1900, coup. 1900, registered. Spring. V. y W. Works, 1st 6s. <b>INCOME BONDS.</b> Central of N. J., 1908. Leh. & Wilkes B. Coal, 1888 St. L. I. M. & S., 1st 7s, pref. int. do 2d int., 6s, accum'e Chic. St. L. & N. O., 2d m., 1907 <b>Miscellaneous List.</b> (Brokers' Quotations.) <b>CITIES.</b> Albany, N. Y.—6s, long. Buffalo—Water, long. Chicago—6s, long dates. 7s, sewerage. 7s, water. 7s, river improvement. Cleveland—7s, long. Detroit—Water works, 7s. Elizabeth City—Short Long. Hartford—6s, various. Indianapolis—7-30s. Long Island City. Newark City—7s, long. Water, 7s, long. Oswego—7s. Poughkeepsie—Water. Rochester—Water, 1903. Toledo—8s, water, 1894. 7-30s. Yonkers—Water, 1903. <b>RAILROADS.</b> Atchison & P. Peak—6s, gld Bost. & N. Y. Air L.—1st m. California Pac.—7s, gold. 6s, 2d mortgage, gold. Cent. of Ia.—1st m., 7s, gold Chic. & Can. So.—1st m., g. 7s Chic. & East. Ill.—1st m., 6s 2d mortgage, inc., 7s. Chic. St. P. & M.—6s, g., new Land grant, 6s, gold. Chic. & Southwest—7s, guar. Cin. Lafayette & Ch.—1st m Cin. & Spr.—1st, C. C. & I., 7s 1st m., g'd L. S. & M. S., 7s. Col. & Hock V.—1st, 7s, 30 yrs 1st, 7s, 10 years. 2d, 7s, 20 years. Dan. Urb. Bl. & P.—1st, 7s, g. Denver Pac.—1st, 7s, id. gr. g. Erie & Pittsburgh—1st m., 7s Con. mortgage, 7s. 7s, equipment. Evansv. & Crawfordsv.—7s. Evansv. Hen. & Nashv.—7s. Evansv. T. H. & Chic.—7s, g. Flint & Pere M.—8s, 1st, g'd gr't Galv. Hous. & H.—7s, gld, '71 Gr'd R. & Ind.—1st, 7s, l. g. gu 1st, 7s, id. gr. not guar. 1st, ex land grant, 7s. Grand River Val.—8s, 1st m Hous. & Gt. N.—1st, 7s, g. c'tfs Hous. & Tex. C.—1st, 7s, gld Western Div. Waco. Consol. bonds. Indianap. Bl. & W.—1st m. Indianapolis & St. L.—1st, 7s Indianap. & Vinc.—1st, 7s, gr International (Tex.)—1st, 7s Int. H. & Gt. No.—Conv. 8s Jack. L. & S.—8s, 1st, "white" Long Island—1st mortgage. Montclair & G. L.—1st, 7s, n. N. J. Midland—1st, 7s, gold. 2d mort. New Jersey South'n—1st, 7s N. Y. & Osw. Mid'd—1st m. Receiver's cert'f., labor. do other. Oswego & Rome—7s, guar. Peoria Pekin & J.—1st m.			St. L. & San F.—2d m., class A 2d mortgage, class B. do class C. St. L. & S. E.—Cons., 7s, g., '94 St. L. Vandalia & T. H.—1st m. 2d mortgage, guar. Sand. Mans. & Newark—7s. Scioto Val. 1st 7 p.c. s. f. bds South Side (L. I.)—1st mort. South Minn.—1st m., 7s, '88. 1st mortgage, 7s (pink). Extension. Tol. Can. S. & Det.—1st, 7s, g Union & Logansport—7s. Union Pac., So. Br.—6s, gld. <b>Southern Securities.</b> (Brokers' Quotations.) <b>STATES.</b> N. Carolina—New 4s. So. Carolina—Con., 6s (good) Rejected (best sort). Texas—6s, 1892. M. & S. 7s, gold, 1892-1910. J. & J. 7s, gold, 1904. J. & J. 10s, pension, 1894. J. & J. Virginia—New 10-40s. <b>CITIES.</b> Atlanta, Ga.—7s. 8s. Water works. Augusta, Ga.—7s, bonds. Charleston, S. C.—Stock, 6s. 7s, F. L. Columbus, Ga.—7s, bonds. Macon—Bonds, 7s. Memphis—Bonds, C. Bonds, A and B. Endorsed M. & C. RR. Compromise. Mobile—5s, coupons on. 8s, coupons on. 6s, funded. Montgomery—New 5s. New 3s. Nashville—6s, old. 6s, new. New Orleans—Prem., 5s. Consolidated, 6s. Railroad, 6s. Norfolk—6s. Petersburg—6s. 8s. Richmond—6s. Savannah—7s, old. 7s, new. Consols, 5. Wilmington, N. C.—6s, g., cp. on 8s, gold, coup. on. <b>RAILROADS.</b> Ala. & Chat.—Rec'r's c'tfs, var Atlantic & Gulf—Consol. Consol., end. by Savan'h. Cent. Georgia—Cons. m., 7s Stock. Char'te Col. & A.—Cons., 7s 2d mortgage, 7s. East Tenn. & Georgia—6s. E. Tenn. & Va.—6s, end. Tenn. E. Tenn. Va. & Ga.—1st, 7s. Stock. Georgia RR.—7s. 6s. Stock. Greenville & Col.—7s, 1st m. 7s, guar. Macon & Aug.—2d, endors. Memphis & Chat'ston—1st, 7s 2d, 7s. Stock. Memp. & Lit. Rock—1st, 4s. Mississippi Cent.—1st m., 7s 2d mort., ex coupons. Miss. & Tenn.—1st m., 8s, A 1st mortgage, 8s, B. Mobile & Ohio—Sterling, 8s Sterling, ex cert., 6s. 8s, interest. 2d mortgage, 8s. New 1st mortgage. New debentures. N. O. & Jacks.—1st m., 8s. Certificate, 2d mort., 8s. Nashville Chat. & St. L.—7s. 1st, 6s, Tenn. & Pac. Br. 1st, 6s, McM. M. W. & Al. Br. Norfolk & Petersb.—1st, 8s. 1st mortgage, 7s. 2d mortgage, 8s. Northeast., S. C.—1st m., 8s. 2d mortgage, 8s. Orange & Alex'a—1sts, 6s. 2ds, 6s. 3ds, 8s. 4ths, 8s. Rich. & Dan.—1st consol., 6s Southw. Ga.—Conv., 7s, '86. Stock. S. Carolina RR.—1st m., 7s. 7s, 1902, non-enjoined. Savan'h & Char.—1st m., 7s. Cha'ston & Sav., 6s, end. West Ala.—1st mort., 8s. 2d mort., 8s, guar. <b>PAST-DUE COUPONS.</b> Tennessee State coupons. South Carolina consol. Virginia coupons. do consol. coupons.		
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\* Prices nominal.

† And accrued interest.

‡ No price today; these are latest quotations made this week.



## NEW YORK LOCAL SECURITIES.

## Bank Stock List.

COMPANIES.	CAPITAL.	Surplus at latest dates.	DIVIDENDS				PRICE.	
			Period	1877.	1878.	Last Paid.	Bid.	Ask.
Mark'd thus (*) are not Nat'l.	Amount	\$						
America.....	100 3,000,000	1,885,000	J. & J.	8	8	July, '79. 3%	130 1/4	131
Am. Exchange.....	100 5,000,000	1,214,400	M. & N.	5 1/2	6	May, '79. 3	111	113
Sowery.....	100 250,000	193,100	J. & J.	12	11	July, '79. 5	...	...
Broadway.....	25 1,000,000	1,252,100	J. & J.	16	16	July, '79. 8	...	...
Butchers & Dr. Central.....	100 2,000,000	346,900	J. & J.	8	7	July, '79. 3 1/2	101 1/2	105
Chase.....	100 300,000	27,900	...	...	...	...	...	...
Chatham.....	25 450,000	166,800	J. & J.	9	6	July, '79. 3	...	110
Chemical.....	100 300,000	3,221,600	R. M. & J.	100	100	July, '79. 15	162 1/2	...
Citizens.....	25 600,000	167,600	J. & J.	6 1/2	6	July, '79. 3	...	...
City.....	100 1,000,000	1,411,000	M. & N.	10	10	May, '79. 5	...	...
Commerce.....	100 3,000,000	2,633,900	J. & J.	6	8	July, '79. 4	...	...
Continental.....	100 1,000,000	166,700	J. & J.	...	...	July, '79. 3 1/2	97	100
Corn Exchange.....	100 1,000,000	828,600	F. & A.	10	10	Aug. '79. 5	135	...
East River.....	25 250,000	63,800	J. & J.	6 1/2	3 1/2	July, '79. 3 1/2	...	...
11th Ward.....	25 100,000	11,400	J. & J.	...	...	July, '79. 3	...	...
Fifth.....	100 150,000	43,700	J. & J.	10	6	July, '79. 3	...	...
Fifth Avenue.....	100 100,000	130,000	...	...	...	...	22 1/2	...
First.....	100 500,000	1,579,000	Q. & J.	12	12	July, '79. 5	...	...
Fourth.....	100 3,000,000	967,900	J. & J.	6 1/2	6	July, '79. 3	100	...
Fulton.....	30 600,000	398,400	M. & N.	10	10	May, '79. 3 1/2	...	...
Gallatin.....	50 1,000,000	671,200	F. & A.	7	7	Apr. '79. 3 1/2	...	...
German Am.....	75 750,000	52,400	F. & A.	...	...	Aug. '79. 2 1/2	...	...
German Exch.....	100 200,000	49,900	May.	6	5	May, '79. 5	...	...
Germania.....	100 200,000	4,100	May.	6	...	May, '79. 6	...	...
Greenwich.....	25 200,000	14,300	M. & N.	7	6	May, '79. 3	...	...
Grocers.....	30 225,000	18,400	J. & J.	3	...	Jan., '79. 3	...	...
Hanover.....	100 1,000,000	217,300	J. & J.	7	7	July, '79. 3 1/2	193 1/2	...
Imp. & Traders.....	100 1,500,000	1,889,900	J. & J.	14	14	July, '79. 7	205	...
Irving.....	50 500,000	133,100	J. & J.	8	8	July, '79. 4	...	...
Island City.....	50 100,000	6,700	J. & J.	6 1/2	3	Jan., '79. 3	...	...
Leather Manuf.....	100 600,000	427,800	J. & J.	12	11	July, '79. 4	...	...
Manhattan.....	50 2,050,000	1,059,000	F. & A.	8	8	Aug. '79. 3 1/2	...	...
Manuf. & Mer.....	20 100,000	8,800	J. & J.	...	...	July, '79. 2 1/2	...	...
Marine.....	100 400,000	101,900	J. & J.	...	...	July, '79. 3	...	...
Market.....	100 509,000	288,800	J. & J.	7 1/2	7	July, '79. 3 1/2	116	...
Mechanics.....	25 2,000,000	970,100	J. & J.	9	8	July, '79. 4	131	...
Mech. Assoc'n.....	50 500,000	68,700	M. & N.	2 1/2	2	May, '79. 2	...	...
Mechanics & Tr.....	25 300,000	78,000	M. & N.	7 1/2	...	July, '79. 2 1/2	...	...
Mercantile.....	100 1,000,000	179,500	M. & N.	6	6	May, '79. 3	91	95
Merchants.....	50 2,000,000	708,000	J. & J.	7 1/2	6 1/2	July, '79. 3 1/2	124	...
Merchants' Ex.....	50 1,000,000	141,400	J. & J.	6 1/2	...	July, '79. 3 1/2	...	...
Metropolis.....	100 300,000	57,900	J. & J.	...	...	July, '79. 3 1/2	...	...
Metropolitan.....	100 3,000,000	842,600	J. & J.	10	10	July, '79. 4	125	127
Murray Hill.....	100 100,000	80,700	...	...	...	July, '79. 6	...	...
Nassau.....	100 1,000,000	47,500	M. & N.	6	5	May, '79. 2 1/2	80	85
New Yers.....	100 2,000,000	700,500	J. & J.	7 1/2	7	July, '79. 4	130	135
N. Y. County.....	100 200,000	72,700	J. & J.	8	8	July, '79. 4	...	...
N. Y. N. Exch.....	100 300,000	75,600	F. & A.	8	8	Aug. '79. 3 1/2	...	...
Ninth.....	100 700,000	71,000	J. & J.	3	...	July, '79. 2 1/2	80	85
No. America.....	70 750,000	54,600	J. & J.	6	...	July, '79. 3	...	...
North River.....	50 240,000	82,200	J. & J.	...	...	July, '79. 3 1/2	...	...
Oriental.....	25 300,000	169,900	J. & J.	11	10	July, '79. 4	...	...
Pacific.....	50 422,700	211,500	Q. & F.	12	10	Aug. '79. 2 1/2	101 1/2	...
Park.....	25 2,000,000	309,500	J. & J.	6	6	July, '79. 3	99 1/2	101 1/2
People's.....	25 412,500	158,300	J. & J.	10	8	July, '79. 3 1/2	115	...
Phenix.....	20 1,000,000	158,100	J. & J.	6	6	Jan., '79. 3	85	...
Produce.....	50 125,000	58,700	...	...	...	July, '79. 3 1/2	...	...
Republic.....	100 1,500,000	337,200	F. & A.	6 1/2	6	Aug. '79. 3 1/2	...	...
St. Nicholas.....	100 500,000	125,800	F. & A.	6 1/2	...	Aug. '79. 3	...	...
Seventh Ward.....	100 300,000	53,100	J. & J.	3	3	July, '78. 3	...	...
Second.....	100 300,000	81,900	J. & J.	10	9	July, '79. 4	...	...
Shoe & Leather.....	100 500,000	238,300	J. & J.	10	10	July, '79. 4	...	...
Sixth.....	100 200,000	41,200	J. & J.	7	6	July, '79. 3	...	...
State of N. Y.....	100 800,000	196,100	M. & N.	7	7	May, '79. 3 1/2	105	...
Third.....	100 1,200,000	104,000	J. & J.	3	3	Jan., '78. 3	...	...
Tradesmen's.....	40 1,000,000	269,400	J. & J.	9	7 1/2	July, '79. 3 1/2	...	...
Union.....	50 1,200,000	663,000	M. & N.	8	10	May, '79. 4	...	...
West Side.....	100 200,000	104,700	J. & J.	8	8	July, '79. 6	...	...

§ The figures in this column are of date June 14, 1879, for the National banks, and of same date for the State banks.

## Gas and City Railroad Stocks and Bonds.

[Gas Quotations by George H. Prentiss, Broker, 24 Broad Street.]

GAS COMPANIES.	Par.	Amount.	Period.	Rate.	Date.	Bid.	Ask.
Brooklyn Gas Light Co.....	25	2,000,000	Var.	5	May, '79	110	120
Citizens' Gas Co (Bklyn).....	20	1,200,000	Var.	2 1/2	July, '79	50	55
do bonds.....	1,000	315,000	A. & O.	7	1888	95	100
Harlem.....	50	1,850,000	F. & A.	8	Feb., '78	35	45
Jersey City & Hoboken.....	20	750,000	J. & J.	7 1/2	Jan., '79	140	145
Manhattan.....	50	4,000,000	J. & J.	5	June, '79	135	145
Metropolitan.....	100	2,500,000	M. & S.	5	Feb., '79	110	115
do certificates.....	Var.	1,000,000	M. & S.	3 1/2	Feb., '79	101	104
Mutual, N. Y.....	100	5,000,000	Quar.	1 1/2	Apr., '79	50	60
do bonds.....	1,000	1,000,000	F. & A.	...	1883	103	104
Nassau, Brooklyn.....	25	1,000,000	Var.	3	July, '79	50	60
do scrip.....	Var.	700,000	M. & N.	3 1/2	May, '79	82	90
New York.....	100	4,000,000	M. & N.	4	May, '79	85	90
People's (Brooklyn).....	10	1,000,000	J. & J.	3 1/2	Jan., '79	18	22
do do bonds.....	1,000	800,000	M. & N.	7	1897	90	90 1/2
do do certificates.....	Var.	300,000	J. & J.	3 1/2	Jan., '79	70	80
Central of New York.....	50	466,000	F. & A.	3	Feb., '79	55	65
Williamsburg.....	50	1,000,000	Quar.	2	Jan., '79	70	80
do scrip.....	Var.	1,000,000	J. & J.	3 1/2	Jan., '79	85	95
Metropolitan, Brooklyn.....	100	1,000,000	M. & N.	3 1/2	May, '79	40	50
Municipal.....	100	1,500,000	M. & N.	3	Feb., '79	110	115
do bonds.....	...	750,000	M. & N.	6	1888	104	108

[Quotations by H. L. GRANT, Broker, 145 Broadway.]

Bleecker St. & Fulton Ferry—stk.	100	900,000	J. & J.	7 1/2	July, '79	12	20
1st mortgage.....	1,000	694,000	J. & J.	7 1/2	July, 1900	85	90
Broadway & Seventh Ave—stk.	100	2,100,000	Q. & J.	2	July, '79	60	65
1st mortgage.....	1,000	1,500,000	J. & D.	7	July, '84	101	102
Brooklyn City—stock.....	10	2,000,000	Q. & F.	3 1/2	Aug., '79	130	140
1st mortgage.....	1,000	300,000	M. & N.	7	Nov., '80	102	110
Broadway (Brooklyn)—stock.....	100	200,000	Q. & J.	3	July, '79	135	150
Brooklyn & Hunter's Pt—stock.....	100	400,000	A. & O.	3	Apr., '79	95	100
1st mortgage bonds.....	1,000	300,000	J. & J.	7	1888	100	102
Bushwick Av. (Bklyn)—stock.....	100	500,000	...	...	...	85	92 1/2
Central Pk., N. & E. River—stk.	100	1,800,000	J. & J.	2 1/2	July, '79	41	45
Consolidated mortgage bonds.....	1,000	1,200,000	J. & D.	7	Dec. 1902	94	97
Dry Dock, F. B. & Battery—stk.	100	1,200,000	Q. & F.	2	Aug., '79	86	90
1st mortgage, cons'd.....	500 & c.	900,000	J. & D.	7	June, '93	104	108
Eighth Avenue—stock.....	100	1,000,000	J. & J.	6	July, '79	100	...
1st mortgage.....	1,000	203,000	J. & J.	7	Jan., '84	100	110
2d St. & Grand St Ferry—stock.....	100	748,000	M. & N.	6	May, '78	140	150
1st mortgage.....	1,000	236,000	A. & O.	7	Apr., '83	105	115
Central Cross Town—stock.....	100	600,000	...	...	...	40	...
1st mortgage.....	1,000	200,000	M. & N.	7	Nov. 1904	99	101
Houston, West St. & Pav. Fy—stk.	100	250,000	...	...	...	10	20
1st mortgage.....	500	500,000	J. & J.	7	July, '94	80	86
Second Avenue—stock.....	100	1,199,500	Q. & F.	2	Apr., '79	93	92 1/2
3d mortgage.....	1,000	150,000	A. & O.	7	Apr., '88	95	100
Cons. Convertible.....	1,000	1,050,000	M. & N.	7	May, '88	72 1/2	75
Extension.....	100 & c.	200,000	A. & O.	7	Sept., '87	75	80
11th Avenue—stock.....	100	750,000	M. & N.	5	May, '77	80	95
1st mortgage.....	1,000	415,000	J. & J.	7	July, '90	105	115
Third Avenue—stock.....	100	2,000,000	Q. & F.	5	Aug., '79	122	130
1st mortgage.....	1,000	2,000,000	J. & J.	7	July, '90	98	101
Fourth Avenue—stock.....	100	600,000	J. & J.	4	Aug., '79	97	103
1st mortgage.....	1,000	250,000	...	...	...	103	104

\* This column shows last dividend on stocks, but the date of maturity of do

## Insurance Stock List.

[Quotations by E. S. BAILEY, Broker, 7 Pine street.]

COMPANIES.	CAPITAL.		Net Surplus, July 1, 1879.*	DIVIDENDS.				PRICE.	
	Par.	Amount		1876.	1877	1878.	Last Paid.	Bid.	Ask.
Adriatic.....	25	200,000	4,877	10	10	5	July, '78. 5	50	....
Aetna.....	100	200,000	-10,944	25	15	8½	July, '78. 8½	....	70
American.....	50	400,000	+460.49	15	15	14	July, '79. 3½	115	....
American Exch.....	100	200,000	68,826	10	10	10	July, '79. 5	....	100
Amity.....	100	200,000	.....	8	4	N'ne	Jan., '77. 4	50	....
Atlantic.....	50	200,000	.....	10	10	10	July, '78. 5	....	65
Bowery.....	25	300,000	398,757	20	20	20	June, '79. 10	180	200
Broadway.....	25	200,000	298,201	20	20	A. g.	July, '79. 8	175	190
Brooklyn.....	17	153,000	197,692	20	20	20	July, '79. 10	170	....
Citizens'.....	20	300,000	48,811	20	20	20	July, '79. 10	190	185
City.....	70	210,000	163,191	20	17½	10-72	Aug., '79. 5	110	120
Clinton.....	100	250,000	145,144	20	18	12	July, '79. 5	110	120
Columbia.....	30	300,000	-1,422	10	5	N'ne	July, '77. 5	47	55
Commercial.....	50	200,000	100,780	25	25	18	Jan., '79. 10	105	120
Continental.....	100	1,000,000	1,040,755	11-45	12-50	13-40	July, '79. 6-83	160	170
Eagle.....	40	300,000	531,670	30	20	20	Apr., '79. 10	200	210
Empire City.....	100	200,000	80,008	14	14	10	July, '79. 5	85	105
Exchange.....	30	200,010	105,240	20	15	10	Aug., '79. 5	100	107
Farragut.....	50	200,000	135,832	15	15	15	July, '79. 7½	115	125
Firemen's.....	17	204,000	68,253	15	12	10	July, '79. 3½	93	100
Firemen's Fund	10	150,000	.....	10	10	N'ne	July, '77. 5	80	....
Firemen's Tr.....	10	150,000	73,673	12	12	11	July, '79. 5	100	....
Franklin & Emp	100	200,000	147,083	.....	.....	.....	July, '79. 7	110	120
German-Amer.....	100	1,000,000	822,547	.....	.....	10	July, '79. 5	130	140
Germania.....	50	500,000	703,104	30	30	22	July, '79. 7	165	175
Globe.....	50	200,000	124,936	20	20	10	July, '79. 5	107	....
Greenwich.....	25	200,000	339,629	40	40	30	July, '79. 7½	250	....
Guardian.....	100	200,000	28,078	10	10	7	July, '79. 3½	60	70
Hamilton.....	15	150,000	127,694	20	20	17½	July, '79. 5	115	125
Hanover.....	50	500,000	639,569	10	10	10	July, '79. 15	140	160
Hoffman.....	50	200,000	56,883	10	10	10	July, '79. 5	60	87
Home.....	100	3,000,000	1,179,594	10	10	10	July, '79. 5	115	125
Hope.....	25	10,000	569	10	10	10	Jan., '79. 3½	50	....
Howard.....	50	500,000	94,260	12	12	10	Jan., '79. 5	80	95
Importers & T.....	50	200,000	86,070	12	12	10	July, '79. 5	100	165
Irving.....	100	200,000	7,453	10	13	10	July, '79. 3½	60	70
Jefferson.....	30	200,010	+288,638	10	10	10	July, '79. 5	125	139
Kings Co. (Bkn)	20	150,000	184,010	20	20	20	July, '79. 10	160	....
Knickerbocker	40	280,000	3,420	10	10	5	Jan., '79. 5	50	70
Lafayette (Bkn)	50	150,000	143,113	20	20	16	July, '79. 6	120	130
Lamar.....	100	200,000	93,141	10	10	10	July, '79. 5	95	105
Lenox.....	25	150,000	33,537	10	10	10	July, '79. 5	80	90
Long Isl. (Bkn.)	50	200,000	260,704	20	20	16	July, '79. 5	120	130
Lorillard.....	25	300,000	31,194	10	10	10	Jan., '79. 5	60	73
Manuf. & Buld.....	100	200,000	203,802	11	12	12	July, '79. 6	....	140
Manhattan.....	100	250,000	119,904	14	20	12	July, '79. 5	104	110
Mech. & Trad'rs.....	25	200,000	240,935	30	30	20	July, '79. 10	170	....
Mech'ics (Bkn)	50	150,000	179,803	20	20	20	July, '79. 10	165	....
Mercantile.....	50	200,000	38,280	10	10	10	July, '79. 5	70	85
Merchants'.....	50	200,000	153,269	20	20	16	July, '79. 5	115	130
Montauk (Bkn)	50	200,000	98,541	20	18	12	July, '79. 5	108	112
Nassau (Bklyn)	50	200,000	165,652	25	20	20	July, '79. 10	....	165
National.....	37½	200,000	104,695	16	14	10	July, '79. 5	102	....
N. Y. Equitable	35	210,000	304,366	20	20	20	July, '79. 5	165	180
New York Fire	100	200,000	133,855	20	17	14	Aug., '79. 5	110	125
N. Y. & Boston	100	200,000	22,054	.....	.....	N'ne	....	....	65
New York City	100	300,000	454,287	10	10	N'ne	Jan., '79. 5	50	60
Niagara.....	50	500,000	111,976	10	12	11	July, '79. 6	115	....
North River.....	25	350,000	400,203	30	30	30	July, '79. 10	210	232
Pacific.....	25	200,000	102,046	20	20	12	July, '79. 6	108	....
Park.....	100	200,000	198,687	20	20	20	July, '79. 10	180	....
Peter Cooper.....	20	150,000	104,055	20	18	12	July, '79. 6	110	120
People's.....	50	1,000,000	497,251	20	20	15	July, '79. 5	110	116
Phoenix (Bklyn)	50	200,000	104,695	16	14	10	July, '79. 5	102	....
Produce Exch.....	100	200,000	304,366	20	20	20	July, '79. 5	165	180
Relief.....	50	200,000	133,855	20	17	14	Aug., '79. 5	110	125
Republic.....	100	200,000	22,054	.....	.....	N'ne	....	....	65
Ridgewood.....	100	200,000	454,287	10	10	10	Jan., '79. 5	50	60
Rogers'.....	25	200,000	111,976	10	12	11	July, '79. 6	115	....
Safeguard.....	100	200,000	400,203	30	30	30	July, '79. 10	210	232
St. Nicholas.....	25	200,000	102,046	20	20	12	July, '79. 6	108	....
Standard.....	50	500,000	198,687	20	20	20	July, '79. 10	180	....
Star.....	100	300,000	104,055	20	18	12	July, '79. 6	110	120
Sterling.....	100	200,000	497,251	20	20	15	July, '79. 5	110	116
Stuyvesant.....	25	200,000	104,695	16	14	10	July, '79. 5	102	....
Tradesmen's.....	25	300,000	160,272	11-55	12-35	6-23	July, '79. 3½	117	125
United States.....	25	250,000	148,074	15	17½	12½	July, '79. 6	112	117
Westchester.....	10	300,000	34,310	10	10	10	Aug., '79. 3½	70	80
Williamsb'g C.....	50	250,000	403,362	20	20	20	July, '79. 10	185	....



## Investments

AND

## STATE, CITY AND CORPORATION FINANCES.

The INVESTORS' SUPPLEMENT is published on the last Saturday of each month, and furnished to all regular subscribers of the CHRONICLE. No single copies of the SUPPLEMENT are sold at the office, as only a sufficient number is printed to supply regular subscribers. One number of the SUPPLEMENT, however, is bound up with THE FINANCIAL REVIEW (Annual), and can be purchased that shape.

## ANNUAL REPORTS.

## St. Louis Bridge &amp; Tunnel Railroad.

(For the year ending April 30, 1879.)

The annual report gives the operations of the Bridge and Tunnel during the fiscal year ending April 30, 1879, as below. During nearly eleven months of this period (to March 17, 1879), the property was administered by the receivers, and since by the St. Louis Bridge Company—but the report, statements and exhibits are prepared and rendered irrespective of these periods and treat the year and its results as a whole.

## EARNINGS.

Upper Roadway—Passengers.....	\$42,838	
Vehicles and animals.....	112,839	\$155,677
Lower Roadway—Freight trains.....	\$142,046	
Passenger trains.....	203,862	645,909
Rents.....		2,915
Total gross earnings.....		\$804,502

## EXPENSES.

Upper Roadway.....	\$44,411	
Lower Roadway and Tunnel.....	409,892	
Undivided expenses.....		80,500
		\$534,804

The net earnings were \$269,697, of which \$233,375 was for Bridge account and \$36,322 for Tunnel account.

Compared with the results of the previous year there was an increase of \$113,898 in the gross receipts and of \$50,099 in the net receipts. The increase in the gross receipts over last year arose from the following sources:

Upper Roadway, increase.....	\$25,142
Lower Roadway, passenger increase.....	13,249
Do freight increase.....	76,536
	\$114,928
Less decrease in rents.....	1,030
Gross increase.....	\$113,898

The following comparative table will show the gradual progression in the business of the bridge and tunnel since its opening:

Year end'g April 30—	Gross earnings.	Net earnings.	Loaded freight cars.	Railway passenger's.
1875.....	\$287,527	None.*	16,364	None.†
1876.....	448,446	\$164,335	45,027	496,886
1877.....	655,054	219,777	79,782	604,483
1878.....	690,604	219,598	81,227	667,294
1879.....	804,502	269,697	105,129	719,178

\* Payments on coupons, floating debt and construction, were, with operating expenses, in excess of receipts during that year.  
† Railway passenger trains commenced to run over the Bridge June 13, 1875.

## PERCENTAGE OF EXPENSE.

The percentage of expense to earnings was—

In 1876.....	63.36 per cent	In 1878.....	68.22 per cent
In 1877.....	66.45 per cent	In 1879.....	66.47 per cent

and is divided among the expense items of the past year as follows:

Expenses of Upper Roadway.....	5.52 per cent.
Expenses of Lower Roadway.....	6.00 “
Undivided expenses, including taxes, interest, insurance, pool deficit, &c.....	9.95 “
Hauling freight and passeng'r trains and terminal exp'ses.....	45.00 “
	66.47 per cent.

Regarding percentage of expense to earnings in the freight and passenger department, it cost 57 per cent of the tolls which we have received for freight, and 44 4-10 per cent of the tolls which we received from passengers, to move this traffic across the Bridge and to dispose of it.

The manager, Mr. Wm. Taussig, says in his report:

“The receipts from Upper Roadway traffic were \$25,142 in excess of those of last year, much of which excess is to be attributed to the closing of the river during six weeks of last winter. The excess in receipts from vehicles, &c., was \$26,497, and there was a falling off of \$1,381 in the receipts from the horse railroad.” \* \* \*

“The apportionment to the Tunnel of the joint earnings from railway traffic was made upon the same basis that prevailed heretofore, with the following results:

Total gross earnings.....	\$107,651
Expenses.....	71,329
Net.....	\$36,322

“The above expenses were incurred for the following items:

General operating and maintenance.....	\$6,447
Pool deficiency.....	2,247
Miscellaneous expenses.....	2,311
Proportion of transit expenses for hauling passeng's and freight.....	60,323
	\$71,329

“The structure itself, being of the most substantial character, required no outlay for its maintenance; the track, roadway and ballast, however, which are maintained in a high degree of perfection, require continued labor and attention.”

## Kansas Pacific.

(For the year ending December 31, 1878.)

From returns made by the company for the year 1878, we have the following report of operations:

Passengers carried, 198,173; carried one mile, 22,173,135. Freight moved, 667,736 tons; moved one mile, 140,013,144 tons.

Earnings.	Expenditures.
From passengers.....	\$782,806
From freight.....	2,594,189
From mail and express.....	202,954
Miscellaneous.....	30,274
	\$3,610,224
	\$2,150,759

Balance net earnings, \$1,459,464; less taxes, \$260,802; leaves net revenue, \$1,198,662. Payments from net earnings—construction and equipment, \$246,927; other, \$32,520—\$279,447. Surplus, \$919,215.

## STATEMENT OF OPERATIONS., ETC., 1875-78.

	1875.	1876.	1877.	1878.
Passengers.....	123,203	124,740	143,117	198,173
Passenger miles.....	19,292,049	18,232,525	18,936,167	22,173,135
Freight (tons).....	251,064	289,992	337,520	667,736
Freight miles.....	72,119,554	71,540,034	85,393,211	140,013,144
Earnings from—				
Passengers.....	\$933,481 04	\$766,449 53	\$690,062 10	\$782,806
Freight.....	2,157,168 34	1,968,218 42	2,329,430 17	2,594,189
Other sources.....	273,111 08	266,132 71	265,241 79	233,229
Total earnings.....	3,363,760 46	3,000,800 66	3,284,734 06	3,610,224
Operating exp. & taxes.....	1,790,879 95	1,782,818 53	1,916,956 74	2,411,562
Net revenue.....	1,572,880 51	1,217,982 13	1,367,777 32	1,198,662
Earnings per road mile.....	5,001 13	4,461 49	4,883 60	5,367 56
Operating expenses.....	2,662 68	2,650 64	2,850 07	3,585 14
Net earnings.....	2,338 51	1,810 85	2,033 53	1,782 42
Prop'n of expenses.....	53.25 p. c.	59.41 p. c.	58.36 p. c.	66.77 p. c.

The general account of the old company, before the present re-organization, stood as follows:

## General Balance Sheet, December 31, 1878.

Road and equipment.....	\$34,359,540	Capital stock.....	\$9,689,950
Stocks and bonds.....	3,660,342	Funded debt.....	22,130,100
Materials and fuel.....	147,178	U. S. Subsidy.....	6,303,000
Bills receivable.....	337,490	Bills payable.....	858,348
Current accounts.....	3,260,671	Other liabilities.....	3,889,135
Cash.....	392,399		
Balance.....	712,912		
Total.....	\$42,870,534	Total.....	\$42,870,534

## GENERAL INVESTMENT NEWS.

**Atlantic & Great Western.**—A report from London, August 15, said: “The Atlantic & Great Western Reconstruction Trustees announce that they will issue certificates for prior lien bonds to the amount of \$2,500,000, bearing 6 per cent interest, to enable the Trustees to complete the foreclosure. The price of the new certificates will be 90. Messrs. Lewis and Tyler are co-operating relative to this issue.”

**Canada Pacific Railway.**—A special dispatch from London to the *Toronto Globe* says: “The Colonial Secretary has not found it advisable to recommend a guarantee for the Canada Pacific Railway extension desired by Sir John Macdonald, but imperial support may be given to the proposed extension in another form. A part of the scheme laid before Sir Michael Hicks-Beach suggested the appointment of an imperial commissioner to act in conjunction with the Dominion commission to have charge of the lands hypothecated for the construction of the railway. The Canadian representatives now here have impressed upon the Government the importance of having an imperial commissioner co-operate with the Dominion commission. The amount of money required to complete the line along the shore of Lake Superior to Thunder Bay, and thence to Red River, is estimated at \$18,000,000. Without an imperial guarantee a new loan may be obtained by the Canadian Government to complete the line, but it would add strength to the financial position if an imperial commissioner should take part in the administration of lands or revenues upon which the loan may be based. The enterprise has been represented as a great emigration scheme, in which the mother country is chiefly interested. Under these circumstances the Canadian Ministers have asked for the appointment of an imperial Commissioner, whether the Government approve or continue to refuse a guarantee.”

**Central of Long Island.**—The Central Railroad of Long Island was sold at auction under foreclosure of the first mortgage of \$1,000,000, made to Charles A. Hoyt and Albert Baker, as Trustees. The only bidders were E. B. Hindsdale and E. P. Fabbri. Mr. Hindsdale bid \$47,500 and Mr. Fabbri \$50,000. The purchaser is a member of the firm of Drexel, Morgan & Co., who now hold the majority of the bonds. All the rolling-stock and equipments and machine and repair shops are included in the sale. According to the terms, the bonds and coupons of the road are to be received in part payment. The road extends from Flushing to the line of A. T. Stewart's estate at Garden City.

**Chicago Milwaukee & St. Paul.**—A new issue of the first mortgage bonds of the Iowa & Dakota Division has been admitted to the Stock Exchange list. The new first mortgage



bonds of the Iowa & Dakota Division of the Chicago Milwaukee & St. Paul Railway Company are to be issued from time to time upon 200 miles of the extension, which is to be completed this year, to the amount of \$3,000,000, and will be numbered from 1,501 to 4,500. The amount already placed on the list is \$1,500,000, making the total \$4,500,000. The interest on these bonds is at the rate of 7 per cent per annum, payable January 1 and July 1.

**Chicago & Northwestern.**—The directors of the Chicago & Northwestern Co. were in session on the 22d, deliberating in regard to the proposed lease of the Burlington Cedar Rapids and Northern road. The officers of the company decline to make any statements in regard to the probable action of the meeting.

**Cincinnati Hamilton & Dayton.**—R. M. Shoemaker, the president, is advised by cable that the parties in England owning or representing bonds of the Cincinnati Hamilton & Indianapolis Railroad Company to the amount of \$150,000 have assented to the settlement of the interest question by arbitration, as ratified by the stockholders of the Cincinnati Hamilton & Dayton Railroad Company at their annual meeting.

**Cincinnati Sandusky & Cleveland.**—The bondholders' committee announces that holders of over \$1,000,000 of the \$1,100,000 second mortgage bonds have joined in the agreement and funded their coupons as required. Holders are urged to fund as soon as possible, in order that the receivership may be terminated and the road restored to the company.

**Denver Pacific.**—The *Denver Tribune* of August 14 says: "Auditor Robinson received telegraphic information yesterday from Judge Usher, solicitor for Jay Gould, that a majority of the first mortgage bonds of the Denver Pacific Railway & Telegraph Company had been purchased of the European syndicate by Mr. Gould. As a matter of course the terms of the sale are not known, and it is doubtful if they ever will be. Gould has purchased a majority of the bonds outstanding, which would be in face value \$1,114,000. These bonds were quoted in New York last week at 70 cents.

"There were originally \$2,500,000 of the first mortgage bonds, but from the proceeds of land sales, which, under the mortgage, are devoted to the purchase and cancellation of these bonds, the obligation has been reduced \$271,000. The result of this purchase is obvious. The suit pending will be dismissed in October or withdrawn possibly before that time. The mortgage will then be foreclosed and the road bought in by the majority of the bondholders, which will be Jay Gould. This last may not be done, however, so long as the road is in a condition to pay its interest and earn a good dividend. And this, it would seem, is easily accomplished. The Denver Pacific is a very cheap road to operate; 50 per cent of gross earnings would probably pay the entire cost of operation and natural improvements. By according to the road liberal arrangements with the Union Pacific and Kansas Pacific roads, its passenger earnings would be enhanced materially, and it would enjoy a big cattle, coal and ore carrying business."

**Iron and Rail Market.**—The *Iron Age* reports the iron and rail market as follows:

**AMERICAN PIG.**—There is no change in the condition of the Iron market since our report of last week—the same eagerness to purchase prevails, and the difficulty in placing orders for early deliveries seems to be on the increase. Sales are reported of 800 tons No. 1 part North River Iron at \$22; between 1,200 and 1,400 tons No. 1 X at \$21 @ \$22, and 500 tons Allentown on private terms, besides several lots of 100 to 200 tons at very full prices. Gray Forge iron is in request, but hard to find, and quotations in the present condition of the market are merely nominal. We quote foundry No. 1, \$20 @ \$21; foundry No. 2, \$18 50 @ \$19 50; Gray Forge, \$18 @ \$18 50.

**SCOTCH PIG.**—The demand continues active, and sales are reported of 700 tons, to arrive, at prices which have not transpired, and 500 tons Carnbroe at \$21 50. We quote, nominally, Eglinton, \$21 @ \$21 50; Coltness, \$23 50; Glengarnock, \$22; and Gartsherrie, \$22 50. A sale is also reported of 10,000 tons English Bessemer Pig on private terms.

**RAILS.**—The market for both steel and iron rails presents no new feature. The demand is still far in excess of the supply, and the orders being placed now are, with few exceptions, for next year's delivery. A sale of 10,000 tons steel rails for delivery in Chicago next spring, at \$50, is reported. In iron rails no transactions in the domestic article have been reported during the week. We hear, however, that since our last writing orders for between 10,000 and 12,000 tons new English iron rails have been placed; but the terms are withheld. We quote steel, at tidewater, \$45 50 @ \$46, and iron, at mill, \$39 @ \$40.

**OLD RAILS.**—We cannot hear of a single transaction worth reporting, and quote nominally \$25 @ \$25 50 here.

**Lehigh & Wilkesbarre Coal Company.**—The *Philadelphia North American* says:

"One of the New York papers (the *Daily Indicator*) says that a rise in the Lehigh & Wilkesbarre assented securities has been manipulated by certain professional operators in Wall street, and the bonds which formerly were a drug at 27 are now active at 80. It is said that these bonds are now no longer guaranteed; that they are behind some \$4,000,000 of prior liens, and that they draw no interest until December next. This is a very depressing statement, and gives no accurate idea of the real position of these bonds. The total issue is \$11,500,000, and in the consolidation scheme it is true that the guarantee has been surrendered. But what is the guarantee of a bankrupt worth? The real advantages secured to the holders of the bonds are: 1. That the New Jersey Central issues to the Lehigh & Wilkesbarre Coal Company its income bonds for the three years' over-

due coupons. 2. That the New Jersey Central and the coal company, who own \$6,116,000 of the whole issue, agree to make the \$5,384,200 that are in private hands preferred as to interest, so that they shall be paid first, and the coupons of the bonds in the possession of the railroad company shall be canceled on maturity in case of failure to earn the interest upon them. 3. That the railroad company and the coal company shall do everything possible to prevent a foreclosure or default upon the claims prior to this mortgage. In brief, the holders of these bonds surrender the guarantee of the New Jersey Central, and in return have their bonds made preferred before a majority of the whole issue, both as to principal and interest, the coupons on the common bonds not to be paid unless the interest is earned. It certainly is an exchange very much to the advantage of the bondholders."

**Long Island Railroad.**—This company, on April 2, 1877, executed and delivered to Herman Funke, of Flushing, and Paul Lichenstein, of Brooklyn, as trustees, a deed of trust or mortgage amounting to \$221,900. This was done for the purpose of issuing certificates upon which to raise money for the completion of the Long Island Railroad. Immediately after the mortgage was transferred, certificates were issued by the company covering the above amount. On April 2 of this year fourteen of these certificates, amounting to \$14,000, and held by Robert H. Powell and John C. Bradley, both of Philadelphia, reached maturity and were presented for payment. The payment of them was refused. On May 2 they were again presented and their payment demanded. But they were again refused, on the grounds that neither the company nor its receiver had sufficient funds with which to pay them. A few days ago Messrs. Powell and Bradley entered a complaint against the above-mentioned trustees in the United States Circuit Court for the Eastern District of New York.

In the formal complaint \* \* \* it is complained that the action in which the receiver was appointed has never been brought to trial, and it is stated that the company this year has executed a mortgage upon its property, as security for the payment of certain mortgage bonds, to the amount of \$1,500,000, and that the officers and receiver of the company are endeavoring to compel the complainants and other creditors to accept these at their face value in settlement of their claims against the company.—*New York Tribune*.

**Massachusetts Central.**—A special meeting of the stockholders of the Massachusetts Central Railroad Company was held recently, at which it was voted without opposition to accept the act passed at the last session of the General Court, authorizing the extension of the road from Stony Brook to a junction with the Boston & Lowell Railroad, in Cambridge, and from Amherst to a junction with the Troy & Greenfield Railroad. A vote was also unanimously passed, authorizing the directors to make a mortgage covering these extensions, for the further security of the \$2,700,000 of the bonds of the company. A meeting of the directors was held after the adjournment of the stockholders' meeting, and the following was adopted:

*Voted*, That in the opinion of this board it is desirable for the Massachusetts Central Railroad Company to make permanent arrangements for its business to and from the West, by contracts with the Boston Hoosac Tunnel & Western Railway Company or the Troy & Boston Railroad Company and their respective connections from the Hoosac Tunnel Westward.

**New York Lake Erie & Western.**—At a meeting of the governing committee of the Stock Exchange, on Thursday, there were added to the regular list the common and preferred stock of the New York Lake Erie & Western Railroad Company.

The application of the New York Lake Erie & Western Railroad Company shows that the total amount of stock is \$86,536,900, of which the common stock is (in 780,000 shares of \$100 each) \$78,000,000, and the preferred stock is (in 85,369 shares of \$100 each) \$8,536,900. This stock is to be exchanged for stock of the Erie Railway Company, the holders of assented certificates of Erie Railway shares to receive the same number of shares of the new stock, one-half in voting stock and the other half in non-voting stock. The proposed method of issuing non-voting shares is to give to each holder of Erie Railway stock for one-half of his shares a certificate of the London trustees, stating the number of non-voting shares to which he is entitled, which certificate is immediately exchangeable at the transfer office for such shares. Hereafter, a "good delivery" for 100 shares of Erie Railway, or for New York Lake Erie & Western stock, shall consist of fifty shares of voting and fifty shares of non-voting stock, and after Oct. 1, 1879, only New York Lake Erie & Western stock shall be a "good delivery."

**Owensboro & Nashville.**—At a recent meeting of the stockholders, it was voted to authorize the issue of \$1,750,000 bonds to complete the road. Also to empower the directors to contract with the Nashville Chattanooga & St. Louis Company to build the unfinished portion of the line and to sell the bonds to be issued.

The road (in which the Nashville Chattanooga & St. Louis lately bought a controlling interest) is completed from Owensboro, Ky., to Owensboro Junction, on the Paducah & Elizabethtown, 35 miles, and is graded to Adairsville, 44 miles further.

**Pennsylvania Railroad.**—The following report of improvements about to be made in various directions by this company first appeared, we believe, in the *New York Tribune*. The general course here indicated would seem to show that the officers of this company still intend to pursue the policy of extending their capital account very heavily, even while the



company's dividends are only 4 per cent per annum. The subject is a matter of some interest not as to the Pennsylvania Railroad alone, but also on the more general question of the financial management of prominent railroads. The Pennsylvania Railroad has been pre-eminent as an example of those companies which so greatly extended their capital account by issuing bonds, or their annual obligations for the payment of interest or dividends to leased roads, that they were obliged to suspend dividends on their own stock. It is now a fair question for stockholders to ask in the case of each particular expenditure or obligation assumed, whether it is likely to bring a corresponding benefit. In other words, whether each \$1,000,000 expended will be pretty sure to bring in \$60,000 per year or more.

"The extensions and improvements which the Pennsylvania Railroad Company is now making are extraordinary in their magnitude. Besides the contemplated elevated railroad, by which the termini of the line will be brought nearly into the heart of the city of Philadelphia, the improvements at the old Navy Yard, which will give the river one of the best wharves in the country, and the proposed connection with West Chester, the corporation is engaged in a number of enterprises which will not only greatly increase the business, but will also prove a direct benefit to the city.

"A new feeder to the main line is at once to be built from New Bloomfield, the county seat of Perry county, eight miles to the Pennsylvania Railroad, at a point between Duncannon and Newport, at Losh's Run. The surveys for this will be finished in about six weeks, when the work of grading will be commenced, to be followed by the laying of the track in the spring. This spur will afford an outlet for the rich ore banks of the county, hitherto almost inaccessible. The Bellefonte & Snow Shoe Railroad is soon to pass into the control of this company. This is a Philadelphia road, with a paid-in capital of \$600,000, and \$99,000 first mortgage six per cent bonds. The object of the assumption of this road by the Pennsylvania Railroad Company is to obtain a shorter route to the East from the bituminous coal fields of the State.

"The Pennsylvania Railroad Company also intends to reach out for coal in another direction by constructing a branch of the Southwest Pennsylvania Railroad from Paintersville to Connellsville. The Pennsylvania Railroad in Maryland will also be completed within the next two months. By this road the Pennsylvania Railroad will be brought directly to the Great Cumberland coal fields, and will become the chief transporter of the bituminous product.

"Another important work is the straightening of the main line between Downingtown and Glenloch. For six miles there is a series of sharp curves, two of them being the governing curves on the division. The intention of the company is to build an entirely new line, perfectly straight, in place of the curved portion. This will result in a slight saving of distance and a saving of the wear and tear of rolling stock, estimated to be equivalent to hauling 200 cars a day for nothing. This work has been given out in five sections.

"The most important work of the year is the Harsimus Cove improvement. By virtue of its long lease of the United Railroads of New Jersey, the company controls a considerable water front at Harsimus Cove, about half a mile north of its Jersey City terminus, and just below the American stock yards. It is proposed to replace the pier at that point by a fine elevator and two new piers, which will be the largest on the river. One of these new piers will have dock room on one side of it only, the space on the other side being filled by twenty-four tracks, affording standing room for six miles of freight cars. The pier proper will be 120 feet in width by 1,310 in length. Above this there will be a second pier 175 feet in width by 1,320 feet in length. At the head of these piers will be a bulkhead, upon which is to be an elevator with a capacity of 1,500,000 bushels. The piers will be long enough to admit three ocean steamships in a row on each side of the piers, so that nine in all can be accommodated at once, and three loaded simultaneously. Proposals for this work will be invited soon, as the plans have already been approved by the directors."

**Pennsylvania State Loans.**—Holders of the six per cent Pennsylvania State loans of the second series to the amount of \$1,500 and under \$8,000 are notified that interest will cease thereon on the 15th of September, 1879, and that the principal will be redeemed on presentation at the Farmers' & Mechanics' National Bank, Philadelphia, after that date. Holders to the amount of \$8,000 and upwards are notified that interest on their loan will cease on October 1, 1879, and the principal will be redeemed on presentation at the same bank after that date. Interest on the Inclined Plane State loan will also cease on the 1st of October, and the principal be redeemed thereafter on presentation of certificates at the bank.

**Pine River Valley & Stevens Point RR. Co. (Wis.)**—This road has now 16 miles in operation, and earnings reported from January 1, 1879, to July 1, 1879, (gross), \$8,001; operating expenses for same time, \$3,813, making net earnings for the six months, \$4,187. The mortgage on this road is \$2,500 per mile at 7 per cent, and the stock \$4,000 per mile, showing the above earnings much in excess of bonded interest charge. The above figures of this company are furnished by their agents, the New York, New England & Western Investment Company, No. 31 Pine street, New York.

**Quincy Missouri & Pacific.**—The St. Louis *Republican*, August 19, says: "There is now in progress of building another railroad line across the State, and known as the Quincy Missouri & Pacific. The road starts from Quincy, Ill., on the Mississippi, and will run to a point on the Missouri in Atchison

County, opposite Brownville in Nebraska, making the whole length about 240 miles, or about thirty-four miles longer than the Hannibal & St. Joseph main line, which is 206 miles. The road is now completed within a few miles of Milan, in Sullivan County, a stretch of about 100 miles, and it is in operation that distance. The road is intermediate between the St. Joseph & Hannibal Railroad and the Chicago system of roads, to wit: the Chicago & Burlington and the Chicago Burlington & Southwestern railroads. The new line crosses the Burlington & Southwestern at Milan, and the Chicago & Rock Island at Trenton, in Grundy County. At Albany, in Gentry County, this new road will be found to run near to, and almost parallel with, the extension of the St. Louis Kansas City & Northern Road from Pattonsburg, now in process of building, and nearly completed to Omaha. It would seem in the nature of things that these two roads should form a junction at or near Albany. The Q. M. & P. traverses nine counties going West, viz.: Marion, Lewis, Knox, Adair, Sullivan, Harrison, Gentry, Nodaway, and Atchison.

"The region traversed by this line is perhaps unexcelled in fertility by any part of the State. It is well watered and well timbered. The valley of the Nishnetotone, through which the western portion of the road runs, is already full of people, who are asking additional facilities to get to market, and wanting to trade with St. Louis. It is understood that the line is to be completed under the auspices of the Wabash road. Already the directory have received propositions from persons who desire to build feeders to the lines which lead directly to St. Louis, thus making it in effect a St. Louis road. The road is to be pushed rapidly forward from Milan. The present officers are Henry Root, of Palmyra, president; Amos Greene, of Quincy, vice-president and general manager; Colonel Edward McCabe, of Palmyra, attorney, and Frank Schermerhorn, superintendent."

**United States Treasury Circular—Express Charges.**—The circular issued by the Treasurer of the United States regulating the issue and redemption of United States notes and of fractional silver and minor coins, the issue of the standard silver dollar and the redemption of fractional currency and national bank notes, contains the following regulations relating to express charges on moneys to be issued and redeemed:

On United States notes sent for redemption and on national bank notes the charges at contract rates are deducted from the proceeds. On fractional silver coins and on minor coins sent to the mint at Philadelphia, the Treasurer or any Assistant Treasurer, the charges must be prepaid by the sender. On fractional currency in sums less than \$500 the charges must be prepaid by the sender, and on return, therefore, the charges at contract rates are deducted. On United States notes returned in any other amounts than multiples of \$1,000 for national bank notes redeemed, the charges are collected of the consignee. On United States notes returned for United States notes, fractional silver coins or minor coins redeemed, the charges at contract rates are deducted. On fractional silver coins returned for certificates of deposit, checks, United States notes or national bank notes, the charges are collected of the consignee. On transfers of funds from national bank depositaries the charges must be paid by the banks. Express charges will be paid by the United States on remittances of public money between the offices of the Treasurer and of the Assistant Treasurers of the United States on fractional currency sent to the Treasurer for redemption in sums of \$500 or more, and on United States notes and fractional silver coins returned therefor; on standard silver dollars sent from the mint in multiples of \$500 on orders from the Treasurer; on minor coins issued by the mint at Philadelphia in multiples of \$20, in exchange for lawful money of the United States, sight drafts on New York or Philadelphia, post-office money orders, or in return for minor coins redeemed, and on United States notes sent in multiples of \$1,000 in return for national bank notes redeemed.

**Virginia Funding Bonds.**—Messrs. John A. Hambleton & Co., of Baltimore, remark in their circular: "The funding of Virginia consols, peelers and Old Virginia bonds is progressing very rapidly. We are informed that \$12,000,000 of the different classes of bonds have already been sent to be exchanged. The contract made by the syndicate was that they should fund \$3,000,000 of bonds by January 1, 1880. They are now far ahead of that amount, and there can be no doubt of the success of the funding scheme. When we look upon the action of Tennessee, North Carolina and Louisiana as compared with that of Virginia, we must give all credit to the people of that State, and congratulate them that they have upheld the honor of their State, and have not sought to take advantage of their sovereignty to defraud their creditors, as other States have done.

"The funding scheme is most favorable to the holders of all classes of Virginia securities that are not at this time producing any revenue. It is most desirable to them to convert their bonds into the 10-40's by buying the requisite proportion of consols, or by selling their bonds and buying the 10-40's. It is more to their advantage to buy the consols and fund, than to sell; but as a great many persons do not desire, or are not able, to increase the number of bonds that they hold, they will necessarily be compelled to sell. Of course there must be a profit to the buyers, otherwise there would be no market for them; but the difference is not very great. An election for the Legislature of Virginia takes place this fall, and already the opponents of the funding bill are busily at work electioneering for their candidates, with a view of repealing the funding act passed by the last Legislature. It will be well for the holders of Virginia bonds to recollect the effect of the repeal of the previous funding bill, when those who neglected to fund their bonds into consols could only fund by accepting a bond the coupons of which were not receivable for taxes, since which time they have received no interest on their bonds, while those who funded into consols have been obtaining their interest regularly by selling their coupons. It is not thought that the opponents of the bill are strong enough to have it repealed, but it is possible; therefore delay, under the circumstances, is certainly dangerous."



**Wages in the United States and Foreign Countries.**—The Hon. Mr. Evarts, Secretary of State, has prepared, from the reports of American Consuls abroad, a statement of the wages now paid in several of the principal foreign countries and in the United States. For present interest and as a matter of record in the volumes of the CHRONICLE, the following summary is given:

**BELGIUM.**—A review of the reports received from Belgium shows that the working people of that country are happy and contented, notwithstanding that their lives are continual struggles for a meagre subsistence; that they are frugal and industrious, and live within their means; and that a feeling of reciprocity exists between the employer and the employed. It is thought that this reciprocity of feeling is made necessary in order to enable Belgium to compete with English, French and German manufacturers in foreign markets, and thus secure employment for their own workmen. A few years of misunderstandings between capitalists and laborers, such as periodically convulse England, would paralyze Belgium and ruin both employers and employees. Such is the reciprocity of feeling between capitalist and laborer that manufactories or workshops are scarcely ever closed, the employers, in the dullest of times, preferring to run them even at a loss rather than throw their employees out of work, and the latter, under such circumstances, cheerfully complying with a reduction in hours and wages, cutting down their already bare necessities of life to tide over the dark hour, confident that when better times return their full time and wages will be again restored. Were it not for this reciprocal feeling, which unites labor and capital, Belgium would be scarcely known as a commercial or manufacturing country. The following table will show the weekly wages paid in Belgium, compared with those paid in New York:

	Brussels.	New York.		Brussels.	New York.
Bricklayers.....	\$6 00	\$12 @ \$15	Blacksmiths.....	\$4 40	\$10 @ \$14
Masons.....	6 00	12 @ 18	Bakers.....	4 40	5 @ 8
Carpenters and joiners.....	5 40	9 @ 12	Cabinet makers.....	4 80	9 @ 13
Gas fitters.....	5 40	10 @ 14	Saddlers and harness makers.....	4 80	12 @ 12
Painters.....	4 20	10 @ 16	Tinsmiths.....	4 80	10 @ 14
Plasterers.....	5 40	10 @ 15	Laborers.....	3 00	6 @ 9
Plumbers.....	6 00	12 @ 18			

Following are the prices of the necessities of life:

	Brussels.	New York.		Brussels.	New York.
	Per pound.	Per pound.		Per pound.	Per pound.
	Cents.	Cents.		Cents.	Cents.
Bread.....	4 @ 5	4 1/2	Lard.....	20	10 @ 12
Beef.....	16 @ 20	8 @ 16	Butter.....	20 @ 50	25 @ 32
Veal.....	16 @ 20	8 @ 24	Cheese.....	20 @ 25	12 @ 15
Mutton.....	16 @ 20	9 @ 16	Coffee.....	30 @ 40	20 @ 30
Pork.....	16 @ 20	8 @ 16	Sugar.....	15 @ 20	8 @ 10

The Consul at Ghent says the rates of wages paid to agricultural laborers are from 17 to 20 cents per day to men and from 15 to 17 cents per day to women, and their food. When hired as servants, with food and lodging, they are paid \$1 75 to \$2 per month.

**FRANCE.**—In reviewing the reports from France, the Secretary says: "The French working people have, more truly than any other working people, illustrated that commendable phase of political economy—getting the greatest possible result out of the most limited means. They look squarely and sensibly at their capital, and then limit their requirements within that capital; make the most and best of their lot, and fling a halo of sentiment about their lives of toil. For these reasons, the work-people of France, with as little remuneration and as scanty fare as those of most any other country—much less than many of their neighbors—are the happiest and most contented labor population in Europe." Agriculture is the greatest industry of France. There are 10,000,000 land owners, and 18,000,000 persons are engaged in that pursuit. The weekly wages paid to agricultural laborers throughout the republic are set down as follows: Men, without board or lodging, \$3 15; with board and lodging, \$1 36; women, without board or lodging, \$1 10. Notwithstanding these low wages, it is stated that the French farm laborer not only supports himself and family upon them, but in many cases saves enough to become a landed proprietor. In many districts in France the laborers supplement their agricultural earnings by secondary employments, such as weaving, wood-cutting, sawing, wooden-shoe making, &c. The Consul at Lyons says that from 8 to 10 per cent of the agricultural laborers in his district are engaged in these secondary employments, which yield to each laborer about \$40 per annum. Not only must the husband labor for the support of his family, but the wife and children must also labor for the general fund, in order to make ends meet. The married farm laborer who supports and lodges himself may earn in the Lyons district \$150 per annum, divided as follows: Husband's wages, \$80; wife's wages, \$30; children's wages, \$40. The cost of living to such a family per annum is calculated as follows:

Rent.....	\$10 50	Clothing.....	\$25 00
Bread.....	55 00	Groceries.....	10 00
Meat.....	10 00	Fuel.....	8 00
Vegetables.....	8 00	Taxes.....	2 00
Wine, beer and cider.....	7 00		
Milk.....	5 25	Total.....	\$141 00

**GREAT BRITAIN.**—In addition to the information asked for by the circular letter of Assistant Secretary Seward, the reports from England furnish a great deal of information concerning the trades-unions and the results which have followed their attempts to resist the reduction of wages. Thus far, it seems, the trades-unions have successfully resisted all efforts to reduce wages; but this success has jeopardized England's supremacy in manufactures, and has been the main cause of the great depression which exists in all the manufacturing and mining districts of the kingdom. In reviewing this portion of the consular reports, Secretary Evarts says: "A few years more of strikes and disorganization in England, and it may be doubted whether

any compromise between the employers and the employees will restore to that country her manufacturing supremacy. As capital will not remain idle, nor permanently in unprofitable investments, it may be expected that English capitalists will seek new fields for investment, such as the transfer of the cotton manufacture to India, which may be said to have already begun. Under such circumstances nothing will remain for the British workingmen but emigration. Thus, if they drive capitalists and manufacturers away, they must also go. Already the British workingmen see the necessity of getting rid of their surplus labor so as to reduce it within the actual demand therefor, the greater portion of them being working at present—where they are working—on short time, to enable all to eke out an existence. Premiums are being now offered to those workmen who are willing to emigrate to Australia or to the United States by those very trades-unions which have divided capital and labor into hostile camps, brought ruin on the manufacturer, and poverty to the workman's home, filled the land with strikes and resistance for years, made of the manly English workman an organizer of reckless leagues, and which now offer to the English people forced emigration. There can scarcely be a doubt that within the next five years 500,000 English workmen will emigrate; indeed, should the spirit of emigration once seize the English mind, there can be no reasonable limit set to the hegira. That the greatest number of these emigrants will seek 'work and bread' in the United States may be fairly assumed. We have, therefore, more interest in those people than even their own government; they are Englishmen to-day; in 10 years they will be American citizens." The average rates of wages paid in England are given in the following statement, which is compiled from the various consular reports, and contrasted with rates paid in New York:

	England.	New York.		England.	New York.
Bricklayers.....	\$8 12	\$12 @ \$15	Coopers.....	\$7 30	\$12 @ \$16
Masons.....	8 16	12 @ 18	Coppersmiths.....	7 40	12 @ 15
Carpenters and joiners.....	8 25	9 @ 12	Cutlers.....	8 00	10 @ 13
Gasfitters.....	7 25	10 @ 14	Engravers.....	9 72	15 @ 25
Painters.....	7 25	10 @ 16	Horseshoers.....	7 20	12 @ 18
Plasterers.....	8 10	10 @ 15	Millwrights.....	7 50	10 @ 15
Plumbers.....	7 75	12 @ 18	Printers.....	7 75	8 @ 18
Slaters.....	7 90	10 @ 15	Saddlers.....	6 80	12 @ 15
Blacksmiths.....	8 12	10 @ 14	Sailmakers.....	7 30	12 @ 18
Bakers.....	6 50	5 @ 8	Tinsmiths.....	7 30	10 @ 14
Bookbinders.....	7 83	12 @ 18	Tailors.....	5 @ 7 30	10 @ 18
Shoemakers.....	7 35	12 @ 18	Brass finishers.....	7 40	10 @ 14
Butchers.....	7 23	8 @ 12	Laborers, porters, &c.....	5 00	6 @ 9
Cabinetmakers.....	7 70	9 @ 13			

The prices for food in Great Britain, according to the figures furnished by the consuls, are fully 25 per cent higher than at New York, and 50 per cent higher than at Chicago. For instance, fresh meat in England is put down at 15 to 26 cents per pound, against 12 to 16 cents at New York and 8 to 13 cents at Chicago. The same disparity in prices of food runs through the schedule. The average weekly wages of agricultural laborers are given as follows: Men, without board or lodging, \$4 25; with board and lodging, \$1 50 to \$2 40; women, without board or lodging, \$1 80 to \$3 25; with board and lodging, 60 cents to \$1; female house servants, per annum, \$34 to \$49. As evidence that good wages and good farming go hand in hand with intelligence, the Consul at Newcastle notes the fact that in the north of England and southeast of Scotland, where public schools have existed for some years, farm laborers are paid \$4 10 per week, while in the southern counties of England, where primitive ignorance and poor farming prevail, farm laborers are paid only \$2 75 per week.

The Consul at Sheffield describes the habits of the workingmen of his district, and it is feared that his description is applicable to those of most English cities. The Consul says: "A bold recklessness as to earning and spending prevails among the Sheffield workingmen. Many a man who can easily earn his \$14 to \$19 a week will be satisfied with earning half that sum, or just enough to provide him with his food, beer and sporting, allowing his wife but a mere pittance of his wages for herself and children. Large numbers who might make themselves independent make no provision for the future, except to pay into their club a shilling or two a week, which assures them, if not in arrears, some aid in case of sickness. This method of insurance, good in itself, seems to operate here to paralyze the desire to save. One thing, however, seems evident, that, notwithstanding the great depression in the manufacturing interest of Sheffield, there would be but little destitution among the working people but for their drinking habits. Any one walking these streets will see at once where the earnings of the workingmen go, and in many cases the earnings of the workingwomen also, for there is in this town a far greater population of women employed in the heavier kinds of labor than will be found in the cities of the United States, excepting it may be the great cotton manufacturing centres. This fact is to be considered in estimating the amount of earnings that go to the support of families, such earnings being larger than might at first appear. Were the same properly used, there would be comparatively little suffering or poverty."

The reports from England show that most of the evils with which the laboring classes of that country are afflicted can be traced to intoxicating drink. In the Sheffield district it is estimated that each workman loses one day of each week through drink. This loss of time is equal to a loss of one-sixth of the productive power of the district, and it is pertinently observed that a nation with a labor population given to drink and strikes, no matter how favorable other auspices may be, cannot continue to compete successfully in the markets of the world with those countries whose working classes are temperate, industrious and thrifty.



# The Commercial Times.

## COMMERCIAL EPITOME.

FRIDAY NIGHT, Aug. 22, 1879.

Trade continues to show an almost uniform improvement, and business circles are not only cheerful but buoyant in tone. Still, profits are small, and the returns made by legitimate pursuits are dependent upon the closest management and the most rigid economy. A severe storm along the coast has done some damage to shipping and to crops; but nothing very serious has occurred. The yellow fever does not spread from Memphis, and it is now probable that it will be confined to that city. The stringency in the money market has been relieved, rates being somewhat easier than last week. A large amount of gold has arrived from France, and exchange on European capitals is still depressed.

The provision market has been alternately weak and firm, but the latter feeling more generally noticed, in sympathy with efforts of speculators and the advices from the western markets. To-day, quite a strong feeling was manifested at the opening, but subsequently a slight reaction took place. Mess pork sold on the spot at \$8 80@\$9; August was quoted at \$8 70@\$8 85, September at \$8 70@\$8 80, and October at \$8 75@\$8 90, bid and asked. Lard sold on the spot at 6@6 02½c. for prime Western, closing at the inside price; September options were sold at 6 05@6c., closing at the latter price; October at 6 10 to 6 02½c., closing at 6 05c.; December at 5 82½c.; refined lard was quiet at 6½c. Bacon has latterly been less active and not as firm as in the fore part of the week; long clear western sold to-day at 5c. Beef hams are dull and easy at \$17 50@\$18. Butter and cheese have been quiet and more or less irregular and weak. Tallow steady at 5¾@5½c.

In Brazil coffees a very good trade has been effected during the past week, and prices in the main have remained steady; fair cargoes 13½c.; stock here in first hands on the 20th inst., 99,788 bales; mild grades have been steady. Rice has sold at full firm figures. Molasses is still very quiet and more or less nominal in price, except New Orleans, 1,200 bbls. of which sold at 32@38c.; Cuba 50-test refining quoted at 24c. Refined sugars have ruled about steady, with a fair business; standard crushed quoted at 8½c. Raw grades have also been in request, and holders manifest more steadiness; fair to good refining Cuba, 6½c.@6¼c.

	Hhds.	Boxes.	Bags.	Melado.
Stock Aug. 1, 1879.....	89,384	29,144	672,956	4,513
Receipts since Aug. 1, 1879.....	22,906	1,131	32,390	1,007
Sales since.....	20,719	1,826	21,130	838
Stock Aug. 20, 1879.....	91,571	28,449	684,216	4,682
Stock Aug. 21, 1878.....	95,596	14,295	182,096	2,662

The market has remained quiet for Kentucky tobacco, but all efforts at a reduction in prices have been fruitless. The sales of the week are 500 hhds., of which 350 are for export, and 150 for home consumption. Lugs are quoted at 3½@6c., and leaf 6@13c. Seed leaf also remains quiet, but with less depression of tone than last week. Sales are 1,100 cases for the week, as follows: 125 cases 1877 crop, New England, 15c.@21c.; 100 cases 1878 crop, New England, 9¾c.@11c.; 275 cases 1877 crop, Pennsylvania, 9½c.@23c.; 524 cases 1878 crop, Wisconsin, private terms and 9c.@11c.; and 81 cases 1878 crop, Ohio, 10c. The movement in Spanish tobacco has been rather more liberal, and sales are 600 bales Havana at 82c.@\$1 07½.

Ocean freights have been fairly active, and rates, while not showing the strength of a week ago, are still, in the main, quite steady. Late engagements and charters include: Grain to Liverpool, by sail, 7d.; do. by steam, 7½d.; cotton, by steam, 3-16d.; provisions, 35@40s; grain to London, by steam, 7½d.; flour, by sail, 1s. 10½d.@2s.; grain to Tyne dock, by steam, 9d., 60 lbs.; do. to Cork, for orders, 6s. 4½d.@6s. 6d., free of elevator charges; do. to Antwerp, 5s. 6d. per qr.; do. by steamer to Havre, 6s. 6d.; refined petroleum to London, 3s. 9d.; do. to Bremen or Hamburg, 3s. 9d.; do. to Hamburg, 4s.; do. to Cork for orders, 4s. 9d.; naphtha to Havre, 4s. 10½d. To-day, trade was quiet; grain to Liverpool, by steam, 7½d., 60 lbs.; cotton, ¾d.; grain to London, by steam, 7½d.; do. to Hull, by steam, 9d., 60 lbs.; do. to Gibraltar, for orders, and Mediterranean, 6s. 3d. per qr.; do. to Cork for orders, 6s. 6d.; refined petroleum to German Baltic, 4s. 6d.; case oil to Constantinople, 31c.

Rosins have remained very quiet, particularly so for export; no quotable changes, however, have taken place; common to good strained, \$1 30@\$1 32½. Spirits turpentine closes quiet, after an active movement at 26½c. for prime Southern bbls. Petroleum is still very weak and quite nominal at 6¼c. for refined, in bbls.; cases 8½@10¼c. American pig iron is certainly very firm, but the scarcity of offerings checks business; No. 1 sold at \$21@\$22. Scotch pig is equally firm and in good request; 1,000 tons of all brands have been sold, to arrive, on private terms. Steel rails continue in active request and very firm; 25,000 tons were sold, in lots, for Chicago delivery next spring, at \$50; of iron rails 15,000 tons have been sold, 10,000 of which for Boston delivery at \$40. English iron rails are wanted at \$42. Ingot copper was very active early in the week, when 9,030,000 lbs. Lake were sold at 16c.; the market closes at this price. Grass seeds of the new crop are quite nominal as yet. Whiskey has sold at \$1 06@\$1 06½, closing firm.

## COTTON.

FRIDAY, P. M., Aug. 22, 1879.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (Aug. 22), the total receipts have reached 4,843 bales, against 3,462 bales last week, 3,945 bales the previous week, and 2,503 bales three weeks since; making the total receipts since the 1st of September, 1878, 1,448,406 bales, against 4,273,515 bales for the same period of 1877-8, showing an increase since September 1, 1878, of 174,891 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	1879.	1878.	1877.	1876.	1875.
New Orleans.....	330	499	766	1,367	224
Mobile.....	60	276	166	323	118
Charleston.....	86	412	111	191	99
Port Royal, &c.....	....	89	81	50	....
Savannah.....	97	1,181	200	893	164
Galveston.....	2,888	2,035	402	1,056	2,411
Indianola, &c.....	601	76	....	....	16
Tennessee, &c.....	212	468	197	1,473	354
Florida.....	268	27	2	3	5
North Carolina.....	29	206	593	98	73
Norfolk.....	272	321	88	1,695	151
City Point, &c.....	....	109	38	....	....
Total this week...	4,843	5,699	2,644	7,151	3,610
Total since Sept. 1.	4,448,406	4,273,515	3,965,305	4,107,135	3,482,829

The exports for the week ending this evening reach a total of 10,752 bales, of which 10,558 were to Great Britain, 194 to France, and none to rest of the Continent, while the stocks as made up this evening are now 85,272 bales. Below are the stocks and exports for the week, and also for the corresponding week of last season:

Week ending Aug. 22.	EXPORTED TO—			Total this Week.	Same Week 1878.	STOCK.	
	Great Britain.	France.	Continent.			1879.	1878.
N. Orleans.....	....	....	....	....	373	4,086	1,108
Mobile.....	....	....	....	....	292	685	....
Charl'tn.....	....	....	....	....	148	348	....
Savannah.....	....	....	....	....	1,437	1,039	....
Galv'tn.....	....	....	....	....	5,667	2,701	....
N. York.....	9,825	194	....	10,019	2,772	62,357	34,272
Norfolk.....	....	....	....	....	1,285	225	....
Other*.....	733	....	....	733	93	10,000	9,000
Tot. this week..	10,558	194	....	10,752	3,238	85,272	49,378
Tot. since Sept. 1.	2,079,452	414,271	919,338	3,413,061	3,329,972	.....	.....

\* The exports this week under the head of "other ports," include, from Boston, 733 bales to Liverpool.

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 7,514 bales, while the stocks to-night are 35,894 bales more than they were at this time a year ago.

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:

AUG. 22, AT—	On Shipboard, not cleared—for					Leaving Stock.
	Liverpool.	France.	Other Foreign.	Coast-wise.	Total.	
New Orleans.....	57	None.	None.	None.	57	4,029
Mobile.....	None.	None.	None.	None.	None.	292
Charleston.....	None.	None.	None.	15	15	133
Savannah.....	None.	None.	None.	50	50	1,387
Galveston.....	None.	475	None.	10	485	5,182
New York.....	5,941	None.	4,587	None.	12,822	49,535
Other ports.....	300	None.	None.	200	500	10,785
Total.....	6,298	475	4,587	275	13,929	71,343

\* Included in this amount there are 2,294 bales at presses for foreign ports, the destination of which we cannot learn.

The following is our usual table showing the movement of cotton at all the ports from Sept. 1 to Aug. 15, the latest mail dates:

PORTS.	RECEIPTS SINCE SEPT. 1.		EXPORTED SINCE SEPT. 1 TO—				Stock.
	1878.	1877.	Great Britain.	France.	Other Foreign.	Total.	
N. Orleans.....	1173,627	1371,281	676,859	218,499	347,326	1,242,684	1,028
Mobile.....	362,194	413,415	57,954	35,583	29,677	123,214	442
Char'n.....	514,567	459,844	150,410	57,140	176,143	383,693	85
Sav'h.....	706,047	599,570	205,463	23,646	232,677	461,786	1,434
Galv'.....	568,069	447,970	224,653	59,478	64,010	348,141	5,533
N. York.....	147,661	144,076	274,206	14,505	27,213	315,924	78,076
Florida.....	56,436	14,320	13,756	1,967	135	15,858	.....
N. Car.....	135,186	144,522	44,472	2,050	18,589	65,111	129
Norfolk.....	560,036	509,686	193,829	713	5,098	199,640	1,124
Other.....	219,760	163,132	227,292	496	18,470	246,258	12,750
This yr.....	4,443,563	.....	2,068,894	414,077	919,338	3,402,309	100,601
Last year.....	4,267,816	2,147,067	497,743	681,924	332,673	56,077	.....

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



Total Visible Supply .....	691 <sup>1</sup> / <sub>2</sub> d.	611 <sup>1</sup> / <sub>2</sub> d.	515 <sup>1</sup> / <sub>2</sub> d.	6d
Price Mid. Upl., Liverpool ....	691 <sup>1</sup> / <sub>2</sub> d.	611 <sup>1</sup> / <sub>2</sub> d.	515 <sup>1</sup> / <sub>2</sub> d.	6d



These figures indicate a decrease in the cotton in sight to-night of 105,236 bales as compared with the same date of 1878, a decrease of 729,605 bales as compared with the corresponding date of 1877, and a decrease of 819,826 bales as compared with 1876.

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 1878—is set out in detail in the following statement:

	Week ending Aug. 22, '79.			Week ending Aug. 23, '78.		
	Receipts	Shipm'ts	Stock.	Receipts	Shipm'ts	Stock.
Augusta, Ga.....	54	297	1,068	354	442	86
Columbus, Ga.....	26	3	553	264	260	569
Macon, Ga.....	13	121	167	119	186	315
Montgomery, Ala.	17	126	310	126	71	790
Selma, Ala.....	19	16	178	140	114	355
Memphis, Tenn..	....	....	*386	418	523	1,365
Nashville, Tenn..	56	5	1,060	53	70	124
Total, old ports.	185	568	3,722	1,474	1,666	3,604
Dallas, Texas.....	23	....	28	23	....	47
Jefferson, Tex....	10	20	157	....	....	11
Shreveport, La..	50	85	139	159	71	108
Vicksburg, Miss..	6	7	14	40	40	60
Columbus, Miss..	....	1	17	6	....	66
Eufaula, Ala. (est)	....	25	100	150	112	136
Griffin, Ga.....	....	2	5	3	8	88
Atlanta, Ga. (est.)	15	65	300	33	38	28
Rome, Ga. (est.)	....	25	100	12	29	69
Charlotte, N. C..	99	214	292	....	....	170
St. Louis, Mo.....	146	1,791	1,423	520	562	741
Cincinnati, O.....	26	257	1,166	735	867	871
Total, new p'rts	375	2,492	3,741	1,681	1,727	2,395
Total, all.....	560	3,060	7,463	3,155	3,393	5,999

\* Actual count.

The above totals show that the old interior stocks have decreased during the week 1,897 bales, and are to-night 118 bales more than at the same period last year. The receipts at the same towns have been 1,289 bales less than the same week last year.

RECEIPTS FROM THE PLANTATIONS.—The following table is prepared for the purpose of indicating the actual movement each week from the plantations. Receipts at the out ports are sometimes misleading, as they are made up more largely one year than another, at the expense of the interior stocks. We reach, therefore, a safer conclusion through a comparative statement like the following:

RECEIPTS FROM PLANTATIONS.

Week ending—	Receipts at the Ports.			Stock at Inter'r Ports			Rec'pts from Plant'ns		
	1877.	1878.	1879.	1877.	1878.	1879.	1877.	1878.	1879.
Apr. 4.....	26,287	59,886	54,283	140,649	119,991	116,879	15,737	48,082	39,699
" 11.....	21,183	51,391	44,851	133,363	108,633	107,005	13,897	40,033	34,977
" 18.....	18,010	39,016	40,187	128,411	95,979	91,966	13,058	26,362	25,148
" 25.....	26,641	38,856	36,183	117,074	89,142	87,294	15,304	32,019	31,511
May 2.....	16,560	31,196	22,243	107,534	75,550	78,962	7,020	17,604	13,951
" 9.....	17,909	24,252	19,031	97,696	65,770	71,546	7,471	14,472	11,615
" 16.....	16,288	20,097	19,897	86,376	56,433	59,249	4,938	10,760	7,600
" 23.....	12,147	19,732	16,673	79,009	46,305	51,429	4,780	9,604	8,853
" 30.....	9,669	18,220	17,113	67,786	39,025	42,198	....	10,940	7,882
June 6.....	9,390	12,380	11,089	57,509	34,154	37,570	....	7,509	6,461
" 13.....	8,526	11,231	6,612	52,154	29,315	32,429	3,171	6,392	1,471
" 20.....	8,526	10,721	7,188	45,769	23,287	29,306	2,141	4,693	4,065
" 27.....	6,519	6,879	6,293	35,811	21,240	25,223	....	4,832	2,210
July 4.....	6,102	5,949	3,637	32,077	19,675	22,388	2,368	4,384	802
" 11.....	4,404	5,287	3,032	28,997	18,033	20,691	1,324	3,645	1,335
" 18.....	3,676	3,782	2,809	27,979	15,494	15,528	2,658	1,243	....
" 25.....	3,299	4,086	3,272	25,361	12,527	14,410	681	1,119	2,154
Aug. 1.....	2,691	3,671	2,503	22,472	11,005	13,966	....	2,149	2,059
" 8.....	2,102	3,099	3,945	21,574	8,346	13,049	1,204	410	3,028
" 15.....	1,733	4,657	3,462	19,118	6,238	11,477	....	2,549	1,890
" 22.....	2,644	5,699	4,843	17,600	5,999	7,463	1,126	5,460	829

The above statement shows—

1. That the total receipts from the plantations since Sept. 1 in 1878-9 were 4,452,571 bales; in 1877-8 were 4,263,032 bales; in 1876-7 were 3,941,330 bales.

2. That although the receipts at the out ports the past week were 4,843 bales, the actual movement from plantations was only 829 bales, the balance being drawn from stocks at the interior ports. Last year the receipts from the plantations for the same week were 5,460 bales, and for 1877 they were 1,126 bales.

WEATHER REPORTS BY TELEGRAPH.—Our weather reports to-night are in general more favorable, especially in those sections in which caterpillars were most feared. Crop accounts have therefore improved, except in portions of Texas, where the drought is claimed to have injured the plant beyond recovery.

Galveston, Texas.—We have had showers during the week on two days, the rainfall reaching sixty-three hundredths of an inch. Picking is progressing finely. Prospect unchanged. The general estimate is that east of Trinity River will make half a bale and the rest of the State a quarter of a bale per acre planted. The thermometer has averaged 80, the highest being 87 and the lowest 71.

Indianola, Texas.—There have been good showers here on two days the past week, which have been generally beneficial, but too late to save cotton. For the first time this year the ground has had enough moisture. Average thermometer 82,

highest 94 and lowest 71. The rainfall for the week is one inch and forty-five hundredths.

Corsicana, Texas.—It has not rained here during the week, and we are needing some rain. Picking is progressing. The thermometer has ranged from 67 to 96, averaging 82.

Dallas, Texas.—The weather during the week has been warm and dry, and picking is making rapid progress. The crop here and north and eastward promises very well. Average thermometer 82, highest 96, and lowest 67.

Brenham, Texas.—There has been a rainfall here of ten hundredths of an inch, rain having fallen on one day, a shower. The position is unchanged. The crop will be very short. The thermometer has averaged 80, the extreme range having been 78 to 96. Picking is progressing.

New Orleans, Louisiana.—It has rained during the week on one day, the rainfall reaching thirty-seven hundredths of an inch, but the weather the rest of the week has been pleasant. The crop is developing promisingly, although there are complaints of too much rain in some sections. The thermometer has averaged 80.

Shreveport, La.—The weather continues dry, the rainfall during the week aggregating only four hundredths of an inch. Thermometer, highest 92, lowest 63, average 77.

Vicksburg, Mississippi.—It has rained here on one day during the week (to-day). The days have been warm, but the nights have been cold. We hear rumors of the appearance of caterpillars, but think them of little importance.

Columbus, Mississippi.—During the earlier part of the past week we had rain on three days, the rainfall reaching thirty-five hundredths of an inch, but the latter portion has been clear and pleasant. The thermometer has ranged from 73 to 83, averaging 78.

Little Rock, Arkansas.—Friday last was cloudy, with a light rain in the afternoon, but the remainder of the week has been clear and pleasant. The first bale of new cotton was received on the 16th instant. The thermometer has averaged 72 during the week, the highest being 88, and the lowest 59. The rainfall is eight hundredths of an inch.

Nashville, Tennessee.—It has rained on two days the past week, the rainfall reaching one inch and twenty-four hundredths. The days have been warm, but the nights have been cold. The thermometer has averaged 73, the highest being 91, and the lowest 58.

Memphis, Tennessee.—It has rained during the past week on one day, the rainfall reaching ten hundredths of an inch, and although the balance of the week has been pleasant, yet the weather has been too cold to mature the crop. Otherwise the crop is developing promisingly. It is thought the plant will develop well, bottom to top. Average thermometer 74, highest 91, and lowest 60.

Mobile, Alabama.—During the earlier part of the week the weather was clear and pleasant, but the latter part has been rainy, the rainfall reaching seventy-three hundredths of an inch. It has been showery two days, and has rained to-day constantly. Crop accounts are less favorable. The plant is shedding, and rust is developing badly, and much damage has been done. Caterpillars are reported everywhere, and are doing great injury in Middle Alabama. The thermometer has ranged from 65 to 93, averaging 77.

Montgomery, Alabama.—We have had rain on three days of the past week, light beneficial showers, the rainfall reaching eleven hundredths of an inch. The rest of the week has been dry, warm, and pleasant. Picking is making rapid progress. The cause of the small receipts this week is the vigorous picking, giving no time to gin or pack. The fine weather this week has helped the crop considerably. The thermometer has averaged 77, the highest being 92, and the lowest 65.

Selma, Alabama.—The earlier portion of the week the weather was clear and pleasant, but during the latter part we had rain on one day. Worms, rust, shedding, and boll worms, are all injuring the crop in the cane-brake section, and much damage is feared.

Madison, Florida.—We have had rain this week, but not enough to do much good. Caterpillars have appeared, though the injury done is as yet limited. Average thermometer 79, highest 85 and lowest 74. Last week we had rain on two days, and caterpillars had appeared, though the injury done was then limited. The thermometer had ranged from 74 to 94, averaging 84.

Macon, Georgia.—Rain has fallen on one day the past week. The thermometer has averaged 86, the highest point touched having been 96 and the lowest 75.

Columbus, Georgia.—Caterpillars have appeared here, though no serious damage has been done as yet. Rain has fallen during the week on three days, to a depth of one inch and sixty-five hundredths. The thermometer has averaged 82.

Savannah, Georgia.—We have had light rains every day this week, excepting Sunday, the rainfall aggregating one inch and forty-eight hundredths. The thermometer has ranged from 73 to 91, averaging 81.

Augusta, Georgia.—We are having too much rain. There have been heavy and general rains every day the past week, the rainfall reaching one inch and sixty-two hundredths. We are in receipt of very unfavorable accounts from some ten counties tributary to this point. The weather has been too wet, and cotton is looking bad. The bottom crop will be poor. Bolls are dropping badly and the plant is shedding. The top crop will be fair if the weather be favorable, with late frost. Picking will not begin in Middle Georgia before the 15th to 20th of September. The thermometer has averaged 79, the highest being 91 and the lowest 67.

Charleston, South Carolina.—It has rained during the week on three days, the rainfall reaching two inches and seventy-five hundredths. Average thermometer 82, highest 87 and lowest 71,



The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock Aug. 21, 1879. We give last year's figures (Aug. 22, 1878) for comparison:

	Aug. 21, '79.	Aug. 22, '78.
	Feet. Inch.	Feet. Inch.
New Orleans.....Below high-water mark...	11 11	11 2
Memphis.....Above low-water mark...	7 10	10 4
Nashville.....Above low-water mark...	1 0	1 6
Shreveport.....Above low-water mark...	3 10	15 5
Vicksburg.....Above low-water mark...	14 5	19 0

New Orleans reported below high-water mark of 1871 until Sept. 9, 1874, when the zero of gauge was changed to high-water mark of April 15 and 16, 1874, which is 6-10ths of a foot above 1871, or 16 feet above low-water mark at that point.

**COMPARATIVE PORT RECEIPTS AND DAILY CROP MOVEMENT.**—A comparison of the port movement by weeks is not accurate, as the weeks in different years do not end on the same day of the month. We have consequently added to our other standing tables a 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, AUG. 16, '79, TO FRIDAY, AUG. 22, '79.

D'ys of we'k	New Orleans.	Mo- bile.	Char- leston.	Savan- nah.	Gal- vest'n.	Nor- folk.	Wil- ming- ton.	All others.	Total.
Sat..	76	6	....	17	393	13	4	6	520
Mon	59	23	35	27	979	19	....	77	1,219
Tues	56	....	12	19	432	32	5	....	556
Wed	59	11	1	4	180	22	....	267	544
Thur	42	....	25	11	822	28	....	16	944
Fri..	38	20	13	19	77	158	3	732	1,060
Tot..	330	60	86	97	2,888	272	12	1,098	4,843

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

Monthly Receipts.	Year Beginning September 1.					
	1878.	1877.	1876.	1875.	1874.	1873.
Sept'mb'r	238,848	93,491	236,868	169,077	134,376	115,255
October..	689,264	578,533	675,260	610,316	536,968	355,323
Novemb'r	779,237	822,493	901,392	740,116	676,295	576,103
Decemb'r	893,664	900,119	787,769	821,177	759,036	811,668
January	618,727	689,610	500,680	637,067	444,052	702,168
February.	566,824	472,054	449,686	479,801	383,324	482,688
March...	303,955	340,525	182,937	300,128	251,433	332,703
April....	167,459	197,965	100,194	163,593	133,598	173,986
May.....	84,299	96,314	68,939	92,600	81,780	127,346
June.....	29,472	42,142	36,030	42,234	56,010	59,501
July.....	13,988	20,240	17,631	29,422	17,064	31,856
Tot.Jy. 31	4,435,737	4,258,486	3,957,386	4,085,531	3,473,936	3,768,597
Perc'tage of tot. port receipts July 31..	97.99	98.00	97.48	99.34	99.06	

This statement shows that up to July 31 the receipts at the ports this year were 177,251 bales more than in 1877 and 478,351 bales more than at the same time in 1876. By adding to the above totals to July 31 the daily receipts since that time, we shall be able to reach an exact comparison of the movement for the different years.

	1878-79.	1877-78.	1876-77	1875-76.	1874-75.	1873-74.
Tot.Jy. 31	4,435,737	4,258,486	3,957,386	4,085,531	3,473,936	3,768,597
Aug. 1....	419	139	421	635	8	1,092
" 2....	507	1,465	264	724	521	8
" 3....	8	395	861	504	410	1,056
" 4....	562	8	452	846	390	547
" 5....	698	596	8	834	394	701
" 6....	330	509	839	8	301	924
" 7....	666	529	618	1,141	207	702
" 8....	1,192	340	247	1,168	8	960
" 9....	527	700	364	1,082	197	8
" 10....	8	468	245	764	364	701
" 11....	776	8	531	1,038	539	604
" 12....	764	712	8	1,084	218	647
" 13....	347	612	487	8	168	967
" 14....	239	737	598	1,963	195	787
" 15....	809	505	367	1,714	8	604
" 16....	520	1,623	264	1,069	457	8
" 17....	8	634	561	845	330	1,499
" 18....	1,219	8	394	789	224	864
" 19....	556	944	8	607	303	1,102
" 20....	544	627	1,167	8	395	592
" 21....	944	984	693	1,364	675	607
" 22....	1,060	817	586	807	8	971
Total....	4,448,406	4,271,822	3,967,350	4,104,509	3,480,224	3,784,524
Percentage of total						
Prt rec'pts Aug. 22	98.30	98.25	97.93	99.52	99.48	

This statement shows that the receipts since Sept. 1 up to to-night are now 176,584 bales more than they were to the same day of the month in 1878, and 481,056 bales more than they were to the same day of the month in 1877. We add to the last table the percentages of total port receipts which had been received Aug. 23 in each of the years named.

**NEW COTTON.**—VICKSBURG, Miss.—The first bale of new cotton was received here August 18. It was classed low middling, and sold for fifteen cents per pound.

**HELENA, Ark.**—The first bale of new cotton was received August 19 and sold for \$100, and was then forwarded to the St. Louis Merchants' Exchange, to be sold for the benefit of the Memphis yellow-fever sufferers.

**BOMBAY SHIPMENTS.**—According to our cable dispatch received to-day, there have been — bales shipped from Bombay to Great Britain the past week and 6,000 bales to the Continent; while the receipts at Bombay during this week have been 2,000 bales. The movement since the 1st of January is as follows. These figures are brought down to Thursday, Aug. 21.

	Shipments this week			Shipments since Jan. 1.			Receipts.	
	Great Brit'n.	Conti- nent.	Total.	Great Britain.	Conti- nent.	Total.	This Week.	Since Jan. 1.
1879	.....	6,000	6,000	244,000	329,000	573,000	2,000	772,000
1878	8,000	2,000	10,000	293,000	386,000	679,000	3,000	847,000
1877	1,000	1,000	2,000	374,000	404,000	778,000	1,000	991,000
1876	8,000	1,000	9,000	534,000	347,000	881,000	4,000	992,000

From the foregoing it would appear that, compared with last year, there has been a decrease of 4,000 bales in the week's shipments from Bombay to Europe, and that the total movement since January 1 shows a decrease in shipments of 106,000 bales, compared with the corresponding period of 1878.

**INDIA SHIPMENTS OTHER THAN BOMBAY.**—Below we give the week's shipments of cotton to Europe from Calcutta, Madras, Tuticorin, Coconada, Carwar, Rangoon and Kurrachee. These figures are collected for us and forwarded by cable. For the week ending Aug. 21 the shipments were as follows. We also give the totals since January 1 and the figures for previous years for comparison.

	Shipments this week.			Shipments since January 1.		
	Great Britain.	Conti- nent.	Total.	Great Britain.	Conti- nent.	Total.
1879	7,000	.....	7,000	225,000	122,000	347,000
1878	6,000	3,000	9,000	98,000	51,000	149,000
1877	.....	.....	.....	79,000	47,000	126,000
1876	.....	1,000	1,000	96,000	78,000	174,000

The above totals for this week show that the movement from the ports other than Bombay is 2,000 bales less than same week of last year.

**ALEXANDRIA RECEIPTS AND SHIPMENTS.**—Through arrangements we have made with Messrs. Davies, Benachi & Co., of Liverpool and Alexandria, we shall hereafter receive a weekly cable of the movements of cotton at Alexandria, Egypt. The receipts and shipments the past week, and for the corresponding weeks of the previous two years, have been as follows:

Alexandria, Egypt, Aug. 21.		1879.	1878.	1877.			
Receipts (cantars*)—							
This week.....		.....	2,000	.....			
Since Sept. 1.....		1,667,000	2,592,000	2,703,000			
		This week	Since Sept. 1.	This week	Since Sept. 1.		
Exports (bales)--							
To Liverpool .....		1,000	172,400	1,000	239,000	1,500	297,500
To Continent .....		76	79,776	.....	168,000	500	140,500
Total, Europe .....		1,076	252,176	1,000	407,000	2,000	438,000

\* A cantar is 98 lbs.

This statement shows that the receipts the past week have been — cantars, and the shipments to all Europe have been 1,076 bales.

**MANCHESTER MARKET.**—Our market report received from Manchester to-day (Aug. 22) states that the prices for shirtings are the same as last week, but that twists have slightly improved, and he gives the range  $\frac{1}{4}$  higher. We leave previous weeks' prices for comparison.

	1879.						1878.					
	32s Cop. Twist.		8 $\frac{1}{4}$ lbs. Shirtings.		Cott'n Mid. Upds.		32s Cop. Twist.		8 $\frac{1}{4}$ lbs. Shirtings.		Cott'n Mid. Upds.	
July 19.	d. d.	s. d.	s. d.	s. d.	d.	d.	d. d.	s. d.	s. d.	s. d.	d.	d.
" 25.	8 $\frac{3}{8}$ @9 $\frac{3}{8}$	6 1 $\frac{1}{2}$ @7 4 $\frac{1}{2}$	6 $\frac{3}{4}$	8 $\frac{3}{8}$ @9 $\frac{3}{8}$	6 1 $\frac{1}{2}$ @7 4 $\frac{1}{2}$	6 $\frac{3}{4}$	8 $\frac{3}{8}$ @9 $\frac{3}{8}$	6 3 @8 3	6 $\frac{1}{2}$	8 $\frac{3}{8}$ @9 $\frac{3}{8}$	6 1 $\frac{1}{2}$ @7 4 $\frac{1}{2}$	6 $\frac{3}{4}$
Aug. 1.	8 $\frac{3}{8}$ @9 $\frac{3}{8}$	6 1 $\frac{1}{2}$ @7 4 $\frac{1}{2}$	6 $\frac{3}{4}$	8 $\frac{3}{8}$ @9 $\frac{3}{8}$	6 1 $\frac{1}{2}$ @7 4 $\frac{1}{2}$	6 $\frac{3}{4}$	8 $\frac{3}{8}$ @9 $\frac{3}{8}$	6 4 $\frac{1}{2}$ @8 4 $\frac{1}{2}$	6 $\frac{3}{4}$	8 $\frac{3}{8}$ @9 $\frac{3}{8}$	6 4 $\frac{1}{2}$ @8 4 $\frac{1}{2}$	6 $\frac{3}{4}$
" 8.	8 $\frac{3}{8}$ @9 $\frac{3}{8}$	6 1 $\frac{1}{2}$ @7 4 $\frac{1}{2}$	6 $\frac{3}{4}$	8 $\frac{3}{8}$ @9 $\frac{3}{8}$	6 1 $\frac{1}{2}$ @7 4 $\frac{1}{2}$	6 $\frac{3}{4}$	8 $\frac{3}{8}$ @9 $\frac{3}{8}$	6 4 $\frac{1}{2}$ @8 4 $\frac{1}{2}$	6 $\frac{3}{4}$	8 $\frac{3}{8}$ @9 $\frac{3}{8}$	6 4 $\frac{1}{2}$ @8 4 $\frac{1}{2}$	6 $\frac{3}{4}$
" 15.	8 $\frac{3}{8}$ @9 $\frac{3}{8}$	6 1 $\frac{1}{2}$ @7 4 $\frac{1}{2}$	6 $\frac{3}{4}$	8 $\frac{3}{8}$ @9 $\frac{3}{8}$	6 1 $\frac{1}{2}$ @7 4 $\frac{1}{2}$	6 $\frac{3}{4}$	8 $\frac{3}{8}$ @9 $\frac{3}{8}$	6 3 @8 3	6 $\frac{1}{2}$	8 $\frac{3}{8}$ @9 $\frac{3}{8}$	6 3 @8 3	6 $\frac{1}{2}$
" 22.	8 $\frac{3}{8}$ @9 $\frac{3}{8}$	6 1 $\frac{1}{2}$ @7 4 $\frac{1}{2}$	6 $\frac{3}{4}$	8 $\frac{3}{8}$ @9 $\frac{3}{8}$	6 1 $\frac{1}{2}$ @7 4 $\frac{1}{2}$	6 $\frac{3}{4}$	8 $\frac{3}{8}$ @9 $\frac{3}{8}$	6 1 $\frac{1}{2}$ @8 1 $\frac{1}{2}$	6 $\frac{1}{2}$	8 $\frac{3}{8}$ @9 $\frac{3}{8}$	6 1 $\frac{1}{2}$ @8 1 $\frac{1}{2}$	6 $\frac{1}{2}$

**GUNNY BAGS, BAGGING, &C.**—Bagging is in light request and but few orders are coming in. There have been a few small parcels taken, but no large parcels are moving. The market is very firm, and there is no desire to sell except at full figures, which are 9@10 $\frac{1}{4}$ c., according to weight and quantity. Butts are not in large supply, and no further parcels have come to hand. The market is strong, and there is nothing offering under 2 $\frac{1}{4}$ c., while some dealers are asking 2 $\frac{1}{2}$ @2 $\frac{3}{4}$ c. Private cable advices from Calcutta report an advancing market.

**THE EXPORTS OF COTTON** from New York this week show an increase, as compared with last week, the total reaching 10,019 bales, against 4,794 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, 1878, 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.

Exported to—	Week ending—				Total to date.	Same period previous year.
	July 30.	Aug. 6.	Aug. 13.	Aug. 20.		
Liverpool.....	2,171	5,607	4,634	6,325	267,215	333,132
Other British ports.....	.....	2,723	.....	3,500	16,816	5,857
<b>TOTAL TO GREAT BRITAIN</b> .....	<b>2,171</b>	<b>8,330</b>	<b>4,634</b>	<b>9,825</b>	<b>284,031</b>	<b>338,989</b>
Havre.....	.....	3	.....	194	14,599	9,544
Other French ports.....	.....	.....	.....	.....	100	115
<b>TOTAL FRENCH</b> .....	.....	<b>3</b>	.....	<b>194</b>	<b>14,699</b>	<b>9,659</b>
Bremen and Hanover.....	500	473	.....	.....	16,306	20,718
Hamburg.....	.....	.....	.....	.....	2,202	4,986
Other ports.....	.....	.....	.....	.....	2,835	19,206
<b>TOTAL TO NORTH. EUROPE</b> .....	<b>500</b>	<b>473</b>	.....	.....	<b>21,343</b>	<b>44,910</b>
Spain, Op'rto, Gibralt'r, &c.....	.....	100	.....	.....	5,710	2,390
All other.....	.....	.....	160	.....	160	2,398
<b>TOTAL SPAIN, &amp;c.</b> .....	.....	<b>100</b>	<b>160</b>	.....	<b>5,870</b>	<b>4,788</b>
<b>GRAND TOTAL</b> .....	<b>2,671</b>	<b>8,906</b>	<b>4,794</b>	<b>10,019</b>	<b>325,943</b>	<b>398,346</b>

THE FOLLOWING ARE THE RECEIPTS OF COTTON at New York, Boston, Philadelphia and Baltimore for the past week, and since September 1, 1878:

Receipts from—	New York.		Boston.		Philadelphia.		Baltimore.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
N. Orl'ans.....	1,586	173,000	.....	11,679	.....	840	.....	.....
Texas.....	.....	127,709	.....	13,477	.....	3,040	.....	.....
Savannah.....	43	143,171	17	34,834	54	24,555	.....	47,113
Mobile.....	.....	.....	.....	2,170	.....	.....	.....	.....
Florida.....	254	20,235	.....	.....	.....	.....	.....	.....
S. Carolina.....	18	92,940	.....	100	.....	45	.....	21,117
N. Carolina.....	4	40,281	.....	.....	.....	.....	10	13,263
Virginia.....	55	144,690	34	56,664	.....	.....	.....	53,272
North p'ts.....	.....	6,525	488	141,616	.....	.....	.....	27
Tenn., &c.....	6	147,667	105	108,555	101	61,325	.....	27,300
Foreign.....	37	10,866	.....	25	.....	.....	.....	.....
<b>This year.</b> .....	<b>2,003</b>	<b>907,084</b>	<b>644</b>	<b>369,120</b>	<b>155</b>	<b>89,805</b>	<b>10</b>	<b>162,092</b>
<b>Last year.</b> .....	<b>3,060</b>	<b>945,699</b>	<b>3,071</b>	<b>347,899</b>	<b>179</b>	<b>73,373</b>	<b>424</b>	<b>152,377</b>

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 10,237 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in THE CHRONICLE, last Friday. With regard to New York, we include the manifests of all vessels cleared up to Wednesday night of this week.

		Total bales	
NEW YORK—To Liverpool, per steamers Republic, 1,357....		.....	
China, 608....England, 955....City of Chester, 569....		.....	
Wyoming, 2,250....Scythia, 586....		6,325	
To Cork, for orders, per ship Theresa, 3,500....		3,500	
To Havre, per steamer Amerique, 194....		194	
BALTIMORE—To Liverpool, per steamer Caspian, 200....		200	
BOSTON—To Liverpool, per steamer Brazilian, 18....		18	

Total..... 10,237

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

	Liverpool.	Cork.	Havre.	Total.
New York.....	6,325	3,500	194	10,019
Baltimore.....	200	.....	.....	200
Boston.....	18	.....	.....	18
<b>Total</b> .....	<b>6,543</b>	<b>3,500</b>	<b>194</b>	<b>10,237</b>

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d. 316@1/4	316@1/4	316@1/4	316@1/4	316@1/4	316@1/4	316@1/4
do sail.. d. ...@7/32	...@7/32	...@7/32	...@7/32	...@7/32	...@7/32	...@7/32
Havre, steam....c. ...@5/8*	...@5/8*	...@5/8*	...@5/8*	...@5/8*	...@5/8*	...@5/8*
do sail....c. ...@1/2	...@1/2	...@1/2	...@1/2	...@1/2	...@1/2	...@1/2
Bremen, steam. c. ...@9/16*	...@9/16*	...@9/16*	...@9/16*	...@9/16*	...@9/16*	...@9/16*
do sail....c. ...@7/16	...@7/16	...@7/16	...@7/16	...@7/16	...@7/16	...@7/16
Hamburg, steam.c. ...@9/16*	...@9/16*	...@9/16*	...@9/16*	...@9/16*	...@9/16*	...@9/16*
do sail....c. ...@1/2	...@1/2	...@1/2	...@1/2	...@1/2	...@1/2	...@1/2
Amst'd'm, steam.c. ...@.....	...@.....	...@.....	...@.....	...@.....	...@.....	...@.....
do sail....c. ...@.....	...@.....	...@.....	...@.....	...@.....	...@.....	...@.....
Baltic, steam....d. ...@.....	...@.....	...@.....	...@.....	...@.....	...@.....	...@.....
do sail....d. ...@.....	...@.....	...@.....	...@.....	...@.....	...@.....	...@.....

\* Compressed.

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

	Aug. 1.	Aug. 8.	Aug. 15.	Aug. 22.
Sales of the week..... bales.	45,000	36,000	50,000	61,000
Forwarded.....	2,000	2,000	5,000	4,000
Sales American.....	37,000	29,000	39,000	49,000
Of which exporters took.....	4,000	3,000	6,000	4,000
Of which speculators took.....	2,000	2,000	3,000	4,000
Total stock.....	528,000	503,000	469,000	427,000
Of which American.....	387,000	369,000	343,000	297,000
Total import of the week.....	32,000	14,000	18,000	21,000
Of which American.....	8,000	14,000	14,000	6,000
Actual export.....	3,000	6,000	6,000	6,000
Amount afloat.....	195,000	190,000	189,000	176,000
Of which American.....	30,000	25,000	16,000	22,000

The tone of the Liverpool market for spots and futures each day of the week ending Aug. 22, and the daily closing prices of spot cotton, have been as follows:

Spot.	Saturday	Monday.	Tuesday.	Wedn'sdy	Thurs'dy	Friday.
Market, } 12:30 P.M.	Harden'g.	Firmer & fract'n'ly dearer.	Firm.	Active and firmer.	Firm.	Firm.
Mid. Upl'ds	63 <sup>8</sup>	61 <sup>2</sup>	61 <sup>2</sup>	69 <sup>16</sup>	69 <sup>16</sup>	69 <sup>16</sup>
Mid. Orl'ns.	67 <sup>16</sup>	69 <sup>16</sup>	69 <sup>16</sup>	611 <sup>16</sup>	611 <sup>16</sup>	611 <sup>16</sup>
Market, } 5 P. M.	—	—	—	—	—	—
Sales.....	6,000	10,000	8,000	12,000	10,000	8,000
Spec. & exp.	1,000	2,000	1,000	3,000	2,000	1,000
Futures.						
Market, } 5 P. M.	Firm.	Firm.	Firmer.	Firmer.	Quiet and steady.	Firm.

The actual sales of futures at Liverpool, for the same week, are given below. These sales are on the basis of Uplands, Low Middling clause, unless otherwise stated.

SATURDAY.		
Delivery. d.	Delivery. d.	Delivery. d.
Aug.....63 3/8@13 3/2	Sept.-Oct.63 3/8@13 3/2@7 1/8	Dec.-Jan.....6
Oct.....67 1/8	Oct.-Nov.....6 1/2@5 3/2	Jan.-Feb.....53 1/2
Aug.-Sept.....63 3/8@13 3/2	Nov.-Dec.....6	Aug.-Sept.....67 1/8
MONDAY.		
Delivery.	Delivery.	Delivery.
Aug.....61 1/2	Oct.-Nov.....63 1/8@7 3/2	Nov.-Dec.....61 3/2@3 3/2
Oct.....61 1/2	Nov.-Dec.....61 1/8	Oct.....61 3/2@1 1/2
Aug.-Sept.....61 3/2	Jan.-Feb.....61 3/2	Jan.-Feb.....6@61 3/2
Sept.-Oct.....61 3/2@1 1/2	Oct.-Nov.....63 1/8@7 3/2	
TUESDAY.		
Delivery.	Delivery.	Delivery.
Sept.-Oct.....67 1/8	Oct.....61 3/2	Oct.-Nov.....67 3/2
Oct.-Nov.....63 1/8	Aug.-Sept.....61 3/2	Nov.-Dec.....61 1/8
Nov.-Dec.....61 3/2	Sept.-Oct.....61 3/2	Oct.....61 1/2
Apr.-May.....61 1/8		
WEDNESDAY.		
Delivery.	Delivery.	Delivery.
Aug.....61 3/2@17 3/2	Sept.-Oct.....61 3/2	Oct.-Nov.....67 3/2@1 1/2
Oct.....61 3/2	Oct.-Nov.....61 1/4	Jan.-Feb.....61 3/2
Aug.-Sept.....61 3/2	Nov.-Dec.....63 3/2	
THURSDAY.		
Delivery.	Delivery.	Delivery.
Oct.....61 1/2	Oct.-Nov.....67 3/2	Oct.-Nov.....63 1/8@7 3/2
Aug.-Sept.....61 1/2	Nov.-Dec.....61 1/8	Oct.....61 3/2
Sept.-Oct.....61 1/2		
FRIDAY.		
Delivery.	Delivery.	Delivery.
Aug.....61 1/2	Sept.-Oct.....61 1/2	Oct.-Nov.....67 3/2
Aug.-Sept.....61 3/2	Aug.....61 3/2	Oct.....61 3/2@17 3/2
Sept.-Oct.....61 3/2	Aug.-Sept.....61 1/2	Nov.-Dec.....61 1/8
Oct.-Nov.....63 1/8	Sept.-Oct.....61 3/2	

## BREADSTUFFS.

FRIDAY, P. M., August 22, 1879.

There has been for several days an active demand for flour, causing a partial recovery of the decline which took place early in the week. The improvement has been most decided in the common extras from spring wheat, which are still comparatively scarce; and the production generally appears to be quite moderate for the season. Flour in sacks, unless taken for export, must be sold at prices considerably below the same quality in bbls. Rye flour has tended upward, and corn meal ruled very firm. To-day the export demand was less active for flour, but there was a good trade at steady prices.

The wheat market has been exceptionally active. Receipts have been excessive at this point, but were readily cleared off the market, and the movement at the West is on a reduced scale. On Wednesday and Thursday each the sales on the spot and for future delivery approximated a million bushels, prices advancing yesterday to \$1 01@1 02 for No. 2 spring, \$1 10@1 05 for No. 2 amber and red winter, and \$1 11 for No. 1 white. A leading demand was for No. 2 red winter for special delivery in the next two or three weeks at \$1 10 1/2@1 10 5/8. Prices for the next two months are not materially from spot values, except that red winter is slightly dearer, and No. 1 white slightly cheaper. To-day the market was very firm, but quieter.

Indian Corn has been less active, and prices have favored buyers, and yet the decline is not important. Yesterday No. 2 mixed sold at 46 1/2c. spot and August and 47 7/8c. for October. Special grades continue scarce. To-day there was no change, but a good business in No. 2 mixed at 47c. for September.

Rye has been active for Western, the offerings of which are partly from the new crop, which appears to be of good quality and in excellent condition. Sales of No. 2 Western were made at 63 1/2@64c. on the spot and for September arrival, and 66 1/2c. for No. 1 Western. No. 1 State quoted at 67@68c.

Barley remains quiet and nominal.

Oats, on the spot, have materially declined, except for choice white, which, being scarce, maintain their value. No. 2 mixed sold at 31@31 1/4c. and No. 2 white 34@34 1/2c. on the spot, but No. 2 mixed for October brought 32 1/2c. To-day the market was less depressed, except that inside figures ruled, and choice white declined.

The following are closing quotations:



FLOUR.			GRAIN.		
No. 2.....	\$2 40@	3 15	Wheat—		
Superfine State and			No. 3 spring, \$ bu. \$	93 @	96
Western.....	3 30@	3 90	No. 2 spring.....	1 01 @	1 02
Extra State, &c.....	4 20@	4 35	Rejected spring.....	73 @	75
Western spring wheat			Red winter, No. 2	1 10 1/4 @	1 10 1/2
extras.....	4 15@	4 40	White.....	1 06 @	1 12
do XX and XXX.....	4 50@	5 75	No. 1 white.....	1 11 1/4 @	1 11 1/2
Western winter ship-			Corn—West. mixed	45 @	47
ping extras.....	4 35@	4 70	Western No. 2...	46 1/2 @	47
do XX and XXX.....	4 85@	5 75	Western Yellow...	47 1/2 @	48 1/2
Minnesota patents...	5 25@	7 25	Western White...	53 @	57
City shipping extras...	4 25@	5 25	Rye—Western.....	63 @	66
Southern bakers' and			State and Canada	67 @	68
family brands.....	5 25@	6 00	Oats—Mixed.....	29 @	32
South'n ship'g extras.	4 50@	5 00	White.....	33 @	39
Rye flour, superfine...	3 65@	4 00	Barley—Canada W.		
Corn meal—			State, 4-rowed...		
Western, &c.....	2 00@	2 40	State, 2-rowed...		
Brandywine, &c.....	2 65@	2 75	Peas—Can'da, b. & f.	70 @	85

Receipts of flour and grain at Western lake and river ports for the week ending Aug. 16:

At—	Flour, bbls. (196 lbs.)	Wheat, bush. (60 lbs.)	Corn, bush. (56 lbs.)	Oats, bush. (32 lbs.)	Barley, bush. (48 lbs.)	Rye, bush. (56 lbs.)
Chicago.....	36,182	550,833	1,860,685	440,874	120,475	113,518
Milwaukee.....	24,450	55,910	34,710	32,850	4,300	12,900
Toledo.....	125	709,539	145,265	40,087		1,991
Detroit.....	4,273	502,248	4,059	3,913	269	
Cleveland.....	2,906	78,300	44,900	21,600	1,400	900
St. Louis.....	43,672	678,835	213,065	79,275	2,000	11,106
Peoria.....	1,830	52,850	267,320	147,000	5,000	30,630
Duluth.....						

Total..... 113,438 2,628,585 2,570,004 765,599 25,444 171,045  
Previous week 124,962 2,621,154 2,621,073 831,363 16,621 178,247  
Same time '78.. 85,144 3,077,237 3,295,795 1,451,263 93,316 229,480

Total receipts at same ports from Jan. 1 to Aug. 16, inclusive, for four years:

	1879.	1878.	1877.	1876.
Flour..... bbls.	3,983,339	3,448,220	2,504,825	3,208,343
Wheat..... bush.	45,250,614	41,167,288	13,396,867	28,789,561
Corn..... bush.	61,030,293	61,238,131	51,497,426	49,233,060
Oats..... bush.	18,672,029	17,876,061	12,188,278	14,933,314
Barley..... bush.	2,482,802	3,087,242	2,801,327	3,036,997
Rye..... bush.	2,260,832	2,546,455	1,397,962	1,150,511

Total grain.... 129,696,570 125,915,177 81,281,860 97,103,446

Total receipts (crop movement) at the same ports from Aug. 1 to Aug. 16, inclusive, for four years:

	1879.	1878.	1876.	1875.
Flour..... bbls.	365,474	271,559	270,983	272,575
Wheat..... bush.	7,985,146	7,160,301	3,105,342	2,345,426
Corn..... bush.	8,002,186	8,733,978	8,799,831	6,839,712
Oats..... bush.	2,610,141	3,315,020	1,542,411	1,146,606
Barley..... bush.	58,400	156,361	82,145	66,558
Rye..... bush.	478,994	487,146	458,035	163,095

Total grain .... 19,134,867 19,852,806 13,987,764 10,550,397

Comparative shipments of flour and grain from the same ports from Jan. 1 to Aug. 16, inclusive, for four years:

	1879.	1878.	1877.	1876.
Flour..... bbls.	4,285,853	3,602,625	2,443,764	2,438,213
Wheat..... bush.	41,699,567	34,820,223	27,562,557	27,462,913
Corn..... bush.	53,927,585	52,662,145	45,461,774	45,306,371
Oats..... bush.	18,988,038	11,412,014	13,440,121	13,122,062
Barley..... bush.	2,079,915	1,628,884	1,250,575	1,271,068
Rye..... bush.	2,027,953	2,010,956	1,050,783	940,991

Total grain .... 113,723,058 97,534,222 88,765,810 88,103,405

Rail and lake shipments from same ports for the last four weeks:

Week ending—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Aug. 16.....	134,847	2,675,032	2,925,889	635,335	8,263	90,994
Aug. 9.....	176,453	2,867,386	1,982,877	621,347	8,962	108,183
Aug. 2.....	144,389	2,252,803	1,929,511	494,750	11,602	110,437
July 26.....	150,463	3,253,115	1,304,194	501,823	18,553	82,437

Total, 4 wks. 606,182 11,048,336 8,142,771 2,253,255 47,380 392,051  
Tot. 4 wks '78 463,684 6,360,591 9,066,984 2,354,362 44,589 354,595

Receipts of flour and grain at seaboard ports for the week ended Aug. 16:

At—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York.....	124,318	2,222,972	910,722	310,964		61,330
Boston.....	50,993	320,986	151,415	102,300	5,600	1,200
Portland.....	2,800		5,200	1,600		
Montreal.....	9,793	563,516	38,228	4,328	438	57
Philadelphia.....	11,490	1,243,800	248,500	61,100		1,000
Baltimore.....	15,126	1,190,800	100,600	64,000		2,600
New Orleans.....	1,010	69,548	2,500			

Total week..... 215,530 5,611,622 1,451,165 544,792 6,038 66,237  
Previous week... 226,190 6,449,072 1,133,944 431,661 4,200 83,438  
Cor. week '78... 198,717 3,623,595 2,074,712 647,422 12,228 60,874  
Cor. week '77... 199,721 1,234,332 2,788,989 378,198 37,883 149,951

And from Jan. 1 to Aug. 16, inclusive, for four years:

	1879.	1878.	1877.	1876.
Flour..... bbls.	6,115,930	5,265,346	4,086,241	5,659,421
Wheat..... bush.	71,164,219	50,399,260	8,738,813	27,660,062
Corn..... bush.	72,789,228	72,764,546	53,042,554	54,471,357
Oats..... bush.	13,200,000	13,097,135	10,388,121	15,251,170
Barley..... bush.	1,751,295	2,450,110	2,107,836	2,020,219
Rye..... bush.	2,362,223	2,728,529	905,499	360,742

Total..... 161,266,965 141,439,490 75,182,823 99,763,550

Exports from United States seaboard ports and from Montreal, for week ending Aug. 16:

From—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Rye, bush.	Peas, bush.
New York.....	55,517	1,439,761	393,934	3,243	73,335	
Boston.....	19,279	168,028	82,458			
Portland.....						
Montreal.....	12,395	425,816	52,982			1,273
Philadelphia..	200	788,585	43,577			
Baltimore.....	9,127	1,084,863	85,228	25		

Total for w'k 96,518 3,906,056 653,179 3,268 73,335 1,273  
Previous week 100,264 4,536,417 977,339 9,212 49,749 33,849  
Two weeks ago 116,375 4,554,206 929,218 9,709 12,273 74,262  
Same time '78. 80,906 2,669,261 1,261,364 175,690 66,872 58,755

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, rail and canal, Aug. 16, was as follows:

In Store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York.....	2,789,619	1,958,493	359,061	37,628	67,570
Do. afloat (est.)	1,185,165	345,000	24,400		
Albany.....	2,300	14,500	35,000	6,200	
Buffalo.....	102,757	140,667			5,669
Chicago.....	1,224,056	2,908,654	181,258	86,023	137,555
Milwaukee.....	310,051	39,160	13,898	65,140	31,528
Duluth (9th).....	46,801	10,709			
Toledo.....	532,747	144,640	61,588	6,000	3,873
Detroit.....	359,039	5,357	2,580	86	
Oswego.....	182,000	215,000		21,000	3,000
St. Louis.....	538,094	511,084	96,036	3,520	12,615
Boston.....	212,640	137,200	16,324		
Toronto.....	70,321		2,400	38,161	400
Montreal.....	83,214	700	30,609	33,576	342
Philadelphia.....	849,150	309,000			
Peoria.....	63,451	276,046	93,081	714	39,446
Indianapolis.....	134,200	17,800	22,550		15,700
Kansas City.....	190,190	54,276	5,907		3,214
Baltimore.....	1,928,010	499,857			
Rail shipments.....	562,620	460,161	623,699	8,263	50,494
Lake shipments.....	2,112,412	2,465,728	11,640		40,500
On Canal (est.)...	2,548,000	1,626,000	45,000		82,000

Total..... 16,026,837 12,140,032 1,605,031 306,311 493,906  
Aug. 9, '79..... 15,189,594 11,436,314 1,914,487 318,424 479,114  
Aug. 2, '79..... 14,352,416 11,099,551 1,762,250 324,929 462,436  
July 26, '79..... 14,696,281 10,068,258 1,441,877 330,601 318,398  
July 19, '79..... 13,473,847 10,796,086 1,536,901 357,879 341,743  
Aug. 17, '78..... 7,740,736 9,295,459 2,444,904 1,105,708 584,821

## THE DRY GOODS TRADE.

FRIDAY, P. M., Aug. 22, 1879.

The past week has developed a more active jobbing trade not only in this city but at Chicago, St. Louis, and other important distributing points in the interior. There has, consequently, been an improved demand at first hands for both domestic and foreign goods, and the volume of business has proved fairly satisfactory. Transactions in staple cotton goods were mostly confined to relatively small parcels, and men's-wear woollens ruled quiet (as is invariably the case between seasons); but there was a liberal movement in prints, gingham, dress goods, shawls, skirts, underwear, hosiery, fancy knit woollens, and other fabrics adapted to the fall and winter trade. For imported goods there was also a moderately increased demand, and dress goods, silks, velvets, linen goods, &c., were severally in fair request, though not really active.

DOMESTIC COTTON GOODS.—The exports of cotton goods from this port during the week ending August 19 reached 2,051 packages, shipped as follows: Great Britain, 1,033; U. S. of Colombia, 625; Hayti, 109; Venezuela, 102; Brazil, 47; British West Indies, 41; &c. Brown cottons were in fair demand and steady—aside from a few outside makes of heavy sheetings, on which slight concessions were offered by agents. Bleached shirtings and wide sheetings were taken in small lots to a fair amount, and prices ruled firm on all the best makes. Corset jeans were quiet and steady, and cotton flannels more active in jobbers' hands. Ducks, denims, ticks, stripes, cheviots, plaids, &c., were severally in fair request, but selections were seemingly governed by immediate wants, and speculation has almost wholly ceased—for the present—in these fabrics as well as all other makes of staple cotton goods. Print cloths were fairly active at 4c. @ 4 1/16c. cash for 64x64s and 3 1/2c. a 3 9-16c. cash for 56x60s. Prints were in better demand, and there was a steady movement in gingham and cotton dress goods.

DOMESTIC WOOLEN GOODS.—There was a light hand-to-mouth demand for men's-wear woollens, and a fair movement in fancy cassimeres, worsted coatings, cheviots, &c., on account of former orders. Cheviot suitings were in moderate request, and the best makes are firmly held by agents. For overcoatings there was only a limited inquiry, and sales were mostly confined to small parcels of rough-faced and fancy-back makes. Choice styles of cloakings were more sought for, and fair sales were reported by agents representing the most popular makes. Repellents were in fair, though by no means active, demand, and prices ruled steady. Kentucky jeans remained sluggish, but stocks are well in hand and prices firm on all the best makes. Satinets were in strictly moderate request at unchanged prices. Worsted and woolen dress goods continued fairly active, and liberal deliveries were made by agents in execution of former orders. Woolen shawls and felt skirts met with a satisfactory distribution and prices ruled steady.

FOREIGN DRY GOODS.—The demand for foreign goods—though somewhat irregular—has on the whole been more active. Cashmeres and other staple dress fabrics were in improved request, as were French and British textures of a fancy character. Low and medium grade dress silks were more sought for, but the finer qualities remained quiet, and millinery silks were dull. Linen and white goods lacked animation but prices ruled steady. Men's-wear woollens were almost neglected and selections were confined to small lots required by the fine tailoring trade. The auction rooms presented no special features of interest, and the sales were only moderately successful.



**Importations of Dry Goods.**

The importations of dry goods at this port for the week ending Aug. 21, 1879, and for the corresponding weeks of 1878 and 1877, have been as follows:

ENTERED FOR CONSUMPTION FOR THE WEEK ENDING AUG. 21, 1879.

	1877.		1878.		1879.	
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
<b>Manufactures of—</b>		\$		\$		\$
Wool.....	1,275	552,550	780	316,449	1,033	468,233
Cotton.....	1,043	290,458	963	250,045	997	290,813
Silk.....	686	484,171	604	387,059	674	463,921
Flax.....	895	219,227	656	150,483	1,042	198,183
Miscellaneous.....	541	168,461	486	111,543	593	133,633
<b>Total.....</b>	<b>4,440</b>	<b>1,714,867</b>	<b>3,449</b>	<b>1,215,579</b>	<b>4,339</b>	<b>1,554,789</b>

WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET DURING THE SAME PERIOD.

<b>Manufactures of—</b>						
Wool.....	565	244,495	801	321,405	560	221,531
Cotton.....	274	90,096	313	76,711	279	88,186
Silk.....	115	105,272	158	107,794	98	74,077
Flax.....	308	63,651	401	80,400	290	60,894
Miscellaneous.....	518	22,978	34	19,068	354	13,546
<b>Total.....</b>	<b>1,780</b>	<b>526,492</b>	<b>1,707</b>	<b>605,378</b>	<b>1,581</b>	<b>458,234</b>
<b>Ent'd for consumpt.</b>	<b>4,440</b>	<b>1,714,867</b>	<b>3,489</b>	<b>1,215,579</b>	<b>4,339</b>	<b>1,554,789</b>
<b>Total on market.....</b>	<b>6,220</b>	<b>2,241,359</b>	<b>5,196</b>	<b>1,820,957</b>	<b>5,920</b>	<b>2,013,023</b>

ENTERED FOR WAREHOUSE DURING SAME PERIOD.

<b>Manufactures of—</b>						
Wool.....	448	186,770	534	231,192	612	233,712
Cotton.....	111	32,162	206	65,936	296	81,770
Silk.....	91	64,301	91	105,868	113	92,376
Flax.....	478	110,902	344	79,489	713	110,031
Miscellaneous.....	107	17,056	41	8,758	476	49,457
<b>Total.....</b>	<b>1,235</b>	<b>411,191</b>	<b>1,216</b>	<b>491,243</b>	<b>2,210</b>	<b>567,349</b>
<b>Ent'd for consumpt.</b>	<b>4,440</b>	<b>1,714,867</b>	<b>3,489</b>	<b>1,215,579</b>	<b>4,339</b>	<b>1,554,789</b>
<b>Total at the port.....</b>	<b>5,675</b>	<b>2,126,058</b>	<b>4,705</b>	<b>1,706,822</b>	<b>6,549</b>	<b>2,122,138</b>

**Imports of Leading Articles.**

The following table, compiled from Custom House returns, shows the foreign imports of leading articles at this port since January 1, 1879, and for the same period in 1878:

[The quantity is given in packages when not otherwise specified.]

	1879.	1878.		1879.	1878.
<b>China, &amp;c.—</b>			<b>Metals, &amp;c.—</b>		
China.....	8,517	8,169	Lead, pigs.....	6,622	4,280
Earthenw.....	24,105	23,182	Spelter, lbs.....	1,169,597	717,765
Glass.....	133,816	144,789	Steel.....	48,102	28,042
Glassware.....	21,277	14,460	Tin, boxes.....	897,631	673,359
Glass plate.....	3,150	3,492	Tin slbs., lbs.....	9,537,592	7,452,193
Buttons.....	6,270	5,723	Paper Stock.....	85,873	84,094
Coal, tons.....	33,125	79,380	Sugar, hhds.....		
Cocoa, bags.....	20,823	15,939	tes., & bbls.....	500,400	426,622
Coffee, bags.....	1,447,508	1,019,668	Sugar, boxes.....		
Cotton, bales.....	9,901	3,418	and bags.....	979,230	1,389,137
<b>Drugs, &amp;c.—</b>			Tea.....	454,877	526,669
Bark, Peru.....	27,786	23,904	Tobacco.....	32,585	35,322
Blea. powd.....	11,938	16,841	Waste.....	329	345
Cochineal.....	2,305	1,480	<b>Wines, &amp;c.—</b>		
Gambier.....	30,872	12,821	Champ'gne.....		
Gum, Arab.....	3,730	2,219	baskets.....	68,842	56,962
Indigo.....	4,207	4,598	Wines.....	111,884	91,837
Madder, &c.....	1,963	2,680	Wool, bales.....	31,865	21,717
Oil, Olive.....	30,424	27,416	<b>Reported by value.</b>		
Opium.....	817	466	Cigars.....	848,819	943,332
Soda, bi-ch.....	8,915	15,426	Corks.....	46,364	41,002
Soda, sal.....	39,038	37,336	Fancy goods.....	545,739	492,165
Soda, ash.....	41,724	40,784	Fish.....	251,506	253,418
Flax.....	1,927	2,086	<b>Fruits, &amp;c.—</b>		
Furs.....	5,980	4,229	Lemons.....	969,848	1,017,117
Gunny cloth.....	500	598	Oranges.....	1,416,983	1,319,287
Hair.....	2,823	2,918	Nuts.....	432,484	508,434
Hemp, bales.....	128,799	119,335	Raisins.....	421,281	401,140
Hides, &c.—			Hides, undr.....	6,845,152	7,147,720
Bristles.....	934	886	Rice.....	239,823	190,644
Hides, dr'sd.....	3,213	3,035	Spices, &c.—		
India rubber.....	30,730	27,507	Cassia.....	224,879	120,285
Ivory.....	1,026	1,093	Ginger.....	93,003	41,061
<b>Jewelry, &amp;c.—</b>			Pepper.....	320,377	283,124
Jewelry.....	1,720	1,553	Saltpetre.....	195,709	124,040
Watches.....	412	314	<b>Woods—</b>		
Linseed.....	300,313	212,968	Cork.....	325,545	284,461
Molasses.....	75,443	64,533	Fustic.....	91,354	29,547
<b>Metals, &amp;c.—</b>			Logwood.....	451,683	462,876
Cutlery.....	3,101	2,628	Mahogany.....	131,903	43,655
Hardware.....	435	342			

**Exports of Provisions.**

The following are the exports of provisions from New York, Boston, Baltimore, Philadelphia, Montreal, Portland, and New Orleans, for the week ending August 16, 1879, and their distribution:

To—	Pork, bbls.	Beef, bbls.	Lard, lbs.	Bacon, lbs.	Cheese, lbs.	Tallow, lbs.
Liverpool.....	626	641	1,323,050	5,720,073	1,465,752	89,100
London.....	50	223	11,160	216,575	706,340	.....
Glasgow.....	25	605	93,500	796,375	337,920	.....
Bristol.....	88	.....	45,000	341,225	555,540	.....
Hull.....	.....	75	27,500	479,275	689,520	206,800
Hamburg.....	.....	50	413,200	95,000	.....	110,000
Bremen.....	.....	.....	112,000	116,375	.....	.....
Antwerp.....	.....	25	.....	1,035,500	.....	46,200
Havre.....	10	40	1,435,967	1,190,695	4,200	31,200
Marseilles.....	10	15	66,400	299,250	.....	137,600
Italy.....	.....	.....	22,000	.....	.....	62,000
Cont'l ports.....	.....	.....	677,680	72,125	.....	253,000
Lisbon.....	.....	.....	.....	.....	.....	17,152
S.&C. America.....	2	11	502,641	15,308	1,132	37,669
West Indies.....	4,347	363	1,437,897	207,027	16,585	11,930
Brit. Col.....	895	165	25,036	11,609	7,144	.....
Oth'r countr's.....	713	.....	4,110	3,787	5,501	.....
<b>Total week.....</b>	<b>6,784</b>	<b>2,213</b>	<b>6,197,143</b>	<b>10,600,199</b>	<b>3,789,634</b>	<b>878,811</b>
<b>Previous w'k.....</b>	<b>6,055</b>	<b>3,314</b>	<b>5,130,925</b>	<b>13,892,524</b>	<b>5,080,840</b>	<b>3,189,360</b>

**Receipts of Leading Articles of Domestic Produce.**

The following table, based upon daily reports made to the New York Produce Exchange, shows the receipts of leading articles of domestic produce in New York for the week ending with Tuesday last (corresponding with the week for exports); also the receipts from January 1, 1879, to that day, and for the corresponding period in 1878:

	Week ending Aug. 19.	Since Jan. 1, 1879.	Same time last year.
Ashes.....	68	4,247	2,967
Beans.....	439	42,581	46,740
<b>Breadstuffs—</b>			
Flour, wheat.....	128,265	3,182,664	2,550,253
Corn meal.....	1,845	105,491	131,087
Wheat.....	2,431,075	34,598,500	31,857,564
Rye.....	78,094	1,487,855	2,130,692
Corn.....	846,212	25,427,607	23,285,533
Oats.....	359,925	6,632,654	7,887,553
Barley and malt.....	51,596	2,326,007	2,765,339
Peas.....	440	239,217	458,647
Cotton.....	2,318	441,829	499,938
Cotton seed oil.....	647	16,158	.....
Flax seed.....	12,460	19,188	.....
Grass seed.....	731	97,143	122,998
Hides.....	5,426	141,105	120,013
Hides.....	1,679	89,842	81,978
Hops.....	1,591	47,431	50,536
Leather.....	78,937	2,690,813	2,654,822
Lead.....	4,953	448,463	.....
Molasses.....	.....	4,941	18
Molasses.....	6	75,438	112,631
<b>Naval Stores—</b>			
Turpentine, crude.....	.....	1,215	1,973
Turpentine, spirits.....	2,356	45,304	50,914
Rosin.....	6,010	198,507	252,558
Tar.....	759	15,716	13,033
Pitch.....	250	1,686	1,438
Oil cake.....	352	264,385	279,504
Oil, lard.....	50	11,840	11,247
Oil, whale.....	.....	.....	.....
Peanuts.....	1,340	67,984	48,656
<b>Provisions—</b>			
Pork.....	1,632	170,829	174,283
Beef.....	502	25,332	36,651
Cutmeats.....	45,059	1,168,258	837,761
Butter.....	29,529	887,712	738,426
Cheese.....	86,779	1,490,268	1,850,024
Eggs.....	5,611	326,422	350,245
Lard.....	7,954	513,088	526,774
Lard.....	1,069	41,832	28,161
Hogs, dressed.....	.....	49,869	19,807
Rice.....	459	24,748	19,664
Spelter.....	.....	62,816	.....
Stearine.....	122	19,197	14,662
Sugar.....	138	1,373	650
Sugar.....	253	30,439	14,786
Tallow.....	1,326	63,854	52,543
Tobacco.....	5,366	105,320	121,231
Tobacco.....	4,188	57,319	97,349
Whiskey.....	3,379	176,811	124,411
Wool.....	1,013	81,318	60,465

**Exports of Leading Articles of Domestic Produce.**

The following table, based upon Custom House returns, shows the exports from New York of all leading articles of domestic produce for the week ending with Tuesday last; also the exports from the 1st of January, 1879, to the same day, and for the corresponding period in 1878:

	Week ending Aug. 19.	Since Jan. 1, 1879.	Same time last year.
Ashes, pots.....	.....	1,046	978
Ashes, pearls.....	.....	98	170
Beeswax.....	.....	28,678	119,534
<b>Breadstuffs—</b>			
Flour, wheat.....	71,566	1,870,908	1,547,547
Flour, rye.....	256	4,535	3,134
Corn meal.....	3,082	103,318	142,394
Wheat.....	1,702,146	32,732,163	28,253,828
Rye.....	74,578	2,502,768	2,617,823
Oats.....	3,980	369,190	2,194,021
Barley.....	.....	101,870	1,516,149
Peas.....	3,058	233,863	306,309
Corn.....	540,130	21,621,809	18,631,995
Candles.....	1,193	38,724	29,689
Coal.....	1,072	50,396	36,207
Cotton.....	9,922	180,703	272,961
Domestics.....	2,051	81,413	98,689
Hay.....	1,885	44,773	42,081
Hops.....	849	19,278	37,515
<b>Naval Stores—</b>			
Crude turpentine.....	.....	100	135
Spirits turpentine.....	285	6,513	11,365
Rosin.....	885	116,721	158,516
Tar.....	102	4,856	5,566
Pitch.....	2	3,360	4,068
Oil cake.....	8,292	1,018,699	1,386,930
<b>Oils—</b>			
Whale.....	.....	201,436	291,126
Sperm.....	.....	95,562	450,043
Lard.....	28,449	861,945	864,401
Linseed.....	.....	6,741	4,542
Petroleum.....	7,535,718	150,654,813	118,137,858
<b>Provisions—</b>			
Pork.....	6,002	154,732	159,687
Beef.....	899	33,410	32,595
Beef.....	1,079	36,098	40,615
Cutmeats.....	9,192,248	388,097,448	321,419,618
Butter.....	839,008	20,035,494	12,867,905
Cheese.....	3,299,956	89,276,318	91,022,336
Lard.....	4,500,081	163,810,453	182,051,732
Rice.....	477	10,421	14,702
Tallow.....	1,122,673	44,029,526	48,928,390
Tobacco, leaf.....	1,950	35,175	66,665
Tobacco, manufactured.....	1,023	17,618	48,961
Whalebone.....	140,132	4,333,173	4,011,279
.....	.....	40,510	85,789



## GENERAL

## PRICES CURRENT

<b>ASHES—</b>			
Pot, assorted.....	4 1/2	4 1/2	
<b>BREADSTUFFS—See special report.</b>			
<b>BUILDING MATERIALS—</b>			
Bricks—Common hard, afloat.....	2 5/8	7 25	
Proton.....	1 00	8 50	
Philadelphia.....	22 00	26 00	
Cement—Rosendale.....	9 1/2		
Lime—Rockland common.....	7 1/2		
Rockland finishing.....	9 00		
Lumber—Pine, g'd to ex. dry.....	40 00	60 00	
Pine, shipping box.....	18 00	22 00	
do tally boards, com. to g'd, each.....	22	30	
Oak.....	35 00	43 00	
Ash, good.....	35 00	45 00	
Black walnut.....	75 00	150 00	
Spruce boards & planks, each.....	13	25	
Hemlock boards, each.....	14	16	
Maple.....	20 00	45 00	
Nails—100d. com. fen. & sh. keg.....	2 35		
Clinch, 1 1/2 to 3 in. & longer.....	3 35	4 60	
3d fine.....		4 60	
Cutspikes, all sizes.....		2 60	
Faints—Ld., in oil, com. price.....	7		
Lead, dry, combination, price.....	1 1/2		
Zinc, oxide, dry.....	8	5 1/2	
Zinc, French, green seal.....	8 1/2	9	
Paris white, 1/2 lb. Cliffs one.....	1 25	1 40	
<b>BUTTER—(Wholesale Prices)—</b>			
State, pails & tubs, fair to choice.....	12 1/2	15 1/2	
West'n creamery good to prime.....	14	16 1/2	
Welsh, State, fair to choice.....	11		
Western dairy, fair to choice.....	9	12 1/2	
<b>CHEESE—</b>			
State factory, fair to prime.....	4 1/2	5	
Ohio flat, fair to fine.....	4 1/2	5	
<b>COAL—</b>			
Liverpool gas cannon.....		8 00	
Liverpool house cannon.....		11 00	
<b>ANTHRACITE—The following will show prices at last auction or present schedule rates; the names immediately above the figures indicate the places of delivery:</b>			
Penn. Schedule.....	D. L. & W. Auction.....	D. & H. Auction.....	J. L. & W. Schedule.....
Newburg.....	Hoboken.....	Weehawken.....	Port Johnstn.....
St'mb.....	2 30	2 10	2 20
Grate.....	2 30	2 45	2 20
Egg.....	2 25	2 45	2 30
Stove.....	2 10	2 25	2 50
Ch'nut.....	2 35	2 55	2 30
* 50 cents additional for delivery at New York.			
J. L. & W. quotations are for Wilkesbarre coal.			
<b>COFFEE—</b>			
Rio, ord. car.....		11 1/2	
do fair, do.....		13 1/2	
do good, do.....		14	
do prime, do.....		14 1/2	
Java, mats.....	24	25 1/2	
Native Ceylon.....	14	16	
Mexican.....	14	15 1/2	
Jamaica.....	12	15	
Maracaibo.....	12	17	
Laguaira.....	13	15 1/2	
St. Domingo.....	10 1/2	11 1/2	
Savanilla.....	12	17	
Costa Rica.....	14	17	
<b>COPPER—</b>			
Bolts.....		24	
Sheathing, new (over 12 oz.).....		22	
Braziers (over 16 oz.).....		24	
American ingot, Lake.....	16 1/2	16 1/2	
<b>COTTON—See special report.</b>			
<b>DRUGS &amp; DYES—</b>			
Alum, lump, Am.....	1 57 1/2	2 00	
Aloes, Cape.....	12	12 1/2	
Aloes, Barbadoes.....	21	22	
Arsenic, powdered.....	2	2 1/2	
Bicarb. soda, Newcastle.....	3 50	3 60	
Bichro. potash.....	11 20		
Bleaching powder.....	1 20	1 25	
Brimstone, 2 1/2 & 3 d's.....		24 00	
Brimstone, Am. roll.....	2 1/2		
Camphor refined.....		25	
Castor oil, E. I. in bond.....		90	
Canstic soda.....	3 25	3 50	
Chlorate potash.....	15 62 1/2	15 75	
Cochineal, Honduras, silver.....	57	69	
Cochineal, Mexican.....	54	55	
Cream tartar, powdered.....	28 1/2	29	
Cubebs, East India.....	13	16	
Cutch.....	5 1/2	6 1/2	
Gambier.....	3 62 1/2	3 75	
Ginseng.....	1 00	1 15	
Glycerine, American pure.....	15	16	
Jalap.....	22	23	
Licorice paste, Calabria.....	23	30	
Licorice paste, Sicily.....	24	30	
Licorice paste, Spanish, solid.....	25	30	
Madder, Dutch.....	6 1/2	7 1/2	
Madder, French.....	4	4 1/2	
Nutgalls, blue Aleppo.....	19	20	
Oil vitriol (66 Brimstone).....	1 1/2	2	
Opium, Turkey (in bond).....		3 75	
Prussiate potash, yellow, Am.....	24	25	
Quicksilver.....	31	40	
Quinine.....	3 50		
Rhubarb, China, good to pr.....	35	2 00	
Salsoda, Newcastle.....		1 0 1/2	
Shell Lac. 2d & 1st English.....	18	26	
Soda ash.....	1 55	1 60	
Sugar of lead, white, prime.....		15	
Vitriol, blue, common.....	5 1/2	6	
<b>FISH—</b>			
G'd Bk. & George's (new) cod, gtl.....	3 50	4 25	
Mackerel, No. 1, V. shore.....			
Mackerel, No. 1, Bay.....			
Mackerel, No. 2, Mass. shore.....	5 00	6 00	
Mackerel, No. 2, Bay.....			
<b>FRUIT—</b>			
Raisins, Seedless, per 50 lb. frail.....	3 30		
do Layers.....	1 45	1 47 1/2	
do Loose.....	1 52 1/2	1 62 1/2	
do Valencia.....	7	7 1/2	
Currents.....	4 1/2	4 1/2	
Citron.....	10 1/2	14 1/2	
Prunes, Turkish, new.....	5 1/2	6 1/2	
do French.....	10	15	
Dates.....	4	5 1/2	
Figs, new.....	13	16	
Canton Ginger.....	5 50		
Sardines, 1/2 lb. box.....	16	16 1/2	
Sardines, 1/4 quart box.....	16 1/2	11	
Macaroni, Italian.....	11		
<b>Domestic Dried—</b>			
Apples, Southern, sliced.....	3	4	
do do quarters.....	3 1/2	4 1/2	
do State, sliced.....	3 1/2	4 1/2	
do do quarters.....	3 1/2	4 1/2	
Peaches, pared, Ga., good to ch'ce.....	9	13	
do unpared halves and qrs.....	3	4	
Blackberries (new).....	5 1/2	6	
Raspberries (new).....	24	29	
Cherries, pitted, dry mixed (new).....	15	16 1/2	
Plums, State.....		N. here	
do Damsons.....		N. here	
Whortleberries (new).....	11	12	

## GUNNIES.—See report under Cotton

<b>HAY—</b>			
North River shipping.....	100 lb	45	50
<b>HEMP AND JUTE—</b>			
American dressed.....	ton	145 00	160 00
American addressed.....		15 00	
Russia clean.....		170 00	
Italian.....		150 00	
Manila.....		7 1/2	
Sisal.....		5 1/2	
Jute.....		3 1/2	5
<b>HIDES—</b>			
Dry—Buenos Ayres, selected.....	22		
Montevideo, do.....	23		
Corrientes, do.....	23	20 1/2	
Rio Grande, do.....	19 1/2	10	
Orinoco, do.....	20	20 1/2	
California, do.....	20	20 1/2	
Matamoros, do.....	17	19	
Wet Salted—Buen. Ay, selected.....	9 1/2	12	
Para, do.....	8 1/2	9	
California, do.....	9 1/2	10	
Texas, do.....	9	11	
E. I. stock—Cal., slaught. cow.....	10	12	
Calcutta, dead green.....	9	10	
Calcutta, buffalo.....	8	8 1/2	
<b>HOPS—</b>			
New Yorks, new crop, low to fair.....	7	9	
do new crop, med. to choice.....	10	19	
Eastern.....	9	12	
Western.....	8	11	
Olds, all growths.....	3	5	
Yearlings.....	4	10	
<b>INDIA RUBBER—</b>			
Para, fine.....	61 1/2		
Para, coarse.....	51 1/2	52	
Esmeralda, pressed, strip.....		12	
Guayaquil, pressed, strip.....			
Panama strip.....			
Carthagenia, pressed.....			
Nicaragua, sheet.....	55		
Nicaragua, scrap.....	53		
Honduras, sheet.....			
Mexican, sheet.....			
<b>IRON—</b>			
Pig, American, No. 1.....	ton	21 00	23 00
Pig, American, No. 2.....		19 50	21 50
Pig, American, Forge.....		18 00	21 00
Pig, Scotch.....		21 50	23 00
<b>Store Prices—</b>			
Bar, Swedes, ordinary sizes.....	lb	17 50	19 00
Bar refined, Eng. and Amer. per ton.....		11 1/2	12
Sheet, Russia, 8 to 14.....		39 00	41 00
Rails, American, at tide water.....		49 00	50 00
Steel rails, American, at tide water.....			
<b>LEAD—</b>			
Ordinary foreign.....	100 lbs		
Domestic, common.....		4 12 1/2	
Bar (discount, 10 p. c.).....			5
Sheet.....			6
<b>LEATHER—</b>			
Hemlock, Buen. A' res, h. m. & l.....	29	23	
California, h. m. & l.....	19 1/2	22	
common hide, h. m. & l.....	19	21 1/2	
rough.....	25	27	
Slaughter crop.....	29	32	
Oak, rough.....	26	29	
Texas, crop.....	29	32	
<b>MOLASSES—</b>			
Cuba, clayed.....	gal	19	20
Cuba, Mus., 50 test.....		24	24
Barbadoes.....		23	23 1/2
Demerara.....		20	23
Porto Rico.....		23	40 1/2
do 50 test.....			24
N. O., com. to choice.....		25	34
<b>NAVAL STORES—</b>			
Tar, Washington.....	bb'l	1 70	1 80
Tar, Wilmington.....		1 70	1 80
Pitch, city.....			1 90
Spirits turpentine.....	gal		26 1/2
Rosin, strained to good std.....			1 3 1/2
low No. 1 to good No. 1.....		1 57 1/2	3 00
low No. 2 to good No. 2.....		1 57 1/2	1 55
low pale to extra pale.....		3 12 1/2	4 25
window glass.....		4 50	5 00
<b>NUTS—</b>			
Almonds, Jordan shelled.....	lb	55	
Brazil, (new).....			7 1/2
Filberts, Sicily.....			9
Walnuts, Naples.....		11	11 1/2
Pecan.....		7	8
<b>OAKUM—Navy, U.S. Navy &amp; best.....</b>			
		7 1/2	10
<b>OILS—</b>			
Cotton seed, crude.....	gal	63	36
Olive, in casks.....		1 00	1 05
Linseed, casks and bbls.....		61	64
Menhaden, crude Sound.....		28	27 1/2
Neatsfoot, No. 1 to extra.....		50	75
Whale, bleached winter.....		43	55
Whale, crude Northern.....		83	40
Sperm, crude.....		75	73
Sperm, bleached winter.....		90	93
Lard oil, Nos. 1 and 2.....			
<b>OIL CAKE—</b>			
City, thin oblong, bags.....	ton		
Western, thin oblong (Dom.).....		23 50	
<b>PETROLEUM—</b>			
Crude, in shipping order.....	gal	5	6
Cases.....		1 1/2	10 1/2
Refined.....		6 1/2	
Naptha, City, bbls.....		4	5
<b>PROVISIONS—</b>			
Pork, mess, spot.....	bb'l	8 75	9 00
Pork, extra prime.....			
Pork, prime mess, West.....			
Beef, p'ain mess.....		10 25	11 00
Beef, extra mess.....		11 50	12 00
Beef hams, Western.....		17 75	18 00
Bacon, West, long clear.....		5	
Hams, smoked.....		10	11 1/2
Lard, City steam.....		5 85	
<b>RICE—</b>			
Carolina, fair to prime.....	20	6 1/2	7 1/2
Louisiana, fair to prime.....		6 1/2	7 1/2
Rangoon, in bond.....	100 lb	8	3 1/2
<b>SALT—</b>			
Turk's Island.....	bush	24	23
St. Martin.....			
Liverpool, Ashton's fine.....	sack		2 50
<b>SALTPETRE—</b>			
Refined, pure.....		6	9
Crude.....	per 100 lb	5 25	5 50
Nitrate soda.....		3 50	3 62 1/2
<b>SILK—</b>			
Taslees, No. 2.....		5 25	5 75
Taslees, No. 1.....			None
Re-reeled Taslees, best.....		6 00	6 25
Re-reeled Canton Congoon, No. 1.....		5 25	5 50

<b>SEEDS—</b>			
Clover, Western.....	6 1/2	7 1/2	
Clover, New York State.....	1 1/2	1 50	
Timothy.....	1 50	1 75	
Canary, Smyrna.....	1 40	1 65	
Canary, Sicily.....	2 10	2 10	
Canary, Spanish.....	2 10	2 15	
Canary, Dutch.....	1 60	1 65	
Hemp, foreign.....	1 35		
Flaxseed, American, rough.....	1 42 1/2	1 45	
Linseed, Calcutta.....	2 10	2 05	
Linseed, Bombay.....			
<b>SPELTER—</b>			
Foreign.....	100 lb	5 50	5 62 1/2
Domestic, common.....		5 10	5 82 1/2
Domestic refined.....		5 00	9 00
<b>SPICES—</b>			
Pepper, Batavia.....			
do Singapore.....	12 1/2		
do white.....	18		
Cassia, China Ligna.....			17 1/2
do Batavia.....			17 1/2
Ginger, African.....			4 1/2
do Calcutta.....			4
Mace.....	62 1/2	75	



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