

## MERCHANTS' MAGAZINE. Weekly Lewspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

VOL. 29.

Breadstuffs...... 232

SATURDAY, AUGUST 30, 1879.

NO. 740.

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THE COMMERCIAL TIMES.
Commercial Epitome

# Chronicle.

THE COMMERCIAL AND FINANCIAL CHRONICLE is issued on Saturday morning, with the latest news up to midnight of Friday.

## TERMS OF SUBSCRIPTION-PAYABLE IN ADVANCE:

Six mos. do do do ...... 1 7s.
Subscriptions will be continued until ordered stopped by a written order, or at the publication office. The Publishers cannot be responsible for Remittances unless made by Drafts or P·st-Office Money Orders.

London Office. The London office of the Chronicle is at No. 5 Austin Friars, Old Broad Street, where subscriptions will be taken at the prices above named.

Advertisements. Transient advertisements are published at 25 cents per line for each insertion, but when definite orders are given for five, or more, insertions, a liberal discount is made. Special Notices in Banking and Financial column 60 cents per line, each insertion.

WILLIAM B. DANA, JOHN G. FLOYD, JR.

WILLIAM B. DANA & CO., Publishers, 79 & 81 William Street, NEW YORK. Post Office Box 4592.

A neat file-cover is furnished at 50 cents; postage on the same is 18 cents. Volumes bound for subscribers at \$1 20.

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### THE CROPS AND THE MONEY MARKET.

The money market has continued to work with decided stringency during the week. That is, 7 per cent has ruled in general, though near the close of bank hours loans have been made and offerings have been large under that rate, some days very considerably under it. The last two days there has been a little better feeling and a somewhat freer movement.

An opinion prevails that this continued stringent condition is due to artificial causes. It would certainly seem as if, in some small degree, we should have to accept that explanation. The Government currency balance in the Sub-Treasury on Wednesday, Aug. 13, was 47 millions; since then it has decreased and is now about 43½ millions. During this week there had been a decline of about one million dollars up to Friday morning, proving that since Mr. Sherman's order of the 13th instant, Government movements have been in the direction of easier rates, and cannot therefore have caused renewed activity. Nor do we find any considerable currency going West or South on crop account, though many think it will be very heavy later on and take suggested or some other, the important fact remains,

exception to our remark of last week, that the drain from this cause is not likely to be so large an item in our bank accounts this year as it used to be. But without stopping at present to discuss that point, it is sufficient, in this connection, to know that there is no such movement now. For these reasons, then, it would seem as if greater relief should have developed before this, unless the free action of the market had been in a measure interfered with.

At the same time we must not lose sight of the main features of the present condition, which seem to preclude any great ease in the loan market until such time, after the first of October, as the Treasury balance shall begin to decline. Two adverse influences will be at work up to that date. The first of these is a constant flow of 4 per cents out of the Treasury—as they are paid for and taken up—into our banks, to be carried by the banks. We have often explained, and our readers well understand, that these bonds are now really carried by the Treasury, and the subscribers expect to dispose of them as they take them up. The low prices at which the bonds now rule, largely prevent sales, and consequently they go into the banks and increase the bank loans. This has been a fruitful source of the activity in the loan market up to this time, and must continue to act in the same direction until the last bond comes out and is provided for. Of course there are sales constantly being made, and all of these securities will gradually be absorbed by banks as a basis for currency issues, or by private investors; but in the meantime they remain on the market and figure in bank loans. An evidence of the very large temporary increase in the demand for loans on Government bonds is seen in the fact that, of late, advances on 4 per cents cannot be obtained at much better rates than on other first-class securities.

Another fact which hangs over the money market is the doubt as to the final balance of currency which the Government will hold October 1, in reserve for called bonds not presented. One can easily believe that, after so many calls and such large conversions of securities so widely scattered, a very considerable residuum of unpresented bonds might remain over for months. At a time like the present, when it is so difficult to make new investments, holders perhaps reason that their balance is as well, and certainly as safe, left with the Government without interest as lying idle in a bank. Some investors, too, are invariably slow, when their money is secure where it is; they think more of the safety of the principal than of the interest account. But whatever the motive, whether it is the one we have

that the day when interest was stopped, on even the last call, passed more than a month since, and yet large amounts of these bonds are still unpresented. The question then returns, how much of a balance uncalled for will the Secretary have on the first of October when he has closed up with the banks, that is, how large an amount will then be temporarily locked up in the Sub-Treasury? We can get no information which satisfies us on this point, and can only suggest whether, in the nature of things, it does not appear as if a considerable balance would be held over, to be gradually run out after that date.

But granting this, there seems to us, under existing circumstances, no real cause for anxiety; and we think none would anywhere be felt, even among the more conservative classes, were it not for the drain which is feared will at the same time set in for moving the crops. It is certain that we are going to be called upon to move a considerably larger value in produce than we did a year ago. The argument, therefore, of those who fear the drain of currency for that work, is, that the banks last fall lost heavily in lawful money, and for a greater movement now they ought to lose more heavily. This statement needs qualification, for, as it stands, it certainly is erroneous. The truth is that nearly all that the banks lost in lawful money last fall is found represented by an accumulation of balances in the Treasury. The monthly report of the Treasurer shows the following facts as to gold and legal-tenders on hand the 1st of each month.

TREASURY BALANCES.

1878.	Gold.	Legal Tenders.	Total.
July 1	132,014,619 $134,548,036$ $136,036,302$	\$62,020,120 67,105,859 68,348,825 63,049,339 64,175,605	\$190,480,322 199,120,478 202,896,861 199,085,641 205,047,759

On the 6th of July the banks reported \$20,420,000 specie and \$53,606,300 legal tenders, or a total of \$74,-036,300. At no time during the fall was the total of these two items reported by them at less than 56 millions, and that figure was reached only for two weeks, which would be a loss of 18 millions; whereas in the Treasury we have a gain of 15 millions during the same period. Clearly, that comparison does not admit of a very heavy drain to move the crops. Furthermore, the lowest figures of the banks were in October, just after the failure of the City of Glasgow Bank and the excitement which followed in England and in New York. Those unfavorable returns, therefore, were not the result of a demand for the crops, but probably in great part of withdrawals from bank through fear of large gold shipments to London and through fear of the effect of such shipments. In a word, then, does it not appear that extremely little currency could have left New York last fall to move the crops—a very few millions at the most, and it came quickly back.

But it will be said that the produce to be moved is much greater this year. We admit it. Remember, however, that the East has sold the West and South this fall at least three dollars in value to one during the same time in 1878. Those goods are to be used to The country storekeeper buys the move the crops. grain and sells supplies; so the little currency that is needed in these transactions makes a quick return to the local bank. And except at first hands, checks and drafts take the place bank bills formerly filled. We do not mean that no calls will be made upon New York for this purpose, but do not the facts we have given indicate that such calls will aggregate very much less exist at all, then those who criticise the roads are shut

than is generally anticipated? The West has large balances here now, and knowing they will not be wanted, has, during the past two weeks, been loaning them out at 90 days at 6 per cent on governments.

With, then, no large drain to the interior to fear, the incoming gold from Europe should relieve us from anxiety with regard to the future of the money market. The present prospect is that these imports will be very large. Up to this time they have been mainly in double eagles and in bars, with our mint stamp on them, all of which go at once to increase our currency, as in those forms the gold can be counted in the reserves. There have also been some considerable receipts of Spanish doubloons, which can be disposed of to the Government at their bullion value and checks obtained for the full amount. In fact, for all these gold imports the Government will pay, on deposit in the mint, within a small amount of their value, so that each arrival virtually and immediately adds a corresponding sum to the available currency, if the market is in a condition to need therefore considered desirable to it and it is This week another cable demake the turn. spatch has announced a shipment of United States bonds from London in place of specie. We repeat what we said last week that there is only an appearance of truth in the statement. Called bonds are coming over from time to time, as they can be gathered in, 4 per cents having taken their place. They have no connection with the produce shipments from this side, and have been long since paid for. We have no doubt that every effort will be made to check the movement of gold, and these newspaper extracts, cabled over, are evidence of how seriously the expected drain is viewed. Still, there does not appear to be any prospect at present of preventing it.

These facts seem to point to the conclusion that although we may anticipate a close market until after the first of October, there is no good reason for auxiety; and after the Government balances are all settled, and the gradual letting out of the amount in the Sub-Treasury has begun in payment of the bonds as they come in to be redeemed, there should be a return to much lower rates.

## RAILROAD DISCRIMINATIONS AGAIN.

A month ago, during the not unwelcome breathing spell between the adjournment of the legislative committee and their meeting in Saratoga, we presented some considerations which are too lightly regarded by those who condemn the railroads for practicing discriminations in rates. The committee has now again entered upon its work, and apparently with a new zest, under the invigorating influence of Saratoga waters. Before however noticing the newer features of the examination, let us briefly recall the points we previously discussed.

And in the first place, in connection with the charge that the rates for freight are not uniform, should we not remember that there is no possible middle course between a rate of so much per mile for distance run, inflexibly uniform to all shippers and in all circumstances, and a flexible practice which permits the special contracts and differences complained of. Those differences may or may not be intrinsically indefensible, but no attempt has been made to impeach them as such. If they are arraigned, however, not because alleged to be unjust in terms, not because they have no right to

up to taking their stand on the proposition that rates ought always to be uniform, based upon distance run. As opposing this rule, we made three points: That, as cars earn money only while in motion, a through car on a long run is subject to much lighter charges, other than the mere physical cost of hauling it in a train, than another car is which makes a run of equal aggregate length, but in several links; hence that through travel may pay better than way, although at lower rates; or, to state it in another manner, that the cost of hauling a ton of freight one mile, although readily averaged, is not a definite quantity, but varies with circumstances. This is one point, and, if well taken, it proves a uniform rule for all persons and places to be impracticable. Second, there are some competitive advantages given by water routes, as in case of a river town which also has a railroad communication. Here the river makes the discrimination between the river town and the inland one; the railroad does not make this difference, nor can it alter it; the railroad, in order to get a share of the traffic, simply puts its rates down to meet the river rate. This fact of the unavoidable competition by natural transportation routes again, interferes with the uniformity rule. Thirdly, that railroads do business for some persons at less rates than for others is nowise worse than the invariable practice of us all in allowing concessions to large purchasers—it is precisely the same thing. The railroad may be guilty of favoritism, but a charge that it is so is a thing to be put to proof, and is a very different thing from asserting a rule which requires large and small customers to be treated alike.

The investigation, of late, is taking action which does not give reasonable promise of practical usefulness. In the first place, there is quite too much of it and it is too protracted. The proceedings of the first ten days alone make an unfinished pamphlet of 717 printed pages. Whatever pertinent facts are discovered will be in danger of burial, in the mass of verbiage, and the jury-to-wit: the public outside of railroad men and shippers-to whose intelligent opinion the removal of whatever abuses are shown to exist must be committed, will grow wearied of following for months a proceeding which is so full of divergencies. These divergencies are themselves an objection of a more positive sort. The Assembly resolution under which the committee are acting provided that a committee of five persons (four more were added subsequently) be appointed, with the usual committee powers, "whose duty it shall be to investi-"gate the abuses alleged to exist in the management "of the railroads chartered by this State, and to inquire "into and report concerning their powers, contracts, and "obligations; said committee to take testimony in the "City of New York, and such other places as they may "deem necessary, and to report to the Legislature either at "the present or the next session, by bill or otherwise, what, "if any, legislation is necessary to protect and extend "the commercial and industrial interests of the State." We quote this because, while it outlines a liberal breadth of inquiry, it also indicates a restriction. alleged to exist" is the phrase, not "to have existed"; the "powers, contracts, and obligations" mentioned, also refer to present time, and give no warrant for raking over the dead past. It is easy to see that an investigation of, say, the attempt to seize the Susquehanna road, or of any of the old chapters of Erie struggle, might be interesting in its way, but it would have no pertinency to the transportation question to-day; similarly, attempts to sift the more recent transactions in the administration

have no real bearing on the reorganized road in its pos tion as a freight carrier now. The existence of specialrate contracts; with whom made and for what reason; the cost of hauling freight and the basis upon which rates are computed; the combinations between roads these and other points of inquiry which have been brought up, although loaded with a great number of irrelevant questions, go to the marrow of the subject; but the turn the inquiry has been taking lately, concerning the English relationships and complications of Erie, is not pertinent. Whether personal aims influence this turn and, if so, how far, it is not incumbent to consider here; it is objection enough that all this is both irrelevant and confusing. It is more. It is exposed to the imputation, which will inevitably attach to it, of being suggested by motives which are improper at least in the sense that they are not in the line of the investigation.

It is impossible to deny that there may be grounds for such suspicion, when we reflect how vast and conflicting the interests involved are, how difficult it may be to trace the influences which may be affecting a certain course in public matters, and how convenient a legislative inquiry, vested with the inquisitorial powers of a court, might be to the hands of influential parties, if there are any, who have ends of their own to further. It is at least possible that such parties, having such motives, exist; it is positively certain, at least, that the imputation of such motives will arise. The sign that such ulterior purposes may be working, and the occasion for surmising it, is when an inquiry begins to be diverted; hence the propriety of confining examination, strictly and unquestionably, to its legitimate lines. But this one is not so confined. Doubtless, when the gentleman conducting the examination gets a prominent party on the witness stand the temptation is almost irresistible to magnify his own position, and use the opportunity to ramble off in a general fishing excursion for all sorts of informa-This inquiry seems no exception to the rule. It is ostensibly made by a legislative committee, but very little of the committee appears in it; we see, instead, only the estimable professional gentleman who is pushing the matter, or, in the words of the chairman of the first meeting, "who has charge of it." It is in this way that so many legislative commissions in this country fail to do any good, or to find anything valuable which was not already notorious. In the phrase of the day, they are run into the ground. They ramble all around and all away from the matter in hand; the questioner takes the opportunity to ask the witness not only about the subject to be investigated, but about any other subject in which he takes an interest; people who have axes to grind try to seize the investigation, and not always without success; and by not sticking to the straight line of inquiry, and studying to be compact, the resu't is usually a great mass of so-called testimony which neither enlightens, nor convinces, nor has any influence.

The object of this inquiry is expressly defined in the resolution authorizing it—"to protect and extend the commercial and industrial interests of the State." Surely, if the inquiry, no matter how, is used to practically embarrass the roads of the State, it will be perverted, and will be for the advantage of their competitors. The rivalry is really not more between railroads than between the commercial cities which they represent and to which they are wedded. Yet it is questionable whether the Central represents New York as fully as the Pennsylvania and Baltimore roads represent Philadelphia and Baltimore; this is the most real

grievance against the former, but this is the one on which the least stress has been laid during this inquiry. For example, coffee is worth 3 cents per 100 lbs. more in Baltimore than in New York, because it is carried, as fourth-class freight, at Baltimore for Chicago, at 3 cents per 100 lbs. less than from New York to Chicago; hence, the importer who finds he can get goods to the West at a lower figure through Baltimore enters them at that port instead of New York. What our merchants have a clear right to insist upon in this matter is that the natural advantages of New York shall not be sacrificed or be endangered to meet any phases or seeming requirements of railroad competition. To the recognition of this the transportation problem must ultimately come.

# THE AIMS AND FRIENDSHIPS OF THE IMPERIAL POWERS.

There has been a rumor for some time that the friendly relations between Russia and Austria and also between Russia and Germany had been seriously disturbed. That rumor has now taken a more substantial shape, and various recent dispatches leave us in no doubt that while Germany and Austria seem to have a common understanding, their relations with Russia, at the present moment, are other than friendly. In the same connection the resignation of the Count Andrassy, chancellor for the last eight years, and the announcement that the Count will, on the occasion of his interview with Prince Bismarck, assure the latter that the policy on which Austria has entered will not be affected by his retirement, but that in case of need the friendship of Germany and Austria will be proved by deeds, are important and suggestive.

The true origin of this difficulty is to be found in the Berlin treaty, and in the manner in which a certain section of that treaty has been carried out. It was provided by Article 23 that the provinces of Bosnia and Herzegovina should be occupied and administered by Austria-Hungary. It was distinctly stated, however, that the Government of Austria-Hungary did not wish to charge itself with the administration of the Sandjak of Novi-Bazar, that the Turkish administration should continue in force in that district, but that Austria-Hungary reserved to itself the right, if the necessity should arise, to establish garrisons and to maintain military and commercial routes over the whole extent of that part of the ancient Vilayet of Bosnia. It was soon discovered that the necessity existed, and that to give effect to the treaty of Berlin, by insuring the maintenance of the new political condition as well as freedom and security of communication, it was necessary to take advantage of the rights received by the treaty, to occupy the extreme southeast corner of Bosnia. The attempt to occupy has not yet been wholly successful. It is, however, resolutely determined upon; and there can be no doubt that, early next year, unless war should meanwhile break out between Austria and Russia, Novi-Bazar and the entire surrounding country will be in possession of Austrian troops, if not governed also by Austrian officials.

A glance at the map will reveal at once the great importance of Novi-Bazar to the governing power in Bosnia. It is the great point of communication between Bosnia and Turkey; and it is the commanding position as against Montenegro on the one hand, Servia on the other, and Turkey on the south-east. Evidently Russia did not expect that Austria-Hungary would be able so easily to carry out her part of the programme. The

empire of the Hapsburgs was virtually ruled by the Hungarian Magyars, the Magyars hated the Slavs, and they were hated as well as dreaded by the Slavs in return; it was natural enough, therefore, for Russia to conclude that the Hungarians who were in possession of the Government, and who were jealous of the Slavic element and fearful of the increase of its authority. would oppose the occupation of Bosnia and Herzegovina. Russia, however, was deceived in this expectation. The occupation of the provinces which, if the present plans are carried out, will ultimately become part and parcel of the dominion of the Hapsburgs, was never popular among the Hungarians; but it is certair that the Austro-Hungarian Premier, himself a Magyar, has successfully, so far at least, accomplished the task assigned him at Berlin, and that the annexation would place the Magyars in a decided minority, and make the Emperor less dependent upon their support. There are but 5,000,000 of Magyars in the empire which already, without the populations of Bosnia and Herzegovina, comprises over 14,000,000 of Slave. It is also a significant fact that the Slave, including the Czechs of Bohemia, who have hitherto taken no active part in the affairs of government, have already been bestirring themselves, and taking an interest in politics. In the next parliament it is confidently expected that the entire Bohemian delegation will be present. It is this state of things more than any other which accounts for the resignation of Count Andrassy. In the policy which he has inaugurated, and which is certain to be maintained, he now finds himself opposed to his own countrymen. Furthermore, it is now seen also by the Russian Government that by the treaty of Berlin they have unconsciously assisted in the creation of a rival Slavonic empire which, in the future, will dispute with them the right to the territory south of the Danube. Austrian extension east means a check to Russian extension south.

It remains to be explained why it is that while Russia is pained and irritated by this policy of Austria, Germany is not only well pleased, but willing and even resolved to aid in securing for it final and complete success. Austria, like Turkey, is composed of a heterogeneous population. There are the Germans of the two Austrian provinces; there are the Italians of the Tyrol; there are the Czechs of Bohemia, and the Slavs of Carinthia, Croatia, Goricia, and South Styria, of Northeast Hungary and Dalmatia; there are also the Magyars of Hungary. In this age, when so much is being made of race and nationality, it is inevitable that there shall be something like a breaking up of this mass which is wanting in the essential elements of coherence. It is only natural that the Italian element of Austria should gravitate towards Italy; it is natural that the German elements of Austria should gravitate towards Germany; and it is equally natural that, to preserve itself from utter extinction, the empire of Hapsburg-Lorraine should change its base, and seek to extend and perpetuate its power in other directions. This is precisely the situa-Leaving the Tyrol question for the present entirely aside, Bismarck is impatient to crown the edifice of German unity. He wants the German-speaking provinces of Austria. This has been his policy since Sadowa. He has no wish, however, to see Austria crippled, far less annihilated. He is willing to assist her in her Eastern policy—all the more willing that the success of that policy, while it will act as a check to Russian extension in Europe, will, at the same time, lead

Austria, with Germany at her back, and such a man as Bismarck on her side, is but little likely to halt or hesitate in the work she has undertaken. This is the peculiar situation at the present moment. It remains to be seen how events will shape themselves. War is not a necessary factor in the case.

## **M**onetary Commercial English News

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

EXCHANGE AT LONDON— AUGUST 15.			EXCHANGE ON LONDON.			
	Time.	Rate.	Latest Date.	Time.	Rate.	
Amsterdam .	Short.	12.14 @12.24	Aug. 12	Short.	12.08	
Amsterdam.	3 mos.	12.312 @12.4				
Antwerp	**	25.4712@25.5212	Aug. 12	Short.	25.34	
Paris	Short.	25.2712@25.3712	Aug. 12	64	25.31	
Paris	3 mos.	25.4212@25.4713				
Hamburg	**	20.61 @20.65				
Berlin	**	20.62 @20.66	Aug. 12	Short.	20.52	
Frankfort	46	20.62 @20.66				
Leipzig	"	20.62 @20.66				
St.Petersb'rg	**	2434722178	Aug. 12	3 mos.	25748	
Copenhagen.	44	18.48 @18.53				
Vienna	. **	11.85 @11.90	Aug. 12	3 mos.	116.60	
Madrid	44	4658 24678	Aug. 12	4.6	47.40	
Cadiz	66	4634247				
Lisbon	90 days	52 @524				
Genoa	3 mos.	28.35 @28.45	Aug. 12	Short.	27.90	
New York			Aug. 12	60 days		
Alexandria .			Aug. 12	3 mos.	9612	
Constan'ple			Aug. 12	• 6	139.43	
Bombay	30 days	1s. 8d.	Aug. 14	6 mos.	18. 8316d. @1 814	
Calcutta	"	1s. 8d.	Aug. 14		1s. 8316d. @1 814	
Hong Kong .				4 mos.	38. 834d.	
Shanghai			Aug. 12	6 mos.		

|From our own correspondent.]

London, Saturday, August 16, 1879.

The weather has been very favorable for the growing crops, and in a few early localities harvest-work has been commenced. In about a week, with a continuance of the present brilliant weather, the reaping of cereals will be pretty general, and if the remaining weeks of summer and the early autumn should be dry, the result of the harvest will not be altogether unsatisfactory. There will not be average crops of cereals, but it is nevertheless remarkable how well they have withstood the boisterous and inclement weather of spring and early summer-The appearance of the wheat plant is, in many places, very satisfactory; but the ears are deficient, and it is expected that when the produce undergoes the process of threshing there will be some disappointment. Barley will be a poor crop, but oats promise to yield abundantly. A large quantity of hay has been carted and stacked during the last week; the pastures are luxuriant, and the root crops promise well. The position has therefore, improved considerably, and a more cheerful feeling prevails throughout the country. Business has not been active, but there is more confidence, and in the iron trade especially there has been a return of animation. This is largely due to the fact that the trade in the United States is reported to be more animated, and the general condition of business is such as to afford encouragement for the future. The autumn trade in this country certainly promises to yield more satisfactory results than for some years past, hopes being entertained that we have seen the worst of the protracted depression.

This week's Bank return shows that the demand for money has recently been upon a very limited scale. There is a falling off of £330,669 in the total of "other securities," reducing them to £17,138,716, and comparing with £18,960,419 last year. The total reserve is now £21,156,638, against £8,912,764; and the stock of bullion is £35,403,618, against £21,683,219 in 1878. The proportion of reserve to liabilities is 56.98 per cent, against 55.89 per cent last week, and only 35.80 per cent last year.

There has been a fair demand for money during the week, but there is a large supply seeking employment, and the rates of discount remain easy at about % per cent per annum for three months' bills. Short loans on Government security are obtainable at ½ to ¾ per cent. The present quotations for money are as follows:

ALCHO!		
Per cent.	Open-market rates—	Per cent.
Bank rate 2	4 months' bank bills	140138
Open-market rates—	4 months' bank bills 6 months' bank bills 4 & 6 months' trade bills	1500131
$30$ and $60$ days' bills $7_8$	4 & 6 months' trade bills	2 2212
3 months' hills		

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

RASER

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:

l		1879.	1878.	1877.	1876.
l	Circulation, including	£	£	£	£
Ì	bank post bills		28,100,467	28,887,785	28,950.345
١	Public deposits	5,521,668	3,534,304	4,604,036	5,490,302
I	Other deposits	31,296,820	21,000,831	22,462,403	28,644,306
Į	Governm't securities.	16,802,194	14,967,178	14,990,554	15,459,133
۱	Other securities	17,138,716	18,960,419	18,271,813	15,967,890
I	Res've of notes & coin	21,156,638	8,912,764	12,060,017	21,018,406
I	Coin and bullion in				
I	both departments	35,403,618	21,683,219	25,606,877	34,605,976
١	Proportion of reserve	***		44.00	
I	to liabilities	56.98	35.80	44.00	60.92
١	Bank rate	2 p. c.	5 p. c.	2 p. c.	2 p. c.
ì	Consols	9712		95	9638
١	Eng. wheat, av. price.	49s. 7d.	44s. 1d.	65s. 9d.	45s. 10d.
l	Mid. Upland cotton	63 <sub>8</sub> d.	69 <sub>16</sub> d.	61 <sub>16</sub> d.	64d.
١	No. 40 mule twist	9 <sup>1</sup> 4d.	10d.	10 <sup>1</sup> 3d.	1034d.
I	Clearing-House return	78,752,000	86,136,000	97,909,000	95,908,000

The demand for gold for export has been upon a very moderate scale, and there has been some accumulation at the Bank. The silver market has been decidedly firm, and fine bars are now worth 51%d. per ounce. Mexican dollars are worth 50%d. per ounce.

There has been a better demand for the means of remittance to the East, and the India Council bills were disposed of on Wednesday at better prices than had been expected, viz., at 1s. 7 15-16d., against 1s. 734d. in the previous week.

The public sales of colonial wool were commenced on Tuesday. The arrivals have been large, viz., 332,045 bales. There has been a fair degree of animation in the demand, and the quotations have ruled firm.

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

Bank	Open	Ban	
rate.	market.	rate	. market.
Pr. ct.	Pr. ct.	Pr. c	
Paris 2	$1^{1}2@1^{3}4$	St. Petersburg 6	5 <sup>1</sup> 270 €
Brussels 21			1 <sub>2</sub> 41 <sub>8</sub> @43 <sub>8</sub>
Amsterdam 31	$3^{1}8@3^{3}8$	Madrid, Cadiz &	
Berlin 4	$2 \omega 2^{1}4$		4 @5
Hamburg 4	2487238	Lisbon & Oporto. 5	5 @6
Frankfort 4	2	New York	
Leipzig 4		Calcutta 6	
Genoa 4	$3 @3^{1}_{2}$	Copenhagen 4 @	412 4 @412
Geneva 3	3		,

The gentlemen who have consented to serve on the Royal Commission on Agriculture have already had a preliminary meeting. It is intended that a complete inquiry into the agricultural condition and prospects of the country shall be made by means of sub-commissions. Four of these sub-commissions will be set to work in England, two in Ireland, and one or more in Scotland. It is also expected that two will be dispatched to the United States.

Subscriptions are invited by the Atlantic & Great Western Railroad Company for \$2,500,000 in trustees' certificates, bearing six per cent interest, to redeem certain securities, pay off certain debts, and generally to remove the line from the incubus of receivership. The bonds are of 500 dollars (£100) each, and the issue price is 90, payable five per cent on application, 10 per cent on allotment, 20 per cent on the 15th October, 25 per cent on the 15th December, and 30 per cent on 15th January.

The proceeds of the present issue will be specially deposited in the hands of the trustees, under a deed of trust securing the application of the money only for the purposes named in the present prospectus. The £500,000 certificates now issued will be exchangeable as soon as practicable after the formation of the new company for Prior Lien Bonds of that company, the security for which will be: 1. A first charge upon the property and road of the Atlantic & Great Western Rallroad Company situate in the State of New York. 2. A first charge upon the property and road of the Atlantic & Great Western Rallroad Company situate in the State of Pennsylvania. 3. A first charge upon 141-388 parts of the valuable lease of the Cleveland & Mahoning Railroad. 4. A second charge upon the property and road of the Atlantic & Great Western Railroad Company situate in the State of Ohio, and upon 247-388 parts of the Cleveland & Mahoning lease. As soon as the Ohio mortgage shall have been extinguished, the Prior Lien Bonds will become a first charge on the entire property and the whole of the Cleveland & Mahoning lease. The length of the line situate in the States of New York and Pennsylvania is about 175 miles, and in the State of Ohio 247 miles. The tru-tees, acting as they do in their trust capacity, will not of course be personally responsible either for the principal or interest of the present issue will be limited to £1,600,000 or 8,000,000 dollars. The £1,100,000 (5,500,000 dollars) remaining after the exchange of the present issue will only be issued for the purposes of the re-organization, and for objects proportionately increasing the security upon which they are based. These objects are mainly: The extinguishment of the Ohio mortgage, the narrow-gauging of the road, the provision of steel rails and suitable rolling stock, and the improvement of the road.

A prospectus has been issued this week of the New South Wales Mortgage Loan & Agency Company, limited, with a capital of £1,000,000, of which a moiety is to be first called up. This class of undertaking has been very successful, the Australian Mortgage Land Company paying 15 per cent per annum; New Zealand Loan & Mercantile Agency, 15 per cent; Scot-

tish Australian Investment, 11 per cent; and the Trust & Agency of Australia, 20 per cent.

Mr. James McHenry has presented a petition for the liquidation of his affairs in the London Bankruptcy Court. His liabilities are estimated at£960,000.

Mr. Gladstone has addressed this week a local school of art at Chester, and with regard to the condition of trade, observed:

"It is quite evident we are passing a line when, from what-ever cause, the commerce of this country will have, at any rate for a period, a severe struggle to maintain itself, and consequently it is desirable that we should husband and enlarge all our means for the struggle. For that reason those who are concerned in industrial production ought to review carefully the manner in which they have been working, and consider whether it is in all respects such as it ought to be. I believe myself they will find great room for amendment-very general room for amendment—in a great many branches. I am going to give an opinion which my sense of duty and long experience in public life, which has placed me in very close relation to the great industries of the country, enables me to do—an opinion which has been originally suggested and long ago formed in my mind—namely, that an Englishman is a marvelous man in the business of production when he is put under pressure, but if he is not put under pressure is apt to grow relaxed and careless, and is satisfied if he can produce things that will sell. He has not got as much as he ought to have of the love of excellence for its own sake. Now, depend upon it, there are those who will say it is a very visionary idea to promote love of excellence for its own sake, but I hold it is not visionary at all; for, depend upon it, every excellence that is real, whether it relates to fertility or beauty, has got its value, and it is an element of strength in the market. There is no doubt England has been very remarkable for cheapness of production, but in this a formidable rival is now springing up in America. America, however, has been taken with a fever of what is called protection, and so long as America suffers from that force English manufacturers. America suffers from that fever English manufacturers will not have a great deal to fear from American rivals; but when she learns to trust entirely to her own splendid national resources, the great genius of her people, their marvelous proficiency in labor-saving contrivances, in which they are ahead of the whole world, then America will be a formidable competitor. But what you have now to contend against is not competition with America, but limitation of markets. You are met on every side with hostile tariffs, and you want to bound over these tariffs and get within them. For that purpose the British producer must consider the solidity of his work and its homely qualities, and endeavor to make it in the first place a true work and divest it of all falsehood and sham; for though the imposture may last for a little while, the effect is ultimately to destroy reputation, to take away confidence, and to re-act most injuriously upon those who have attempted to trick. But apart from that, I have the strongest conviction of this: that all along English industry has been defective in matter of beauty. The quality under which we generally hear the important element described is taste. Taste is nothing in the world except faculty which devises according to lines of beauty, executes according to lines of beauty, and judges according to lines of beauty. The French standard of taste in production is very much higher than in the productions of this country, and, depend upon it, it is the taste of the French which fetches the price in the market, as well as other qualities they possess, which has immensely contributed to give France its very high place in the commerce of the world. It is well known that at this moment she is, and has been for some time, the second country in the world in exports."

The fineness of the weather has had a depressing effect upon the wheat trade, but home supplies are short, and prices have not as yet declined to any important extent. The tendency, however, is strongly in favor of buyers, the American and Con-

tinental markets being reported weak.

During the week ended Aug. 9, the sales of home-grown wheat in the 150 principal markets of England and Wales amounted to 15,857 quarters, against 34,400 quarters last year; and it is estimated that in the whole kingdom they were 63,500 quarters against 137,600 quarters in 1878. Since harvest the sales in the 150 principal markets have been 2,454,674 quarters, against 1,176,442 quarters; and it is estimated that in the whole kingdom they have been 9,818,700 quarters, against 7,905,800 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.47,780,389	52,459,167	42,845,437	52,917,546
Imports of flour 8,591,848	7,750,816	6,382,171	6,913,571
Sales of home-grown	.,,	0,00=,	0,010,011
produce42,548,600	33,183,250	34,462,000	35.518.000
220000			
Total98,920,837	93.393,233	83,689,608	94,449,117
Deduct exports of	00,000,200	00,000,000	01,110,111
wheat and flour 1,742,701	1,647,277	863,073	914,062
Wilcar and nour 1,742,701	1,011,211	000,070	314,002
Result97.178.136	91,745,956	82,826,535	95,535,055
Av'ge price of English	31,740,300	02,020,000	32,030,030
Av go price of English	KO2 04	E4= 03	450 113
wheat for the season. 41s. 3d.	50s. 2d.	54s. 2d.	45s. 11d.
The following figures show t	he imports	and export	s 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.	<b>1875-6.</b>
Wheatcwt.4	7,780,339	52,459,167	42,845,437	<b>52,917,546</b>
Barley	9,879,100	13,751,721	12,358,454	8,025,490
Oats1	1,251,312	11,941,270	11,680,997	12,033,524
Peas	1,550,169	1,822,829	1,292,696	1,457,226
Beans	1,670,208	2,704,394	4,380,023	3,041,432
Indian corn	37,018,566	36,645,306	32,939,246	30,865,252
Flour		7,750,816	6,382,171	6,013,571
	EX	PORTS.		
	1878-9.	1877-8.	1876-7.	18 <b>75-6.</b>
Wheatcwt.	1,576,601	1,557,075	814,873	883,540
Barley	107,850	62,981	50,862	24,267
Oats	96,240	112,968	87,054	356,450
Peas	27,679	20,019	23,637	<b>38,754</b>
Beans	17,893	20,292	31,727	10,755
Indian corn	518,191	239,785	500,833	49,814
Flour	166,100	90,202	48,200	30,522
		,		

The following return, compiled from official sources, shows the extent of our imports of wheat and flour during the present and last three seasons; also the countries whence those supplies were derived:

		WHEAT.		
	1878-79.	1877-78.	1876-77.	1875-76.
From-	Cwt.	Cwt.	Cwt.	Cwt.
Russia	8,416,753	8,655,187	9,015,240	8,471,109
United States		27,285,141	15,295,450	20,697,981
Brit. N. America		3,297,088	1,166,348	3,096,214
Germany	3,989,782	5,447,225	3,314,925	4,035,495
France	11,985	61,103	1,479,840	1,017,957
Chili		182,596	547,471	1,198,302
Turkey, &c		243,421	1,045,694	1,827,070
Egypt		539,405	2,341,486	2,504,393
British India		3,846,359	4,358,535	2,465,367
Other countries	1,980,928	1,387,485	1,443,007	3,497,212
Total	44,774,071	50,905,010	40,007,966	48,901,100
		FLOUR.		
	1878-79.	1877-78.	1876-77.	1875- <b>76.</b>
From—	Cwt.	Cwt.	Cwt.	Cwt.
Germany	794,665	1,284,228	976,081	817,394
France		916,739	1,876,024	1,159,350
United States		3,052,491	1,582,816	2,185,092
Brit. N. America		337,765	151,131	294,688
Other countries		2,104,776	1,679,141	1,137,145
Total	8,330,273	7,695,909	6,265,193	5,593,669
200000000000000000000000000000000000000	0,000,000	, ,	_	

Annexed is a return showing the value of cereal produce imported into the United Kingdom during the present and past three seasons—viz., from September to July inclusive:

۱		1878-79.	1877-78.	1876-77.	18 <b>75-76.</b>
I	Wheat		£30,557,782	£23,829,093	£26,166,270
Ì	Barley		5,577,941	4,725,356	3,222,516
	Oats	0 400 004	4,158,170	4,540,300	4,214,891
1	Peas		718,522	538,439	613,537
	Beans	100	1,018,799	1,547,579	1,565,392
١	Indian corn		11,425,538	9,803,451	9,717,323
	Flour		6,974,232	5,530,841	4,486,862
١					- 10 000 501
١	Total	£46,409,804	£ $61,430,984$	£50,575,059	£49,983,791

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 £531,000 during the week.

1	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
	11 or 23	Aug.25. A	119.26.	119.27.	Aug.28.	Aug.29.
A	ug.20.	Aug.20. 2	513.	5134	$51^{1_{2}}$	5142
Silver, per ozd.	21 37	5134	5134			
Consols for money		971516	971316	971116	971116	97916
Consols for account	•	971516	971316	971116	971116	97916
U. S. 5s of 1881		10512	10538	10538	10538	$105^{12}$
	2	10818	10818	10778	10778	1084
U. S. 4 <sup>1</sup> <sub>2</sub> s of 1891						10458
l U. S. 4s of 1907	O	$1045_{8}$	$1045_{8}$	$1043_{8}$	10438	
Erie, common stock	H	2614	$25^{3}8$	2478	$25^{1}\!4$	$253_{8}$
Illinois Central		90	90	90	89	8912
					00	424
Pennsylvania	:	$42^{1}\!2$	424	42		
Philadelphia& Reading.		2014	1934	19	194	19 <sup>1</sup> 2

	Liverpool Cotton Market See specia	I report on cotton.	
	Liverpool Breadstuffs Market.—	-1	
	Sat. Mon. Tue		i.
	s. d. s. d. s.	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	6.
	Flour (ex. State) \$\pi\$ bbl23 6 23 6 23 Wheat.spr'g.No.2.100lb. 8 10 8 10		9
	Wheat,spr'g,No.2,100lb. 8 10 8 10 8 Spring, No. 3 " 8 3 8 3 8	9 8 9 8 9 8 3 8 3 8 3 8	3
	Winter West " 811 811 8	11 811 811 8	11
	Southern, new " 9 2 9 2 9	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	0
		$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	0.
	Chilibratic Craw.	8 9 8 9 8 9 8 4 8 4 8 4	8
	Corn, million, wester breaker a contract and a cont	0 = 0 = 0	•
١	Liverpool Provisions Market.—	es. Wed. Thurs. Fi	ni.
l	Sat. Mon. Tue	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	.1.
١	8. d. s. d. s. Pork, West. mess. \$\pi\text{bbl.48} 0 48 0 48	0 48 0 48 0 48	0
١	Bacon, long clear, cwt 26 6 26 6 26	6 26 6 26 0 26	0
l	Short clear " 27 0 27 0 27	0 27 0 26 6 26	6
۱	Beef, pr. mess, \$\pi\$ tierce	0 31 0 31 0 30	9
l	Lard, prime West. \$\partial \text{wt.31} & 6 & 31 & 6 & 31 \\ Cheese. Am. choice " 30 & 30 & 30 \\ \text{Cheese.}		0
١	Officese, 11111. Charles	0 00 0 00 0 00	•
١	London Petroleum Market.—	White E	ri.
۱	Sat. Mon. Tues	s. Wed. Thurs. F	Tre

## Commercial and Miscellaneous News.

 $7 @ 7^{1_2} .. @$ 

Pet'leum, ref.  $\mathfrak{P}$  gal...  $\mathfrak{D}$  ...  $\mathfrak{G}^{16}\mathfrak{D}\mathfrak{G}^{14}$ Pet'leum, spirits " ..  $\mathfrak{D}$  ...  $\mathfrak{D}$  ...

IMPORTS AND EXPORTS FOR THE WEEK .- The imports of last week, compared with those of the preceding week, show a decrease in both dry goods and general merchandise. The total imports were \$6,512,315, against \$7,427,788 the preceding week and \$5,509,251 two weeks previous. The exports for the week ended Aug. 26 amounted to \$6,211,377, against \$7,082,345 last week and \$6,979,850 the previous week. The following are the imports at New York for the week ending (for dry goods) Aug. 21 and for the week ending (for general merchandise) Aug. 22:

FOREIGN IMPORTS AT NEW YORK FOR THE WEEK.

Dry Goods General mdse	1876. \$2,000,620 2,724,061	1877. \$2,126,058 3,426,000	1878. \$1,706,822 3,225,478	1879. \$2,122,138 4,390,177
Total week	\$4,724,681	\$5,552,058	\$4,932,300	\$6,512,315
Prev. reported	190,694,212	215,790,359	181,862,612	196,694,766

Tot. s'ce Jan. 1..\$195,418,893 \$221,342,417 \$186,794,942 \$203,207,081 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. 26:

EXPORTS FROM NEW YORK FOR THE WEEK.
1876. 1877. 1878. 1879.
For the week.... \$5,163,132 \$4,867,276 \$7,011,880 \$6,211,377
Prev. reported.. 164,609,192 170,670,334 216,311,605 204,867,763

Tot. s'ce Jan. 1..\$169,772,324 \$175,537,610 \$223,323,485 \$211,079,140

The following will show the exports of specie from the port of New York for the week ending Aug. 23, 1879, and also a comparison of the total since January 1, 1879 with the corresponding totals for several previous years:

Aug. 20—Str. Colon	\$2,100 50,000
Total for the week (\$50,000 silver, and \$2,100 gold)	\$52,100 ,828,380

Tot. since Jan.1,'79 (\$9,935,612 silver, and \$1,944,868 gold).\$11,880,480 Same time in— Same time

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

Aug.	
18-Str. C. of New York. LiverpoolGold bars	\$523,076
19—Schr. B. J. WillardLaguayraAm. silver	695
Am. gold	2.118
Foreign gold	654
Trade dols	1,500
20—Str. LessingHamburgForeign gold	300,115
21-Str. AbyssiniaLiverpoolGold bars	243,325
21—Str. FranceLiverpoolGold bars	581,509
22—Str. AlpsAspinwallAm. silver	221
22-Str. Morro Castle Havana Am. silver	4,000
Foreign gold	379,000
22-Bark Curacoa	732
Am. gold	539
23—Str. AndesAspinwallGold dust	480
23—Str. MainBremenGold bars	145,995
Matal for the week (87 149 silver and 89 176 911 sold)	20 102 050

Total for the week (\$7,148 silver, and \$2,176,811 gold) .......\$2,183,959 Previously reported (\$5,583,584 silver, and \$1,968,244 gold). 7,551,828 Tot. since Jan. 1.79 (\$5,590,732 silver, and \$4,145,055 gold).\$9,735,787

100. since Jan. 1, 79 (\$5,590,752 silver, and \$4,145,055 gold).\$5,755,787								
	ne in—	Same tim		Same time in—				
1878	\$14,568,902	1874	\$3,898,430		\$7,682,033			
<b>1</b> 877	8,426,583	1873	3,024,393		9,847,241			
<b>1876</b>		1872	2,877,031	1868	5,529,784			
1875	8.315.020	1871	7.585.801					

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 15 to Aug. 22, inclusive, 1878 and 1879:

	1878.	1879.	Articles.	1878.	1879.
Tolls	\$40,316	\$39,867		Tons.	Tons.
Total miles boats cleared	207 704	200 000	*Hops		
cleared	1297,784	329,090	*Domestic spirits. *Oil meal & cake	130	9
Articles.	Tons.	Tons.	*Leather	11	17
Boards&scantling	45,188		Furniture	3	3
Shingles	408	312	*Bar and pig lead.	5	25
Timber	1,031	1,602	Pig iron	2,036	
Staves	1,051	336	Bloom & bar iron.	75	555
Wood	2,372	1,725	Cast'gs & iron w're	61	52
Ashes, pot & pearl			*Domestic w'lens.	451	
*Ashes, leached	574		*Domestic cottons	1,142	239
*Pork	5	2	Domestic salt	6,148	
*Cheese		4	Foreign salt	131	38
*Lard, tallow, and		-	Sugar	1,019	2,509
lard oil	49	4	Molasses	512	583
*Wool	43	8 14	*Coffee	•••••	16
Hides	111	155	Nails, spikes, and horsesboes	133	. 54
*Flour	29,679	21,997	Iron and steel	124	
Wheat	2,511	2,519	Railroad iron	$\begin{array}{c} 124 \\ 224 \end{array}$	
Rye	37,229	43,370	Flint, enamel,	224	1,023
Corn*Corn meal	51,220	11	crock'ry, glassw.	60	138
Barley malt	970		All other mdse	2,298	
Oats	2 042	33	Stone, lime & clay	6,189	5,175
Bran & ship stuffs.	2,042 101	38	Gypsum	498	674
Peas and beans	91	4	Anthracite coal	22,162	19,980
Apples			Bituminous coal	10,945	
Potatoes	4		Iron ore	9,428	10,825
*Dried fruit	217	456	Petr'leum or earth	-,	,
*Cotton	30		oil, cr'de & ref'd.	1,354	13
*Unmanuf. tob	16	16	Sundries	7,814	6,283
*Hemp	10	45	,		
*Clover & gr's seed			Total tons	197,171	190,857
*Flaxseed					
A - 41 - 7 7			7		

Articles marked thus are in the "Free List."

Quincy Missouri & Pacific.—The lease of this railroad to the Wabash has been effected, the papers having been signed a few days since. The contract is for ninety-nine years, The Quincy Missouri & Pacific Company, by this agreement, is to build the road from its present terminus, within four miles of Milan, to the Burlington & Southwestern Road, and from that point the Wabash will push it westward to the Missouri River as rapidly as circumstances will permit.

INSOLVENT BANKS.—The Comptroller of the Currency has declared the following dividends to the creditors of insolvent national banks during the month of August: First National Bank of Dallas, Texas, first dividend, 10 per cent; Lockhaven National Bank of Lockhaven, Pa., sixth dividend, 10 per cent, making in all 60 per cent; People's National Bank of Helena, Montana, first dividend, 15 per cent; First National Bank of Ashland, Pa., second dividend, 25 per cent and interest, making in all 100 per cent and interest; Atlantic National Bank of New York, fifth dividend, 5 per cent making in all 90 per cent. The following dividends to creditors will also be paid as soon as the necessary schedules can be prepared: German National Bank, of Chicago, Ill., first dividend, 25 per cent; National Bank of the State of Missouri, St. Louis, Mo., fifth dividend, 20 per cent, making in all 70 per cent; National Bank of Poultney, Vt., first dividend, 25 per cent; and the following dividends to shareholders of insolvent national banks, 100 per cent and interest having previously been paid to creditors: Farmers' National Bank of Platte City, Mo., first dividend, 13 per cent; Commercial National Bank of Kansas City, Mo., third dividend, 11 per cent, making in all 31 per cent.

—For the information of investors Messrs. Fisk & Hatch have issued during the past week a circular, giving the rate of interest to be realized per annum—at present prices, and taking into consideration the dates of maturity—on the various issues of Government bonds now outstanding. We extract below their remarks about the 5s of 1881, and the 4s of 1907.

"Fives of 1881.—These bonds, amounting to \$508,440,350, will be redeemable at the pleasure of the Government after May 1, 1881. It is not probable that any of them will be redeemed until after all the Sives of 1881 have been called in

"In case they should all be redeemed by August, 1881, they would from this time draw eight quarterly instalments of interest, amounting to 10 per cent. Deducting the present premium, say 2½ per cent, there remains 7½ per cent net interest on the investment forone year and eleven months. As the simultaneous redemption of so large an amount of bonds at one time is not likely to take place, it may be expected that, if their redemption should be commenced at that time, the average time for which they would run would be six months longer, say until February, 1882, by which time they would earn 12½ per cent, which would leave, as net income from the investment, 10 per cent for two years and five months. Should it require from six months to one year to complete the redemption of the Sixes '81, so that the Fives should run, on the average, until say August 1, 1882, they would earn in that time 15 per cent. Deducting the present premium, say 2½ per cent, there would remain 12½ per cent net income on the investment for two years and eleven months, or about 4¼ per cent per annum.

"Four Per Cent Bonds.—These bonds, comprising the principal funded loan of the United States, and the only bonds having over 12 years to run (except the Currency Sixes), are redeemable at the pleasure of the Government after July 1. 1907, and therefore have 28 years to run. As they are now selling at but a fraction over par and accrued interest, the premium, spread over so long a period, is unappreciable, and they pay substantially 4 per cent on the investment, with no chance of a reduc-

tion in the rate of interest for 28 years.

"For long and permanent investment for Institutions, Trustees, Executors of Estates, and private investors, who wish to avoid the necessity of replacing their investments after short periods, and for banking purposes, the four per cents will be the popular Government loan."

—The firm of Lawrence Brothers & Co. is one of the well-known stock brokerage houses of this city, having been in business under the present firm style for over thirteen years, and each of the firm being members of the New York Stock Exchange. They recently published the following card in the New York *Times*:

Wednesday, Aug. 27, 1879.

Recent publications in your valuable paper have called attention to the operations of certain persons styling themselves "bankers," and advertising extensively throughout the country schemes for making money by speculation in stocks through "combinations, pools, puts, calls," &c. Numerous letters received by us from various quarters indicating that from a similarity of names we have been erroneously supposed to be engaged in this description of business, we think it proper to state that the undersigned are not the firm of "Lawrence & Co.," doing business near the corner of Broad street and Exchange place, and that we have no connection with them whatever. This announcement is probably unnecessary for the information of members of our own community, but to prevent persons at a distance from being misled, we desire to give it publicity through your columns.

Lawrence Brothers & Co., No. 31 Broad street, New York.

—Investors desiring to purchase shares in mining enterprises are invited to give their attention to the eleven mines now for the first time put before the New York public by Mr. Wm. O. McDowell, Banker and Stock Broker, No. 17 Cortlandt street. Mr. McDowell is associated with his brother, Mr. F. H. McDowell, who is an experienced mining engineer. Prof. Raymond, it is said, concurs in the opinion of the value of the mines now offered, having known and reported upon them when employed in the U. S. Government Surveys. Ores to the value of \$62,648 66, it is reported, have already been taken out of a single claim. The shares are offered at \$1 50 per \$10 share.

# The Bankers' Gazette.

#### NATIONAL BANKS ORGANIZED.

The United States Comptroller of the Currency furnishes the following statement of National Banks organized the past week: 2,429—First National Bank of Whitehall, Michigan. Authorized capital, \$50,000; paid-in capital, \$50,000. Isaac M. Weston, President; Carleton A. Hatmond, Cashier. Authorized to commence

business August 21, 1879.

2,430—City National Bank of Holyake, Massachusetts. Authorized capital, \$200,000; paid-in capital, \$200,000. Joseph C. Parsons, President; Edwin L. Munn, Cashier. Authorized to commence business August 22, 1879.

#### DIVIDENDS.

The following dividends have recently been announced:

Name of Company.	Per	When	Books Closed.
	Cent.	Payable.	(Days inclusive.)
Railroads. Middlesex Central. Rome & Clinton			

#### FRIDAY, AUGUST 29, 1879-5 P. M.

The Money Market and Financial Situation.—The money market worked very closely until Thursday, when rates became easier, and so remained to-day. The experience of the present month, together with the known facts that the bond settlements are to be completed by October 1, and that the abundant crops call for a large amount of money to move them, can hardly fail to have a certain effect in inspiring a cautious feeling as to the rates for money during September, although anything like stringency in the market comes now as a decided novelty.

Mr. Sherman, in his Cincinnati speech, refers more definitely to the bond transactions of the Government in August and for September than any published statement had previously done, and so far as his remarks contain precise information they are

pertinent to our report. He says:

"When, however, the refunding operations ceased, on the 21st of July, it was the desire of the Treasury Department to close the loan accounts as soon as practicable. Believing that the called bonds would be presented by the 1st of September, I directed the Treasurer to draw upon the depository banks for the money as fast as needed to meet the called bonds, and at all events to close these accounts from September 1 to the 15th, and he was acting on this order when I returned from the North early in August, and under it over \$300,000,000 called bonds were paid for, but the called bonds had not been presented as anticipated. On the 13th of August the amount of called bonds outstanding was about \$65,000,000; but only about \$38,000,000 remained on deposit with the national bank depositories. Over \$16,000,000 in excess of the sum wanted to meet the payment of called bonds had been withdrawn into the Treasury from the market, with a view to closing the loan account.

"At the time stated, general complaint was made that this operation was injuriously affecting business; was advancing the rate of interest, and was necessarily draining legal tenders from the market. To meet this condition of affairs, upon the advice of the Treasurer at Washington and the Asssistant Treasurer at New York, I issued this order:

"TREASURY DEPARTMENT, Aug. 13, 1879.

"The Hon. James Gilfillan, Treasurer of the United States:

"Sir: With a view to closing as soon as practicable the accounts of the Department with depository banks on loan account, without unnecessary disturbance of the money market, or the withdrawal of legal tender from

Department with depository banks on loan account, without unnecessary disturbance of the money market, or the withdrawal of legal tender from the current business, you will please receive from such depositories in payment called bonds, to be credited when passed through the loan division. You will require from such depositories sufficient money, in addition to the called bonds credited, to meet all demands for the payment of the called bonds, so as to insure the withdrawal of all deposits on loan account on or before the 1st of October next. The letter of the Department of March 26 is modified accordingly. Very respectfully.

"John Sherman, Secretary.

"The statements that this was done to relieve the banks or to help any one, or that I had ever been or was interested in any bank, are simply false, and made without foundation or excuse, but as a political sensation. The reason why the unsettled accounts are with the First National Bank and the National Bank of Commerce of New York is because the Bank of Commerce made the \$40,000,000 subscription, closing the 5-20s, and the First National Bank made the subscription of \$121,000,000, closing the 10-40s; and these being the last subscriptions, are naturally the last drawn upon. I have received a statement of the balances on the evening of Saturday last (August 23), showing that the amount of outstanding called bonds unpaid was then \$48,952,253 61. The amount of deposits with national banks, the proceeds of bonds sold, was \$32,947,613 51. For all of this the Government is secured by a deposit of a large amount of United States bonds. Where four per centum bonds are taken as security, an additional margin of five per centum is required. About \$10,000,000 of these bonds are held by Mr. Conant, the United States agent in London, for exchange, and are daily being paid by the transmission of called bonds in the ordinary course of business. None of the outstanding bonds bear interest."

The rates for money in Wall street were about 5@7 per cent early in the week, advancing to 7 and 1-32 commission on Wednesday as the extreme rate. Thursday and to-day rates have been easier, and 4@6 per cent has been the range on Government and stock collaterals. Prime commercial paper meets with ready

sale at 6@7 per cent.

The Bank of England weekly statement on Thursday showed a decrease of £531,000 in specie for the week, owing mainly to shipments to the United States, and the percentage of reserve was 58% per cent, against 58 9-16 the previous week; the discount rate remains at 2 per cent.

The last statement of the New York City Clearing-House banks, issued August 23, showed an increase of \$1,072,675 in the excess above their 25 per cent legal reserve, the whole of such excess being \$2,481,225, against \$1,408,550 the previous week

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

		Differ'nces fr'm previous week.		1877. Aug. 25.
Loans and dis.  Specie  Circulation  Net deposits  Legal tenders.	19,631,100 20,827,500 235,953,900		18,662,800 19,305,600 216,088,500	14,259,000 15,515,100 213,026,300

United States Bonds.—Government securities have been tolerably steady on a moderate business. The irregularities in money naturally interfere to some extent with large purchases. Some reports that came from parties well informed state that upwards of \$5,000,000 bonds are now on the ocean, shipped from London to this market. The remarks of Secretary Sherman, quoted above, are of interest as to the transactions in called bonds and new 4 per cents.

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

	Interest Periods.		Aug. 25.	Aug. 26.	Aug. 27.	Aug. 28.	Aug. 29.
6s, 1880reg 6s, 1880coup	. J. & J.	*10358	$103^{1}_{2}$		*10314	*103 <sup>1</sup> 4 *103 <sup>1</sup> 4 *104 <sup>1</sup> 4	1034
6s, 1881 reg 6s, 1881 coup 5s, 1881 reg	J. & J. QFeb.	*104 <sup>1</sup> 4 *102 <sup>1</sup> 8	$104\frac{1}{4}$ $102$	*104 <sup>1</sup> 8 102	*104 1017 <sub>8</sub>	*104 <sup>1</sup> 4 *102 <sup>1</sup> 8	10438 *10238
$58, 1881$ coup $4^{1}_{2}8, 1891$ reg $4^{1}_{2}8, 1891$ coup	. QMar. QMar.	*103 <sup>7</sup> 8 *105	$^{*1037_{8}}_{105^{1}_{8}}$	*1033;	*10478	104 <sup>1</sup> 8 *105 <sup>1</sup> 4	10538
4s, 1907reg 4s, 1907coup 6s, cur'cy, 1895reg	QJan. J. & J.	$^{1007_8}$	$^{1007}_{8}$	$^{1007_8}$	1005e *120½	*121	101 <sup>1</sup> 8
6s, cur'cy, 1896reg 6s, cur'cy, 1897reg 6s, cur'cy, 1898reg 6s, cur'cy, 1899reg	. J. & J. J. & J.	*121½ *121¾	*121 12	*121 *121 *121 *121	$^{1201}_{21201}$	*121 <sup>1</sup> 2 *121 <sup>2</sup> 4	

\* 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.	
68, 1880-1cp. 58, 1881cp. 4 <sup>1</sup> 28, 1891cp. 48, 1907cp. 68, cur'ncy.reg.	1017 <sub>8</sub> Aug. 27 104 Mch. 21 99 Apr. 1	107 <sup>1</sup> 2 Jan. 15	267,101,700 166,050,350 448,589,800	241,338,650	

\*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. Aug.		Aug.   Aug.   Range since		Jan. 1, 1879.
,	15.	22.	29.	Lowest.	Highest.
U. 8. 5s of 1981 U. 8. 4½s of 1891 U. 8. 4s of 1907	x0818	1084	1084	1064 Mch. 24	110 May 2

State and Railroad Bonds.—Dealings in State bonds have been very limited. Louisiana consols are dull at 37@38. Tennessees are also inactive, with a difference of about 3 per cent between the old and new issues.

Railroad bonds have been moderately active at prices generally steady. The New York Lake Erie & Western second consolidated have been much the most active, and after declining to 701, sharply re-acted, and closed to-day at 732.

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

Shares.	Shares.
80 Broadway Bank21512	20 Phenix Ins. Co., Brooklyn.115
5 Ninth Nat. Bank 80	7 N. Y. Equitable Ins. Co.,
60 Amer. Express Co 4534	\$35 each170
21 U. S. Express Co 4212	

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

STATES.	Aug. 22.	Aug.	Range since Jan. 1, 1879.			
		29.	Lowest.	Highest.		
Louisiana consols	30 <sup>1</sup> 4 *80	*2212	30 Aug. 20 7334 June 20 4134 Apr. 29	107¾ June 10 2578 June 14 42 Feb. 13 73¾ June 20		

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

has been somewhat irregular, and at times has shown some depression, owing in part to the closer money market. Lake Shore and the granger stocks appear to be the favorites, and on a pretty large average of daily transactions their prices are comparatively well supported. Erie bonds and stock have been among the weakest, but recovered during the past day or two, the stock closing, however, at 24½. Michigan Central has been noticeable for weakness among the Vanderbilt stocks, selling to-day as low as 79, and closing at 79½—the stock appearing to be without much speculative support. The coal auction sale at lower prices on Wednesday and the prospect of sharper competition among the companies has depressed the prices of Delaware & Hudson Canal to 43, and Delaware Lackawanna & Western to 54½. Mr. Jay Gould's return from Europe is one of the events of the week.

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

	West'rn Un. Tel.				Central of N. J.	Erie.	Lake Shore.
Aug. 23	34,645 18.459 7,725 7,966 3,900 2,290	17,310 23,600 41,458 26,100	27,200 29,100 36,310 28,200	20,000 12,250 21,100 33,300	1,300 1,200 5,600 5,000	27,600 20,520 48,050 17,620	47,042 29,405 25,500 14,600
Total Whole stock.	74,985 410,500	139,148 154,042	175,910 149.886	144,700 524.000	21,700 175,400	177.240 771,077	174,934 494,665

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

				4
The daily	highest and	lowest prices	have been	as follows:

	Satu			day, 25.		sday. g. 26.		nes., . 27.	Thur Aug		Fric	lay, . 29.
Canada South.		212.	*5836	2111	- 2		5816	58%	58	58	*5716	60
Cent. of N. J.	50%	515%	50%	5116	501	50%	4916	51	49%	501/2	4856	5016
Chic. & Alton.		874	87	87	86	5636	86	9616	8018	8612	*38.94	
Ohic. Bur. & Q.	*1131	1414	114	114	114	114	11316	113%	*	11312	1131	1131
Chic.M.& St.P.	6438	6518	6316		6336		6136	63%	625%	61	637/8	6 5
do pref.	2::::	2223	95	95	9418	9434	92%	941/8	94	95	9434	9 31/4
Chic. & N. W.	7416	751/2	73%	75%	74	75	7216	74%	73%	7434	7436	751
do pref.	9734	97%	9758	9736	9716	9716	98	97	9616	9676	9714	9734
Chic. R. I. & P.		138%		13914	13834	13834	13814	13834	13834	13834	13834	13834
Chic. St.P.&M.	10	40)	39%	39%	381	39	381%	38%	3816	3816	39	39
Clev. C. C. & I.	50	50	50	50	491	5018	49	49	4838	4916	4916	501/8
Col.Chic.& I.C.	8	8	734	77/8	77/9	73%	716	71/8	*71/2	- 8	*714	734
Del. & H.Canal	461/8	4716	4614	4714	*48%	47	46	4676	4534	4616	43	46
Del.Lack.& W.	57	58	5616	5714	5614	5736	56	56%	5518	56	54	555%
Erie	23%	2516	2434	2554	2414	25	23	24/3	2334	2416	2416	247/8
do pref	1534	4718	46%	4716	45%	4634	44	45	4514	4614	4814	47
Han. & St. Jo	1914	1914	1834	1914	19	19	1814	19	1878	1874	19	19
do pref.	4014	4116	4036	40%	4034	4034	40	4034	4016	4034	4012	4034
Ilinois Cent		::	*8916	8716		8716	8616	8613	86	8614	86%	86%
Kansas Pacific	5716	5716	57	5716	5616	5714	5316	5516	55	5516	54	541
ake Shore	8618	88%	8614	8913	863	87%	8618	8738	867/	87%	8716	8814
ouisv.& Nash	5414	55/9	53%	54	53	54	53	537	53%	5414	5414	5478
Mich. Central	8214	8216	81	82%	81	8134	7836	8114	7916	8016	79	801
Mo. Kans. & T.	15% 91%	15% 91%	1516	16	13	15/2	1314	15	1334	1434	13%	1334
Mor. & Essex		119	90½ 119	91 119	8916	91	8914	90	3912	90	8834	89
N.Y.C.& H.R. Northern Pac.	16	16	161/4	1616	11816	118%	118	118		118		118
do pref.	10	10.	4434	4484	1616	1614		18	16	16	1614	161/4
Dhio & Miss.	15%	1814	16		16	161	4434		10.	10	1017	4412
Pacific Mail	16	16%	1636	1678	1636	1658	1516	1613	16	16	1616	1614
anama		160	* 10/8		154	154	16/8	1638	1616	1816	164	17%
t.L &I.M.assn	2734	28	2716	2814	*2736	TOT	2634	27	15414	15414	om.	original.
t. L. K.C. & N.	2012	2034	2016	2016	2013	2016	1916	20%	2732 2032	2736	27	2734
do pref.	5414	5434	5334	5414	533%	535%	521	597			20%	21
t.L.& S.Fran.	12	1212	121	13	121	121	1134	5378 12	524 12	5334	5312	55
do pref.	16%	1716	171	1816	171	17%	15%	17%	1658	1218	12 17	1216
	39%	4112	4114	421	40%	42	3716	40	41	1678		1736
utro Tunnel.	43%	436	4	414	4074	414	412	416	41		4018	41
Inion Pacific	77	7714	7836	7716	76	78%	7516	76 8	7616	7615	7634	4
Vabash	36¾	37	365%	37	36	36 3	35%	3616	261			7716
	91	94	9314	9416	9216	9334	9214	93	3618	3613	3636 0276	3616

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:

				90				
	Sales of Week.	Prices sine	0	Jan. 1	, 1879	9.		ge for 78.
	Shares.	Lowest.		Hi	ghest		Low.	High.
Oanada Southern	285	454 Jan.	3	6342	Mch.	15	38	4512
Central of N. J		3312 Jan.	2	55	July			454
Ohicago & Alton	. 588	75 Mch.	3	95	Aug.	9		
Chic. Burl.& Quincy.	910	11118 Jan.	7	1224	Feb.	19	994	11434
Chic. Mil. & St. P	134.143	3438 Jan.	4	70	Aug.			5478
do do pref.	11,869	7434 Jan.	4	9748	Aug.	6		8434
Chicago & Northw	175,910	495 <sub>8</sub> Jan.	3		Aug.	12	3212	5514
do do pref.		7678 Jan.	3	9978	Aug.	12	5934	7912
Chic. Rock Isl.& Pac.	1,400	119 Jan.	8	1414	Aug.	7	9838	122
Chic. St. P.& Minn.*.	2,105	21 May	5	44	Aug.	2		
Olev. Col. Cin. & Ind.		3434 Jan.	52	55	May	21	23	3814
Col. Chic.& Ind. Cent	1,755	5 Jan.	4	914	Aug.	6		638
Del. & Hudson Canal	7,948	38 Jan.	$\frac{2}{2}$	5138	June	2	3438	5978
Del. Lack. & Western	144,700	43 Jan.	2	6234	July	31	41	6178
Erie	177,240	21 3 Jan.	4	2914	May	5	758	$221_{2}$
do .pref	9.810	37 <sup>1</sup> 2 Jan.	2	54	May	5	2112	38
Hannibal & St. Jo	3.260	13 <sup>1</sup> 4 Jan.	4	2334	May	23	10	1678
do do pref.	5.100	34 Jan. 1	0	4512	May	23		4158
Illinois Central	450	794 Moh. 2	6	91	Aug.			87
Kansas Pacific	3,300		1	60	Apr.	30	4	1258
Lake Shore	173,934		6	93	Aug.		5578	7158
Louisville & Nashv	5,910	35 Feb. 1	3	$70^{1}_{2}$	May	12	35	39
Michigan Central	16.925	7334 Jan.	2	904	Jan.	27	5812	75
Missouri Kan. & Tex.	15,095		4	184	May	15	2	748
Morris & Essex	4,495	7518 Jan.	3		Aug.	6		89
N. Y. Cent. & Hud.R.	2,154	112 Mch. 2	4	1214	June	14	10334	115
Northern Pacifict	2,262	16 Aug.	11	:74	Aug.	1		
do pref.t	319	4412 Aug. 2		4818	July			
Ohio & Mississippi	10,950		4		July		634	114
Pacific Mail	18,525	103 Jan. 1	3	1834	June		1212	2378
Panama		123 Jan.	2	160	Aug.			131
St. L. I: Mt. & South.	2,322		2	3014	May	23	5	1558
St. L. K. C. & North.	3,130		2	2210	Aug.	12		758
do pref.	8,690	2512 Jan.	2	5812	Aug.	6		2612
St. L. & S. Francisco.	3.925	318 Jan.	8	1336	Aug.		112	418
do pref.	9,002	418 Jan. 2	1	1834	Aug.	21	112	514
do 1st pref.	7,210	934 Jan. 2	3	4410	Aug.	22	$51_2$	1134
Sutro Tunnel	8,525		6	470	Mch.	17	312	5
Union Pacific	6,691		il	81	Feb.	10	614	73
Wabash	9,610	1734 Mch. 1			Aug.		1218	2378
Western Union Tel	74,985	8858 Aug.			June		754	102
* Danas have where	- F		-1			!	10 41	

\* 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.

are and property column	11.		. 1	,
_Latest ear	nings rer	orted.	Jan. 1 to la	test date
Week or Mo.	1879.	1878.	1879.	1878.
Ala. Gt. Southern. June	\$23,263	\$20.950	\$	\$
Atch.Top. & S. F.2d wk Aug.	125,000		3,467,474	2,064,451
Atl. & Gt. WestJune	300,540	309,136		
Atlantic Miss. &O. July	138,224		853,710	889,251
Bur. C. Rap. & N. 3d wk Aug.	29,977		838,913	952,483
Burl.&Mo.R.in N. June	140,736	90,590	862,638	4735,081
Cairo & St. Louis 1st wk Aug	6,595	5,671	136,503	133,187
Central PacificJuly1	,442,000	1,533,702	9,231,320	9,367,807
Ches. & OhioJuly	173,383	140,262	986,191.	1,044,678
Chicago & Alton. 3d wk Aug.	150,943	142,937	3,143,811	2,859,360
Chic. Burl. & QJune1	.160.968	897,090	6,510,239	6,417,791
Unic. & East. Ill3d wk Aug.	19,926			
Chic. Mil. & St. P.3d wk Aug.	162,000	113,036	5,288,000	5,248,800
Unic.& NorthwestJuly1	,309,984	1,166,270	8,268,124	8,221,476
Unic. St. P. & Min.3d wk Aug.	17,399	14,693	630,442	534,177
Olev. Mt. V. & D 1st wk Aug	6,728	6,227	220,249	212,683
Dakota Southern. June	13,796	17,386	103,799	103,107
Dubuque& S.City.2d wk Aug.	15.031	13,913	480.509	580,486
Frank. & Kokomo July	4,580	3,088	22,933	19,003
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. 16	161,210	157,275	5,233,844	5,372,288
Gr't Western. Wk.end.Aug.22	89,474	90,793	2,658,535	2,907,226
Hannibal & St. Jo. 3d wk Aug.	31,051	48,002	1,037,001	1,109,781
Houst. & Tex. C. July	136,848	146,637	1,389,522	1,176,760
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 2d wk Aug.	25,341	24,701	927,683	725,084
Man. C.St J. & C B. July	135,467	98,916		
Kansas Pacific Ath wh I'ly	117 383	00 174	0 205 025	1 720 150

Latest earnings rep	orted.—	-Jan. 1 to la	test date.
Week or Mo. 1879.	1878	1879.	1878.
Mo. Kans. & Tex3d wk Aug. \$67,335	\$64,426	\$1.697,970	\$1.656.815
Mobile & OhioJuly 110,674	93,676	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
Fad. & Elizabetht. 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. & ErieJuly 241,018	214,081	1,595.103	1,475,733
Phila. & Reading. July 1,303,522	957,721	7,998,189	6,658,145
St.L.A.&T.H.(brs)2d wk Aug. 10,210	11,411	301,715	279,417
St.L. Iron Mt. & S.3d wk Aug. 101,300	96,009	2,568,324	2,439,658
St. L. K. C. & No 2d wk Aug. 56,739	76,841	1,801,493	1,887,735
St. L. & San Fran .3d wk Aug. 43,100	29,300	754,499	702,309
St.L.&S.E. – St.L3d wk Aug. 23,840	15.728	419,188	385,563
St. Paul & S. City. June 54,572	46,734	302,153	285,113
Scioto ValleyJuly 28,776	28,176	173,811	145,491
Sioux City & St.P. June 28,589	29,954	159,738	179,713
Southern MinnJuly 50,392	53,201	315,720	427,184
Tol. Peoria & War . 3d wk Aug. 31,376	33,110	755,865	801,439
Union Pacific July1,068,049	937,972		
Wabash3d wk Aug. 116,409	137,398	2,716,264	2,946,160

Exchange —The rates for exchange are depressed, and drawers have further reduced their asking rates. There seems to be some prospect, however, of an advance in the Bank rate of interest in London, which strengthens demand bills as compared with 60 days sterling. To-day, business was done at 4.83 to 4.83½ for bankers' demand sterling and 4.80½ for 60 days.

In demostic bills the following were rates on New York at

In domestic bills the following were rates on New York at the undermentioned cities to-day: Savannah—buying \frac{1}{8}; selling \frac{1}{4}. Charleston—easy, 3-16 selling; \frac{1}{4} premium. New Orleans—commercial, \frac{1}{8}@3-16 premium; bank, \frac{1}{4} premium. St. Louis—1-10 discount. Chicago—quiet, 1-10 discount buying; 1-10 premium selling. Boston, 25 cents premium.

The quotations for foreign exchange are as follows:

AUGUST 29.	60 days.	Demand.
Prime bankers' sterling bills on London. Good bankers' and prime commercial Good commercial Documentary commercial Paris (francs). Antwerp (francs). Swiss (francs). Amsterdam (guilders). Hamburg (reichmarks). Frankfort (reichmarks). Bremen (reichmarks). Berlin (reichmarks).	$\begin{array}{c} 4.80  @4.80 \frac{1}{2} \\ 4.79  @4.79 \frac{1}{2} \\ 4.78 \frac{1}{2} @4.79 \frac{1}{2} \\ 5.26 \frac{1}{8} @5.25 \frac{1}{8} \\ 5.26 \frac{1}{8} @5.25 \frac{1}{8} \\ 5.26 \frac{1}{8} @5.25 \frac{1}{8} \\ 39 \frac{1}{4} @40 \\ 93 \frac{1}{8} @93 \frac{1}{8} \end{array}$	4.83 4 24 84 4.83 24.83 4 4.82 2 34.82 4.81 24.81 5.24 36.5.23 4 5.24 36.5.23 4 5.24 36.5.23 4 40 2 40 4 94 14 2 94 12 94 14 2 94 12 94 14 2 94 12 94 14 2 94 12

The following are quotations in gold for various coins:

Sovereigns\$4	82 @\$4 86	Dimes & $\frac{1}{2}$ dimes. $-99\frac{1}{4} = 99\frac{3}{4}$
Napoleons 3	82 @ 386	Silver $^{1}48$ and $^{1}28$ . $-991_{2}\bar{x}-997_{8}$
X X Reichmarks. 4		Five francs $-92  \overline{w} - 95$
X Guilders 3	93 @ 4 00	Mexican dollars — 874 3 — 874
Span'h Doubloons.15	50 -@15 65	English silver 4 75 @ 4 80
		Prus. silv. thalers. — 68 @ — 7012
Fine silver bars 1	1240 1 1234	Trade dollars — 99 @ — 99
Fine gold bars	par. @ 14prem.	New silver dollars — 99310 par.

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 23, 1879:

Banks							
New York		1	•	Ave	rage amou	int of	
New York	-					Not do Ita	
New York	Banks.	Capital.	Loans and	deed )	Lagal	Net deb 19	Circula-
New York		1		specie.	Tenders.	other	
Manhattan Co.         2,050,00         5,974,000         620,74,007         738,100         4713,900         470,300         400           Mechanics'         2,000,000         7,009,200         593,400         593,400         533,200         44,500         738,200         44,500         738,200         44,500         738,200         44,500         738,200         44,500         738,200         44,500         738,200         44,500         738,200         44,500         738,200         44,500         738,200         44,500         738,200         44,500         738,200         44,500         738,200         44,500         738,200         44,500         738,200         44,500         738,200         44,500         738,200         44,500         738,200         44,500         738,200         67,500         738,200			and out and out	1	1000000	than U.S.	
Manhattan Co.         2,050,00         5,974,000         620,74,007         738,100         4713,900         470,300         400           Mechanics'         2,000,000         7,009,200         593,400         593,400         533,200         44,500         738,200         44,500         738,200         44,500         738,200         44,500         738,200         44,500         738,200         44,500         738,200         44,500         738,200         44,500         738,200         44,500         738,200         44,500         738,200         44,500         738,200         44,500         738,200         44,500         738,200         44,500         738,200         44,500         738,200         44,500         738,200         44,500         738,200         44,500         738,200         67,500         738,200						-	-
Manhattan Co.         2,050,00         5,974,000         620,74,007         738,100         4713,900         470,300         400           Mechanics'         2,000,000         7,009,200         593,400         593,400         533,200         44,500         738,200         44,500         738,200         44,500         738,200         44,500         738,200         44,500         738,200         44,500         738,200         44,500         738,200         44,500         738,200         44,500         738,200         44,500         738,200         44,500         738,200         44,500         738,200         44,500         738,200         44,500         738,200         44,500         738,200         44,500         738,200         44,500         738,200         44,500         738,200         67,500         738,200	No. Wash	0 000 000	9 011 500	522 000	1 979 000	9 9 14 000	405 000
Merchants         2,000,00         5,557,900         667,400         738,100         4,713,900         43,300         73,800         Union         1,200,000         4,145,600         599,000         787,900         5,332,200         44,500           America         3,000,000         1,000,000         2,711,000         583,500         533,300         6,718,800         1,100           Phoenix         1,000,000         6,114,400         1,003,000         583,500         593,000         2,535,000         251,000           City         1,000,000         3,034,100         247,200         142,700         1,397,800         769,100           Cheuton         600,000         1,532,830         1,570,800         1,179,200         10,812,500         591,000           Butchers's Exch         1,000,000         3,638,100         185,900         145,900         465,900         2,939,500         531,300           Butchers's Drov         Mechanics' & Tr         300,000         3,538,100         190,000         128,500         1,891,600         293,900         531,300           Greenwich         200,000         573,900         10,500         340,900         182,000         190,000         128,000         190,000         181,000         190,000	New York	2,000,000	5 074 004	180,000	441 000	9 707 000	400,000
Union.	Mannattan Co	2,000,000	5,512,000	667 400	742 100	4 719 000	772 900
Union.			7 000 900	580 000	787 000	5 300 000	
America.   3,000   00		1,000,000	4 145 600	202,000	503.400	9 180 000	191 400
Phcenix	A monion			589 500	835 300		
City	America	3,000,000		901 (100	485,000	9 895 000	
Fulton	Cite	1,000,000	B 114 400	1 038 200	528,000	5 657 600	201,000
Fulton	Unudamania	1,000,000	8 031 100	247 200	182 700	1 097 800	789 100
Chemical	Fulton	800,000	1 639 600	185 900	346 400		100,100
Gallatin Nation   1,000,000   1,278,300   190,000   232,700   1,803,100   243,000   Mechanics & Tr.   300,000   873,900   12,500   162,500   162,100   759,400   243,000   246,000   2775,400   200,600   34,000   402,400   2,121,700   340,000   34,000   3	Chamical	900,000			1 170 200		
Gallatin Nation   1,000,000   1,278,300   190,000   232,700   1,803,100   243,000   Mechanics & Tr.   300,000   873,900   12,500   162,500   162,100   759,400   243,000   246,000   2775,400   200,600   34,000   402,400   2,121,700   340,000   34,000   3	March'nts' Erch	1 000 000					591,800
Mechanics' & Tr. (Greenwich	Calletin Nation!	1,000,000	3 533 100	162.300	292.700	1 862 900	530,800
Mechanics' & Tr. (Greenwich		2,000,000	1.278.300	190,400	128 500	1 080 100	243 000
Creenwich.		300,000	961,000	84.000	218,000		198,000
State of N. York		200,000		12.500	162-100	759 400	2.700
State of N. York		800,000	2,775,400	200,600	402.400	2.121 700	470,500
State of N. York	Saventh Ward	300,000	849,600	63,700	183,100	758 100	84,500
American Exch. 5,000,000   13,415,000   1,180,000   527,000   9,285,000   1,533,300   1,500,000   1,50		800,000	1,401,700	7,600	429.700	1.584.800	135,000
Commerce         5,000,000         14,255,400         1,181,200         2,868,900         9,666,900         1,538,300           Broadway         1,000,000         3,654,300         365,400         373,100         616,200         3,835,500         891,900           Paolific         422,700         2,036,100         76,300         508,700         2,075,100         177,600           Republic         1,500,000         412,500         1,254,000         53,300         365,700         1,776,100         900,000           Chatham         450,000         1,254,000         53,300         365,700         1,777,000         900,000           North America         700,000         2,099,100         83,000         212,000         1,942,100           Hanover         1,000,000         6,044,500         624,600         843,700         6,085,200         2770,000           Irving         500,000         13,077,000         302,000         2,739,000         1,087,000         223,300           Marrogolitan         3,000,000         13,077,000         302,000         27,30,000         1,087,000         223,700         1,087,000         22410,000           Marsaau         1,000,000         2,044,000         23,700         31,803,900         <			13,416,000	1.186.000	827.000		447,000
Broadway.							1.538.800
Mercantile         1,000,000         3,654,300         368,600         465,900         3,403,900         177,600           Paolifc         422,700         2,956,100         76,300         508,700         2,075,100         900,000           Republic         1,500,000         4,015,700         109,990         335,700         1,715,100         900,000           People's         412,500         1,254,000         53,300         365,700         1,942,100         389,000           North America.         700,000         2,069,100         83,000         321,200         1,942,100         5400           Hanover         1,000,000         6,044,500         624,600         843,700         6,085,200         270,000           Metropolitan         3,000,000         1,377,000         302,000         2,738,000         1,538,200         247,900           Market         500,000         2,844,000         23,700         259,400         1,538,200         240,700           Shoe & Leather         500,000         2,464,000         360,000         377,00         357,700         1,538,200         240,000           Corn Exchange         1,000,000         3,539,000         71,90         292,000         2,186,400         4,600	Broadway	1.000.000	5,137,400	373,100	616,200	3.835.500	891,900
Pacific.         422,700         2,958,100         76,300         508,700         2,075,100           Republic         1,500,000         4,015,700         109,990         335,700         1,716,100         900,000           Chatham         450,000         3,188,900         105,100         708,200         3,093,400         398,000           North America.         700,000         2,099,100         83,000         212,000         1,912,100           Hanover         1,000,000         6,044,500         624,600         843,700         6,085,200         270,000           Irving.         500,000         2,453,300         133,000         583,200         2,479,000         252,500           Citizens'         600,000         1,575,400         106,400         259,400         1,538,200         240,700           Market         500,000         2,416,100         21,700         357,700         1,829,306         346,400           Shoe & Leather.         500,000         2,416,100         21,700         357,500         1,839,300         450,000           Corn Exchange.         1,000,000         3,639,000         71,90         292,000         2,186,400         4,600           Corn Exchange.         1,000,000         4,531,400 </td <td>Mercantile</td> <td>1.000.000</td> <td>3.654.300</td> <td>368,600</td> <td>465.900</td> <td>3,403,900</td> <td></td>	Mercantile	1.000.000	3.654.300	368,600	465.900	3,403,900	
Chatham         450,000         3,186,900         105,100         708,200         3,93,400         398,000           People's         412,500         1,254,000         53,300         365,700         1,907,700         5,400           North America         1,000,000         6,044,500         624,600         843,700         6,985,200         270,000           Irving         500,000         2,453,300         133,000         583,200         2,479,000         252,500           Metropolitan         3,000,000         13,077,000         302,000         2,739,000         1,987,600         2,241,000           Citizens'         600,000         1,575,400         106,400         259,400         1,538,200         240,700           Market         500,000         2,416,100         21,700         357,700         1,829,300         346,400           St. Nicholas         500,000         1,865,192         25,200         338,900         1,373,600         450,000           Continental         1,000,000         3,539,000         71,992         292,000         2,186,400         4600           Oriental         1,000,000         4,531,400         5,600         1,005,500         4,373,800         768,800           Marine	Pacific	422,700	2,056,100	76,300	508,700	2.075.100	
Chatham         450,000         3,186,900         105,100         708,200         3,93,400         398,000           People's         412,500         1,254,000         53,300         365,700         1,907,700         5,400           North America         1,000,000         6,044,500         624,600         843,700         6,985,200         270,000           Irving         500,000         2,453,300         133,000         583,200         2,479,000         252,500           Metropolitan         3,000,000         13,077,000         302,000         2,739,000         1,987,600         2,241,000           Citizens'         600,000         1,575,400         106,400         259,400         1,538,200         240,700           Market         500,000         2,416,100         21,700         357,700         1,829,300         346,400           St. Nicholas         500,000         1,865,192         25,200         338,900         1,373,600         450,000           Continental         1,000,000         3,539,000         71,992         292,000         2,186,400         4600           Oriental         1,000,000         4,531,400         5,600         1,005,500         4,373,800         768,800           Marine	Republic		4,015,700	109,900	935,700	1.718.100	900,000
People's         412,500         1,354,000         53,300         365,700         1,307,700         1,42,100           North America         700,000         2,069,100         83,000         212,000         1,942,100         270,000           Hanover         1,000,000         6,044,500         624,600         843,700         6,085,200         270,000           Irving         500,000         13,077,000         302,000         2,736,000         11,067,600         2241,000           Citizens'         600,000         1,575,400         106,406         259,400         1,538,200         241,000           Market         500,000         2,064,400         23,700         214,300         1,840,100         3,000           Shoe & Leather         500,000         2,966,000         306,006         375,000         2,025,000         450,00           Corn Exchange         1,000,000         3,539,000         71,90         292,000         2,086,400         460,00           Oriental         1,000,000         4,531,400         5,900         1,055,00         4,373,800         768,800           Oriental         1,000,000         16,732,400         1,007,800         3,759,100         18,187,320         1,110,300           Marine <td>Chatham</td> <td>450.000</td> <td>3,186,900</td> <td>105,100</td> <td>706.200</td> <td></td> <td>898,000</td>	Chatham	450.000	3,186,900	105,100	706.200		898,000
Trying	People's	412,500		53,300	365,700	1 907 700	5,400
Trying	North America	700,000	2,069,100	83,000	212,000	1,942,100	
Trying	Hanover	1,000,000	6.044,500	624,600	843,700	6,085,200	270,000
Metropolitan         3,000,000   13,077,000   000,000   1,575,400   106,400   259,400   1,538,200   240,700   302,000   2418,300   1,840,100   3,900   360,000   357,700   1,829,300   346,400   350,000   1,565,190   25,200   336,900   1,373,800   450,000   2,000,000   2,416,100   21,700   357,700   1,829,300   346,400   360,000   375,000   2,025,000   450,000   2,025,000   4,000,000   4,000,0		500,000	2,453,300	133,000	005,200	2,179,000	252,500
Citizens'         600,000         1,575,400         106,400         259,400         1,538,200         240,700           Nassau         1,000,000         2,064,400         23,700         214,300         1,840,100         3,000           Market         500,000         2,416,100         21,700         357,700         1,829,300         346,400           St. Nicholas         500,000         2,966,000         306,006         375,000         2,025,000         450,000           Corn Exchange         1,000,000         3,539,000         71,90         392,000         2,186,400         4,600           Continental         1,000,000         4,531,400         5,900         1,105,500         4,373,800         768,600           Oriental         400,000         2,418,500         27,100         510,000         2,316,900         3,76,700           Marine         1,500,000         12,755,500         1,608,000         2,838,800         15,810,100         3,76,700           Mech. Bkg. Ass'n         500,000         588,100         51,200         44,500         418,200         308,700           Grocers'         250,000         519,300         36,000         13,600         369,200         144,000           Manuf'rs & Mer.	Metropolitan		13,077,000	302,000	2,736,000	11,067,600	2,241,000
Nassau         1,000,000         2,093,400         23,700         214,300         1,840,100         3,900           Market         500,000         2,416,100         21,700         357,700         1,829,305         346,400           Shoe & Leather         500,000         1,963,192         25,200         336,900         1,373,800         450,000           Corn Exchange         1,000,000         4,531,400         5,900         1,055,500         2,625,000         4,600           Corn Exchange         1,000,000         4,531,400         5,900         1,055,500         4,373,800         768,800           Oriental         300,000         1,476,100         19,000         1,05,500         4,338,800         768,800           Marine         400,000         2,418,500         27,100         510,000         2,316,900         3,36,700           Importers' & Tr.         1,500,000         12,32400         1,007,800         3,589,00         15,840,100         527,100           Mech. Bkg. Ass'n         500,000         588,100         51,200         2,888,800         15,840,100         527,100           Fourth River         250,000         619,300         3,000         13,600         633,200           Manuf'rs & Mer. <t< td=""><td>Citizens'</td><td>600,000</td><td>1,575,400</td><td>106,400</td><td></td><td>1,538,200</td><td>240,700</td></t<>	Citizens'	600,000	1,575,400	106,400		1,538,200	240,700
St. Nicholas         500,000         1.863,19c         25,200         336,900         1,373,600         450,000           Shoe & Leather         1,000,000         2,968,000         306,000         375,000         2,025,000         450,000           Continental         1,000,000         4,531,400         5,900         1,105,500         4,373,800         768,600           Oriental         300,000         1,478,100         19,000         160,000         1,288,000         768,600           Marine         400,000         2,418,500         27,100         510,000         1,288,000         3,700           Importers' & Tr.         1,500,000         16,362,400         1,608,000         2,838,800         15,840,100         527,100           Grocers'         2,000,000         588,100         51,200         44,500         418,200         308,700           Grocers'         240,000         700,000         3,300         113,600         638,200         527,100           Manuf'rs & Mer.         240,000         700,000         35,300         170,800         850,700           Second Nation'l         300,000         17,287,900         1,227,000         3,92,900         17,123,900         1,466,000           Sirst National	Nassau	1,000,000	2,064,400	23,700	214,300	1.840.1004	3,900
St. Nicholas	Market	500,000	2,416,100	21,700	857,700	1,829,300	348,400
Corn Exchange         1,000,000         3,539,000         71,90°         292,000         2,186,400         4,800           Coriental         1,000,000         4,531,400         5,900         1,105,500         4,373,80°         768,600           Marine         400,000         2,418,500         27,100         510,000         2,316,900         3,6700           Importers' & Tr.         1,500,000         16,262,400         1,007,800         3,759,100         18,187,200         1,110,300           Park         2,000,000         12,755,506         1,608,000         2,838,800         15,840,100         527,100           Mech. Bkg. Ass'n         500,000         588,100         51,200         44,500         418,200         308,700           Grocers'         240,000         700,000         35,300         170,800         850,700         55,600         609,300         144,000           Manuf'rs & Mer.         100,000         302,800         1,000         92,700         346,700         346,700           Second Nation'l         300,000         17,287,900         1,282,700         3,372,800         7,123,800         1,084,000           First National         1,000,000         7,343,800         925,000         1,84,000         869,500 <td>St. Nicholas</td> <td>900,000</td> <td>1,800,100</td> <td>25,200</td> <td>336,900</td> <td>1,373,600</td> <td>450,100</td>	St. Nicholas	900,000	1,800,100	25,200	336,900	1,373,600	450,100
Continental         1,000,000         4,531,490         5,900         1,105,500         4,373,800         768,600           Oriental         300,000         1,476,100         19,000         160,000         1,288,000         3,600           Marine         400,000         2,418,500         27,100         510,000         2,316,900         3,6700           Importers' & Tr.         1,500,000         12,755,500         1,608,000         2,838,800         15,840,100         527,100           Mech. Bkg. Ass'n         500,000         588,100         51,200         44,500         418,200         308,700           Grocers'         240,000         700,000         3,000         113,600         636,200         227,100           Manuf'rs & Mer.         240,000         700,00         35,300         170,800         850,700         144,000           Manuf'rs & Mer.         240,000         12,287,900         1,287,900         17,287,900         17,287,900         17,123,800         17,123,800         144,000           Second National         3,000         12,22,700         3,72,800         17,123,800         1,466,000           N. Y. Nat. Exch.         300,000         1,743,800         925,000         1,222,000         406,000         2,37		500,000	8,900,000				400,000
Oriental         300,000         1,478,100         19,000         160,000         1,288,000         3%,700           Marine         400,000         2,418,500         27,100         510,000         18,187,200         1,110,300           Park         2,000,000         12,755,500         1,608,000         2,838,800         15,840,100         527,100           Mech. Bkg. Ass'n         500,000         588,100         51,200         44,500         418,200         308,700           Grocers'         225,000         670,000         3,000         113,600         636,200         208,700           Morth River         240,000         700,000         35,300         170,800         850,700           East River         250,000         619,300         84,600         55,600         609,300         144,000           Manuf'rs & Mer         100,000         302,800         1,000         92,700         346,700         144,000           Second Nation'l         300,000         2,293,000         184,000         2,973,000         8,003,000         1,084,000           First National         500,000         10,746,300         1,183,700         1,752,400         0,510,000         46,100           First National         1,000,000	Corn Exchange.	1,000,000		71,900			
Park         2,000,000         12,735,500         1,808,000         2,838,800         15,40,100         527,100           Mech. Bkg. Ass'n         500,000         588,100         51,200         44,500         418,200         308,700           Grocers'.         225,000         670,000         3,000         113,600         638,200	Continental	1,000,000		5,900			108,600
Park         2,000,000         12,735,500         1,808,000         2,838,800         15,40,100         527,100           Mech. Bkg. Ass'n         500,000         588,100         51,200         44,500         418,200         308,700           Grocers'.         225,000         670,000         3,000         113,600         638,200	Oriental	300,000	1,470,100	19,000		1,268,000	974 700
Park         2,000,000         12,735,500         1,808,000         2,838,800         15,40,100         527,100           Mech. Bkg. Ass'n         500,000         588,100         51,200         44,500         418,200         308,700           Grocers'.         225,000         670,000         3,000         113,600         638,200	Marine	400,000	10 200 400	21,100	910,000	10 100 100	1 110 900
Mech. Bkg. Ass'n         500,000         588,100         51,200         44,500         418,200         308,700           Grocers'	Importers & Tr		19 753 500	1 000 000		15 8 10 100	697 100
Grocers'	Park	2,000,000	12,700,000	51 200		10,510,100	208 700
North River 240,000 700,.00 35,300 170,800 850,700 250,000 619,300 84,800 55,600 609,300 144,000 80,800 1,000 92,700 348,700 Fourth National. 2,000,000 17,287,900 1,122,700 3,372,800 17,123,800 1,024,400 800,000 2,293,000 184,000 406,000 2,373,000 246,600 10,710,710,710,710,710,710,710,710,710,7	Mech. Bkg. Ass'n	900,000		9,000	112 8001		303,100
East River	Grocers'		700 00	3,000	170.900	950 700	
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$		250,000	610 900	84 800		800,700	144 000
Fourth National. $3,200,000$ $17,287,900$ $1,122,700$ $3,572,800$ $17,123,900$ $1,034,400$ Second National. $300,000$ $2,293,000$ $184,000$ $1,262,000$ $2,373,000$ $269,000$ Ninth National. $750,000$ $4,344,000$ $359,000$ $579,000$ $4,061,000$ $575,000$ First National. $1,000,000$ $7,343,800$ $1,183,700$ $1,752,400$ $10,510,000$ $48,100$ N. Y. Nat. Exch. $300,000$ $1,211,300$ $300,000$ $1,211,300$ $300,000$ $312,000$ $310$		100,000	809 800	1.000	09.700	818 700	144,000
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$		2 200,000	17 287 900	1 122 700			1 094 400
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	Control National.	2 000,000		450 000			
$\begin{array}{llllllllllllllllllllllllllllllllllll$		800,000	2 203 000	184 000	404 000	2 373 000	269 000
$\begin{array}{llllllllllllllllllllllllllllllllllll$	Ninth National	750,000	4 344 000	350 000	579 000	4 061 000	575,000
Third National . 1,000,000 7,343,800 925,000 1.227,500 7,739,500 799,500 N. Y. Nat. Exch. 300,000 1,211,300 50,700 188,400 869,500 266,400 N. York County . 200,000 1,05,100 29,000 312,009 1,003,000 224,400 N. York County . 200,000 1,05,400 9,700 319,700 1,125,300 180,000 Germ'n Americ'n 750,000 1,910,800 130,100 186,400 1,555,700 1,003,000 2,052,500 123,600 424,800 2,147,700 240,800	Kirst National	500,000	10.746 300	1.183 700	1.752 400	10.510.000	46.100
N. Y. Nat. Exch 300,000 1,211,300 50,700 188,400 869,500 266,400 800 1,105,100 29,000 312,000 1,003,000 224,400 800,000 1,000,000 1,000,000 1,000,000 1,000,000				925 000	1 227 500	7,739,500	799,500
Chase National. 300,000 1,910,800 130,100 180,400 2,052,700 240,800 2,147,700 240,800	N. V. Nat. Evol.	800,000		50 700		869,500	
Chase National. 300,000 1,910,800 130,100 180,400 1,305,700 240,800 123,600 421,800 2,147,700 240,800	Rowery Nationali	250,000	1.105.100	28,000	312,000	1.003.0001	224,400
Chase National. 300,000 1,910,800 130,100 180,400 2,052,700 240,800 2,147,700 240,800	N. York County	200,000	1.035.400	9.700	319.700	1.125.300	180.000
Jhase National 300,000 2,052,506 123,600 424,800 2,147,700 240,800	Germ'n Americ'n	750,000		130,100	186,400	1.555,700	
	Chase National					2.147.700	240.800
Total							
	Total.	80.800.200l	63,570.100 1	19.631 10:4	1.888.600	335,953,9001	20,827.500

## GENERAL QUOTATIONS OF STOCKS AND BONDS.

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

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

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

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

Subscribers will	conte	r a fa	vor by giving notice of any en	TOP 0	LISCOV	ered in these Quotations.		<u> </u>
United States Bonds.	Bid.	Ask.	STATE SECURITIES.	Bid.	Ask.	CITY SECURITIES.	Bid.	
UNITED STATES BONDS.			Tennessee—6s, old, 1890-98J & J 6s, new bonds, 1892-1900J & J	$^{\circ}_{2634}^{\circ}$	32 29	Dis.Col.—Cons. 3-65s, 1924, cp.F&A Consol. 3-65s, 1924, reg		843 <sub>4</sub> 85
6s, 1880regJ&J 6s, 1880J&J	1034	103-2	6s, new series, 1914J & J	27	105	Perm. imp. 6s, guar., 1891J&J† Perm. imp. 7s, 1891J&J†	108	110 112
6s, 1881regJ&J 6s. 1881coupJ&J	1044	104-211	Texas—6s, 1892	111	112	Wash.—Fund.loan(Cong.)6s.g.,'92t	108	110 110
5g funded 1881 $reg = Q - F$	102-8	$102\frac{1}{4}$ $102\frac{1}{8}$	7s, gold, 1904	99	113 101	Fund. loan(Leg.)6s, g., 1902 Vart East Saginaw, Mich.—8s		
5s, funded, 1881	104	1044	Vermont—6s, 1890	114	116	Elizabeth, N. J.—7s, shortt 7s, funded, 1880–1905Var.	40	45
4 1907 coup. Q-M	1054	101-811	6s. new bonds, 1886-1895J & J	28		7s, consol., 1885–98	40	43
4s, 1907	100,8	101	6s, consol., 1905	5812	59	Fall River, Mass.—68, 1904 F& At	10934	110
6s. Currency, 1896reg.,J&J	$121^{1}4$		6s. deferred bonds		38	5s, 1894, gold	111	112
6s, Currency, 1897regJ&J 6s, Currency, 1898regJ&J	1213		10-40s, new Tax courons	$ 49^{1}_{2}$	50 82	Fredericksburg, Va.—78M&N Galveston, Tex.—10s, '80-'95Var.	105	107
6s, Currency, 1899regJ&J	122		CITY SECURITIES.			Galvest'n County, 10s. 1901. J & J Harrisburg, Pa.—6s, coupon Var.	102	103
FOR EIGN GOV. SECURIT'S. Quebec—5s, 1908M&N	,	101	Albany, N. Y6s, longVarious	106		Hartford Ct -City 6s, var. dates	1102	109 117
STATE SECURITIES. Alabama—5s and 8s, fundableVar.	45		7sVarious Allegheny, Pa.—4sJ&J	1		Capitol, untax, 6s	TUU .	101
8s. Mont. & Euf.			6s, 1876-'90J&J* Wharf 7s, 1880J&J*	70	112	do 4 <sup>1</sup> 28, untax	103 4	110412
8s, Ala. & Chat. 8s of 1892-93J&J	20		Allegheny Co., 5sJ&J* Atlanta, Ga.—7s.	87	$\begin{array}{c} 95 \\ 103 \end{array}$	Houston, Tex.—10s	$\begin{array}{ c c c c c c c c c c c c c c c c c c c$	30
Class "A," 2 to 5, 1906 do small	45		Do. 88	107	110	Indianapolis, Ind.—7-30s, '93-99.J&J Jersey City—6s, water, long, 1895.	1100	99
Class "B," 5s, 1906	50	78 54	Waterworks. Augusta, Me.—6s, 1887, mun. F&A	106	$\begin{array}{ c c }\hline 102\\107\end{array}$	78. do 1899-1902J & J	103	104
Arkansas—6s, funded, 1899J & J 7s, L. R. & Ft. S. issue, 1900. A & O	5	1	Augusta, Ga-78	103	106	7s, sewerage, 1878-'79J & J 7s, assessment, '78-79.J & J-M& N	97	99
7s. Memphis & L. R., 1899 A & O	1		Austin, Texas—10s Baltimore—6s, City Hall, 1884.Q—J 6s, Pitts. & Con'v. RR., 1886 J&J	107	110 112	7s, improvement, 1891-'94 var	97	99
7s, L. R. P. B. & N. O., 1900. A & O 7s, Miss. O. & R. Riv., 1900. A & O	1		6s. consol., 1890 Q—J	1115-2	11534	Hudson County, 6sA&C	101	$\begin{array}{c} 102 \\ 106 \end{array}$
78, Ark. Central RR., 1900. A & O	1		6s, Balt. & O. loan, 1890 Q—J 6s, Park, 1890 Q—M 6s, bounty, 1893 M & S	111040	1194	Bayonne City, 7s, longJ&J Lawrence, Mass.—6s, 1894A& O	96	
California—6s, 1874.  Connecticut—5s.  6s, 1883-4.	$  \frac{1041_2}{106}  $	108	6s. do exempt. 1893 M & S	111	120	I I ong Island City N Y	11 29()	1100
6s, 1883-4	106	106	5s, funding, 1894J&J	1164	111	Louisville, Ky.—7s, long dates. Var.	1034	2 105
Florida—Consol. gold 68J & J	78	85	68 West, Md. RR., 1902 J&J	11164	117	6s, long	1011	$\frac{2}{2}$ $\frac{102}{2}$
Georgia—6s, 1879-80-86 F & A 7s, new bonds, 1886 J & J		11112	5s, consol, 1885	109	112	Towall Mass -6s 1890 W L MAN	11124	0 113-2
7s, endorsed, 1886	$\frac{110}{110}$				106	Lynn, Mass.—6s, 1887. F&A	1115	120
8s, 76, 86	110	114		$  110^{14} \\   105$	$11034 \\ 106$	Lynn, Mass.—68, 1887F&A Water loan, 1894-96J&	1 115	11512
T 0 T	1100	)	l Ca D & Discotognic DP 700 A &(1)	11111	105	58, 1882M&N	102	
Kentucky—68	TOT				1202	Macon, Ga.—7s. Manchester, N.H.—5s, 1883-'85J&J 6s, 1894. J&J	† 102	103
Louisiana—Old bonds, fundable. Var. 8s, non-fundable. Var.	18		Belfast, Me.—6s, railroad aid, '98 Boston, Mass.—6s, cur, long, 1905 Var	1118	103 1184	Memphis, Tenn.—6s, CJ&	1 TO	$\begin{bmatrix} 20 \\ 20 \end{bmatrix}$
New consol. 7s, 1914J & J Maine—Bounty, 6s, 1880 F&A	37	$38\frac{1}{2}$ $102\frac{1}{4}$	6s, currency, short, 1880 Var. 5s, gold, 1905 Var.	† 101 <sup>1</sup> / <sub>2</sub>	113	68, gold, rund., 1900	N TO	20
War debts assumed, 6s, '89.A& O	1114	115	4s, currency, 1899J&c Sterling, 5s, gold, 1893A&O	11003	1014	6g consols	J   25	25 35
War loan, 6s, 1883	1109	110	do 5s, gold, 1899J&J	11044	$2 105\frac{1}{2}$	Milwaukee, Wis.—58, 1891J & J	ספ וע	12 110
6s, exempt, 1887	1110	118	Brooklyn, N.Y78, '79-80J &	1 101	104	78. water, 1902J&	11108	20
6s. 1890Q—.	1109	106	7s, 1881-95J &J &	1 125	115  $ 128 $	Mobile, Ala.—8s. J& 5s. J& 6s, funded	J 10	15
5s, 1880-'90Q—J Massachusetts—5s, 1880, gold .J&J 5s, gold, 1883J&J	1014	10134	7s, Water, 1903	J   123	$\frac{127}{127}$	6s, funded	J. 20	23
5s. gold, 1894Var.	411103	1111	6s, Water, 1899-1909J & 6s, Park, 1900-1924J &	11111	115	5s, new	20	90
5s, g., sterling, 1891J&J do do 1894M&N	1108	$\frac{109}{110}$	Kings Co. 7s. 1882-'89 M & I	N 106	114	6s, new	80	
do do 1888A&O Michigan—6s, 1883J & J	1 103	107	do 6s, 1880-'86M & 1 Buffalo, N, Y.—7s, 1876-'80 Van	102	1106	11 Ta long	1. 1 1 1 1 29	1111
7s, 1890	1112	35	7s, 1880–'95	. 113	112	7s, water, longVar New Bedford, Mass.—6s, 1893. A&C	112	12 114
Missouri—6s, 1886	11037	3	6s, Park, 1926	S 108	108	5s, 1900, Water LoanA.&	.† 99	104
Long bonds, '89-90 J &	11044	2	6s, 1894-96. water loanJ&J 6s, 1904, city bondsJ&J	1 115	1116	Newburyport, Mass.—6s, 1890.J& N. Haven, Ct.—Town, 6s, Air Line.	1111	1112
Asylum or University, 1892. J & Hannibal & St. Jo., 1886 J &	J 103		Camden Co., N. J.—68, coup J&J	* 108			100	TOO
do do 1887J & C N. Hampshire—6s, 1892-1894J&J	1103	11534	Camden City, N. J.—6s, coup J&J 7s, reg. and coupJ&J	* 114		City 7g sewerage	1110	117
War loan, 6s, 1901–1905J & War loan, 6s, 1884M&	11173	1118	Charleston, S.C.—6s, st'k,'76-98Q-7s, fire loan bonds, 1890J &	J 57 J 75	80	do 6s	104	106
New Jersey—6s, 1897-1902J&J	* 112		7s, non-tax bonds	85	92	New Orleans, La.—Premium bond Consolidated 6s, 1892	s. 22 r. 30	32
6s, exempt, 1877-1896J&J New York—6s, gold, reg., '87J&	J		Chelsea, Mass.—6s, '97, water l. F&A	1111	112	Railroad issues, 6s, '75 & '94 Va Wharf impr., 7-30s, 1880J &	D	
6s, gold, coup., 1887 J & 6s, gold, 1883 J &	J 106		7s, sewerage, 1892-'95J&J	1113	114	N.Y.City—6s, water stock, '80.Q—	611101	$\begin{array}{c c} 102 \\ 12 \\ 101 \end{array}$
6s, gold, 1891	) 120		7s. river impr., 1890-'95J&J	1113	115	5s, do 1890 Q-	F1 105	106
6s, gold, 1893	$\begin{array}{c c} 0 & 121 \\ J & \dots \end{array}$	. 24	7s, 1890-'95 J&. Cook Co. 7s, 1880 M&N	1101	$\begin{array}{c c} 114 \\ 12 \\ 102 \end{array}$	6s, aqueduct stock, '84-1911Q-	-F	114
6s, old A & 6s, N C. RR., 1883-5. J &	$0   22^{1}$	2	do 7s, 1892M & Lake View Water Loan 7s	N 112 1 105	12 113	7s, pipes and mains, 1900. M & 6s, reservoir bonds, 1907-'11. Q-	-F   109	1114
6s, doA & (	0 109		Lincoln Park 7s	106	1107	5s, Cent. Park bonds, 1898Q-	F 112	1114
6s, do coup. off	0 891	2	West Park 7s. 1890	106	1107	7s, dock bonds, 1901	N 125	126
6s, Funding act of 1866, 1900 J& 6s. do 1868,1898A&	$\begin{bmatrix} J \\ 7 \end{bmatrix}$	83	6s. shortVar	. 1 100		7s market stock, 1894-97. M &	N 125	126
6s, new bonds, 1892-8J& 6s, doA & 6	$J   13^{1}$		7-30s	.† 115	108	68, improvem't stock, 1889.M & do 1879-90.M &	N 107	1114
6s, Chatham RRA&C 6s, special tax, class 1,1898-9A&C	0 11		Southern RR. 7-30s, 1902J&	)† 115 .† 114	$\frac{1}{2}$ 116 115	6s, gold, cons. bonds, 1901.M & 6s, street impr. stock, 1888.M &	N 102	242 100
6s, do class 2 A &	0 2	3	do 68, g., 1906M&N	11 105	<sup>1</sup> <sub>2</sub> 106	7s, do do '79-82.M &	N 104 111	1112
6s, do class 3 A & 6	58	62	Hamilton Co., O., 6s	. 1 100	102	7s, Westchester Co., 1891	1106	107
Ohió—6s, 1881	J 110		do long 7s & 7-30s Cleveland, O.—6s. longVariou	8.107	108	58, 1905, water loanJ	kJ 108	3 1109
Pennsylvania—5s, gold, '77-8.F&A 5s, cur., reg., 1877-'82F&A	* 100	105	30-year 5s	.:\100 s.\100	$egin{array}{c} 102 \\ 12 \\ 101 \\ \end{array}$	Norfolk, Va.—6s, reg. stk, '78-85. Ja 8s, coup., 1890-93	ar. 1115	120
5s. new. reg., 1892-1902F&	A 111	112	7s, longVariou 7s, shortVariou	st 112	1115	8s, water, 1901	N 116	105
6s. 10-15, reg., 1877-'82F & 6s, 15-25, reg., 1882-'92F &	A 106	109	Special 7s, 1879-'89 Yearl	y † 106	107	78, 1905J.	kJ 117	7 (120
Rhode Island—6s, 1882M&S 6s, 1893-9J &	J 112		Columbia, S.C.—6s, bonds	r. 60	75	Orange, N. J.—78. Oswego, N. Y.—78.	H101	1 11024
South Carolina—6s. J & 6s. A &	J 15		Covington. Ky.—7-30s, long	.† 110	12 104	Paterson, N. J.—7s, longV Petersburg, Va.—6sJ	XJ	94-
6s, funding act, 1866J &	J 15		88	. † 114	75	88. special tax.	XJ 11:	2. 1110
68, Land C., '89	0 40		.   108. 1883-96	90	100	Philadelphia, Pa.—5, regJ&	J* 100	8 116
7s of 1888Va	r. 1	12	Detroit, Mich.—7s, longVa	r.† 107	110	6s, new, regJ	&J 11	
6s, consols, 1893 J &	J 87	92	7s, water, longVa	r.t 113	1115	† In London.		

<sup>·</sup> Price nominal; no late transactions.

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

For	Explan	ati	ons See Notes at Head of l	First	Page	of Quotations.		
CITY SECURITIES.	Bid. A	sk.	RAILROAD BONDS.	Bid.	Ask.	RAILROAD BONDS.	Bid.	Ask.
Pittsburg, Pa.—4s, coup.,1913J&J	*73		Bost. & Revere B'h—1st, 6s, '97. J&J	103	10312	Cin. Ham.& D.—1st M., 7s, 80.M&N	10012	101
5s, reg. and coup., 1913J&J 7s, water, reg.&cp., '93-'98A&O	*90   115   11	7	Buff. Brad. & P.—Gen. M.7s,'96.J&J Buff.N.Y. & Erie—1st, 7s, 1916.J&D	*50		2d mort., 7s, 1885J&J Consol. mort., 7s, 1905A&O	† 100	105
7s, street imp., reg, '83-86Var Portland, Me.—6s, MunicipalVar.	106 10	8	Buff.N.Y.& Phil.—1st, 6s,g.,'96.J&J Bur. C. R.& N.—1st.5s,new,'06.J&D	93	100	Cin. H. & I., 1st M., 7s, 1903.J&J Cin. & Indiana—1st M., 7s, '92.J&D	65	70 105
6s. railroad aid. 1907 M&S	107 114	4	Bur. & Mo. R.—L'd M., 7s, 93.A&C Conv. 8s, 1894 seriesJ&J	115	116 120	2d mort., 7s, 1882-87J&J Cin.&Sp.—7s, C.C.C.& I., 1901.A&O	18712	
	1112 1113	<b>b</b>	Bur. & Mo. (Neb.) -1st, 6s, 1918. J&J	107	10714	do guarL.S.&M.S1901A&O	105	
Providence, R.I.—5s, g.,1900-5.J&J 6s, gold, 1900, water loan. J & J	$116\frac{1}{2} 118$	3	8s, conv., 1883	†101 <sup>1</sup> 2	1114	Cin. Rich. & Chic.—1st, 7s, '95.J&J Cin. Rich. & F. W.—1st, 7s, gJ&D	70	90
6s, 1885	105 106	6	Repub. Valley, 1st, 6s, 1918.J&J Bur.&Southw.—1st M., 8s, '95.M&N	18		Cin. Sand'ky & Cl.—6s, 1900F&A 7s, 1887 extendedM&S	† 90	91
8sJ & J Rochester, N.Y.—6s, '76-1902. Var.	$\begin{array}{c cccc} 121 & 122 \\ 100 & 105 \end{array}$	2	Cairo & St.L.—1st M., 7s, 1901.A&U Cairo & Vinc.—1st, 7s, g.,1909.A&O		52	Corsol. mort., 7s, 1890 J&D Clev. Col. C. & I.—1st, 7s, '99. M&N	65 115	$\begin{array}{c} 68 \\ 120 \end{array}$
7s, water. 1903	113 1115	512	Califor. Pac.—1st M., 7s, g., '89.J&J 2d M., 6s, g., end C. Pac., '89.J&J	† 105	110 100	Consol. mort., 7s, 1914J&D Bellef. & Ind. M., 7s, 1899J&J	100	104
Bacramento, Cal.—City bonds, 6s	25 95 100		3d M. (guar. C. P.), 6s, 1905.J&J	†90		Clev.& M. Val.—1st, 7s, g., '93. F&A		
Sacramento Co. bonds, 6s Salem, Mass.—6s, long, W. L. A&O	114 115	5	do do 3s, 1905.J&J Camden & Atl.—1st, 7s, g., '93J&J	116	119	S. F. 2d mort., 7s, 1876M&S Clev. & Pitts.—4th M., 6s, 1892.J&J		
5s, 1904, W. LJ&J S. Francisco—7s, gCity & CoVar.	106		2d mort., 7s, 1879	109	104	Consol. S. F., 7s, 1900M&N Clev.Mt.V.& Del.—1st, 7s, gold,J&J	14112	4412
do 6s Savannah, Ga.—7s, oldVar.	$\begin{array}{c c} 105 & \\ 70 & 72 \end{array}$	2	Canada So.—1st M., guar., 1908, J&J Cape Cod—7s, 1881F&A	84 <sup>1</sup> 2	106	Columbus ext., 7s, gold, 1901 Colorado Cent.—1st, 8s, g., '90. J&D	¶3734 *†95	39 <sup>1</sup> 2
7s, new	$\begin{array}{c cccc} 70 & 72 \\ 69 & 72 \end{array}$	2	Carolina Cent.—1st, 6s,g.,1923.J&J Catawissa—1st M., 7s, 1882F&A	$\begin{array}{c c} 20 \\ 102 \end{array}$	35 109	Col. Chic. & Ind. Cent.— 1st cons. mort., 7s, 1908A&O	$73^{1}_{2}$	76
St. Joseph, Mo.—7sVar. Bridge 10s, 1891J & J	45 50 45 50	) }	New mort., 7s, 1900F&A Cedar F. & Min.—1st, 7s, 1907.J&J		112 101	2d mort., 7s, 1909	7234	30
St. Louis, Mo.—6s cur., long bds. Var.	104		Cedar R. & Mo.—1st, 7s, '91F&A	†112 †1123	11212	do do 2d, assd	20 59	6212
6s, short	106   107	7	1st mort., 7s, 1916	109	111	Chic. & Gt. East., 1st, 7s, '93-'95. Col.& Ind. C., 1st M., 7s, 1904.J&J	104	106
do do (new), 1892.A & O Bridge approach, 6s	106 107	712	Cent. of Iowa—1st M., 7s, gJ&J Central of N. J.—1st M.,7s,'90.F&A	72	115	do 2d M., 7s, 1904.M&N Un.& Logansp.,1st, 7s, 1905.A&O	80 93	90
Renewal, gold, 6sVar. Sewer, 6s, gold, 1891-'93Var.	106   107 106   107	7	7s, conv, 1902M&N do assented	97		T. Logansp. & B., 7s, 1884F&A Cin. & Chic. A. L., 1886-'90	94	9812
St. L. Co.—Park, 6s, g., 1905.A & O Currency, 7s, 1887-'88Var.	106 107 106 107		Consol. M., 7s, 1899Q—J do assented	9634		Ind. Cent., 2d M., 10s, 1882 .J&J Col. & Hock.V.—1st M., 7s, '97.A&O		102 <sup>1</sup> 3
St. Paul, Minn.— 6s, '88-'90J & D 7s, 1874-90	98 105	5	Adjustment bonds, 1903	1024	1 00	1st M., 7s, 1880	†100	102
8s, 1889.96	109		Small bonds, 1908M&N	70		Col. & Toledo—1st mort. bonds	†101	10312
Somerville, Mass.—5s, 1895A&O 6s, 1885	108   109		Am. Dock & Imp. Co., 7s,'86 J&J do assented	88	90	Col. & Xenia—1st M., 7s, 1890. M&S	104	
6 <sup>1</sup> 28, 1884	109 110		Leh.& Wilkesbarre Coal,'88,M&N Small bonds, 1888 M&N	40	50	Conn. & Passump.—M., 7s, '93.A&O Massawippi, g., 6s, gold, '89 J&J		10512
7s. 1903, water loan A&O	120 122	3	Consol., 7s, gold, 1900Q-M do assented		102 78	Conn. Val.—1st M., 7s, 1901J&J Conn. West.—1st M., 7s, 1900.J&J	51 18	53 20
Stockton, Cal.—8s	100 105	,	Cent. Ohio—1st M., 6s, 1890M&S Cent. Pacific—1st, 6s, g., '95-98.J&J	10734	$108^{1}4$ $109$	Connecting (Phila.)—1st, 6sM&S Cumberl.Val.—1st M.,8s,1904.A&O	*111	112
8s, water, 1893 & '94Var.	111			106		Dakota Southern—7s, gold, '94, F&A		100
Washington, D.C.—See Dist. of Col. Wilmington, N.C.—6s, gold, cou. on			Cal. & Oregon, 1st, 6s, g., '88.J&J	100		Danb'y & Norwalk—78, '80-92J&J Dan. Ur. Bl. & P.—1st, 78, gA&O	65	69
8s, gold, cou. on	1144 114	i <sub>2</sub>	Cal.& Or. C.P.bonds, 6s,g.,'92 J&J Land grant M., 6s, g., 1890. A&O			Dayton & Mich.—1st M., 7s, '81.J&J 2d mort., 7s, 1887M&S	†100	10212
5s, 1905	$\begin{array}{c cccc} 107 &  108 \\ 111 &  114 \\ \end{array}$		West. Pacif., 1st, 6s, g., '99. J&J Charl'te Col.&A.—Cons., 7s, '95.J&J	92	$\begin{array}{c} 103^{1}2\\ 97\end{array}$	3d mort., 7s, 1888A&O Dayt. & West.—1st M.,6s, 1905.J&J	†100 †891 <sub>2</sub>	10014
RAILROAD BONDS.		- 11	2d mort., 7s, 1910J&J Cheraw & Darl.—1st M.,8s,'88.A&O	$\begin{array}{c} 70 \\ 112 \end{array}$	75	1st mort., 7s, 1905	*108	
Ala. Cent.—1st M., 8s, g., 1901. J&J Ala. & Chatt.—1st, 8s, g., g'd, '99. J&J	50 60 9 12	) [[	2d mort., 7s. Ches. & Ohio—Pur. money fd.,1884	$95 \\ 100 \\ ^{1}2$	100	Del. & Bound B'k—1st, 7s,1905F&A Del. Lack. & W.—2d M., 7s, '82.M&S		113
7s, receiver's certs. (var. Nos.)	$ \begin{array}{c cccc} 20 & 60 \\ 194 & 96 \end{array} $	11	6s, gold, series B, int. def. 1908 6s, gold, small bonds, 1908	4212	43	Convertible 7s, 1892 J&D Mort. 7s, 1907 M&S	100	
Alb'y & Susq.—1st M., 7s, '88J&J	111 112	12	6s, currency, int. deferred, 1918.		21	Denver Pac.—1st M.,7s, g.,'99.M&N	70	76 913 <sub>4</sub> ,
	100		6s, currency, small bonds, 1918. Va. Cent., 1st M., 6s, 1880J&J	99 99 <sup>1</sup> 4	1	Den.& Rio G.—1st, 7s, g.,1900.M&N Des M. & Ft. D.—1st, 6s, 1904.J&J	79014	
Allegh. Val.—Gen. M., 73-10sJ&J	$\begin{array}{c c} 103 & \dots \\ 114 & 115 \end{array}$		do 3d M., 6s, 1884J&J do 4th M., 8s, 1876J&J	10478		Detroit & Bay C.—1st,8s,1902.M&N 1st M., 8s, end. M. C., 1902.M&N	$^{*60}_{1071_{2}}$	108
East. exten. M., 7s, 1910A&O Income, 7s, end., 1894A&O	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$		Cheshire—6s, 1896-1898J&J 6s, 1880J&J	†102 <sup>1</sup> 2		Det. L. & North.—1st,7s,1907.A&O Detr. & Milw.—1st M., 7s, '75.M&N	†58	62
	106 120 1061 106	50	Chester Val.—1st M., 7s, 1872.M&N Chic. & Alton—1st M., 7s, '93J&J	*		2d mort., 8s, 1875	‡58 90	62
Atch. Top. & S.F.—1st, 7s, g., '99. J&J   Land grant, 7s, g., 1902 A&O	11334 114	. 11	Sterling mort., 6s, g., 1903. J&J Income, 7s, 1883		114	do 3d M., 8s, 1886.F&A Dixon Peo.& H.—1st, 8s, 74-89.J&J		
Consol. mort., 7s, g., 1903A&O	$112\frac{1}{4}$ $112$	34	Bds. Kan. C. line, 6s, g., 1903. M&N	106¹8		Dubuque& Sioux C.—1st,7s,'83.J&J 1st mort., 2d Div., 1894J&J		
Land income, 8s			Miss.Riv.Bridge, 1st.,s.f.,6s,1912 Chic. B. & Q.—1st, S.F.,8s, '83.J&J		111	Dunk.A.V.& P.—1st.7s.g1890J&D		10812
3d mort 7s, g., 1902			Consol. mort., 7s, 1903J&J Bonds, 5s, 1895J&D	$118\frac{1}{8}$	9934	E.Tenn.Va.& Ga.—1st, 7s, 1900.J&J		10012
1st mortgage trustees' certific's 2d do do do	$\begin{array}{c c} 134 & 36 \\ 12 & 13 \end{array}$	12	5s, 1901	101 50	56	E. Tenn. & Ga., 1st, 6s, '80-86. J&J E. Tenn. & Va., end., 6s, 1886. M&N		95 100
3d do do do Con. mort. Bischoff certs.,7s, 1892	‡5½ 6	12	Chic. Cinn. & Louisv.—1st M., guar. Chic. Clin. Dub & Minn.—7s,'84 F&A			Eastern, Mass.—3 <sup>1</sup> 2s, g., 1906. M&S Sterling debs., 6s, g., 1906. M&S	†783 <u>4</u> ‡93	79 95
Re-organization, 7s. Leased L. rental, 7s, g., 1902.J&J	t59 61	11	Chic. & East. Ill., 1st mort. 6s do income M., 7s, 1907	87 50	89 53	Elmira& W'msport—1st, 7s, '80.J&J 5s, perpetualA&O	107 <sup>1</sup> 4	108
do do 7s, g., 1903.J&J	†14   16 †42   46	- 11	Chic. & Iowa—2d M., 8s, 1901.J&J Chic. I'a & Neb.—1st M., 7s, 88.J&J	60		Erie— (See N. Y. Lake E. & West.) Erie & Pittsb.—1st M., 7s, '82.J&J		104
do do 78. guar. Erie	142   46	110	Chic.& Mich.L.Sh.—1st, 8s, '89.M&S	105	$124_{2}$	Cons. mort., 7s, 1898J&J		104
Consol. M., 7s, end. Sav	$\begin{array}{c cccc} 102 & 105 \\ 30 & 40 \\ \end{array}$	- 11	Chic.M.&St.P.—P.D.1st,8s,'98 F&A P. D., 2d M., 7 3-10s, 1898. F&A	$110^{1}_{2}$			102	105
S.Ga.& Fla., 1st M. 7s, 1899, M&N	$     \begin{array}{c c}       100 & 105 \\       105 & 108     \end{array} $	- 11	St. P. & Chic., 7s, g., 1902J&J Mil. & St. P., 2d M., 7s, 1884.A&O	104			55 110 <sup>1</sup> 4	
Com. bondholders certs	†47   49 †47   49	. 11	La. C., 1st M., 7s, 1893J&J I. & M., 1st M., 7s, 1897J&J		11012	Fitch. & Worc.—5-20s, 7s, 1889. J&J	10012	
Atl. & St. Law.—St'g 2d, 6s, g. A&O 13 3d mort., 1891	104 106	11	I'a. & Dak., 1st M., 7s, 1899.J&J Hast. & Dak., 1st M., 7s, 1902.J&J		11334	Flint&P.Mar.—1st,ld.gr.8s'88 M&N  Cons. S. F., 8s, 1902	*92	95 30
Bald Eagle Val.—1stM., 6s,'81.J&J	10134 102	!	Chic. & Mil., 1st M., 7s, 1903.J&J 1st mort., consol., 7s, 1905. J&J		1133 <sub>4</sub> 104	Flint & Holly, 1st, 10s, '88.M&N' Bay C.& E. Sag.—1st, 10s,,82.J&J	90	
6s, 1885A&O	$109\frac{1}{2}110$	11.	1st M., I. & D. Ext., 7s, 1908J&J		$106^{1}_{2}$	Holly W. & M.—1st, 8s, 1901.J&J	90	95
Sterling, 6s, 1895	113 115	11	Chic. & N.W.—Sink.f., 1st, 7s, '85 F&A Interest mort., 7s, 1883 M&N	110	$107\frac{1}{2}$	Florence & El Dorado—1st,7s.A&O Flushing & N. S.—1st, 7, '89M&N	101-2	80
Sterling mort., 6s, g., 1902. M&S t. do 6s, g., 1910. M&N	112 1114	11	Consol. mort., 7s, 1915Q—F Exten. mort., 7s, 1885F&A	102	119	2d mort., 7s	*45	70 55
Balt. & Pot'c—1st, 6s, g., 1911. J&J 1st, tunnel, 6s, g., g'd, 1911. A&O	104   106 102   104		1st mort., 7s, 1885F&A Consol., gold, 7s, cp., 1902J&D		11012	Ft.W. Mun.& C.—1st, 7s, g., '89.A&O Fram'gham & Lowell—1st, 7s, 1891	*12 †921 <sub>2</sub>	23 95
Bellev. & S. Ili.—1st, S. F. 8s, '96. A&O Belvidere Del.—1st, 6s, c., 1902. J&D *	111		do do reg	114	112	do (notes), 8s, 1883 Frankfort & Kokomo—1st, 7s, 1908	5	9 <b>2</b>
2d mort., 6s, 1885	107 109 10234 1031	- 11	Gal. & Chic. ext., 1st, 7s,'82.F&A	104	$104_{2}$	Gal.Har.&S A.—1st,6s,g.1910.F&A Gal.Hous.&H.—1st, 7s, g.,1902.J&J	90 84	95 90
Boston & Albany—7s, 1892-5.F&A f	$121\frac{1}{2}122$	*	Peninsula, 1st, conv., 7s, '98.M&S Chic. & Mil., 1st M., 7s, '98J&J			Georgia—7s, 1876-96J&J	116	119
6s, 1895. J&J † 1 Bost.Clint.& F —1st M., 6s, '84, J&J	99 2 101		Madison ext., 7s, g., 1911. A&O Menominee ext., 7s, g., 1911. J&D	107		68. Gr.Rap. & Ind.—1st, l.g., g'd, 7s, g.	103	•••••
N. Bedford RR., 7s, 1894J&J   1	$105\frac{1}{2}107$ $106\frac{1}{2}108$		Northw. Un.,1st, 7s, g., 1915.M&S Chic. & Pad.—1st M., 7s, 1903.J&J	105%		1st M.,7s, l.g., gold, not guar. A&O Ex land grant, 1st 7s, '99	9114	90
Equipment, 6s, 1885F&A	993 <u>1</u> 100 198 100	110	Chic. Pek. & S.W.—1st, 8s, 1901. F&A Chic. R.I. & Pac.—S.F., in., 6s, '95 F&A	*30	60	Greenv. & Col.—1st M., 7s, "guar." Bonds, guar	50	90 55
Consol. mort., 7s, 1893A&O		.	6s, 1917, coupJ&J 6s, 1917, regJ&J			Hack's'k&N.Y. E.—1st, 7s,'90.M&N Hannibal & Nap.—1st, 7s, '88.M&N	7	
_1st mort., 7s. guarJ&J	28		Ch.St.P.& M'polis,1st,6s,g,'18.M&N	102	103	Han. & St. Jo Conv. 8s, 1885. M&S	10414	• ••••
80ston & Lówell—7s, '92 A&O   1   6s, 1879 A&O   **	1004 1003	4 (	Land M., inc., 68, g., 1918 M&N Chic. St. Louis& N.O.—1st consol. 78	91	96	Quincy & Pal., 1st, 8s, 1892.F&A Kans. C. & Cam., 1st, 10s, '92.J&J	115	120
6s, 1896. J&J † 1 New 5s, 1899. J&J	102   102	2	2d mort. 6s, 1907 J&D Ten. lien, 7s, 1897 M&N			Harrisb. P. Mt. J.& L.—1st, 68 J&J *	106	116
Boston & Maine—7s, 1893-94. J&J † 1 Bost. & N. Y. Air L.—1st 7s Bost. & Providence—7s, 1893. J&J † 1	119   120 106	.    6	Chic.&S.W.—1st,7s, guar.,'90 M&N Cin. Laf.& Ch.—1st, 7s,g.,1901.M&S	108 70	110 83	Housatonic—1st M., 7s, 1885.F&A 2d mort., 6s, 1889J&J		••••
* Price period and lete 4	1912 120	11		-1		ndon W.T. Ametandam	1	

## GENERAL QUOTATIONS OF STOCKS AND BONDS-CONTINUED.

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

	For	Expl	anati	ons See Notes at Head of Fi	rst P	age o	f Quotations.		
	RAILROAD BONDS.	Bid.	Ask.	RAILROAD BONDS.	Bid.	Ask.	RAILROAD BONDS.	Bid.	Ask.
, :	Houston & Tex. C.—1st, 7s, g., '91 West. Div., 1st, 7s, g., 1891J&J	$105\frac{3}{4}$ $103\frac{1}{2}$		Maine Central—Continued— Cons. 7s, 1912A&O	<del>†</del> 98	100	Northeast.,S.C.—1st M.,8s,'99,M&S 2d mort., 8s, 1899	$\begin{array}{c} 112 \\ 100 \end{array}$	
	Waco & N. W., 1st, 7s, g., 1903. J&J Cons. mort., 8s, 1912	105		Androscog. & Ken., 6s, 1891.F&A Leeds & Farm'gt'n, 6s, 1901.J&J	1104	105 102	North'n Cent.—2d mort.,6s,'85.J&J   3d mort., 6s, 1900A&O	107	
ľ	Inc. and Ind'y 7s, 1887 M&N	92	9.1	Portl'd & Ken., 1st, 6s, '83A&O do Cons. M., 6s, '95.A&O	1104	105 105	Con. mort., 6s, g., coup., 1900.J&J	108	105
•	Houst. E. & W. Tex.—1st, 7s, 1898. Hunt. & Br. Top—1st, 7s, '90A&O	114	118 104	Mansf. & Fr'ham.—1st, 7s,'89J&J Equipment 6s, 1882M&N	$105\frac{1}{99}\frac{1}{2}$	107	Mort. bonds., 5s, 1926J&J Con. mort, stg. 6s, g., 1904J&J	$^{67}_{193}$	$68^{1}_{2}$ $94^{1}_{2}$
	2d mort., 78, g., 1895 F&A Cons. 3d M. 78, 1895 A&O	42	45	Marietta & Cin.—1st M.,7s,'91.F&A Sterling, 1st M., 7s, g., 1891.F&A	$\frac{93}{87}$	94	Northern Cent'l Mich.—1st, 78 Northern, N.J.—1st M., 6s, '88.J&J	95	100
	Ill. Cent.—1st M,Chic.& Spr.'98J&J Sterling, S. F., 5s, g., 1903 A&O	103	111   105	2d mort., 7s, 1896	$\frac{411_{2}}{173_{4}}$	4134	Norw'h&Worc'r—1st M., 6s.'97.J&J Ogd'nsb'g&L.Ch.—1st M.6s,'98,J&J	107 †971 <sub>2</sub>	109
	8terling, gen. M., 6s, g., 1895. A&O do 5s, 1905 J&D	101	116 103	3d mort., 8s, 1890	90	100	8. F., 8s. 1890	†100 1121 <sub>2</sub>	101
	Ill. Grand Tr.—1st M., 8s, '90.A&O Ind'lis Bl. & W.—1st, 7s, g., '09.A&O	$\begin{array}{c} 113 \\ 54 \end{array}$	113½ 60	Balt. Short L., 1st, 7s, 1900J&J Cin. & Balt., 1st, 7s, 1900J&J	102		Cons. mort., 7s, '98J&J	1121/2	
	2d mort., 8s, 1890J&J Extens'n 1st M., 7s, g., 1912.J&J	5 12	14	Marietta P. & Clev.—1st, 7s, g., '95 Consol. 7s			2d mort., 7s, 1911	82	90
	Ind'polis C. & L7s of '97, Low Nos do do High Nos	72 65		Marq'tte Ho.& O.—Mar.& O.,8s, '92 6s, 1908	00	70	Oil Creek—1st M., 7s, 1882A&O Old Colony—6s, 1897F&A	†10912	
7	3d mort.,7s, 1899J&D Ind'apolis & Cin., 1st, 7s, '88. A&O	100		Mass. Central—1st, 7s, 1893 Memp. & Charl'n—1st, 7s, '80. M&N	30 95	40 100	68, 1895. J&D 78, 1895. M&S	†119	120
	Indianapolis Peru & C.—1st mort Ind polis & St. L.—1st,7s,1919. Var.	73	78	2d mort., 7s, 1885J&J Mem. & L. Rock—1st, 7s	70 35	75 45	Omaha&N.W.—1st, l.g., 7.3, g.J&J Omaha &S.W.—1stM.,8s,1896.J&D	116	118
	2d mort., 7s, 1900	30	40	Metrop'n Elev.—1st M., 1908, J&J Mich. Cent.—1st mort., 8s, '82 A&O	10212	$103 \\ 1103 \\ 4$	Or'ge & Alex'ndria—1st, 6s, '73M&N 2d mort., 6s, 1875J&J	9512	100 961 <sub>2</sub>
	2d mort., 6s, g., guar., 1900.M&N Intern'i & Gt.No.—Int. 1st, 7s. A&O	90	95	Consol., 7s, 1902M&N 1st M. on Air Line, 8s, 1890.J&J	†11134	$120 \\ 1124$	3d mort., 8s, 1873	67 29	67 <sup>1</sup> 4
	Conv. 8s, 1892F&A		86	Air Line, 1st M., 8s, guarM&N Equipment bonds, 8s, '83A&O	103	106	Or. Alex.& M., 1st M., 7s, '82.J&J Oregon & Cal. 1st M. 7s, 1890.A&O	63	6312
	2d do do	22	25 93	Gd. Riv. V., 1st 8s, guar., 86.J&J Kalamazoo&S.H., 1st, 8s, 90.M&N	110512	107	Frankfort Com. Rec'ts, x coup Osw.&Rome—1st M., 7s, 1915.M&N	‡39 95	100
	H. & Gt. No., 1st, 7s, g., 1900 do Conv. 8s, 1892 F&A			Mich. L. Shore 1st M., 8s, '89.J&J Mil. & North1st, 8s, 1901 J&D	45	55	Osw. & Syracuse—1st, 7s, '80.M&N Ott. Osw. & Fox R.—M., 8s, '90.J&J	100 1161 <sub>2</sub>	119
	do 1st Purch. Com. Receipts do 2d do do	22	25	Minn. & St. L., 1st m., 1927J&D		107	Panama—Sterl'g M., 7s, g. '97.A&O Paris & Danville—1st M., 7s. 1903.	1113	115
	Ionia & Lansing—1st 8s, '89 J&J I'a Falls & Sioux C.—1st, 7s, '99A&O	110114	$104^{1}_{2}$	do guaranteed Miss. Cen.—1st M., 7s, '74-84. M&N	101	104 104	Paris&Dec't'r—1stM.,7s,g.,'92.J&J Pennsylvar a—1st M., 6s, '80J&J		1034
:	Jackson Lansing & Saginaw—	*108		Miss.& Tenn.—1st M., 8s, series "A"	100	115	General mort, 6s, coup., 1910 Q-J	115	1164 1174
	1st M., 8s,'85, "white bonds" J&J North Exten., 8s, 1890 M&N	110	111	do 8s, series "B" Mo. Kansas & Texas—	88	91	Cons. mort., 6s, reg., 1905Q—M	106	108
	Consol. mort., 8s, 1891M&S Jamest. & Frankl.—1st, 7s, '97.J&J	11037	104	Cons. assessed, 1904-6F&A 1st, 6s, g., 1899. (U. P. S. Br.)J&J	87	90	do 6s, coup., 1905. J&D Navy Yard, 6s, reg., 1881J&J	*100	105 106
	2d mort., 7s, 1894J&D Jefferson—Hawl'v Br. 7s, '87J&J	90		2d mort., income, 1911A&O Boonev'e B'ge,7s,guar,1906.M&N	2838	2812	Penn.&N.Y.—1st.7s,'96&1906.J&D	1194	
	Jeff. Mad. & Ind.—1st. 7s. 1906. A&O	11123	1132	Han. & C. Mo., 1st 7s, g., '90.M&N do 2d, 1892 M&N	109		Peoria Pekin & J.—1st, 7s, '94.J&J Perkiomen—1st M., 6s, 1897A&O		
	2d mort., 7s, 1910J&J Ind'pclis & Mad., 1st. 7s, '81. M&N	104	10414	Mo.Pac.—1st mort.,6s,gld,'88, F&A 2d mort.,7s, 1891J&J		104	C. M., guar., P.&.R., 6g., 1913.J&D Ex fd. cps., Dec., '77, to J'e, '80, inc	165	70
	Jonet & Chic.—1st M., 88, 82J&J	1024	106 107	Car. B., 1st mort., 6s, g. '93A&C	),		Scrip iss. for f'd coup'is,'77 to '80 Petersburg—1st M., 8s, '79-'98.J&J	12	1174
	Joliet & N. Ind., 1st, 7s (guar. M.C.) Junction RR. (Phil.)—1st,6s,'82 J&J	*	107	3d mortgage Income, 7s, 1892	70	85	2d mort., 8s, 1902	105	106
	2d mort., 6s, 1900	102	109	Ex. certif., ster., 6s, 1883. M&N Interest 8s, 1883	70	85 70	2d mort., 7s, 1888J&J 2d mort., guar., 6s, g., 1920.J&J	1 1104	11114
	Kal. & Schoolcraft—1st, 8s, '87. J&J Kal. & Wh. Pigeon—1st, 7s, '90. J&J	100	0710	2d mort., 8s, varMarcl	15	25	Phila.& Reading— 1st Mort., 6s, '80J&J	103	1039
	K.C.Ft.Scott& G.—1st,7s,1908 J&D Kansas C. Lawr. & So. 1st, 4s. 1909		$97\frac{1}{2}$ $73\frac{3}{4}$	New 1st mortgage.  New debenture (1st).	38	39 105	1st mort., 7s, 1893A&C Debenture, 1893J&J	115	1120
	Kans. C. St. Jo. & C. B.— 1st M., C. B. & St. Jos7s, '80. J&J	1100	101	Mont.&Euf.—1st, end.8s,g'86 M&S Morris & Essex—1st, 7s, 1914 M&N	1214	2 124 111	Mort., 78, coup., 1911 J&I Gold mort., 68, 1911 J&I	1104	112
١	K.C.St.Jos.&C.B., M.7s,1907.J&J do inc. bds, rg.,6s,1907.A&O	55	56	2d mort, 7s, 1891F&A Construction, 7s, 1889F&A	864	2	Improvement mort., 6s, 1897		
:	K.C.Topeka&W 1st M.,7s,g.,.J&J Income 7s	106	$\begin{array}{c} 114 \\ 107 \\ 107 \end{array}$			1093	G. s. f., \$&£,6s,g.,1908, x cps.J&J	1751 185	764
	Kansas & Nebraska—1st mort 2d mort	55	60	Consol. mort., 7s, 1915J&I Nash.Chat.&St.L.—1st,7s,1913 J&.		1 043			1081
	Kansus Pac. – 1st, 6s, gold, '95.F&A 1st mort., 6s, g., 1896J&D		120	1st, Tenn. & Pac., 6s, 1917J&. 1st, McM. M. W.&A.,6s,1917.J&.		. 95	Pitts.C.&St.L1stM.,78,1900.F&A	108-	1081
	1st mort., Denver1899.M&N Land 1st mort., 7s, g., 1880J&J	1119		Nashv. & Decat'r.—1st,7s,1900.J&. Nashua & Low.—6s, g., 1893. F&A	1105	103 4 106	2d mort., 7s, 1913A&C Pittsb.&Con'llsv.—1stM.7s,'98.J&L	109	110 106
	Land 2d mort., 7s, g., 1886 Leav. Branch, 7s, 1896M&N	93	97	Nebraska—1st,7s,(end.B.& M.)A&( Newark & N. Y.—1st, 7s, 1887.J&.	90	2 111	Sterling cons. M., 6s, g., guar. J&. Pitts. Ft. W.&C.—1stM., 7s, 1912. J&.	127	
	Income bds, No. 11, 7s, 1916.M&S do No. 16, 7s, 1916.M&S		60 70	New'kS'set&S.—1st, 7s, g., '89.M&N N.Haven&Derby, 1st M., 7s, '98.Va	r  100	100	2d mort., 7s, 1912		
٠	Denver Div., Trust. Rects. ass Detached coup. Rects	1021	10212	N. H. & N'th'ton—1st M.,7s,'99 J&. Conv. 6s, 1882	94	116 96	Equipment, 8s, '84, all paid. M&f Pitts. Titusv. & B.—New 7s, '96F&A	30	110
	Keokuk& Des M1st.5s, guar. A&O Small bonds	931	93	N. J. Midl'd—1st M., 7s, g., '95.F&A 2d mort., 7s, 1881F&A	1 46	48	Pleas't Hill & De Soto—1st,7s,1907 Port Hur.&L.M.—1st,7s,g.,'99 M&1	() 30	35
*	Laf. Bl.& Miss.—1st, 7s, g., '91.F&A Laf.Munc.& Bl.—1st, 7s, g., 1901F&A	*		N. J. Southern—1st M., 7s, '89.M&1 N'burgh&N.Y.—1st M. 7s, 1888.J&.	40	45	Portl'nd&Ogb'g—1st6s,g.,1900J&. Vt. div., 1st M., 6s, g.,1891. M&N	11 5	80
	Lake Shore & Mich. So.— M. So.& N.I., S.F., 1st, 7s, '85.M&N		1	N. Lon. & North.—1st M., 6s, '85.M & 2d mort., 7s, 1892	3		Portl.&Roch.—1st M.,7s,1887. A&C Pueblo & Ark. V.—1st, 7s, g., 1903	.11104	2 105
	Cleve. & Tol., 1st M., 7s, '85J&J do 2d M., 7s, 1886.A&O		110	N.O.Jack.&Gt.N.—1stM.,88'86.J&	1110	$\frac{112}{107}$	Quincy&Wars'w—1stM.,88,'90.J&. Ren.&S'toga—1st7s,1921 cou.M&	1113	. 125
	Cl. P. & Ash., 2d M., 7s, 1880.A&O do 3d M., 7s, 1892.A&O	1003	4		100	104	1st 7s, 1921, reg Rich'd&Dan.—Con.,6s,'78-90.M&I	95	98
	Bufl. & E., new bds, M., 7s, 1892. A&O Bufl. & State L., 7s, 1882J&J		11712	N.Y. & Can.—£ M., 6s, g., 1904.M&1 N.Y. Cent. & Hud.—	196	98	General mort., 68, gold	100	1 97
	Det. Mon. & Tol., 1st, 7s, 1906 Lake Sh. Div. bonds, 1899A&O		11612	Mort., 78, coup., 1903J&	J	1243	Rich. Fred. & Potomac—6s, 1875 Mort. 7s. 1881-90J&	j 108 j 99	
	L. B.& M. S., cons., cp., 1st, 7s. J&J	11	.(120)	Subscription, 6s, 1883 M&I Sterling mort., 6s, g., 1903 J&	V 1041	2	Rich. & Petersb., 8s, '80-'86A&C New mort., 7s, 1915M&I	107	
	do cons., reg., 1st, 7s, 1900.Q—J do cons., cp., 2d, 7s, 1903J&D	119	. 120 114 114	N. Y. C., premium, 6s, 1883. M&I do 6s, 1887J&I	109	81	RomeWat'n&O.—S.F.,7s,1891.J&I	J 102 J 80	105
	do cons.,reg.,2d, 7s,1903.J&D Lawrenco—1st mort., 7s,1895.F&A			do real est., 6s. 1883M&I	1041	2		63	
	Lehigh & Lack.—1st M., 7s, '97.F&A Lehigh Val.—1st M., 6s, 1898.J&D	114	115	Hud. R., 2d M., 7s., 1885J&I N. Y. Elevated.—1st M., 1906.J&	J	.1104	Equipment, 5s. F&r Sag.Val.& St. Louis—1st M. 8s.M&l	1 59	60
	2d mort., 7s, 1910	122	109	N.Y.&Harlem—7s,coup.,1900.M&I 7s, reg., 1900	124	$\frac{126}{21251}$	Sandusky M.&N.—1st. 78,1902.J&	J  101	103
	Delaro Ld Co. bds, end.,7s,'92J&J Lewisb. & Spruce Cr.—1st, 7s. M&N	100		N. Y. Lake Erie & West. (Erie)— 1st mort., 7s,1897,extended M&I	121	123	Savannah&Chas.—1stM.,7s,'89J& Chas.&Sav., guar., '6s, 1877.M&	5 50	60 103
	Little Minmi—1st M., 6s, 1883.M&N L. Rock& Ft.S.—1st,l.gr.,7s'95.J&J	14100	102	2d mort., 7s, 1879	S 103	2 109	Scioto Val.—1st M., 7s, sink'g fun Sham. Val.& P.—1st, 7s, g.,1901J&	11,100	108
	Little Schuylkill—1st, 7s, '77.A&C Long Island—1st M., 7s, 1898.M&N	105	10612		109	1112	Sheboyg'n& F-du-L.—1st,7s,'84J&l Shore L., Conn.—1st M.,7s.'80.M&	6 102	103
	Newtown & Fl., 7s, 1903 M&N N. Y. & Rockaway, 7s, 1901.A&C	*	1 00	1st cons. M., 7s, g.,1920.ex. M& New 2d cons. 6s, 1969J&l	$\begin{array}{c c} 8 & 110^{1} \\ 72 & 72 \end{array}$	723	Sioux C. & Pac., 1st M., 6s, '98.J&	J	
	8mitht'n & Pt. Jeff., 78, 1901.M&S Louis'a & Mo.R.—1st, 78, 1900F&A	3	107	1st cons. fund coup.,7s,1920 M& 2d cons. f'd cp., 5s,1969 J&l	8		So.&N.Ala.—1st,8s,g.,end.'90J& Sterling mort., 6s, gM&	1 100	115
			. 100	Long Dock mort., 78, 1893. J&l	D!	116	So. Carolina—1st M.,7s,'82-'88.J& 1st. sterl. mort., 5s,g.,'82-'88.J&	95	100
	2d mort., 7s, 1900	1111111		Clare a con a casa and a casa a contra	J 15		Bds.78.'02,2d M., unenjoined A&	1 40	50
	Lou'v.C.& Lex.—1st,7s,'97 J&J(ex 2d mort., 7s, 1907	96	9612	N.Y.&Os.Mid.—1st M., 7s,g, '91.J&		66	Bds., 7s. 2d mort., emomed A&	0 10	1
	Lou'v.C.& Lex.—1st,7s,'97 J&J(ex 2d mort., 7s, 1907	96 112 1 102	9612	N.Y.&Os.Mid.—1st M., 7s,g, '94.J& Receiver's certifs. (labor) do do (other)	56		Bds., 7s, 2d mort., enjoined A& South Side, L.I.—1st,7,1887M& do S. F., 2d, 7s,1900.M&	$\mathbf{S} = 90$	95
	Louiv.C.& Lex.—1st,7s,'97 J&J(ex 2d mort., 7s, 1907	96 112 N 1023 8 1023 0 102	$96^{1}_{2}$ $103^{1}_{4}$ $102^{1}_{2}$	N.Y.&Os.Mid.—1st M., 's,g,'91.J& Receiver's certifs. (labor) do do (other) N.Y.Prov.&B'n—Gen. 7s, 1899.J& 6s, due 1830	56 56 J † 117 † 199		8outh Side, L.I.—1st,7,1887M&do S. F., 2d, 7s,1900.M&South South South Side, Va.—1st, 8s,'84-'90.J&	S 90 N J 105	95
	Lou'v.C.& Lex.—1st,7s,'97 J&J(ex 2d mort, 7s, 1907	96 112 N 1023 S 1021 O 102 102 O 102	96 <sup>1</sup> 2 103 <sup>1</sup> 4 102 <sup>1</sup> 2 102 <sup>1</sup> 2 102 <sup>1</sup> 4	N.Y.&Os.Mid.—1st M., 's,g,'91.J&Receiver's certifs. (labor)	56 J † 117 J † 199 J 107 J 105	110	South Side, L.I.—1st,7,1887M&do S. F., 2d, 7s,1900.M&South Side, Va.—1st, 8s, '84-'90.J&2d mort., 6s, 1884-'90J&3d mort., 6s, 1896-'90J&	S 90 N J 105 J 87 J 84	108
	Lou'v.C.& Lex.—1st,7s,'97 J&J(ex 2d mort., 7s, 1907	0 112 N 102 S 102 102 102 102 102 110 1104 1101	$ \begin{array}{c c} 96^{1}_{2} \\ 103^{1}_{4} \\ \hline 102^{1}_{2} \\ 102^{1}_{2} \end{array} $	N.Y.&Os.Mid.—1st M., 's,g,'91.J&Receiver's certifs. (labor)	J 117 J 117 J 107 J 105 J 102 N 109	110 106	South Side, L.I.—1st,7,1887M&do S. F., 2d, 7s,1900.M&South Side, Va.—1st, 8s, 84-'90.J&2d mort., 6s, 1884-'90J&3d mort., 6s, 1896-'90J&So. Cen. (N.Y.)—1st 7s, 1899F&2d mort. 7s, gold, 1882, guar.	S 90 N J 105 J 87 J 84 A 60	108
	Lou'v.C.& Lex.—1st,7s,'97 J&J(ex 2d mort., 7s, 1907	96 112 N 102 S 102 102 102 102 102 110 1101 S T	96 <sup>1</sup> 2 103 <sup>1</sup> 4 102 <sup>1</sup> 2 102 <sup>1</sup> 4 112	N.Y.&Os.Mid.—1st M., 's,g,'91.J&Receiver's certifs. (labor)	56 56 J † 117 199 J 107 J 105 J 109 J 108	110 106 114 12 110	South Side, L.I.—1st,7,1887M&do S. F., 2d, 7s,1900.M&South Side, Va.—1st, 8s, 84-'90.J&2d mort., 6s, 1884-'90J&3d mort., 6s, 1896-'90J&So. Cen. (N.Y.)—1st 7s, 1899.F&	S 90 N J 105 J 87 J 84 A 60	108 75

\* Price nominal; no late transactions. † The purchaser also pays accrued interest.

In London. I In Amsterdam,

## GENERAL QUOTATIONS OF STOCKS AND BONDS-CONTINUED.

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

Fol	EXP	lanati	ons See Notes at Head of l	TITSUE	age (	duotations.		-
RAILROAD BONDS.	Bid.	Ask.	RAILROAD BONDS.	Bid.	Ask.	RAILROAD STOCKS.	Bid.	Ash.
Southwestern(Ga.)—Conv.,7s,1886			Worc'r & Nashua—5s, '93-'95Var.	<del>175</del>	80	Lake Shore & Mich. So100	8714	8738
Steubeny. & Ind.—1stM., 6s., '84. Var.	1104	105 69	Nash. & Roch., guar., 5s, '94.A &O		80	Lawrence (Pa.), leased, 1050 Lehigh Valley50	6	
St. Joseph & West.—1st mort 2d mort.	27	30	RAILROAD STOCKS. Par.	40		Little Rock & Fort Smith 100	1t	
St.L.Alt.&T.H.—1st M., 7s, '94.J&J 2d mort., pref., 7s, 1894 F&A		$\begin{array}{c} 115 \\ 89 \end{array}$	Ala. Gt. South.—Lim., A., 6s,pref. Lim., B, com.	‡8 ‡23 <sub>4</sub>	314	Little Miami, leased, 850 Little Schuylkill, leased, 750	\$47	115
2d income, 7s, 1894	1	60	Albany & Susqueh., Guar., 7100 Allegheny Valley50	88	91	Long Island		544
2d mort., 78, g., 1897 M&N		94	Atchison & Nebraska100	$491_{2}$	4934	Lykens Valley, leased, 10100 Macon & Augusta		
1st 7s, pf. int. accumulative 2d 6s, int. accumulative		67 43	Atchison Topeka & Santa Fe. 100 Atlantic & Gulf, g 1ar., 7100	5		Maine Central100		
Cons. mort., 7s, g., 1914 A&C Ark. Br. l. gr., M., 7s, g., '97.J&L	93		Atl. & St. Law., leased, 6, £100 Augusta & Savannah, leased109	‡113	114	Manchester & Lawrence106 Manhattan Railway100	$\frac{140}{40}$	140 <sup>1</sup> 2:
Cairo Ark. & T1st.7s.g'97.J&I	90		Baltimore & Ohio100	1232	124 111	Marietta & Cin	1 1	
Cairo & Ful., 1st,l.g.,7s,g.,'91.J&J St.L.K.C.&N.(r.est.&R.),7s,'95 M&S		106	do 2d, pref	101	101-2	2d pref50		
Omaha Div., 1st 7s, 1919A&C St. L.& S.E.—Con. M.,7s, g.,'94M&N		$\begin{array}{c} 103^{1}_{2} \\ 70 \end{array}$	Washington Branch100 Parkersburg Branch100		$5^{1}_{2}$	Memphis & Charleston	100	113
1st, cons., 7s, g., 1902 F&A	7	10 100	Boston & Albany100 Bost. Clint. Fitchb. & New Bed.100	13612	137	Michigan Central		803 <sub>8</sub> :
Evansv. H. & N.,1st,7s, 1897. J&J St.L. Jacks'v. & C.—1st, 7s, '94. A&C	113		do do pref 100	65	75	Missouri Kansas & Texas100	134	
St.L. Vand. &T.H.—1stM.,7s,'97.J&J 2d, 7s,guar., '98	88	$\frac{109^{1}2}{90}$	do Pref., 6100	75	80	Mobile & Ohio	8958	
8t. Paul & Pac.—1st sec., 7s J&I 2d sec., 7s	9		Boston & Lowell	$75^{1_{2}}$ $116^{1_{2}}$	117	Nashville. Chat. & St. Louis25 Nashua & Lowell100	95	
Cons., 78J&I	71		Boston & New York Air Line, pref.		41	Nauga uck	137	140 57
Bonds of 1869, 7s	Ψ		Boston & Providence100 Boston Revere Beach & Lynn100	93	9-> 1	New Haven & Northampton100	12	15
St. L. &San F.—2d M., class A, '06M&Y 2d M., class B, 1906	78	82	Buff. N. Y. & Eric, leased100 Burlington C. Rapids & North. 100	58	59	New Jersey Southern RR100 N. London Northern, leased, 8100		212
do class C, 1906M&N	52	53	Burlington & Mo., in Neb100 Camden & Atlantic50	11373	114	New Mexico & So. Pacific 100 N. Y. Central & Hudson Riv 100	11712	11812
South Pacific.—1st M, 1888 . J&J Summit Br.—1st, 7s, 1903 J&J	190	94	do Pref50	947	48	New York Elevated	12119	123 <sup>1</sup> 2.
Sunbury&Erie—1st M., 7s, '77.A&C Sunb. H.& Wilkesb. 1st, 5s, '28, M&N	84	86	Canada Southern	911	12	do pref50		
Susp.B.&ErieJunc.—1st M.,7s. Syr.Bing.&N.Y.—consol.7s,'06A&C	90	100	do Old, pref50	841	42	N. Y. L. Erie & West., \$1 paid do Pref, \$2 paid	45	243 <sub>8</sub>
Terre H.& Ind.—1st M., 7s,'79.A&C	100		Cedar Rapids & Mo. and Ia. Ld. 100	101 42	102	New York & New England100 N. Y. N. Haven & Hartford100	30	31 158
Texas & Pac.—1st, 6s, g.1905 M&S Consol. mort., 6s, gold, 1905. J&L		79	Central of Georgia100	66	70	New York Providence & Bos100	126	128
Inc. and land gr., reg., 1915. July Tol.Can. S.&D't.—1st,7s,g.1906J&J		34 70	Central of New Jersey100 Central Ohio	§30 9049	32	North Pennsylvania50 Northern Central50	\$1734	1832
Tol.P.& W.—1sts,E.D.,7s,'94J&L 1st mort., W. D 7s, 1896F&A				9		Northern New Hampshire100 Northern Pacific, common100	\$16	87 16
Burl. Div., 1st, 7s, 1901J&I			Charlotte Col. & Aug100		1 1	do Pref100 Norwich&Worcester,leased,10.100	4434	120
do 2d M., 7s, 1886A&C Purch. Com. Rec't 1st M., E. D	1074		Chesapeake & Ohio, common 100 do 1st pref 100		13	Ogdensburgh & Lake Champ100	16	161g
do 1st mort, W. D do Burlington D	107		do 2d pref100 Cheshire, pref100	28	29	do Pref., 8 100 Ohio & Mississippi	1534	
1st pref. inc. for 2d mort			Chicago & Alton	86 2	8712	do Pref100 Old Colony100	46	10934
do fcr cons'd United Co's N.J.—Cons.,6s,'94.A&C	108		Chicago Burlington & Quincy .: 100		$\frac{113^{1}2}{49}$	Oswego & Syracuse, guar., 950 Pacific of Missouri (new)100		
Sterling mort., 6s, 1894M&s do 6s, 1901M&s	311119	116 117	Chicago Clin. Dubuque & Minn. 100 Chicago & East Illinois	50	55	Panama100	104	160
Cam. & Amb., 6s, 1883F&A do 6s, 1889J&I	103	105	Chicago Iowa & Nebraska100 Chicago Milwaukee & St. Paul.100	131 634	6338	Pennsylvania Railroad	\$	41%
do mort., 6s, '89.M&N	113	113 <sup>1</sup> 2	do Pref., 7.100 Chicago & North Western100	933	94 <sup>1</sup> 4 74	do Pref50 Philadelphia & Erie50	δ δ10	103
UnionPac.—1st M.,6s,g.'96-'99.J&J Land Grant, 7s, 1887-9A&C	113-2	114	do Pref., 7.100	96	97	do Pref., 850 Philadelphia & Reading50		
Sink. F., 8s, 1894	11334	113 '8	Chicago & Rock Island100 Chic. St. L. & N. O100		12	do Pref., 750	19	
Reg. 6s, 1893	111	50	Chicago St. Paul & Minn., com 100 do pref.100	37	39	Phila. & Trenton, leased, 10 100 Phila. Germ'n & Nor., l'sed, 1250	\$103	147 104
Utah Cen.—1st M., 6s, g., 1890. J&J	95 84	100 92	Chicago & West Michigan100	22	25 35	Phila. Wilmington & Balt50 Pittsburgh Cincinnati & St. L50	\$65	633g
Utah Southern—1st 7s, 1891 Utica & Bl'k R.—1st M., 7s, '78.J&J		92	Cin. Hamilton & Dayton100 Cin. Sandusky & Cleveland50	\$712	758	Pittsb. & Connellsville, leased50	5	. 5 kg.
Mort., 7s, 1891	95	27	do Pref., 6.50 Clev. Col. Cin. & Indianapolis. 100		33 50	Pittsburg Titusville & Buffalo50 Pittsb. Ft. W. & Chic, guar., 7.100	112	114
Mississquoi, 7s, 1891J&J Verm't& Mass.—1st M., 6s, '83.J&J	5	106	Clev. & Mahoning Val., leased50 Clev. & Pittsburgh, guar., 750		9858	do Special, 7.100 Pleasant Hill & De Soto100	*40	60
Conv. 7s, 1885J&J	11118	120 10	Col. Chic. & Indiana Central100 Columbus & Hocking Valley50	7 2		Portland Saco& Portsm., l'sed 6 100 Portsm'th Gt. Falls & Conway. 10	10013	10
Vermont Cen.—1st M., 7s, '86.M&N 2d mort., 7s, 1891	1 1	3.	Columbus & Xenia, guar., 850	115	80	Providence & Worcester100	104	106
Income extension 8sM&N Stanstead S. & C., 7s, 1887J&J	22	25 25	Concord & Portsmouth, guar., 7 100	79 115	120	Pueblo & Arkansas Valley100 Rensselaer & Saratoga100		101
Vick.&Mer.—1stM.,end.,7s,'90.J&J 2d mort, end., 7s, 1890J&J	45		Connecticut & Passumpsic100 Connecticut River100		140	Republican Valley	18	20
Virginia&Tenn.—M., 6s, 1884J&.	9812	100	Cumberland Valley50 do Pref50			Richmond Fred. & P100 do do guar. 6100	), (	
4th mort., 8s. 1900	106		Dayton & Michigan, guar., 31250	3212	35	do do guar. 7100 Richmond & Petersburg100	90	·
2d mort., 7s, 1878	40	9012	do Pref., guar., 8.50 Delaware		106	Rome Watertown & Ogdensb 100		
Cons. mort., 7s, 1907.con , exQ-F 1st, St. L. div., 7s, 1889, ex. F&A	83	97	Delaware & Bound Brook100 Delaware Lack. & Western50	5638		Rutland	17	18
Gt. West., Ill., 1st, 7s, '88, ex. F&A do 2d, 7s, '93, ex. M&N	10012	10712	Denver & Rio Grande100 Det. Lansing & Northern, com .100	20	22	St. Joseph & Western	10	10
Q'ncy & Tol., 1st, 7s,'90, ex.M&N			do do pref. 100 Dubuque & Sioux City100	98	$\frac{99}{621_2}$	do do Pref.100	15	184
Ill. & S. Ia., 1st, 7s, '82,, ex.F&A Wabash Fund, Int. Bds., 1907—	1		East Pennsylvania, leased50	\$*		St. Louis Iron M'n & Southern 100	27	
Toledo & Ill. Div. 7sF&A Lake Erie Wab. & St. L. 7sF&A	100		East Tennessee Virginia & Ga. 100 Eastern (Mass.)100	16		do assented St. Louis Kansas C. & North100		
Gt. Western 1st mort., 7sF&A Illinois & South. Iowa 7sF&A	100		Eastern in N. H	72 20	75	do do pref., 10.100 St. Louis & San Fran100	1249	124
Decatur & E.St.Louis 4-5-68. F&A	74	80	Elmira & Williamsport, 550	§*32	`8 54	do Pref100 do 1st pref10	1679	1678
Quincy & Toledo 4-5-6sF&A Toledo & Wab. 2ds. 4-5-6sF&A			Erie & Pittsburg, guar., 750	82		St. Paul & Duluth		
Wah & Western 2ds, 4-5-6s F&A	1		Fitchburg	1163	30	Schuvlkill Valley, leased, 550	M5	
Consol. Convert., 4-5-6sF&A		7134	The left of Walsons	1		Seaboard & Roanoke100 do guar100	95	
Warren (N.J.)—2d M., 78, 1900 Warren & Fr'kln—1stM.,78,'96.F&A	89	91	Grand River Valley, guar., 5 100	185	101	do guar100 Shamokin Val. & P., leased, 650 Shore Line (Conn.), leased, 8100	122	125
West'n Ala.—1st M., 8s, '88A&C	109	113	do Pref., 7100	4012	41	South Carolina100		
2d mort., 8s, guar., '90A&C West. Md.—End., 1st, 6s, 90J&J	109	113	Harrisburg P. Mt. J.& L., guar.,7.50 Housatonic		57	Southwestern, Ga., guar., 7100 Syracuse, Bingh'ton & N. Y100	)	
1st mort., 6s, 1890J&J End., 2d mort., 6s, 1890J&J	100	106	do Pref., 8100 Houston & Texas Central100		42	Summit Branch, Pa50   Terre Haute & Indianapolis100	90	96
2d mort., pref., 6s, 1895J&	70	75	Huntingdon & Broad Top50	51	3	Toledo Peoria & Warsaw:100 do do 1st pref.100	0 1	6
2d, end. Wash. Co., 6s, 1890 J&. 3d, end., 6s, 1900 J&.	114	116	Illinois Central100	8612	87	do do 2d pref100	1	14634
West'nPenn.—1st M., 6s, '93A&C Pitts. Br., 1st M., 6s, '96J&	$103^{1}_{2}$	105	Indianap's Cin. & Lafayette50 Jeft'v. Mad. & Ind'p's, l'sed. 7100	103	105	United N. Jersey RR. & C. Co. 100 Union Pacific100	76	763
West. Union RR.—1stM.,7s,'96F&A W. Jersey—Debent. 6s, 1883M&S	95	105	Joliet & Chicago, guar 7100 Kalamazoo A. & Gr.R., guar., 6.100	110		Vermont & Mass., leased, 6100	0 118	
1st mort., 6s, 1896J&.	108	111	Kansas City Ft. Scott & Gulf100	134	1413	Wabash	. 364	3612
Consol. mort., 7s, 1890	2 103	104	do do pref. 100 Kansas City Lawrence & So 100	371	3810	West chester & Phila., pref	0	
Wil.Col.&Aug.—1stM.,7s,1900.J&I Wil.& Weldon—S. F., 7s, g., '98.J&J	3742	40 112	Kansas City St. Jos. & Coun. B.100 Kansas City Topeka & West'n 100	x100	102	West, Maryland	. 1	5
Wis. Cent.—1st, 7s, coups. unfund Winona&St.Pet.—1stM.,7s,'87.J&J	33	45	Kansas & Nebraska	. 4	5540	Wichita & Southwestern100 Wilmingt'n & Weldon, leas'd, 7.100	0	60
2d mort 78. 1907M&N		1107	Keokuk & Des Moines100			Worcester & Nashua100		37
Ex., l. g., mort., 7s, g., 1916. 1&f					7	on. In Amsterdam. § Quotation	ner she	70.

<sup>\*</sup> Price nominal; no late transactions. | The purchaser also pays accrued interest. | In London. | In Amsterdam. | Quotation per share.

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

				Mapianations isco			cate of First Fugo	01 4				
	CANAL STOCKS.	Bid.	Ask.	MISCELLANEOUS.	Bid.	Ask.	MISCELLANEOUS.	Bid.	Ask.	BANK STOCKS.	Bid.	Ask.
	CANAL BONDS.			EXPRESS ST'CKS	4000	1017	Clinton Coal & Iron.10			Original Keystone		
	Chesap. & Delaware— 1st mort., 6s, '86 J&J	*75	80	Adams100 American100		4534	Cumberl'd Coal&I.100	20	23	Overman G. & S100 Plumas.	,	3.05
	Chesapeake & Ohio—6s, 1870 QJ	35	50	United States100 Wells Fargo100	42 98	43 983	George's Cr'k C'l (Md.) Homestake Min'g.100		100 394	Phil. Sheridan Raymond & Ely100		
	Delaware Division— 6s, 1878J&J						Locust Mt. Coal50 Marip'sa L.&M.Cal100			St. Joseph Lead10 Savage Gold& Silv.100		
	Delaware & Hudson-	1			100	105	do pref.100	2		Seaton consol		
	7s, 1891J&J 1st ext., 1891M&N		103	Baltimore Gas100 do certs	100	105 105	Maryland Coal100 New Creek Coal10	1258	15	Segregated Belch'r 100 Sierra Nevada Silv. 100		
	7s, 1884J&J Coup. 7s. 1894.A&O	$\begin{array}{ c c c c c c c c c c c c c c c c c c c$		People's G.L. of Balt.25 Boston Gaslight500	$\begin{array}{c} 13 \\ 777 \stackrel{1}{\cancel{}}_2 \end{array}$	$\frac{13^{1}4}{780}$	N.Y. & Middle Coal.25 Ontario Sil. Min'g.100	41	42	Silver City 100 Silver Hill 100		
	Reg. 7s, 1894 A&O 1st Pa.D.cp.,7s,M&S	$102^{1}_{2}$		East Boston25 South Boston100	$30^{1_{2}}$		Pennsylvania Coal. 50 Pilot Knob I. (St.L) 100		$\substack{153 \\ 271_2}$	Southern Star G&8100		
	do reg. 78,M&S			Brookline, Mass 100	$104^{1}_{2}$	105	Quicksilver Min'g.100	$12^{1}_{2}$	1434	Standard		1.65
	James Riv. & Kan.— 1st mort., 6sM&N			Cambridge, Mass100 Chelsea, Mass100	75	80	St. Nicholas Coal 10	38		Tioga. Tip Top.		
	2d mort., 6sM&N Lehigh Navigation—		•••••	Dorchester, Mass 100 Jamaica Pl'n. Mass 100	x83 x111%	$\begin{array}{c} 84 \\ 112 \\ 1\end{array}$	San Juan Sil. Min. 100 S. Raph'l Sil., Mob. 100		15	Trio. Tuscarora		·16
	6s, reg., 1884Q-J	109	$1091_{2}$	Lawrence, Mass100 Lynn, Mass., G. L100	x123	$\begin{array}{c} 125 \\ 72 \end{array}$	do pref.100 Shamokin Coal25		1712	Utah		
	RR. 6s, reg., '97,Q-F Deb.6s, reg.,'77,J&D	103		Mald. & Melrose100	85	90	Spring Mount. Coal.50		48	Union Consol Yellow Jacket100		$16^{1}_{4}$
	Conv.6s,reg.,'82J&D do 6s,g.,rg.,'94M&S	106	108	Newton & Wat'n100 Salem, Mass., 100	<b>x</b> 99	112 100	Stand'd Cons. G.M.100 Westmoreland Coal.50	263 <sub>4</sub> §54	27 60	BANK STOCKS.		
	6s,g.,cp.&rg'97J&D Consol. M., 7s J&D	1004	1003 <sub>4</sub> 95	Brooklyn, L. I25 Citizens', Brooklyn.20	110 50	120 55	Wilkesb. Coal & I100	•••••		Baltimore.	,	
	Louisville & Portl.—	104	105	Metropolitan, B'klyn.	40 55	50	BOCHON MANANC			Bank of Baltimore 100	114	115
	3d mort., 6s		107	Nassau, Brooklyn 25 People's, Brooklyn . 10	18	65 22	BOSTON MINING STOCKS.			Bank of Commerce. 25 Chesapeake25	- 26	15 30
	Morris— Boatl'n,reg.,'85A&O			Williamsb'g, B'klyn 50 Charlest'n,S.C.,Gas.25	70	80	Allouez50 Calumet & Hecla25	189	190	Citizens'10 Com. & Farmers'100	14	1414
	New mort Pennsylvania—			Chicago G.& Coke.100 Cincinnati G. & Coke.	140 160	145	Central25 Copper Falls50			Farmers' B'k of Md.30	29	32 45
	6s. coup., 1910J&J	79	8012	Hartford, Ct., G. L25	32	33	Dana25		10c.	Farmers' & Merch40 Farmers' & Planters' 25	3342	35
	Schuylkill Nav.— 1st M., 6s, 1897.Q-M	10012	101	Jersey C.& Holok'n 20 People's, Jersey C	40	145 50	Dawson Silver20 Duncan Silver20	5c. 2 <sup>7</sup> 8	3	First Nat. of Balt 100 Franklin 1212	$\begin{array}{c} 110 \\ 5 \\ 1_2 \end{array}$	7
	2d M., 6s, 1907. J&J Mort. 6s, cp., '95 J&J	$\begin{array}{c c} 74^{1}4 \\ 42 \end{array}$	75 45	Louisville G. L. Mobile Gas & Coke. 8	107	10712	Franklin25 Humboldt25	814	834	German American Howard 1	100	108
	6s, imp.,cp.,'80 M&N			Central of N. Y50	50	60	International Silver20	40c.	45c.	Marine 30	2812	30
	6s,bt&car,1913M&N 7s,bt&car,1915M&N	*60 70	80	Harlem, N. Y50 Manhattan, N. Y50	35 135	40 140	Mesnard25 Minnesota25			Mechanics'10 Merchants'100	115	120
	Susquehanna— 6s, coup., 1918. J&J			Metropolitan, N.Y.100 Municipal 100	$\frac{110}{110}$	115 115	National	$15c.$ $16\frac{1}{2}$		National Exch'ge. 100 People's25	103 16	103 <sup>1</sup> 2 20
,	7s, coup., 1902. J&J Union—			Municipal100 Mutual of N. Y100 New York, N.Y100	50 85	55 90	Petherick25 Pewabic25		5c.	Second National 100	120	160
	1st.M., 6s, '83M&N			N. Orleans G. L 100	74	76	Phenix		5	Third National100 Union75	67	96. 70
	CANAL STOCKS.			N. Liberties, Phila25 Washington, Phila20	6*35	40	Quincy25 Ridge25	112	134	Western20	31	32
	Chesapeake & Del. 50	*§2		Portland, Me., G. L.50 St. Louis G. L50	70	$\begin{array}{c c} 72 \\ 82 \end{array}$	Rockland	28	25c. 29	Boston. Atlantic100	125	137
	Del. & Hudson100 Del. Div. leased, 850		471 <sub>8</sub>	Laclede, St. Louis. 100	70	75	Star25		25c.	Atlas	111	112
	Lehigh Navigation. 50	*\2312	24	Carondelet50 San Francisco G L	$x90^{1}_{2}$	91	Superior25	•••••	5c.	Blackstone 100 Blue Hill 100	$92^{1}_{2}$	
	Morris, guar., 4100 do pf., guar.10100	126		MANUFACT'ING			CAL. & NEVADA			Boston Nat100 Boylston100	$\begin{array}{c} 96 \\ \mathbf{103^{1}_{2}} \end{array}$	100 104
	Pennsylvania50 Schuylkill Nav50	*5	•••••	STOCKS.	,	,	MINING STOCKS (At N. Y. Board.)			Brighton, (Nat.)100 Broadway100	87 80	90 85
	do do pref.50 Susquehanna50	5712	10	Am.B.H.S.M.(Pa.)12 <sup>1</sup> <sub>2</sub> Amoskeag (N.H.) 1000	§281 <sub>2</sub>	29	Par.		*	Bunker Hill100	160	163
		3	•••••	Androscog'n (Me.).100	1705	1715	Alpha Consol G&S.100 American Consol			City100		90 111
	MISC'LLANEOUS BONDS.			Appleton (Mass.). 1000 Atlantic (Mass.)100	$\begin{array}{c} 99 \\ 895 \end{array}$	900	American Flag Bechtel		$\begin{array}{c} \cdot 21 \\ 1 \cdot 35 \end{array}$	Columbian         100           Commerce         100	$\frac{137}{105^{1}8}$	10538
	Amer'n SS.Co.(Phil.)—			Bartlett (Mass.)100 Bates (Me), new100	$\begin{array}{c} 124 ^{1}2 \\ 25 \end{array}$	$\begin{array}{c c} 125 \\ 26 \end{array}$	Belcher Silver 100 Belvidere			Commonwealth100 Continental100	95 88	92
	6s, R. C., 1896A&O Balt. Gas Light 6s		$\frac{101}{105}$	Boott Cot. (Mass.) 1000 Boston Co. (Mass.) 1000	141	$\frac{141}{1780}$	Bertha & Edith Best & Belcher100		.08	Eagle100 Eliot100	10434	
	Canton (Balt.)— £ 6s. g., 1904 J&J			Boston Belting100	1080	1100	Bobtail			Exchange 100	13512	136
	Mort. 6s,g.,1904 J&J	108		Bost. Duck (Mass.)700 Cambria Iron(Pa.)50	700	740 i	Buckeye		.59	Everett100 Faneuil Hall100		$\begin{array}{c} 92 \\ 125 \end{array}$
	Un. RR.,1st, end.,6s. do 2d,end. 6s,g.M&N	$\begin{array}{c} 108 \\ 104 \end{array}$	105	Chicopee (Mass.)100 Cocheco (N.H.)500	§74 125	80 126	Bullion100 Bulwer		914	First National100 First Ward100	$\begin{bmatrix} 177 \\ 75 \end{bmatrix}$	$\begin{array}{c} 180 \\ 80 \end{array}$
	Consol. Coal— 1st M., 7s, 1885.J&J			Collins Co. (Conn.)10 Continental (Me.). 100	625	650	Caledonia B. H100 California100		3.25	Fourth National. 100 Freemans'100	82	85 100
	1st, conv.,6s,'97.J&J Cumberl'd&Pa.,1st,'91			Dougl's Axe (Mass)100	35 88	40	Calumet & Hecla			Globe100	102	103
	Ill. & St. L. Bridge			Dwight (Mass.)500 Essex Wool (Mass.)100	565	580	Chollar-Potosi100		7 1	Hamilton100 Hide & Leather100	$109_{20}^{1}$ $104_{34}^{1}$	$105\frac{1}{4}$
	1st, 7s, g 1900.A&O 2d M., 7s, g., 1901 J&J	†37 l	$\begin{array}{c} 91 \\ 42 \end{array}$	Everett (Mass.)100 Franklin (Me.)100	95 117	$100 \mid 120 \mid$	Cleveland Gold10 Consol. North Slope		3.65	Howard100 Manufacturers'100	$\frac{104^{1}2}{75}$	$\begin{array}{c} \textbf{105} \\ \textbf{80} \end{array}$
	3d, 7s, g., 1886 M&S Tun'l RR.,1st,£,9s,g.	‡14 ‡60	16 65	Great Falls (N. H.)100 Hamilton (Mass.) 1000	75 95	76			634	Market	99	$\begin{array}{c} 100 \\ 142 \end{array}$
	Mariposa Gold L.&M.— Cons. M., 78, '86.J&J			Hartf. Carpet (Ct.)100	99712	1000	Confidence Silver, 100			Massachusetts250	10512	106
	Pullm'n Palace Car-	1		Hill (Me)100 Holyoke W. Power.100	95	98	Crown Point100 Dahlonega		18	Maverick 100 Mechanics' (So. B.) 100	110	$\begin{array}{c} 173 \\ 112 \end{array}$
	2d series, 8s, 81M&N 3d series, 8s, 87F&A	101	$\begin{array}{c} 103 \\ 102 \end{array}$	Kearsarge100		$\frac{200}{1100}$	Eureka Consol 100 Exchequer G. & S.100		1678	Merchandise100 Merchants'100	$\begin{array}{c} 88 \\ 126 \end{array}$	$\begin{array}{c} 92 \\ 127 \end{array}$
	4th do 8s,'92F&A Deb'nt're,7s,'88A&O	107	$107^{1}_{4}$ $100^{1}_{2}$	Laconia (Me)400 Lancaster M.(N.H)400	32	34	Findley		.61	Metropolitan 100 Monument 100	97 170	99
	Stlg, 7s,g.,1885 A&O St.Charles Bridge, 7s			Lawrence (Mass.) 1000 Lowell (Mass)690	805		Goodshaw			Mt. Vernon100	93	95
	Spring Valley— _W.W.,1sts,1906.M&S	1		Lowell Bleachery. 200	630		Grant100			New England100 North100	120	$\begin{array}{c} 135 \\ 121 \end{array}$
	Western Union Tel.—		•••••	Lyman M. (Mass.).100		800	Grand Prize Granville Gold Co		•23	North America100 Old Boston50	$10734 \\ 6034$	
	7s, coup., 1900.M&N 7s reg., 1900 M&N		115 115	Manchester (N.H.) 100 Mass. Cotton 1000	92	93			.52	Pacific	95	96 140
	Sterl'g 6s, 1900.M&S	$107_{2}$	10812	Merrimack(Mass)1000	1110	1130	Henry Tunnel Co			Redemption100	122	127
	MISC'LLANEOUS	ļ			205	215	Hussey			Republic100 Revere100		$\begin{array}{c} 122 \\ 102 \end{array}$
	Amer. Dist. Tel25			Naumkeag (Mass.)100 N. E. Glass (Mass.)375		$\begin{vmatrix} 600 \\ 99 \end{aligned}$	ImperialIndependence		1·75 2·25	Rockland100 Second Nat100	$\begin{array}{c} 120 \\ 132 \end{array}$	135
	Amer. Dist. Tel. (Balt.) Atlan. & Pac. Tel.: 100	18	28	Pacific (Mass.)1000 Penn. Salt Mfg. Co50	70	80	Independence			Security100 Shawmut100	170	
	Boston Land10 Boston Water Power.	$\frac{35_{8}}{21_{8}}$	378	Pepperell (Me.)500	¢75	80	Kentuck			Shoe & Leather100	10112	102
	Brookline (Mass.)L'd51	24	234	Salmon Falls (N.H.) 300 Sandw. Glass (Mass.) 80	310	340	Kings Mountain50		18	State	$\frac{1141_{2}}{1121_{2}}$	113
	Canton Co. (Balt.).100 Cent. N.J. L'd Imp.100	38 15		Stark Mills (N.H.) 1000 Tremont&S. (Mass) 100		1125	LacrosseLady Washington			Third Nat 100 Traders' 100	88	92 90
	Cin. & Cov. B'dge pref Equitable Tr. (N. Y) 100		105	Thorndike (Mass.) 1000	127%	128	LeadvilleLeeds		3.60	Tremont100 Union100	110	$110^{1}_{2}$ $132$
	Gold & Stock Tel	1094	83	Washingt'n (Mass.) 100	115	25	Leopard100			Washington100	125	127
	McKay Sew'g Mach 101	29	30	Weed Sew. M'e (Ct.)25 Willim'tic Linen(Ct)25	72 8	10			•27	Webster100	$98_{2}$	100
	Merc'ntile Tr. (N Y) 10( N.E. Mtg. Secur. (Bost.)	94	95	York Co. (Me.)750	75 1175	80	May Belle			Brooklyn. Atlantic (State)	110	115
	N.Y.Life&TrustCo.10() O. Dominion SS.Co.10()	369		COAL & MISCEL. MINING STOCKS.		- 11	Merrimac Silver10			Brooklyn	115	121
	Pacific Mail SS. Co.10( Pullm'n Palace Car10(	1638		1		. 11	Moose		2.95	First National	75	90
	St. Louis Transfer Co 1		88 42	Big Mountain Coal. 10			Mont Bross			City National		240
	Sutro Tunnel 10 Union Trust 10	\$4 128	44	Buck Mount'n Coal.50	- 1	50	N. Y. & Colorado Northern Belle100		1.85	Long Island	95 90	110 90
,	U. S. Trust Co10(   U. S. Mort.Co.(NY)10(			Cameron Coal10			Ontario			Mechanics'	155	165 160
*	West. Union Tel100	93	9314	Cent.Arizona Min.100	10 .		Orig.Comst'k G& 8100		1	Brooklyn Trust		110
	# Thelese man		1-4-	transpottans tillham								

\* Price nominal; no late transactions.

†The purchaser also pays accrued int. ‡ In London. § Quotation per share.

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

		for	Explanations See	Notes	at m	ead of First Page	or de	Count		1	1
BANK STOCKS.	Bid.	Ask.	BANK STOCKS.	Bid.	Ask.	BANK STOCKS.	Bid.	Ask.	INSURANCE STOCKS.	Bid.	Ask.
Charleston.			New York. America100	1007		Exchange100	205	212	People'sSun Mutual	19 101 <sup>1</sup> 2	1913
B'k of Chas. (NBA) 100 First Nat. Chas100			American Exch'ge100	112		Fourth National100 International100	90		Teutonia	94	95
People's National. 100 People's of S.C. (new) 20			Bank.& Br'kers A.100 Brew'rs'& Groc'rs'100			Mechanics'100 Merchants', Old	7		Nour Would	: 71	
8. C. Loan & Tr. Co. 100			Broadway25 Butchers'& Drovers25	192		Merchants' Nat100 St. Louis National.100		75	New York.		
Chicago.			Central National100 Chase National100	102	105 110	Third National100 Valley National100	72	75	Adriatic	40	60
Commercial Nat100 Corn Exch. Nat100	140	140	Chatham	100	110	San Francisco.			American50 American Exch100	90	100
Fifth National100 First National100		130	City	200		Anglo-California Bank of California	100 69	105 70	Atlantic50 Bowery 25	185	65 200
Hide and Leather	90		Commerce100	1131	$ 132^{1}_{2} $	First Nat. Gold100		90	Broadway25 Brooklyn17	1.19	190 200
Home National100 Merchants' Nat100	200		Continental100 Corn Exchange100	135	140	Grangers' B'k of C.100 Merchants' Exch. 100	25	30	Citizens'. 20 City. 70	185	195 120
Nat. B'k of Illinois.100 Northwestern Nat. 100			East River25	180		Nat.Gold Bank& Tr. Co Pacific	112	55 115	Clinton100	115	50
Union National100 Un.Stock Y'ds Nat.100			First National100 Fourth National100	450	1 1	Wells, Fargo & Co	97	98	Columbia30 Commercial50	110	130
			Fulton30 Fifth Avenue100	[130		FIRE INSUR'CE			Continental	200	170
Cincinnati. First National	170	180	Gallatin National50 German American75	1130		STOCKS.			Exchange 30	100	103
Fourth National German Banking Co	98	101	Germania100			Baltimore.		_	Farragut 50 Firemen's 17	90	105
Merchants' National Nat. Bank Commerce.	$102 \\ 110$		Green wich			Associate Firemen's.5 Baltimore Fire Ins.10	27	7 27 <sup>1</sup> <sub>2</sub>	Firemen's Trust10 Frank.& Emp'ium	100	
Second National Third National		110 190	Hanover100 Importers' & Tr100	200		Firemen's Insur'ce. 18 Howard Fire5	36	38½ 7 4	German-American 100 Germania50	130 165	140 175
			Irving50 Leather Manufts100	130		Maryland Fire10 Merchants' Mutual.50	312	<b>4</b> 60	Globe	110	115
Cleveland. Citizens' S. & L100	*75	80	Manhattan50	‡ †70	130	National Fire10	12	14	Guardian	60	75
Commercial Nat 100	*120	125 160	Marine100 Market100	1101	10212	Boston.			Hamilton50	110 140	125 160
First Nat100 Merchants' Nat 100	*110	115	Mechanics'25	135		Alliance100 American F. & M. 100	90 130	100 135	Hoffman50 Home100	117	90 125
National City100 Objo Nat	*125 *90	130 100	Mechanics' B. Ass'n50 Mechanics' & Tr25	70		Boston100	110	112	Hope	80	90
Second Nat100	*120	125	Mercantile100 Merchants'50	124		Boylston 100 Commonwealth 100	78	82 120	Importers' & Trad. 50 Irving	100	105
Hartford.	,	· ·	Merchants' Exch'ge50 Metropolitan 100	1263 <sub>4</sub>	127	Dwelling House100 Eliot100	136	13612	Jefferson30	120	
Ætna Nat100 American Nat50	$\begin{array}{c} 114 \\ 62 \end{array}$	$115 \\ 631_{2}$	Nassau100	11 00	85	Faneuil Hall100 Firemen's100	16442	$\begin{array}{c} 72 \\ 165 \end{array}$	Kings Co. (B'klyn) 20 Knickerbocker 40	50	60
Charter Oak Nat 100	120	125 82	N. Y. Nat. Exch'ge100 New York County 100	1	145	Franklin100 Manufacturers'100	$\begin{array}{c} 60 \\ 125 \end{array}$	130	Lafayette (B'klyn) .50 Lamar 100	100	$\begin{array}{c} 125 \\ 105 \end{array}$
City Nat100 Connecticut River50	32	35	Ninth National 100	IT	00	Mass. Mutual100	110	115 85	Lenox	120	90
Far. & Mech. Nat. 100 First Nat 100	101	$\begin{array}{c} 114 \\ 102 \end{array}$	North River50			Mechanics' Mutual100 Mercantile F. & M.100 Neptune F. & M100	130	$\frac{133}{125}$	Lorillard25 Manuf. & Builders'100	. 60	$\begin{array}{c} 73 \\ 140 \end{array}$
Hartford Nat100 Mercantile Nat100	145	148 119	Pacific50	7001		N.Engl'd Mut.F&M100 North American100	50	60 122	Manhattan100 Mech. & Traders'25	104	110 165
National Exchange 50 Phœnix Nat100	64	66 150	People's 25	11	ITTO	rescou100	120	122	Mechanics' (B'klyn)50 Mercantile50	170	85
State100	110	114	Republic100	±100		Revere	60	70	Merchants'	115	130
Louisville. Bank of Kentucky100	1171		Second National100			Shoe & Leather 100 Suffolk Mutual 100	95	100	Montauk (B'klyn)50 Nassau (B'klyn)50		165
Bank of Louisville100	60	61	Shoe & Leather100 St. Nicholas100	1105		Washington100	138	140	National37½ New York City	50	109 60
Citizens' National 100 City Nat100	$99^{1}$	102	State of N. Y. (new) 100 Tradesmen's 40	102		Cincinnati. Amazon(new stock) 20	70		N. Y. Equitable35 New York Fire100		175
Commercial of Ky 100 Falls City Tobacco 100		81	Union50		145	Cincinnati25	122	125 80	Niagara50 North River 25	100	107
Farmers' of Ky100 Farmers' & Drov100	81	89 84	Philadelphia.§	1		Citizens'.       20         Commercial.       25         Eagle.       100	135	115	Pacific	200	230
First Nat100 German Ins. Co.'s.100	1094	100	B'k of N. America .100	240	250	Enterprise 20	80	85	Peter Cooper20	180	120
German100 German National. 100	100	101	Central National100 City National50	90	$\frac{210}{91}$	Eureka 20 Fidelity 20 Firemen's 20	98	100 125	People's	110	115
Kentucky Nat100 Louisv. Ins. & B. Co. 40	109	$109^{1}_{2}$ $140$	Commonwealth Nat 50	30	70 35	Germania	100	105	Republic100 Ridgewood100	60	70
Masonic	) 83	84 100	Consolidation Nat. 30 Corn Exchange Nat. 50	1 53	55	Globe20 Merchants'& Manuf 20	120	80	Rutgers'100 Safeguard100	150	161 106
Northern of Ky100 People's100	100	12	Eighth Nat.	150	170	Miami Valley50 National100	110	100 115	St. Nicholas 52	70	83
Second Nat100	90	92	First Nat100 Farmers'&Mech.N.100 Girard National40	116	118 71	Union20 Washington20	45 75	50 - 80	Standard50 Star100	111	115
Security100 Third National100	88		Kensington Nat50 Manufacturers' Nat. 25	61	67 2634	Western	118	120	Sterling       100         Stuyvesant       25         Tradesmen's       25	70	122 122
Western100 West.Finan.Corp100	100	8212	Mechanics' Nat100	100	110	Hartford, Conn. Ætna Fire100	225	226	United States25	120	103 130
Mobile.			Nat. B'k Commerce. 50 Nat. B'k Germant'n. 50	90	$\begin{array}{c} 92 \\ 135 \end{array}$	Atlas Insurance100	32	35 115	Westchester10 Williamsburg City50	100	110 200
Bank of Mobile25 First Nat100	13	$\begin{array}{c} 15 \\ 120 \end{array}$	Nat.B'k N. Liberties 50 Nat.B'k Republic100	) 80	85	Connecticut 100 Hartford 100	226	230 152			
Nat. Commercial. 100 Southern B'k of Ala25	70	75 20	National Security 100 Penn National50	) 55	104 60	National100 Orient100	108	112	Philadelphia.		
			People's100 Philadelphia Nat100	163	170	Phœnix100 Steam Boiler40	225 58	228 60	American Fire100	260	265
Montreal. British N. America	103	10312	Gooond Not 100			London.	,		Fire Association50 Franklin Fire100		
Commerce50 Consolidated100	1074	108	Sixth Nat100	120	135	Commerc'l Union 25	67	19 69	Delaware Mutual 25 Ins. Co. of N. Am'ca 10	32	3212
Dominion50 Du Peuple50	)		Spring Garden100			Imperial Fire25 Lancashire F. & L2	154		Ins. Co. State of Pa 200 Pennsylvania Fire 100		
Eastern Townships.50 Exchange	95	35	Third Not	1		London Ass Corn 124	60	62			
Federal 100 Hamilton 100	96	102 100	Union Nat50	Ś		Liv. & Lond. & Globe 2 North'n Fire & Life 5 North Brit. & Mer. 6	39	41	Richmond.		1
Imperial 100 Jacques Cartier 100		2	West Philadelphia.100	)		HWHEEH FILE W. LAHE I	1 07	338	City100	80	
Maritime 100	11	60	Doutland Ma	1		Royal Insurance	X214	21.4	Merchants'&Mech.100 Piedm't & A. Life.100	83	85
Merchants'100 Molsons50	0 651	4 67	Cumberland Nat 40	x50	51	Mobile. Citizens' Mutual100		60	Virginia F. & M25	34	36 105
Montreal200 Nationale50	1281	129	Canal Nat100	$0 \mathbf{x}140$	142 128	Factors'& Trad's' Mut Mobile Fire Dep't25		14	Virginia Home100 Virginia State25		103
Ontario	0 60		First Nat100	$0 \times 127$	128 104	Mobile Mutual70 Planters' & Merch.Mu		E ()	St. Louis.	,	
Standard100	. 80	83 1124	National Traders' 100	x126	127	Stonewall		75	American Central25	241	
Union100	501	2 60	Richmond, Va.				)	"	Citizens' 100 Jefferson 100	1024	
Ville Marie10	50	1	City Bank 2			New Orleans. Crescent Mutual		801		90.	
New Orleans. Canal & Banking10	91	95	First Nat100 Merchants' Nat100	0 117		Factors' and Traders'	. 521	106		1 4.0	
Citizens'10	0 58	60	Nat. Bk of Virginia100 Planters' Nat100	0	. 90	GermaniaHibernia	511	80		0 -110	114
Germania Nat10 Hibernia Nat10	0 90	95	State Bank of Va.10	0 82		Home	231	1 40	Commercial100	0 70	75
Louisiana Nat10 Mutual Nat10	0 95	100	St. Louis.			Lafayette Merchants' Mutual		-	Firemen's Fund100	0 113	82
New Orleans Nat10 People's5	0 45		B'k of Commerce. 10	0 315	145	Mechanics' & Traders New Orleans Ins. Ass'	3' 87'		State Investment. 10	0 105 0 x113	114
State Nat10 Union Nat10	0 94	97	Commercial10 Continental10		. 50	New Orleans Ins. Ass'		2 472		. 100	105
	1	1	Ш.	1	.1 .	11 .	1 '	1	11		

<sup>\*</sup> Price nominal; no late transactions. 

§ Quotation per share.

Last price this month preceding 29th.

# Investments

#### STATE, CITY AND CORFORATION FINANCES.

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

## ANNUAL REPORTS.

### Nashville Chattanooga & St. Louis Railway.

(For the year ending June 30, 1879.)

The annual report of this company has been promptly issued: The total of main line and branches operated is now 453½ miles. The entire business of all the roads for the fiscal year ending the 30th of June, 1879, was as follows:

ending the both of bune, 10,0, was as follows.	
RECEIPTS.	\$317,474 271,030 103,387 260,190 69,505
Net above operating expenses, 41 per cent.	
INCOME ACCOUNT.	
Net earnings as above Interest on bonded debt	\$715,135
\$107,309	
to the mile extra	9709 01 <i>C</i>
	- \$708,016
Balance.	\$7,119
The business of the road is shown more in detail by	the fol-
lowing statements:	
Receipts	\$1,647,596 973,867
Net above operating expenses. Out of which payments have been made.	\$673,729 675,609
Excess of payments	\$1,880
TENNESSEE & PACIFIC RAILBOAD. Receipts. Expenses.	\$43,835 17,728
Net above operating expenses.  Interest paid.	\$26,107 13,206
Surplus	\$12,900
M'MINNVILLE & MANCHESTER RAILROAD.	
Receipts.  Expenses.	\$18,972 13,261
Net above operating expenses.  Interest paid	\$5,710 9,600
Excess of payments	\$3,889
Receipts. Expenses.	\$26,319 16,732
Net above operating expenses.  Enterest paid.	\$9,587 9,600
Excess of payments	\$12
RECAPITULATION.	
Main line. Shelbyville and Jasper branches, excess of payments	# ## #O1
Winchester & Alabama R. R., excess of payments 12- Tennessee & Pacific R. R., excess of net earnings over pay-	- \$5,781
ments.	\$12,900

Balance of net earnings.... The President's report says: "In addition to the foregoing, \$34,478 was paid during the year for iron bridges on the Chattanooga division to take the place of wooden ones. The past year was the most trying one upon your road in its history, first, on account of the almost entire failure of the wheat crop in Tennessee last season, and the very short corn crop, greatly reducing local freights, upon which better rates are received. and forcing us to compete to replace it from distant points. To secure these and other through freights, they had to be carried at very low rates, in some instances at only a fraction above cost of transportation, in competition with lines the managers of which seemed to work for tonnage without much regard to revenue. Next, the prevalence of yellow fever in epidemic form at Memphis, and on your line at Chattanooga, Martin and Hickman, seriously affected the income of your road, and the loss of net earnings from these causes could not have been less than eighty to one hundred thousand dollars. When these unavoidable misfortunes are considered, the results of the year's operations must be highly satisfactory to the stockholders." \* \*

\$7,119

"The expenses were one cent per train mile, or \$13.612 less than for the preceding year, while the revenue received was six cents per train mile, or \$81,677 less than for the preceding year. About \$40,000 of this sum was loss from passage growing out of the prevalence of yellow fever, and was a loss of net revenue.

"In the last six months considerable advance has been made in the price of your securities, and yet they have not reached their real value, but will do so, no doubt, as soon as the cloud, which some of the holders of Tennessee State bonds have attempted to throw over them by suit, is dissipated. The legal talent of this State is agreed that they have no cause of action against the railroads. This Company is interested in the question of bonds loaned by the State to railroads to the amount of only one hundred and twenty \$1,000 bonds lent to Jasper branch, and even that number has been paid to the State in bonds of other series. No one believes that the sold roads can be interfered with.

"It is hoped that with good business, which now looks promising, the small floating debt remaining may be paid off during the year just entered upon, by the sale of assets and use of surplus profits remaining after paying dividends to stockholders, and still continue the improvement of property in laying

"By action of the Board of Directors, and written consent of a majority in amount of the stockholders, this Company agreed to furnish the iron, lay the track, and equip certain sections of the Nashville & Tuscaloosa (narrow guage) railroad, not to exceed in liability five thousand dollars per mile, whenever the stockholders of that road would prepare it ready for the iron by doing the grading, bridging, and furnishing the cross ties, in sections of twenty miles, commencing at Dickson Station on your Northwestern road. The first section of twenty miles has been made ready for the iron, most of the track is already laid, trains are running to Bon Aqua Springs, a popular watering place upon its line, and the whole of this section will soon be finished. It is believed the responsibility of your Company for this enterprise will not reach the limit fixed. The President of the Nashville & Tuscaloosa railroad will soon make a determined effort to reach Centreville, and push out at an early day seven miles beyond that point to penetrate the almost inex-haustible deposits of brown hematite iron ore of that section, the accounts of which, as to quality and quantity, given to us

by geologists and experts, are almost fabulous." \* \* \*
"Your directors have bought a large controlling interest (two thirds) in the stock of the Owensboro & Nashville railroad for your company at the very small cost of about one hundred and seventy-five thousand dollars. In the construction of this road about two and a half million dollars have been spent, according to Poor's manual. It is completed and running thirty-seven miles from Owensboro to the crossing of the Elizabethtown & Paducah Railroad. From that point to the Tennessee State line, near Adairsville, the grading and bridging lacks but a fraction of being finished, leaving but thirty-six miles to grade between Adairsville and Nashville. It is estimated by competent engineers that to finish this road in first-class order with steel rail track, and with an independent bridge over the Cumberland River near Hyde's Ferry, near Nashville, will not cost, in money, exceeding ten thousand dollars per mile, or \$1,200,000 for the whole, the distance from Owensboro to Nashville being about 121 miles. The company has no bonded debt out. Preparations are being made for an early completion of this road, which will with the preparation of the road, which will, with the proposed roads from Owensboro to Evansville, and from Owensboro to Terre Haute, give the nearest route between Atlanta, Georgia, the great distributing point for the South, and the grain-producing sections of the west, and must, when completed, add greatly to the business of the Chattanooga division of your line. This road runs through one of the best sections of Kentucky, and through fields of bituminous coal, veins of which are very thick, and of superior quality, and it will be a paying road."

### GENERAL INVESTMENT NEWS.

Atchison Topeka & Santa Fe-Denver & Rio Grande.-A few days ago a despatch was received from Denver, announcing the fact that the Denver & Rio Grande Railroad had been delivered up by the Atchison to the receiver, by whom it was to be operated, pending the litigation, under orders of the Circuit Court "to manage it independent of the Atchison and all other lines, solely with reference to its own interests and so as to produce the largest possible earnings." The Boston Advertiser, which takes the side of the A.T. & S. F., says of this: "The lease of the D. & R. G. road by the Atchison of course gave the latter company some important advantages, and enabled them to control in their own interest a good deal of traffic. But the advantages of this lease are easily over-estimated by those unacquainted with its terms. Under this lease the Atchison paid to the D. & R. G. 43 per cent of gross earnings, leaving 57 per cent to cover operating expenses. But such was the condition of the road and rolling stock of the Denver road that the 57 per cent of gross earnings has not been sufficient to pay the expense of running it. In fact, it has cost the Atchison Company about 78 per cent of the earnings to operate the D. & R. G. road, and the result of running it six months, as we learn on the best authority, has been a loss to the Atchison Company of about \$70,000."

Baltimore & Ohio.—A report published in London gives the following statement for the month of July:

1878. \$1,058,008 643,104 Gross earnings. \$1,236,955 Expenses. 611,582

was an increase of \$608,785 in net earnings.

Burlington Cedar Rapids & Northern-Chicago & Northwestern.—The board of directors of the Chicago & Northwest-

ern Railroad Company has approved the lease of the Burlington Cedar Rapids and Northern Railroad, and there is little doubt that the directors of the B. C. R. & N. will ratify the lease. The terms of the agreement have not yet been published, but it is understood that it is a lease in perpetuity, and will provide for the payment of the interest on the bonds of the Burlington Cedar Rapids & Northern Railroad Company by the Chicago & Northwestern Company. The latter company will also guarantee 3 per cent per annum upon the stock of the leased company for five years, and 5 per cent thereafter.

The capital stock of the Burlington Cedar Rapids & Northern Company is \$10,000,000. The funded debt consists of \$6,500,000 first mortgage 5 per cent currency bonds, of which \$504,200 are in possession of the company, and \$150,000 guaranteed bonds of the Minneapolis & St. Louis Railway Company. There are suits now pending against the company involving about \$750,ooo, but it is understood that by the terms of the lease they are to be provided for by the leased company. The Chicago & Northwestern Company now controls 2,158 miles of road, and, with the addition of the Burlington Cedar Rapids & Northern

Railroad, it will operate nearly 2,594 miles.

Chicago & Lake Huron.—The Western Division of the Chicago & Lake Huron Railroad (formerly Peninsula Railroad) was sold in Chicago, August 25, to Mr. Joseph Hickson and others, representing the Grand Trunk Railroad, for \$300,000. A short time since, the Eastern Division of this road was purchased by the Grand Trunk. The former extends from Port Huron to Flint, and this runs from Lansing to Milton, on the Indiana State Line. The purchasers of the two divisions met August 25, and completed an organization, the name of which is to be the Northwestern Division of the Care of Theorem which is to be the Northwestern Division of the Grand Trunk Railway, with a capital stock of \$1,500,000, and a Board of Directors composed of Joseph Hickson, L. J. Sargeant, E. W. Middaugh, James McMillan, Wm. C. Beardsley, Wm. S. Shepard and David G. Norton.

Chicago & Northwestern.—The following is from the Sioux City Journal: "The Chicago & Northwestern Railroad Company are not idle during the railroad racket now disturbing Dakota. They started this spring from Tracy, Minn., and in an unostentatious way graded west seventy miles to the Sioux River, near Medary. This they have mostly ironed. Another seventy miles of grade has been let, which will carry the terminus of the Tracy branch to the west side of the Jim River. The grading on this last seventy miles is being pushed as fast as possible, and the road will be completed as far as the Jim River this season, and possibly on to the Missouri. The Jim River crossing of this line is between towns 110 and 411, and the point aimed at on the Missouri seems to be Fort Pierre.

The Lake Kampeska extension line of the Chicago & Northwestern has surveyed a road from Watertown, the present terminus to the Old Dirt Lodges in Township 117 on the Jim River. From there a line has been run down the river to the

crossing of the Tracy line, about forty miles below.

It will be seen by a reference to the map that with the com-pletion of these lines the Northwestern will command the situation in central Dakota, as the Milwaukee Railroad does in the southern part of the Territory."

Coal Auction Sale.—The regular monthly auction sale of Scranton coal by the Delaware Lackawanna & Western Railroad Company was held Wednesday, and resulted in a decline from the prices obtained at the company's last sale, but a slight advance over the prices received at the last auction sale of the Delaware & Hudson Canal Company. The following table shows the prices received, compared with those obtained at the July sale, and also with those received at the August sale of the Delaware & Hudson Canal Company:

	Av. price	Av. price at	Av. price at
	received	July 30	Aug. 13
Tons.	Aug. 27.	sale.	D.& H. sale.
15,000 grate		\$2 30	\$2 00
5,000 egg	2 154	2 45	2 1212
25,000 stove	2 3734	2 7412	$2\ 32^{1}_{2}$
5,000 chestnut		2 5614	

Total average.......\$2 2312 \$2 56 \$2 1938

—It is now stated that the Delaware & Hudson Canal Company has just issued at Philadelphia a circular giving its prices of coal for delivery there. The prices of coal in New York have been forced by the competition to a point below the prices current in the Philadelphia market, and the Delaware & Hudson Canal Company will enter into direct competition with the Philadelphia companies in their own field.

Delaware & Hudson Canal.—The following comparative statement from the Secretary of the Delaware & Hudson Canal Company shows the earnings and expenses of the railroads owned and leased by this company for the month of June, as

Gross earnings	June, 1878. \$288,370 190,061	June, 1879. \$373,230 213,580
Net earnings.  Increase in gross earnings. Increase in net earnings.  For the same period the earning Susquehanna Railroad (includ	gs and expenses of	the Albany
lows: Gross earnings Expenses	June, 1878. \$65,852 43,832	June, 1879. \$80,926 48,204
Net earnings		\$32,722 \$15,074 10,702

week opened in the Essex County Circuit Court before Judge Depue. It involves the question as to the legality of the bonds issued by the city of Elizabeth. Wm. H. Meyer, through counsel, appeared and asked that he be given authority to recover an past-due improvement bonds, coupons of consolidated bonds and funded bonds. Ex-Chancellor Benjamin Williamson and City Counsel Chetwood appeared for Elizabeth. They put in a plea of the general issue, non est factum. Counsellor Fish, for Mr. Meyer, replied that this plea was frivolous. His affidavits showed that the former mayor, comptroller and treasurer of the city of Elizabeth, and the present ones, had signed the bonds respectively in their due course of business; also that they had been presented at the Farmers' Loan & Trust Company of New York and payment refused. Ex-Chancellor Williamson claimed that there was a distinction between individuals and corporations, and that a plea by the corporation that the bond was not made involved the validity of the issue. The Court stated that counsel for the plaintiff should produce the authority on the part of the city to issue bonds in the shape of legislative enactments. &c., and that on the first day of the September term of court he would rule upon the motion.

The plaintiff's counsel was very anxious to have the defense expose their line of defense, but the Court did not exact it, on the round that a sufficient case had not as yet been made. One of the points made by the ex-Chancellor against judgment on the plea was that the same questions will be tried at the next term of court in cases in which eminent counsel are retained, and hundreds of thousands of dollars are at issue. It would, he claimed, not be fair, therefore, to ask the city of Elizabeth to expose its line of defense prematurely, nor would it be fair to-

the contestants.

Flint & Pere Marquette.—The bondholders' committee give notice that holders of consolidated bonds who desire to join in the proceedings instituted can deposit their bonds with the Merchants' Exchange National Bank, New York; the Mechanics' National Bank, New Bedford, Mass., or the First National Bank, Utica, N. Y. Negotiable certificates will be issued for all bonds deposited.

Illinois Midland.—At Springfield, Illinois, judgment creditors of the Illinois Midland Railroad Company filed a cross bill in the U. S. Court, August 22, in the case of R. G. Hersey et al., vs. the Illinois Midland Railroad Company. The bill is to get possession of about \$6,000,000 of bonds of the company which are held by Baring Bros., of London, England, and of which they became possessed, it is charged, through fraudulent connivance with Hersey, the President, and L. Genis, the Receiver, of the company. Also to cancel several hundred thousand dollars of Receiver's certificates issued, as alleged, for fraudulent purposes, and to obtain possession of all the properties and franchises of the company.

Indiana Bloomington & Western.—The following circular dated at Indianapolis, Ind., has been issued:

dated at Indianapolis, Ind., has been issued:

Notice.—The railway and other property of the Indianapolis Bloomington & Western Railroad Company, having been sold under decree of the Circuit Court of the Southern District of Illinois and District of Indiana, will hereafter be operated and managed by a new company, formed by the purchasers at said sale, under the name of "Indiana Bloomington & Western Railroad Company," with the following officers: President, C. P. Williams, Albany, N. Y.; treasurer, J. B. Blossom, New York; secretary, Alfred Sully, New York; general manager, B. S. Henning, Indianapolis, Ind.

The reorganized company has to pay on the new bonds 3 per cent interest the first and second years, that is \$250,000 years.

cent interest the first and second years, that is, \$250,000 yearly; the third and fourth years the interest increases to 4 per cent, the fifth and sixth years to 5 per cent, after that 6 per cent, until maturity. Then comes in the \$1,000,000 of preferred bonds, drawing 7 per cent interest.

Lake Erie & Western.—This company, late the Lake Erie & Louisville, has filed for record a first mortgage to the Central Trust Company, of New York, to secure an issue of \$1,815,000 new bonds, and a second mortgage to secure an issue of \$1,485,000 new 7 per cent. income bonds.

Long Island City Finances.—Mayor De Bevoise addresses

the following to Mr. Daniel A. Moran:

"DEAR SIR: Your note asking information as to the amount of the public debt of Long Island City, its resources, the valuation of the taxable property, assessed and actual, and the number of inhabitants, &c., is at hand. The following extract from my last annual message will give you a part of the information desired:

"The financial condition of our city is upon a sound basis and compares very favorably with that of other cities in our own and neighboring states. Our floating debt is more than balanced by amounts due for taxes, the security for which is absolute. Our total bonded debt is \$906, 000. Assuming the population of the city to be about 20,000, the debt per capita is \$45. That of New York City is about \$125, and Jersey City little less than New York. That of Poughkeepsie about \$100. The debt under which Elizabeth has fallen is about \$240. These comparisons make a very favorable showing for our city, especially as the \$906,000 of debt includes the full payment of our excellent water supply, and its distribution throughout the city in over fourteen miles of pipe. The water rates will soon make nearly \$350,000 of the debt self-supporting, as to payment of interest, and practically reduces the principal debt to \$556,000. "The fluancial condition of our city is upon a sound basis and compares

\$556,000.
"The above-mentioned debt is composed of the following items: Funded debt of Newtown \$103,000 Survey and map debt. 133,000 

June, 1878. June, 1879. Store \$80,926 \$80,926 \$80,926 \$43,832 \$48,204 \$32,722 \$32,722 \$100 is about 20,000. The equalized valuation of real and personal property for 1878 is \$7,588,438, as fixed by the Board of Supervisors after comparing notes with the State assessors and adopting a uniform ratio. This is about one-quarter the actual value of our taxable property."

Milwaukee Lake Shore & Western.-This company announces the completion of its northern extension to Marion, Wis., seven miles from the late terminus at Clintonville and 164 miles from Milwaukee.

Ohio & Mississippi.—Notice is given to first mortgage bondholders that, by direction of the Court, the receiver, on the 1st day of September, 1879, will pay, at the office of the company, 52 William street, New York, the interest coupons of the first mortgage bonds which fell due July 1, 1879, except such coupons as may be held by the Union Trust Company of New York for the hore of the circles for the bore of the circles for the hore of the circles for the circles f York for the benefit of the sinking fund for said first mortgage

Pennsylvania Railroad.—The earnings and expenses for July, and for the seven months ending with July, have been reported for all the lines east of Pittsburg and Erie. The

ngures for July are:	1879.	1878.
Gross earnings		
Working expenses	1,746,434	$\$2,467,165 \\ 1,448,813$
		1

\$1,018,352 For the seven months the earnings and expenses compare as follows for the two years:

P.c. 7·2 7·3 1878. \$16,690,518 10,383,353 \$6,307,165

Net earnings..... \$6,755,474 All lines west of Pittsburg and Erie for the seven months of 1879 show a deficiency in meeting liabilities of \$153,020, being a gain over the same period in 1878 of \$224,085.

Peoria Pekin & Jacksonville.—The Illinois Circuit Court has granted a decree of foreclosure against this road, and ordered its sale after due notice. The decree is for \$1,000,000 principal of bonds and \$507,043 accrued interest, and the minimum price is fixed at \$500,000.

Philadelphia & Reading.—The following is the monthly comparative statement of gross receipts, tonnage and passengers of the Philadelphia & Reading Railroad Company for the month of July, 1879 and 1878:

	-18	79	1878			
GROSS RECEIPTS. Month		Year to date.	Month.	Year to date.		
Railroad traffic\$1,147,	767	\$7,886,089	\$854,164			
Canal traffic 100,		459,294		465,790		
	201		41.133			
Richmond coal barges 15,	008	99,336	7,766	51,485		
- 1 T T - 1 C - 41 000	701	Φ0.070.04C	\$007.701	фт. 000 л т. т.		
Total Railroad Co\$1,303,	521	\$8,879,846	\$987,721	\$7,962,151		
Reading Coal & Iron	276	6,317,760	607 191	4,579,382		
Co 1,085,	370	0,317,700	037,104	4,070,002		
Total of all\$2,388,8	898	\$15,197,606	\$1,684,905	\$12,541,534		
TONNAGE AND PASSENGERS.						
Tons of coal on R. R742,	441	4,977,156	440,722	3,399,383		
Tons of merchandise437,	897	2,728,057	232,017	2,057,643		
Passengers carried830,	527	4,735,546	586,077	4,154,383		
Coal trans. by st. colliers. 45,	593	385,885	53,518	372,541		
TONS OF COAL MINED.			404.000			
By Coal & Iron Co412,	490	2,607,984	191,880	1,568,883		
By tenants120,	357	785,014	85,087	631,126		
	-					

Total mined from lands

owned and controlled by Co. and from lease-hold estates.......532,848 3,392,999 276,967 2,200,009

St. Paul Minneapolis & Manitoba.—The circular of Messrs. J. S. Kennedy & Co. states that this company was "organized out of the St. Paul & Pacific Railroad Company, the First Division of the St. Paul & Pacific Railroad Company, and the Red River & Manitoba Railroad Company, and now owns and is operating under the charter of the St. Paul & Pacific Railroad Company, 565 miles of completed railway, running from St. Paul, Minnesota, and Minneapolis to the boundary line between the United States and the province of Manitoba, where a connection is made with the Pembina Branch of the Canada Pacific Railroad with Winnepeg, including the railway from Minneapolis via St. Cloud to Alexandria. The company also owns about 2,000,000 acres of fertile land in alternate sections on each side of the lines. The country through which the railways pass is well settled, and furnishes a large and rapidly-increasing local business, while the through traffic with Manitoba passes wholly over the company's lines. The company is building a line from Alexandria, via Fergus Falls, to connect with its main line to Winnepeg, a distance of 90 miles, also 12 miles from Fisher's Landing to Grand Forks, which will be finished by the 1st of November next. This construction completes the system as originally projected. The company will then own 667 miles of completed and fully-equipped road. The mortgage under which the above bonds are issued covers the entire property of the company (including the 2,000,000 acres of land), at the rate of \$12,000 per mile of completed road. The proceeds of sales of land are specially devoted to a sinking fund, and are to be applied by the trustees to the purchase of the bonds at or under 105 per cent, or to the retirement of the bonds by lot at a premium of 5 per cent. There is no prior indebtedness upon the property, except an old mortgage for \$120,000 upon ten miles of the railway, maturing in two years, and one of \$366,000 on eighty miles, due in 1893, both of which the company is prepared to pay off. The total amount of the bonds provided to be issued is \$8,000,000, of which \$6,780,000 is now to be issued. The entire issue has been sold by the company, and a limited amount is now offered to the public at 104 per cent and interest from July 1, the right being reserved to advance the price at any time. The net earnings from the 1878, were \$806,000, and for the first four months of 1879, Toledo, may be built."

\$363,000. The total interest charge upon the entire loan is: \$560,000."

-On the extension of the Branch Line from Alexandria, Minn., to Barnes. 76 miles, there is now 53 miles of grading completed, and track-laying has been begun at Alexandria. Work on the remaining 23 miles is in progress. The branch line extending from the St. Vincent Extension at Crookston, Minn., to Fisher's Landing, on the Red River, 12 miles, is to be

extended 15 miles further to Grand Forks, in Dakota.

—The St. Paul *Pioneer Press* says: "It was understood recently that the differences between the St. Paul Minneapolis & Manitoba Company and the Canadian Government—in reference to the Pembina branch of the Canada Pacific, which was constructed as a continuation of the Minnesota line to Winnepegwere the subject of negotiations which it was expected would result in an amicable settlement; but a telegram from our St. Vincent correspondent would indicate that these negotiations have failed, for Mr. Stevens, the president, Mr. Hill, the manager, and other officers of the St. Paul Minneapolis & Manitoba road are stated to be there making preparations to extend the road on the west side of the Red River to Winnepeg. The St. Vincent branch is to be extended on the east side to a new town-site just over the boundary in Manitoba, near Emerson, which has been recently located by Donald Smith, where a bridge is to connect the lines on the east and west side. For this purpose Mr. Stevens and his associates have purchased the charter of a Manitoba company, under which they can construct the new line without the permission of the Canadian Government.

St. Paul & Sioux City-Sioux City & St. Paul.—The Chicago Tribune reports that the St. Paul & Sioux City Railroad Company has bought the Sioux City & St. Paul Railroad, and the two companies have consolidated under one organization—the St. Paul & Sioux City Railroad—which owns the whole line from St. Paul to Sioux City. All outstanding securities are to be taken up and replaced by a new issue. The road will have but \$10,000 of interest-bearing debt per mile on its 460 miles. The St. Paul & Sioux City Railway Company has executed a mortgage or trust-deed in the sum of \$4,600,000, in favor of the Central Trust Company of New York, on all the consolidated properties, to secure a like issue of 6 per cent gold bonds, which are to replace all outstanding bonds and other securities. The trust-deed provides that at no time and in no event shall the amount of hands igned are added to contain the same and the contains the contai event shall the amount of bonds issued exceed \$10,000 per mile, and, while providing for future extensions of the lines and further issues of bonds at the same rate on the new road, limits the whole issue to \$7,000,000. The new plan of financial reorganization provides, in addition to the issue of bonds to the amount of \$10,000 per mile, for an issue of preferred stock to the amount of \$10,000 per mile, and for a like issue of common stock. This trust-deed has just been placed on record, or is in process of being so, in all the counties, some twenty in number, traversed by the lines of the St. Paul & Sioux City.

Tennessee Bonds.—Holders of Tennessee State bonds issued in aid of railroads, if desirous of taking part in the suits which have been instituted to recover from the railroads what the State refuses to pay, are requested to prove their claims before Mr. William H. De Lancey, Special Master, appointed in the case by Justice Strong. The suits are brought against all the railroads in aid of which the State issued bonds. The Special Master will attend at his office, 52 Broadway, from 12 to 3 daily, from August 27th to September 27th, to take proofs of any claims against the railroads. An advertisement at length will be found in another column.

Wabash-Eel River.-The Wabash Railway Company has leased the Eel River Railroad, between Logansport and Butler, Indiana. This road was organized originally as the Detroit Eel River & Illinois Railroad, and was opened to travel in 1874. It was sold under foreclosure proceedings in 1877, and reorganized

under its present title in December of the same year.

The Eel River Railroad has no bonded debt, and its capital stock amounts to \$2,792,120, of which \$76,500 bonds of the former corporation has not yet been exchanged for stock of the new company according to the terms of the reorganization. A dividend of 2 per cent was paid from the earnings of the year 1878. Under the terms of the lease, the wapash Company guarantees annual dividends on the stock of 3 per cent for five years and of 4½ per cent thereafter. The New York Tribune says of this transaction: "The road is owned mainly by persons in Boston and Detroit, and one of its directors, James F. Joy, of Detroit, was elected several months ago a director of the Wabash Company. The acquisition of this road is regarded by directors of the Wabash Road as of great consequence to the interests of that company. It removes, it is claimed, a formidable rival for the Southwestern traffic. 'It is the key to the situation,' a director exultingly said yesterday. It is thought to afford a probable solution to the problem of a Detroit extension, which for several weeks has been held in abeyance. The proposed fusion of the Grand Trunk and Great Western Roads. of Canada, with which the Wabash had agreed to build an independent line between Toledo and Detroit, has delayed the building of the road. It is thought now that in case that agreement should not be fulfilled, the Wabash Road may complete the Eel River Road from Butler to Detroit. The building of that line would give a nearly air line between St. Louis and Detroit. If it should not be found necessary to extend the road, the acquisition of the Eel River Road would enable the Wabash Company to make terms with the Lake Shore Road, to which the leased road has been an important feeder. It is believed to be not impossible that with adequate encourageoperations of these railways for the year ending December 31, ment both lines to Detroit, one from Butler and the other from

# The Commercial Times.

## COMMERCIAL EPITOME.

FRIDAY NIGHT, Aug. 29, 1879.

The weather has become quite cool, giving an admonition of the approach of autumn, prompting a return from summer resorts, and imparting an impulse to mercantile activity. The money market has continued very stringent, but is easier the past two days. The yellow fever does not spread at the South. The export of breadstuffs continues on an enormous scale, and the speculation in cotton has been very excited.

Provisions have been gradually declining; the legitimate demands are still very moderate, and there appears to be an absence of all speculative confidence. The indications point to a large crop this fall. To-day, further declines were noted, and only a moderate trade was reported. The advices from Chicago were unfavorable. Pork sold on the spot at \$8 60 for ordinary, and \$8 95 for fancy lots. September options sold at \$8 45, and October at \$8 60; November was offered at \$8 60. In lard there were sales of prime western on the spot at 5.82½c., but at the close 5.85c. was asked; September options sold at 5.82½c.; October at 5.85c.@5.87½c.; December, 5.67½c.; and seller all the year 5.65c.; refined, to the Continent, quoted at 6.20c. Bacon has been quiet, and more or less irregular, at 5c. for long clear western on the spot. Butter, of fine quality, has latterly been in demand, and steadier, but cheese has continued dull at easy prices. Tallow active at 5 13-16c. for prime.

In Brazil coffees a fair movement has been reported, and prices are retained in steady positions; fair cargoes quoted at 13½c.; stock here in first hands on the 27th instant, 96,028 bags. Mild grades have continued in demand at steady figures. Rice has sold in a good, steady way at late prices. Molasses has exhibited more firmness, owing to improved demand; 50-test Cuba refining quoted at 24½@25c. Refined sugars have received moderate attention; crushed grades quoted at 85%c.; raw grades have been fairly active at firm prices.

	Hhds.	Boxes.	Bags.	Melado.
Receipts since Aug. 1, 1879	35.092	1,563	39,536	1,656
Sales since		2,160	45,830	1,680
Stock Aug. 27, 1879	87,874	28,547	666,662	4,489
Stock Aug. 28, 1878	84,355	13,185	201,799	2,662

Fair to good refining quoted at the close at 6%@6%c. bid.

Kentucky tobacco shows a slight increase in the volume of business, but at prices indicating some decline. Sales for the week, 800 hhds., of which 400 for export and 400 for home consumption. Lugs quoted at  $3\frac{1}{4}$ @ $5\frac{3}{4}$ c., and leaf 6@12c. Seed leaf has been unusually dull, the sales of the week aggregating no more than 450 cases. Prices, however, are about steady. The following are particulars of transactions: 200 cases 1878 crop, New England, 11@ $12\frac{1}{2}$ c. and private terms; 50 cases 1877 crop, New England, 14@19c.; 50 cases 1877 crop, Pennsylvania, 10@18c.; 50 cases 1878 crop, Wisconsin,  $9\frac{1}{2}$ c.; and 100 cases sundries, 9@18c. Spanish tobacco also quiet and unchanged; sales 500 bales Havana at 82c.@\$1 10.

Ocean freights have been moderately active, but the strong tone that has been noticeable for the past few weeks is now lacking. Rates, in many instances, are lower, and a much better supply of tonnage is available. Late engagements and charters include: grain to Liverpool, by steam, 73/4@8d., 60 lbs.; provisions, 35@40s.; grain to London, by steam, 7½@7¾d.; cheese, 45s.; grain to Bristol, by steam, 81/4d., 60 lbs.; grain to Cette or Marseilles, 6s. 3d. per quarter; do. to Naples, 6s. 3d.; do. to Passages, 7s.; do. to Bordeaux or Antwerp, 6s. 4½d.@ 6s. 6d.; refined petroleum to Bremen and Antwerp, 4s.; naphtha to Liverpool, 5s. To-day, rates were more steady; grain to Liverpool, by steam, 73/4@8d., 60 lbs.; do. to London, by steam, 8d., 60 lbs.; do. to Bristol and Avonmouth, by steam, 8½d.; do. to Cardiff, by steam, 8½d., 60 lbs.; do. to Havre, by steam, 20c. per bushel; do. to Cork, for orders, 6s. 4½d. per quarter; do. to Passages, 6s. 9d.@7s.; do to Havre or Antwerp, 5s. 9d.; refined petroleum to Trieste, 5s.; do. to German Baltic, 4s. 9d.; crude petroleum to Havre, 4s.; do. to Marseilles, 5s.

In naval stores the centre of attraction has been spirits turpentine; the arrivals have fallen off, the demands have been more liberal, and prices have been advanced to 27c. Petroleum was steadier at the close, as the market is well cleared of re-sale contracts; refined, in bbls., 6%c. for early deliveries. American and Scotch pig irons have latterly been less active, not for the want of demand, but owing to the exceedingly limited supply available. Rails are also quiet, but very firm; steel, at tide water, quoted at \$50. Old iron rails have sold to the extent of 10,000 tons, part at \$26 50@\$27. Ingot copper sold in a jobbing way at 16½@16%c. Whiskey nearly nominal at \$1 06½@\$1 07.

## COTTON.

FRIDAY, P. M., Aug. 29, 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. 29), the total receipts have reached 4,875 bales, against 4,843 bales last week, 3,462 bales the previous week, and 3,945 bales three weeks since. 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	779	1,091	749	1,551	613
Mobile	126	453	140	486	336
Charleston	94	1,408	139	565	603
Port Royal, &c		33		28	55
Savannah	569	5,500	301	4,036	821
Galveston	2,069	5,904	2,141	3,963	5,327
Indianola, &c	601	135	37		
Tennessee, &c	322	459	437	1,621	1,011
Florida	11	143	2	6	••••
North Carolina	106	233	49	98	69
Norfolk	198	274	311	901	1,695
City Point, &c		151	29	23	132
Total this week	4,875	15,784	4,335	13,278	10,662
Total since Sept. 1.					

The exports for the week ending this evening reach a total of 7,870 bales, of which 6,845 were to Great Britain, 1,006 to France, and 19 to rest of the Continent, while the stocks as made up this evening are now 66,398 bales. Below are the stocks and exports for the week, and also for the corresponding week of last season:

Week	Week   EXPORTED TO-				Same	STOCK.	
ending Aug. 29.	Great Britain.	France.	Conti- nent.	this Week.	Week 1878.	1879.	1878.
N. Orl'ns			• • • • • • • • • • • • • • • • • • • •	••••	638	4,432	4,150
Mobile						313	1,069
Charl't'n						172	1,465
Savan'h.						1,523	4,315
Galv't'n-		1,006		1,006		5,074	2,869
N. York.	5,918		19	5,937	3,544	46,196	24,543
Norfolk	504			504		688	211
Other*	$\mathring{4}23$			-423	555	8,000	8,000
m. A. Alulu							
Tot. this	6,845	1,006	19	7,870	4,737	66,398	46,622
week	0,843	1,000		-,0.0			
Tot.since							
Sept. 1.	2086,620	415,277	919,357	3421,254	3335,709		******

The exports this week under the head of "other ports" include, from Baltimore, 287 bales to Liverpool; from Philadelphia, 100 bales to Liverpool, and from San Francisco, 36 bales to Liverpool.

From the toregoing statement it will be seen that, compared with the corresponding week of last season, there is an *increase* in the exports this week of 3,133 bales, while the stocks to-night are 19,776 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:

	On	On Shipboard, not cleared—for								
Aug. 29, AT-	Liver- pool.	France.	Other Foreign	Coast- wise.	Total.	Stock.				
New Orleans Mobile	None. None. None. None. 4,080	None. None. None. None. None. None.	613 None. None. None. None. 3,316 Noue.	None. None. 25 None. None. None. 200	613 None. 25 None. None. *8,896 500	3,819 313 147 1,523 5,074 37,300 8,188				
Total	4,380	None.	3,929	225	10,034					
* Included in this a	mount the	re are 1,5	00 bales at	presses f	or 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. 22, the latest mail dates:

	RECEIPT	S SINCE	EXPOR				
PORTS.	SEP	r. 1.	Great	Enamas	Other	Total.	Stock.
	1878.	1877.	Britain.	France.	Foreign	10001.	
N. Orlns	1173,957	1371,780	676,859	218,499	347,326	1242,684	4,086
Mobile.	362,254		57,954	35,583	29,677	123,214	292
Char'n*			150,410	57,140	176,143	383,693	148
Sav'h	706,144	,			232,677	461,786	1,437
Galv.*.	571,558	,	224,653	59,478		348,141	5,667
N. York		144,132	284,031	14,699	27,213	325,943	62,357
Florida	56,704	707 107 1001 1001		1,967	135	15,858	
N. Car.	135,195	144,728		Annual Contraction of the Contraction	18,589	65,111	129
Norf'k*	560,308	510,116		a Common and	5,098	199,640	1,310
Other	219,966	163,476	a see a see a	496	18,470	247,314	9,750
2000 0000 000	4448,406		2079,775	414,271	919,338	3413,384	85,176
Last ve	ar	4273,515	2151,305	497,743	681.924	3330,972 ; under the	49,327

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

Cotton on the spot, the past week, has been in good demand for home consumption, with some business for export and speculation, at very buoyant prices. There were advances of 1c. on

Saturday, Wednesday, and Thursday, carrying middling uplands to 121c. The advance is based on the very small movement of the new crop and the rapid reduction of stocks. The foreign markets have responded but partially to our advance. To-day, the market was quiet and unchanged. The speculation in futures has been active, with feverish excitement, much irregularity in values, and wide fluctuations, as may be seen from our table. There has been a partial "corner" on contracts for August and September, but better weather at the South has of late weakened the more distant deliveries. On Saturday, however, the speculation was diverted largely to the later months, owing to reduced estimates of the coming crop that were put out by some with much confidence. There was, consequently, an advance on that day of 30@33 hundred hs for the later months. while September was only 19 hundredths higher. But Wednesday and Thursday reversed this; while September advanced 41 hundredths, November to March declined 9 to 11 hundredths; thus increasing the range between September and December from 12c. to over 2c. To-day, the market was feverish, but the close was again irregular, September being slightly dearer, and the later months slightly lower.

The total sales for forward delivery for the week are 799,400 bales, including — free on board. For immediate delivery the total sales foot up this week 6.699 bales, including 677 for export, 5.745 for consumption, 277 for speculation, and — in transit. Of the above, 700 bales were to arrive. The following tables show the official quotations and sales for each day of the past week:

the official quotations and sales for each day of the past week:									
Aug. 23 to	UPLANDS.			NEW ORLEANS.			TEXAS.		
Aug. 29.	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon.	Tues
Ordin'y. # b Strict Ord Good Ord Str. G'd Ord Low Midd'g Str. L'w Mid Middling Good Mid Str. G'd Mid Midd'g Fair Fair	$119_{16}$ $1111_{16}$ $117_{8}$ $12$ $125_{16}$ $129_{16}$ $131_{4}$	$11316$ $11916$ $1111_{16}$ $117_{8}$ $12$ $125_{16}$ $129_{16}$ $131_{4}$	119 <sub>16</sub> 1111 <sub>16</sub> 1117 <sub>8</sub> 12 125 <sub>16</sub> 129 <sub>16</sub> 131 <sub>4</sub>	1111 <sub>16</sub> 1111 <sub>316</sub> 112 121 <sub>8</sub> 127 <sub>16</sub> 1211 <sub>16</sub> 133 <sub>8</sub>	1111 <sub>16</sub> 1111 <sub>16</sub> 1113 <sub>16</sub> 121 <sub>8</sub> 127 <sub>16</sub> 1211 <sub>16</sub> 133 <sub>8</sub>	11116 1111316 121218 12716 121116 1338	$11^{7}16$ $11^{11}16$ $11^{13}16$ $12^{1}$ $12^{1}$ $12^{1}$ $12^{1}$ $12^{11}$ $13^{3}$	$11^{1}_{16}$ $11^{1}_{11}_{16}$ $11^{13}_{16}$ $12^{1}_{21_{8}}$ $12^{7}_{16}$ $12^{11}_{16}$ $13^{3}_{8}$	$\begin{array}{c} \hline 10^{11}_{16} \\ 11^{1}_{16} \\ 11^{7}_{16} \\ 11^{11}_{16} \\ 11^{13}_{16} \\ 12^{1}_{2} \\ 12^{1}_{8} \\ 12^{7}_{16} \\ 12^{11}_{16} \\ 13^{3}_{8} \\ 14 \\ \end{array}$
	Wed	Th.	Fri.	Wed	Th.	Fri.	Wed	Th.	Fri.
Ordin'y. 8 fb Strict Ord. Good Ord. Str. G'd Ord Low Midd'g Str. L'w Mid Middling. Good Mid. Str. G'd Mid Midd'g Fair Fair.	11316 11916 111316 111516 1218 1214 112916 121316 1312 1318	$117_{16}$ $1113_{16}$ $121_{16}$ $123_{16}$ $123_{16}$ $121_{2}$ $121_{3}$ $131_{16}$ $133_{4}$ $143_{8}$	$117_{16}$ $1113_{16}$ $121_{16}$ $123_{16}$ $123_{16}$ $121_{2}$ $121_{3}$ $131_{16}$ $133_{4}$	$11^{5}16$ $11^{1}1_{16}$ $11^{1}5_{18}$ $12^{1}_{16}$ $12^{1}_{4}$ $12^{3}_{8}$ $12^{11}_{16}$ $12^{1}_{5}$ $13^{5}_{8}$ $14^{1}_{4}$	$119_{16}$ $111^{5}_{16}$ $123_{16}$ $12^{5}_{16}$ $12^{12}$ $12^{5}_{8}$ $12^{15}_{16}$ $13^{3}_{16}$ $13^{7}_{8}$ $14^{1}_{2}$	$119_{16}$ $1115_{16}$ $123_{16}$ $125_{16}$ $121_{2}$ $125_{8}$ $121_{5}$ $133_{16}$ $137_{8}$ $141_{2}$	$115_{16}$ $1111_{16}$ $1115_{16}$ $121_{16}$ $121_{4}$ $123_{8}$ $1211_{16}$ $1215_{16}$ $135_{8}$ $141_{4}$	$119_{16}$ $1115_{16}$ $123_{16}$ $125_{15}$ $121_{2}$ $125_{8}$ $121_{5}$ $133_{16}$ $137_{8}$ $141_{2}$	$\begin{array}{c} 119_{16} \\ 111_{016} \\ 123_{16} \\ 12_{016} \\ 121_{2} \\ 121_{58} \\ 121_{516} \\ 133_{16} \\ 137_{8} \\ 141_{2} \\ \end{array}$
STAINED.				Sat.	Mon	Tues	Wed	Th.	Fri.
Good Ordin Strict Good Low Middlin Middling	Ordina	rv	-	1110	1110	1110	1130	$\begin{array}{c} 11^{1}4 \\ 11^{5}8 \\ 11^{15}16 \\ 12^{3}16 \end{array}$	$\begin{array}{c} 11^{1}_{4} \\ 11^{5}_{8} \\ 11^{15}_{16} \\ 12^{3}_{16} \end{array}$

		MAR	KET A	ND SA	LEF.			
		SALI	S OF S	FUTURES.				
	SPOT MARKET CLOSED.	Ex- port.	Con- sump.		Tran- sit.	Total.	Sales.	Deliveries.
Mon . Tues . Wed . Thurs	Nom'l at adv. of <sup>1</sup> 4 Steady. Firm. Nom'l, at <sup>1</sup> 4 adv. Steady, at <sup>1</sup> 4 adv.	100 577	75 2,224 1,073 1,674 390	28 156		2,342 $1.101$ $2,407$	149,700 164,200 116,900 127,000 139,200	400 700 500
Fri	Quiet, but firmer.		309	75		384	102,400	50
<b>Total</b>		677	5,745	277		6,699	799,400	2,80

For forward delivery the sales have reached during the week 799,40) bales (all middling or on the basis of middling), and the following is a statement of the sales and prices:

For Amount	Bales. Cts.	Poles Ot-	70.1
For August.		Bales. Cts.	
Bales. Cts.	600 12.01		2.50010.89
100 F. n11.98	90012.03	90012.54	11.00010.20
100 11.99	1,800 12.03	2,00012.55	4,300 10 91
1100	5,40012.04	1,50012.56	f.,70010·r2
100 g. n12:02	6, 0012.05	50012 57	7,500 1. 93
20012.09	3,60012.03	2,00012.58	3 00011.94
40012.10	4,00012.07	2,80012 59	0 500
10012.11	4,70012.08	4 200	2.500 10.95
40012.19		4,80012-60	3,50010.96
100	8,8001 :09	5,5012.61	6.10010.97
10012:20	10,600 12.10	5,900 12.62	8,200 10.98
.10012.25	9,500 12.11	7,10012.63	8.: 00
10012.28	12,40012.12	3,20012.64	12,70011.00
20012.30	7,000 12.13	4,20012.65	17,10011 01
100 12.32	6,50012.14	4,800 12.66	0,90011.02
10012.33	3,90012.15	3,500 12.67	11,000 11.03
40012 36	7,90012.16	3,10012.69	7,000 11:03
200 12.40	5,700 12:17	12.49	7,80) 1.04
70012.56	1 900		8,7001: 05
400 10:57	1,300 12:18	1,80012.70	6,50011.06
40012.57	1,20012.19	50012 71	15,50011.07
100 s.n.30th12 58	3,30012.20	90012.72	15,60011.03
20012 58	40012.21	700 12.73	9.00011:09
100 12.59	1,00012.22	40012.74	13,20011.10
<b>200</b> 12.60	2,70012.23	1,900 12.75	8,300 11.11
<b>260</b> 12-61	1,10012.24	2,20012.78	2,600 11.12
600 12-62	2,10012.25	2,000 12.77	10,000
30012 63	30012.26	10012 78	10,00011.13
10012.64	40712.27	50012.79	5,20011.14
300 12 66			6,80011.15
300	1,20012.28	10012.80	7,800 11.16
m e000	1,0 012.29	0000	11,00011.17
<b>6,00</b> 9	40012 30	274,000	9,000 11.18
	60012.31		3,60011.19
For September.	1,80012.32	For October.	6.600 11.20
<b>3,100</b> 11.87 <b>3,800</b> 11.88	600 12.33	2,80010.74	1,70011.21
3.800 11.88	3,50012.34	2,10010.75	5,200 11 22
<b>7.80011</b> 89	3,900 12:35	400 10.77	9700 11.00
<b>6,1</b> 011 90	2.500 12.36	3,000 10.78	2,70011.23
60011.91	2,60012.37	9,000	4,10011 24
11.92	1,500 12.38	3,60010.79	8,20011.25
50011.93	1000	2,90010-80	1,80011 26
500	900	1,00010.81	1,900 11.27
76011.94	60012.40	2,200 10 82	
690 11 95	1,10012.45	1,50019.83	330,300
2,10011 96	200 12.46	8,90010.84	,
<b>800</b>	30012.49	6,90010-5	For November.
<b>8.100</b> 11.93	5,100 12.50	2,80010-86	2,20010.38
<b>36,60</b> ·	2,70012-51	1,90010.87	1 100
<b>8,900</b>	4,30012.52	4,50010.38	1,10010.40
		1 =1000	60010.41

Bales.	Cts. I	Bales	Cts. 4	Bales.	Cts.	Bales.	Ct.s.
1,400	10.42	1,600	. 10.38		10.43		10.75
· 100	10.43	100	10.40	200.	10.44	400.	10.80
2,600		500		100.	10.45	200	10.81
500		600	10.42		10.46	100	10.86
100		200	10.43		10.47	200	10.88
100		700	. 10.14 1		10.49		10.00
100	10.48	300	. 10.43		10.50	2,400	
400	10.49	1,000		200.	10 53	For M	farch.
500		800			) 0.54	200	10.65
1,600		300	10 48	200.	10.55	200	1 66
1,100		1,-00			10.56	500	10.68
2,800		5,700			10.57	900	10.75
2,000	10.54	3,200	10.51	1,400.	10.58	100	10.76
2,700	10.55	1,200	10.53		10.59	100	10.77
3,300		600		1,600.	10.6)	300	10.78
2,200	10.57	1,900		100.	10.61	1.100	10.79
3,000	10.58	1,800	10.55		10.62	300	10 80
1,500	10.59	4,700		1,200.	10.63	300	10.81
4,800	30 60	3,000			10.84		10.82
3,300		900	10.58		10.65		10.83
2,000		2,100			10.64		10.86
1,900	10.63	8,700			10.67	100	10.87
5,800	10.64	2.100			10 68	700	10.89
4,800	10.65	2,200	10 62		10.63		10.90
1,000		200			10.71	300	10.91
1,500		1,600		1,000.	10.73	200	10.92
1,800	10.68	1,800			1 .74		10 93
2,100		500			10.75	100	10.94
3,100	10.70	2,200			10.77		10.95
1,700		1,700			10.78		10 98
3,700		500		1,400	10.79		10.99
1,200	10.18	1,200		2,600	10.80		11.00
2,600	10 74	1,700		200	10.82	100	11.02
3,000	10 (3)	1,500	10.2		10.86	8,900	
$1,^{\circ}00$ $500$	10.53	4,800	10.73	500	10.88		
100		1,900	10 14	24,000		For A	April.
200		800		,	Dah		10.88
200	10.81	400		For	Feb. uary.		10.89
200	10.83	900			10 54		10.98
300	10.00	2,200	10.78		10.57	200	11.03
76,400		500 500	10.61	200	10.66		11.04
10,200			10.81		10.67	500	11.10
For Dece	mher	72,700			10.68	100	11 12
300	10.36	For Jan	11027	500	10.71	0.000	
1,500	10 37	1,600.	10.40	100	10.72	3,600	
		. 2,000		100			
FT77 A		•		_		120	

The following exchanges have been made during the week: 1 19 pd. to exch. 100 Oct. for Sept. | 05 pd. to exch. 200 Aug. for Sept.

The following will show the range of prices paid for futures, and the closing bid and asked, at 3 o'clock P. M., on each day in the past week.

Futures	Saturo	lay.	Mond	lay.	Tuesday. Firmer.		
Market.	Buoya	nt.	Depres	ssed.			
	For Day.	Closing.	Closing. For Day.		For Day.	Closing.	
August.	High. Low. 12 00-11 99 — -12:02	12.09 10	High. Low. 12:11:12.08	Bid. Ask 12.02 04	High. Low. 12:10 11:98	12.14 1	
Sept'b'r October	12·14-11·98 11·12-10·84	12.08 09 11.08 —	12·20-12·00 11·20-10·88	10.87 88	12.14-11.88	12.13 1	
Dec'ber	10.75-10.50	10.73 -	10.91-10.46	10.44 45	10.66-10.38 10.63-10.36 10.67-10.40	10.63 -	
Feb'ry March	10.88-10.66 11.00-10.76	10.88 90 10.99 †	10·86-10·66 11·02-10·75	10.60 61	10.74-10.54 10.89-10.65	10.79 8 10.89 9	
April  Fr. ord.  Closed.	11·12-11·10 12·1 Stead	10	12:0 Wea		10·88 12·1 Firm	5	

	Futures	Wednesday.		Thu	ırsday.	1	Friday.		
	Market.	Irregu	lar.	E	ccited.		Irregular.		
		For Day.	Closing.	For Da	y. Closin	g. For	Day.	Closing.	
	August.	Figh. Low. 12:40-12:19	Bid. Ask 12.40 42	High. L. 12.66-12	ow. Bid. A 12:54	8k High 55 12.6	6 - 1258	12.59 60	
	Sept'b'r October	12·40-12·09 11·10·10·90	11.10 —	11.27-11	.04 11.10	11111-1	5-11-03	12.59 60	
	Dec'ber	10.66-10.52 10.60-10.53 10.67-10.57	10.61 62	10.70-10	47 10.52	58 10.6	0-10-49	10.47 48	
	Feb'ry. March	10.75.10.68 10.87-10.81	10·77 78 10·88 90	10·81-10 10·93-10	80 10.68	$\frac{39}{79} \frac{-}{10.8}$	0-10-79	10.65 66	
	April Tr. ord. Closed.	12.	45		-   - 12.55 teady.	<b>- 10.8</b>	9- — 12:6 Wea	•	
:	·								

\* To 2 P. M. † 11c.

THE VISIBLE SUPPLY OF COTTON, as made up by cable and telegraph, is as follows. The Continental stocks are the figures of last Saturday, but the totals for Great Britain and the affoat for the Continent are this week's returns, and consequently brought down to Thursday evening; hence, to make the totals the complete figures for to-night (Aug 29), we add the item of exports from the United States, including in it the exports of Friday only:

Friday only:			F	_
	1879.	1878.	1877.	1876.
Stock at Liverpool	417,000	538,000	806,000	804,000
Stock at London	58,340	14,500	32,750	41,500
Total Great Britain stock.	475,340	552,500	838,750	845,500
Stock at Havre	100,740	156,750	209,000	163,500
Stock at Marseilles	2,100	7,000	12,000	4,750
Stock at Barcelona	22,000	21,000	62,000	72,000
Stock at Hamburg	3,000	7,250	13,500	11,000
Stock at Bremen	20,172	37,750	64,750	55,000
Stock at Amsterdam	41,322	43,500	40,000	61,000
Stock at Rotterdam	1,596	9,000	10,750	15,000
Stock at Antwerp	200	6,500	7,750	17,500
Stock at other conti'ntal ports.	4,854	14,250	14,750	15,250
Total continental ports	195,984	303,000	434,500	414,950
Total European stocks	671 324	855 500	1 973 953	1 260 450

Total East India, &c .....

Total American....

Stock in United States ports 66,398 46,6 Stock in U. S. Interior ports 3,581 4.0	,000 16,000 26,000
11 7 71 1	.622 115,272 125,293 030 9,145 9,962 500 1,000

Total visible supply......1,024,781 1,136,652 1,709,667 1.844,705 Of the above, the totals of American and other descriptions are as

American—				
Liverpool stock	266,000	415,000	513,000	431,000
Continental stocks	133,000	249,000	342,500	302,000
American affoat for Europe	32,000	23,000	44,000	52,000
United States stock	66,398	46,622	115,272	125,203
United States interior stocks	3,581	4,030	•	9,9,2
United States exports to-day	4,000	500		1,000
Total American East Indian, Brazil, &c.—	504,979	737,152	1,023,917	921,255
Liverpool stock	151,000 58,340	123,000 14,500	293,000 32,750	373,000 41,500
Continental stocks India atloat for Europe.	62,984 243,754	55,000 195,000	92,000 252,000	112,950 370,000
Egypt, Brazil, &c., afloat	3,724	12,000	16,000	26,000

Total visible supply......1,024,781 1.136,652 1.709,667 1,844,705 Price Mid. Upl., Liverpool ....  $6^{13}$ 16d.  $6^{11}$ 16d.  $6^{11}$ 16d.  $6^{11}$ 16d.

519,802

504,979

399,500 685,750 737,152 1,023,917

16,000

685,750

26,000

923,450

921,255

These figures indicate a decrease in the cotton in sight to-night of 111,871 bales as compared with the same date of 1878, a deerease of 684,886 bales as compared with the corresponding date of 1877, and a decrease of 819,924 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 en	ding Aug	. 29, '79.	Week ending Aug. 30, '78				
	Receipts	Shipm'ts	Stock.	Receipts	Shipm'ts	Stock.		
Augusta, Ga	78	722	424	1,154	912	328		
Columbus, Ga	35	43	545	500	700	369		
Macon, Ga	51	25	349	558	495	378		
Montgomery, Ala	219	184	345	573	271			
Belma, Ala	173	92	259	549	405	1,092		
Memphis, Tenn			386	79	201	499		
Nashville, Tenn	238	25	1,273	112	115	1,243		
			2,210	112	113	121		
Total, old ports.	794	1,091	3,581	3,525	3,099	4,030		
Dallas, Texas	243	45	226	40	0~			
Jefferson, Tex.*	5	12	150	. 48	- 35	60		
Shreveport, La	191	10	320	101	1	10		
Vicksburg, Miss.	31	12	33	161	69	200		
Columbus, Miss	5	14	22			60		
Eufaula, Ala	25		137	6	. 8	64		
Griffin, Ga	3		137	705	564	287		
Atlanta, Ga	10	20	401	18	16	90		
Rome, Ga.	10	106	404	25	28	25		
Charlotte, N. C.*.	80	97	077	31	16	84		
St. Louis, Mo	109		275	39	80	129		
Cincinnati, O.	41	146	1,386	397	332	806		
C	41	451	756	277	400	748		
Total, new p'rts	753	900	3,720	1,707	1,549	2,563		
Total, all	1,547	1,991	7,301	5,232	4.648	6,593		

\* Estimated. ]

FRASER

The above totals show that the old interior stocks have decreased during the week 141 bales, and are to-night 449 bales less than at the same period last year. The receipts at the same towns have been 2,731 bales less than the same week last

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. therefore, a safer conclusion through a comparative statement like the following:

RECEIPTS FROM PLANTATIONS.

Week	Receipts at the Ports.			Stock at Inter'r Ports Rec'pts from Plant'ns					
ending—	1877.	1878.	1879.	1877.	1878.	1879.	1877.	1878.	1879.
Apr. 4			54,283	140,649	119,991	116,879	15,737	48,082	
	21,183		44,851	133,363	108,633	107,005	13,897	,	,
18	18,010		40,187	128,411	95,979		13,058		25,148
20	26,641	38,856		117,074			15,304		31.511
May 2	16,560	31,196	22,243	107,534	75,550		7,020		13,951
9	17,309	24,252	19,031	97,696	65,770		7,471		11,615
70	16,288	20,097	19,897	86,376	56,433		4,968	,_,	
23	12,147	19,732	16,673	79,009	46,305		4,780	,	8,853
_ 30	9,669	18,220	17,113	67,786	39,025		-,	10,940	7,882
June 6	9,390	12,380	11,089	57,509	34,154			7,509	6,461
13	8,526	11,231	6,612	52,154	29,315	,	3,171	6,392	1,471
20	8,526	10,721	7,188	45,769	23,287	29,306	2,141	4,693	4,085
27	6,519	6,879	6,293	35,811	21,240			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	1,935
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	
Aug. 1	2,691	3,671	2,503	22,472	11,005	13,960	1	2,149	2,154
* 8	2,102	3,039	3,945	21,574	8,346	13,049	1,204	410	2,059
15	1,733	4,657	8,462	19,118	6,238	11,477			3,028
" 28	2,644	5,699	4,843	17.600	5,999	7,463	1,126	2,549	1,890
" 29	4,335	15,784	4,875	16,278	6.593	7.301	3.019	16 978	4.718

The above statement shows—

1. That the total receipts from the plantations since Sept 1 in 1878-9 were 4,457,281 bales; in 1877-8 were 4,279,410 bales; in 1876-7 were 3,944,343 bales.

2. That although the receipts at the out ports the past week were 4,875 bales, the actual movement from plantations was only 4,713 bales, the balance being drawn from stocks at the interior ports. Last year the receipts from the plantations for the same week were 16,378 bales, and for 1877 they were 3,013 bales.

WEATHER REPORTS BY TELEGRAPH.-Although rain has fallen in many sections the past week, there has been very little in those places where caterpillars were feared. Undoubtedly the prospect at present is more favorable, but dry, hot weather is generally needed to mature the plant.

Galveston, Texas. - We have had a shower on one day during the week, the rainfall reaching fifty-one hundredths of an inch. Crop prospects are unchanged, and picking is progressing finely. The thermometer has averaged 8!, the highest being 90, and the lowest 71.

Indianola, Texas. - There has been a shower here on one day the past week, with a rainfall of thirteen hundredths of an inch. Picking is making excellent progress, and will close very early. Average thermometer 86, highest 97, and lowest 75.

Corsicana, Texas.—There has been no rain at this point during the week, and we are needing some. The weather is extremely hot. Picking is progressing. The thermometer has ranged from 62 to 102, averaging 85.

Dallas, Texas. - The weather during the week has been warm and dry, and a shower is desirable. The average thermometer is 85, the highest 101, and the lowest 62.

Brenham, Texas. - It has not rained here during the week, but rain would now do more harm than good. Picking is progressing finely. We are having very hot weather, the thermometer having averaged during the week 87, with an extreme range of 83

New Orleans, Louisiana.-We have had a heavy rain on one day and a shower on one day the earlier part of the past week. the rainfall reaching two inches and thirty-two hundredths. The latter portion has been clear and pleasant. Picking is progress ing finely. The thermometer has averaged 82.

Shreveport, Louisiana.—Telegram not received.

Vicksburg, Mississippi.—Picking has progressed finely during the week. New cotton begins to come to market.

Columbus, Mississippi.—We have had rain duting the week on two days, the rainfall reaching one inch and fourteen hundredths. The thermometer has ranged from 76 to 83, averaging 81. Picking is making good progress.

Little Rock, Arkansas.-Friday last was cloudy with a light rain, and on Saturday a very heavy rain began falling, lasting thirty hours, and accompanied by a strong wind, doing considerable damage to crops. Sunday was fair, with a light shower, and the remainder of the week has been clear and pleasant. The thermometer has averaged 73, the extreme range having been 62 to 87. The rainfall for the week is five inches and seventy hundred

Nashville, Tennessee.-It has rained the past week on four days, the rainfall aggregating two inches and forty-four hundredths. Average thermometer 73, highest 90, and lowest 58.

Memphis, Tennessee .- It has rained here on three days, the rainfall reaching two inches and ninety-seven hundredths, but the rest of the week has been pleasant. Picking has commenced. and will be general by the tenth. We are having too much rain. and the weather has been too cold for early maturity; otherwise crops are doing splendidly. Average the mometer 73. highest 90, and lowest 63.

Mobile, Alabama. -- It has rained severely on one day and has been showery two days the earlier portion of the week, but the latter part has been clear and pleasant. Accounts from the interior are conflicting. Much damage has been done by shedding, rust and worms. The thermometer has averaged 78, ranging from 67 to 92. The rainfall has reached four inches and six hundredths.

Montgomery, Alabama. - We had rain during the earlier part of the past week on three days, the rainfall reaching seventyfour hundredths of an inch, but the latter part has been clear and pleasant. The days have been warm, but the nights have been cold. Picking is making rapid progress. The thermometer has averaged 76, the highest being 90 and the lowest 61.

Selma, Alabama.—Rain fell the earlier part of the past week on two days, but the latter portion has been clear and pleasant. Cotton is opening quite well. Planters are sending their cotton to market freely.

Madison, Florida.—Rain has fallen during the week on four days. The thermometer has averaged 77, the extreme range having been 60 to 95. Caterpillars have appeared, though the injury done is as yet limited.

Macon, Georgia.—We have had rain on one day the past week. The thermometer has ranged from 70 to 90, averaging 79.

Columbus, Georgia.—There has been no rainfall during the past week. Crop accounts are more favorable. The thermometer has

Savannah, Georgia.-We have had rain on four days the past week, the rainfall reaching one inch and sixty-seven hundredths, but the balance of the week has been pleasant. Average thermometer 79, highest 90, and lowest 66.

Augusta, Georgia.—It has rained lightly on four days the earlier part of the week, but we have had clear, pleasant weather the latter portion. Accounts are about the same as last week. We hear reports of rust developing badly in a number of localities of this section. The thermometer has ranged from 64 to 87, averaging 76. The rainfall has reached one inch and three hundredths.

Charleston, South Carolina .- It has rained during the week on two days, the rainfall reaching one inch and twenty hundredths. The thermometer has averaged 80, the highest point touched

having been 89, and the lowest 67.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock Aug. 28, 1879. We give last year's figures (Aug. 29, 1878) for comparison: Aug. 28, '79, Aug. 29, '78.

•	Aug.	10. 10.	True	0, . 0.
	Feet.	Inch.	Feet.	Inch.
New OrleansBelow high-water mark.	. 11	6	11	7
Above low-water main	. 0	5	10	- 6
Above low-water mark	. 0	11	1	10
Above low-water mark	• •	6	13	9
Wicksburg Above low-water mark	. 14	1	••	••
4 LOLLO COLLEGE COLLEG	. 1		£ 1071	mnti

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.

GUNNY BAGS, BAGGING, ETC.—Bagging has been in fair demand since our last, and there is more inquiry reported by dealers. The orders coming in are not large, but in the aggregate the amount is considerable, and the transactions are 1,100 rolls in lots. But few lots are to be had under quoted figures, as holders are not anxious to sell unless they obtain a full price, and the market is steady at 9@104c., according to quality. Jute butts are not very active, and the only parcels being taken are for present wants, and we only hear of sales to the extent of 500 @600 bales. There is a firm feeling among holders, and the best figures for prime goods are 2½@2½c., as to quality and terms.

NEW COTTON. - WILMINGTON, N. C. - The first bale of cotton of the new crop was received at Wilmington, August 28, and sold at 12½ cents per pound.

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. 23, '79, TO FRIDAY, AUG. 29, '79.

D'ys of we'k	New Or- leans.	Mo- bile.	Char- leston.	Savan- nah.	Gal- vest'n.	Nor- folk.	Wil- ming- ton.	All others.	Total,
Bat	10		12	43	302	38	16		421
Mon	292	33		178	724	33	7	305	1,587
Tues	119	2	10		197	18	4	60	505
Wed	55	. 14			483	29		28	693
Thur				106	202	37	3		423
Fri	249		1			43	45	572	1,246
Tot.	779				2,069	198	75	965	4,875

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

1		77	Beginning	Santomb	ar T	
Monthly		rear	Beginning	Septembe	71 A.	
Receipts.	1878.	1877.	1876.	1875.	1874.	1873.
Sept'mb'r	288,848	98,491	236,868	169,077 610,316	134,376 536,968	115,255 355,323
Novemb'r	689,264 779,237	578,533 822,493	675,260 901,392	740,116	676,295	576,103
Decemb'r	893,664	900,119	787,769	821,177 637,067	759,036 444,052	811,668 702,168
January . February.	618,727 566,824	689,610 <b>472</b> ,054	500,680 449,686	479,801	383,324	482,688
March	303,955	340,525	182,937	300,1 <b>2</b> 8 163,593	251,433 133,598	332,703 173,986
April	167,459 84,299	197,965 96,314	100,194 68,939	92,600	81,780	127,346
June	29,472	42,142	36,030	42,234 29,422	56,010 17,064	59,501 31,856
July	13,988	20,240				
Tot.Jy. 31	4,435,737	4,258,486	3,957,386 	4,080,031	3,473,930	3,700,007
Perc'tage of tot. port receipts July 31			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.

			-			
-1	1878-79.	1877-78.	1876-77	1875-76.	1874-75.	1873-74.
Pot Jv. 31	4.435.737	4,258,486	3,957,386	4,085,531	3,473,936	3,768,597
∆ug. 1	419	139	421	635	D	. 1,002
" 2	507	1,465	264	724	521	s.
" 3	s.	395	861	504	410	1,056
" 4	562	s.	452	846	390	547
" 5	698	596	s.	· 834	394	701
" 6	330	509	839	s.	301	924
" 7	666	529	618	1,141	207	702
" 8	1,192	340	247	1,168	s.	960
" 9	527	700	364	1,082	197	s.
" 10	s.	468	245	764	364	701
" 11	776	s.	531	1,038	539	604
" 12	764	712	s.	1,084	218	647
" 13	347	612	487	s.	168	967
" 14	239	737	598	1,963	195	787
" 15	809	505	367	1,714	s.	604
" 16	520		264	1,069	457	s.
" 17	s.	634	561	845	330	1,499
" 18	1,219	1	394	789	224	864
" <b>19</b>	556		S.	607		1,102
" 20	544	1	1,167	s.	395	592
" 21	944		693	1,364	, 675	
" 22	1,060		586		1	971
" 23	421		404	1,482		s.
" 24	s.	972		912	1	1
" 25	1,587	s.	365	1,168		,
" 26	505	1	S.	891		
" 27	693	2,128	686		944	
" 28	423		597			
" 29	1,246			1,824	8.	1,251
Total		4,283,347	3,970,507	4,114,797	3,483,881	3,790,469
p'rt rec	pts Aug.29	98.56	98.33	98.18	99.62	99.63

This statement shows that the receipts since Sept. 1 up to to-night are now 169,934 bales more than they were to the same day of the month in 1878, and 482,774 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. 29 in each of the years named.

INDIA EXPORTS OF COTTON FOR THE FIRST SIX MONTHS .- WO take the following from the circular of Messrs. Wallace & Co. of Bombay, under date of July 25, showing the exports from all India from January 1 to June 30, for four years.

COMPARATIVE STATEMENT OF THE EXPORTS OF EAST INDIA COTTON TO EUROPE FROM 1ST JANUARY TO 30TH JUNE, FROM THE FOLLOWING

l	PORTS.		1000			1070	
l			<b>—</b> 1879.—-		Garant	-1878	
l		Great	Conti-		Great	Conti-	Total
l		Britain.	nent.	Total.	Britain.	nent.	Total.
I	Bombay	228,238	304,620	532,858	253,934	353,821	607,755
l	Kurrachee		8,381	14,205	8,278	500	8,778
۱	Carwar	-				6,713	6,713
۱	Cal wat	109,417	41,503	150,920	1,115		1,115
ł		4,862	2,905	7,767	3,463	10,265	13,728
۱	Rangoon		3,549	14,753	6.662		6,662
I	Madras	11,204	0,040	20,804	9,692	6,142	15,834
ł	Tuticorin	18,804	2,000	20,00	0,002	0,722	_0,00_
١	Coconada and		1 000	E 000	2 021	4,100	7,331
ł	Masulipatam	4,503	1,386	5,889	3,231	4,100	7,001
Ì			001011	=45.100	000 075	201 541	667,916
1		382,852	364,344	747,196	286,375	381,541	007,310
١			-1877			<b>—1876.—</b>	
Ì		Great	Conti-		Great	Conti-	
١		Britain.	nent.	Total.	Britain.	nent.	Total.
1		351,305	395,856	747,161	478,583	332,543	811,126
١	Bombay	6,465	6,123	12.518	2,534		2,534
	Kurrache e	0,400	0,120		_,00_	6,410	6,410
1	Carwar	70.070	3,524	54,5(3	16,868	50	16,918
	Calcutta	50,979	0.601	20,017	1,382	00	1,382
	Rangoon	17,326	2,691		29,935	1,517	31,452
	Madras	1,191		1,191	10 160	13.526	31,695
	Tuticorin	6,115	2,000	8,115	18,169	10,020	01,000
	Coconada and			4 0 4 5	0.050	0.054	6,604
	Masulipatam	4,845		4,845	2,650	3,954	0,004
				848,420	550,121	358,000	908,121
		438,226					

It will be noticed from the above that the exports to June 30 were this year nearly 80,000 bales in excess of last year, because of the very large exports from Calcutta, reaching 150,920 bales. Messrs. Wallace & Co. also state that they learn that the Madras crop is estimated this year at 70,000 bales, the Coconada crop at 30,000 bales, and the Tinnevelly crop at 100,000 bales.

ELLISON & Co.'s COTTON REPORT FOR JULY.—We are in receipt of Messrs. Ellison & Co.'s cotton report, dated August 11, and make the following extracts from it:

THE COURSE OF THE MANCHESTER MARKET, JULY 9 TO AUG. 9.

The Manchester market has been very quiet throughout the month, but without anything like the extreme depression witnessed in Liverpool. The rate of production has been materially curtailed, and as the sales, though comparatively small, have on the whole exceeded the out-turn of the mills, the stocks in the hands of producers and their agents have been considerably reduced. Spinners and manufacturers have consequently been able to get rather better rates than would otherwise have been possible. Some decline has taken place in prices, but the fall is less in yarns and goods than in raw cotton. The position of producers is therefore better than it was a month since, though it is still very unsatisfactory. Business for the leading foreign markets has been only moderate in extent; and the home-trade demand has been adversely affected by the unfavorable weather, which during the month has seriously injured the hay and food crops. The later India and

China accounts are a little better than those previously received, but there are as yet no distinct signs of any materially-improved demand, and in this, as in all other departments of the trade, business is greatly restricted by the low prices at which the early shipments of the new American cotton crop are being offered, and it is not expected that any genuine revival of trade will be witnessed until the margin of discount between spot cotton and futures has disappeared.

MOVEMENTS DURING THE SEASON, OCT. 1 TO JULY 31. The deliveries to English and Continental consumers during the first ten months of the season have been as follows, compared with the figures for the corresponding months of last season:

he correspondence of the correspondence of t -Continent. 3-9. 1877-8. 1878-9. 2,165,970 441 2,191,990 431 Number of bales... Av'ge weight (lbs.)..

Total weight (lbs.).955,292,770 1,062,115,390 946,910,250 944,747,690 The highest rate of consumption touched in Great Britain this season was probably about 58,000 bales of 400 lbs. Five

weeks ago it had perhaps fallen to 52,000 bales. During the subsequent period it may have dropped to 45,000 bales. The average for the five weeks would be about 48,500 bales, or 242,500 bales in all, equal to 97,000,000 lbs., which, added to the 856,700,700 lbs. previously consumed, would give a total of 953,700,700 lbs. as the total weight of cotton spun during the first ten months of the season. (In bales of 440 lbs., the maximum rate of consumption touched during the season was about 53,000 bales; that of five weeks ago 47,000 bales; the minimum touched during the five weeks 41,000 bales; and the average of the five weeks 44,000 bales.) Last season the rate of consumption was about 58,000 bales, of 400 lbs., per week, or 1,020,800,000 lbs. for the fifty-four weeks.

The rate of consumption on the Continent has averaged about 49,000 bales, of 400 lbs., per week, this season, against 48,000 bales last season, or a total of 862,400,000 lbs., against 844,800,-

On the basis of the foregoing calculations, the movements have been as follows this season compared with last. The stock on hand on the 1st October is the surplus shown in our Autumn Annual:

-Continent. -Great Britain. 1878-9. 1877-8. 1878-9. 1877-8. Lbs. Lbs. Lbs. Lbs. Lbs. Surplus st'k, Oct. 1. 13,800,000 13,800,000 30,550,000 5,368,000 Deliv's to July 31..955,292,770 1,062,115,390 946,910,250 944,747,690 Supply.......969,092,770 1,075,915,390 977,460,250 950,115,690 Consum. in 44 w'ks.953,700,700 1,020,800,000 862,400,000 844,800,000

 $55,\!115,\!390 \\ 138,\!000 \\ 1287,\!000 \\ 105,\!315,\!690 \\ 263,\!000$ Surplus, July 31... 15,392,070 In bales of 400 lbs... 38,000

English spinners, therefore, hold 100,000 bales less, and Continental spinners 24,000 bales more, than at this time last year,

being a net deficit of 76,000 bales, which, with the decrease of 60,000 bales in the visible supply, makes a total deficit of 136,-000 bales.

PROSPECTS. Two months ago Middling Upland was worth over 7d. per lb., and the current notion was that a still higher figure would be witnessed before the close of the season, in consequence of the prospective scarcity of supplies. In our report of June 10th, we ventured to express the opinion that there was no cause for alarm in this respect, and that with economy on the part of consumers the period of scarcity might be got over without the realization of the semi-famine prices anticipated in some quarters. This view of the situation was based on the fact that although there was a large deficit in the visible supply of cotton, it was in a great measure off-set by the extensive stocks held by spinners. Our estimates of the latter were considerably in excess of the figures generally entertained, because our estimate of the rate of consumption was smaller than that adopted by the general public. Events proved the correctness of our computations, and as time went on it became evident that the popular idea of the rate of consumption in March, April and May was excessive, and the current estimate of spinners' stock at the opening of June much too low. The large surplus of unused cotton held by consumers enabled them to greatly curtail their purchases in June and July, and then public opinion, rushing from one extreme to the other, began to as greatly under-estimate as it had previously over-estimated the rate of consumption.

The reduced consumption led to greatly modified views as to the probable future course of prices, and as week after week passed by without any indications of a revival in the demand, the market from confident hopefulness sank into helpless despondency. At first the decline was very slow, but during the past month there was a complete collapse, and all at once it became a question not of to what height would prices be pushed during the Autumn, but to what depth would they be depressed. This revolution in public opinion was due partly to a natural re-action from previous exaggerated views, but, in its later stages, chiefly to the discouraging influence of the unfavorable weather for the harvest, which has kept the home trade in a chronic state of depression. Meanwhile, faith in any important recovery in prices was also being weakened by the gradual narrowing of the period between the old crop and the new, and by the eagerness with which the Americans offered

their new crop at constantly-declining rates.

At the moment, therefore, the prevalent inclination is to take it for granted that somehow or other the balance of the season will be got through without any difficulty. This may be so, but on one condition only—namely, a further extension of short time. The stock of cotton in Liverpool at the end of July was 528,000 bales. Last year the import of all descriptions between

the end of July and the last Friday in September (eight weeks) was 158,000 bales. This year we commence the period with 12,000 American and 39,000 East Indian, or a total of 51,000 less afloat than last year. The import is hardly likely therefore to reach 158,000 bales; let us say 140,000; this, added to the stock, would give a supply of 668,000 bales. The present rate of consumption is not less than 40,000 to 42,000 bales per week. Exporters will want 4,000 bales per week. Say in all 45,000 or 360,000 for eight weeks; this would leave a stock of only 308,000 bales at the end of September. Last year there was a deficit of 42,000 bales discovered at stock-taking, and the year before one of 35,000 bales. Suppose this year it is only 28,000 bales. Then there would remain only 280,000 bales against 387,000 bales last year. It is clear, therefore, that there cannot be any increase in the rate of consumption without some advance in prices. But with continued good crop accounts, it may be taken for granted that any advance of moment would stop business in Manchester and lead to a greater extension of short time than even that experienced last month.

BOMBAY SHIPMENTS. - According to our cable dispatch received to-day, there have been 2,000 bales shipped from Bombay to Great Britain the past week and —— 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. 28.

	Shipme	nts this	s week	Shipme	ents sinc	Receipts.		
	Great Brit'n.	Continent.	Total.	Great Britain.	Conti- nent.	Total.	This Week.	Since Jan. 1.
1879 1878 1877 1876	1,000	1,000	4,000 1,000	297,000 375,000	329,000 386,000 404,000 347,000	683,000 779,000	2,000 2,000 1,000 4,000	774,000 849,000 992,000 996,000

From the foregoing it would appear that, compared with last year, there has been a decrease of 2,000 bales in the week's shipments from Bombay to Europe, and that the total movement since January 1 shows a decrease in shipments of 108,000 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. 28 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.	Continent.	Total.	Great Britain.	Continent.	Total.		
1879 1878 1877 1876	5,000	3,000	1,000 8,000	226,000 103,000 79,000 96,000	122,000 54,000 47,000 78,000	348,000 157,000 126,000 174,000		

The above totals for this week show that the movement from the ports other than Bombay is 7,000 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. receipts and shipments the past week, and for the corresponding weeks of the previous two years, have been as follows:

Alexandria, Egypt, Aug. 28.	1879.		1	1878.		1877.	
Receipts (cantars*)— This week Since Sept. 1			2	,703,000			
	This week	Since Sept. 1.	This week	Since Sept. 1.	This week	Since Sept. 1.	
Exports (bales)	,				li		
To Liverpool		172,400	1,000	240,000	1,000	298,500	
To Continent	120	79,896		168,000		140,500	
Total, Europe	120	252,296	1,000	408,000	1,000	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 120 bales.

MANCHESTER MARKET.—Our market report received from Manchester to-day (Aug. 29) states that the prices for shirtings have improved, twists being marked up &d. and shirtings 1 d. We leave previous weeks' prices for comparison.

		1879.		1878.				
* 	32s Cop. Twist.	84 lbs. Shirtings.	Cott'n Mid. Uplds	328 Cop.	84 lbs. Shirtings.	Cott'n Mid. Upida		
July 19.	d. d. 878@938	s. d. s. d. 6 1 2 7 4 2	d. 634	d. d. 858@914	s. d. s. d. 6 3 @8 3	d. 612		
" 25. Aug. 1.	834@94 834@94	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	6916 6516	$     \begin{array}{r}             87_8 @ 93_8 \\             9 @ 95_8 \\             87_8 @ 91_2     \end{array} $	6 41208 414	65g		
" 15. " 22. " 29	834 @ 934 834 @ 938 876 @ 949	$egin{pmatrix} 6 & 1^{1}\!2@7 & 4^{1}\!2 \ 6 & 1^{1}\!2@7 & 4^{1}\!2 \ 6 & 3 & @7 & 6 \end{bmatrix}$	638	$8^{7}8@9^{1}2$ $8^{7}8@9^{1}2$	$\begin{bmatrix} 6 & 3 & @8 & 3 \\ 6 & 1 \frac{1}{2} @8 & 1 \frac{1}{4} \end{bmatrix}$	AII.		

THE EXPORTS OF COTTON from New York this week show a decrease, as compared with last week, the total reaching 5,937 bales, against 10,019 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
EXPORTS OF	COLION	(DALLE)	LUM	TATE AL	TOTELL	DILLOT	~===	-,	

		Week e	nding-		Total to	Same
Exported to—	Aug.	Aug. 13.	Aug. 20.	Aug. 27.	date.	previ'us year.
Liverpool Other British ports	5,607 2,723		6,325 3,500	5,618 300	272,833 17,116	336,527 5,857
TOTAL TO GREAT BRITAIN	8,330	4,634	9,825	5,918	289,949	342,384
HavreOther French ports	3		194	•••••	14,599 100	9,643 115
TOTAL FRENCH	3		194		14,699	9,758
Bremen and Hanover Hamburg Other ports	473				16,325 2,202 2,835	
TOTAL TO NORTH. EUROPE	473			19	21,362	44,960
Spain, Op'rto, Gibralt'r, &c	100	160			5,710 160	
TOTAL SPAIN, &C	100	160			5,870	4,788
GRAND TOTAL	8,906	4,794	10,019	5,937	331,880	401,890

Shipping News.--The exports of cotton from the United States the past week, as per latest mail returns, have reached 6,993 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.

	bares.
NEW YORK-To Liverpool, per steamers Arizona, 2,000 City	
of New York, 902Abvssinia, 551Spain, 2,100	5,618
To Hull, &c., per steamer Othello, 300	300
To Bromen ner steamer Koln, 19	19
BALTIMORE—To Liverpool, per steamer Enrique, 287	287
BOSTON-To Liverpool, per steamers Minnesota, 64Victoria,	
660	733
SAN FRANCISCO-To Liverpool, per ship British Envoy, 36	
(foreign)	36
makal	6.993

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

	Liverpool.	Hull, &c.	Bremen.	Total.
New York		300	19	5,937
Baltimore				287
Boston	733			733
San Francisco				36
Total	6.674	300	19	6,993

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

MARIE FREDERICKE, ship (Nor.), from New Orleans for Liverpool, which put into Key West. June 17, 1878, in distress, was sold at auction and burnt by purchasers.

Cotton freights the past week have been as follows:

-	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d.	316@14	316@14	316@14	316@14	316@14	316@14
do sail $d$ .	$@7_{32}$	$$ $@7_{32}$	$@7_{32}$	$@^{7}_{32}$	$@7_{32}$	$$ $@^{7}_{32}$
Havre, steamc.	@58*	@58*	@58*	@58*	@58*	@ <sup>5</sup> 8*
do sailc.	@12	@1 <sub>2</sub>	$\dots \widehat{w}^{1}_{2}$	$@_{1_2}$	@ <sup>1</sup> 2	@ <sup>1</sup> 2
Bremen, steamc.	@916*	@9 <sub>16*</sub>	@9 <sub>16*</sub>	@9 <sub>16</sub> *	@916*	@9 <sub>16</sub> *
do sailc.	@716	$\varpi^{7}_{16}$	@716	@716	@7 <sub>16</sub>	$a_{7_{16}}$
Hamburg, steam.c.	@*9 <sub>16</sub>	@916*	@916*	@9 <sub>16*</sub>	@9164	$ @9_{16}^*$
<b>do</b> sail $c$ .	@12	$\dots \widehat{a}^{1}_{2}$	$\dots \widehat{a}^{1}_{2}$	@12	وا @	@15
Amst'd'm, steam c.	@	@	@	@	@	@
do sail c.	@		@	@		@
Baltic, steamd.	@	@	@	@	@	@
do saild.	@	@	@	@	@	@

<sup>\*</sup> Compressed.

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

	Aug. 8.	Aug. 15.	Aug. 22.	Aug. 29.
Bales of the week bales.	36,000 2,000			60,000 2,000
Forwarded	29,000 3,000	39,000	49,000	42,000
Of which exporters took Of which speculators took	2,000 503,000		4,000	4,000
Total stock		343,000	297,000	266,000
otal import of the week Of which American		14,000	6,000	9,000
Amount afloatOf which American	190,000	189,000	176,000	132,000

The tone of the Liverpool market for spots and futures each day of the week ending Aug. 29, and the daily closing prices of spot cotton, have been as follows:

Spot.	Saturday	Monday.	Tuesday.	Wedn'sdy	Thursd'y	Frid 1y.
Market, }	Harden'g.	Buoyant.	Steady.	Firmer.	Active and firmer.	Steady.
Mid. Upl'ds Mid. Orl'ns.	6 <sup>5</sup> 8	63 <u>1</u> 678	$6\frac{3}{6}$	63 <u>1</u> 67 <sub>8</sub>	613 <sub>16</sub> 615 <sub>16</sub>	6 <sup>13</sup> 16 6 <sup>15</sup> 16
Market, }						<del></del> .
Sales Spec. & exp.	10,000 1,000	15,000 2,000	8,000 1,000	10,000 2,000	12,000 2,060	8,000 1,000
Futures. Market, 5 P. M.	Strong.	Steady.	Firm.	Steady.	Firmer.	Steady.

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.

1	dilless office was someone	SATURDAY.	
the same of the last of the la	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	DecJan648   JanFeb6332   FebMar6332
l			Dalinama
the same of the sa	$\begin{array}{ccccc} & & & & & & & & & & & & \\ \textbf{Aug} & & & & & & & & & \\ \textbf{Aug} & & & & & & & & \\ \textbf{Oct} & & & & & & & \\ \textbf{Aug} & & & & & & & \\ \textbf{Aug} & & & & & & & \\ \textbf{SeptOct} & & & & & & \\ \textbf{623}_{32} \\ \textbf{SeptOct} & & & & & \\ \textbf{623}_{32} \end{array}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$
I	*	TUESDAY.	5 · .
manufactured franchisconers of the last of	$\begin{array}{cccc} & & & & & & & & & & \\ \textbf{Aug} & & & & & & & & & & \\ \textbf{Oct} & & & & & & & & & \\ \textbf{SeptOct} & & & & & & & & \\ \textbf{5}_8@^{21}_{32} & & & & & & \\ \end{array}$		$\begin{array}{cccc} & & & & & & & & & & & & & & & & & $
١		WEDNESDAY.	
Name and Address of the Owner, where the Owner, which the	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$
I		THURSDAY.	
and the latest department of the latest depart	$\begin{array}{cccc} & & & & & & & & & & & & & & & & & $	$egin{array}{llllllllllllllllllllllllllllllllllll$	Delivery. Aug6 <sup>13</sup> 16 Oct6 <sup>13</sup> 16 NovDec6 <sup>1</sup> 4
I		FRIDAY.	Dalinama
The Person Name of Street, or other Person Name of Street, or	$\begin{array}{cccc} & & & & & & & & & & \\ & & & & & & & & $	Delivery. OctNov6 <sup>13</sup> 32@38 @13,32	DecJan613 <sub>16</sub> Sept625 <sub>32</sub>
	SeptOct62532@34	NovDec6732	Oct

## BREADSTUFFS.

FRIDAY, P. M., August 29, 1879.

The market for flour has been fairly active in the past week, the business aggregating in fact rather above the average, and prices have had an upward tendency, especially for common extras and choice patents from old spring wheat. These are comparatively scarce. Flours from new winter wheat are in full supply, and have improved in prices very little, if at all; still they are more salable. Rye flour and corn meal have ruled very firm, with a fair business. To-day, the whole market was dull.

The wheat market has been exceptionally active at advancing prices. There has been a partial "corner" on August de'iveries of No. 2 red and amber winter, and these grades have advanced more than others, and more than contracts for the next two months. Thus, yesterday, No. 2 red winter sold at \$1 113/4@\$1 12 on the spot, and \$1 111/4@\$1 111/2 for September and October; No. 1 white, \$1 111/2@\$1 12 on the spot, \$1 111/4 for September, and \$1 11½ for October. There has been more doing in spring at \$1 03@\$1 04 for new No. 2, and 98c.@\$1 for new No. 3; No. 2 for September, \$1 02½. The statistics of the Produce Exchange show a falling off in the movement towards interior markets, as compared with last year, but, owing to the direct shipments to the seaboard from provincial towns, those figures are no longer reliable. To-day, No. 2 red winter declined and sold freely at \$1 101/4@\$1 101/2 for September and October, closing steadier; white wheat, %c. lower, but spring about steady.

Indian corn has been more freely offered, under increased supplies at the principal points. No. 2 mixed has declined to 45<sup>3</sup>/<sub>4</sub>c. on the spot, 46<sup>1</sup>/<sub>4</sub>c. for September, and 47c. for October. Other grades are exceptionally scarce and relatively high. To-day, there was no decided change.

Rye has been in demand at firm prices. Free sales were made of No. 2 Western at 63½@64½c., with some business in No. 1 State at 67c. To-day, the market was quieter.

Oats declined sharply early in the week, until No. 2 graded were quoted at 29¾@30c. for mixed and 32@32¼c. for white These low prices brought in dealers as free buyers, and there was some advance. Yesterday, No. 2 white sold for October at 34c. To-day, the market was again stronger, and No. 2 graded closed at 31@31¼c. for mixed and 33@33½c. for white.

The following are clesing qotations:

· FLOUR.		I	GRAIN.
No. 2 \$ bbl. \$			MILARDITUE, SE DU. O OI WAV
Western	3 40@ 4 30@	4 00 4 40	No. 2 spring 1 02 @1 04 Amber winter 1 04 @1 11 Red winter, No. 2 1 10 <sup>1</sup> 4@1 10 <sup>1</sup> 2
Western spring wheat extrasdo XX and XXX	4 25@ 4 50@		White
Western winter ship- ping extras do XX and XXX	4 25@ 4 85@ 5 25@	4 70	Western No. 2 45 3 464
Minnesota patents	5 25@	7 25	Western White 54 @ 57-3

,		,	.,,,			*		,
	A	40PA T					ТНЕ	CĤ
	Auguer 30,	18:19.]					TILL	CII
	City shipping ext Southern bakers' family brands . South'n ship'g ex Rye flour, superfi Corn meal— Western, &c Brandywine, &c.	and 52 tras. 46 ne 36	25@ 6 80@ 5 80@ 3	00 00 90 B	State an ats—Mi White. arley— State, 2 State, 2	GRAI st'n, No.2. nd Canada ixed Canada W. 4-rowed 2-rowed	63 67 28 32	@
	Receipts of fl for the week en				Weste	rn lake a	nd rive	r ports
	At— (Chicago	Flour, bbls. 196 lbs.) 35,379 21,846 5,757 2,186 51,524 930 3,800	When bush (60 lb 691,7 120,0 767,2 511,4 91,7 662,5 40,0 77,7	h. 8.) (49 1,6 80 1 18 1 51 00 92 2 50 23	Corn, bush. 56 lbs.) 22,979 83,270 71,989 2,661 46,355 29,385 36,780 21,766	Oats, bush. (32 lbs.) 543,577 51,550 46,689 7,450 39,200 80,073 183,200 14,927	Barley, bush. (48 lbs.) 24,749 16,750 1,015 200 3,000 15,000	bush. (56 lbs.)
a	Total	13,438 2	,628,5	85 2,5	70,004	966,666 765,599 1,432,081	60,714 $25,444$ $162,296$	171,045
	Total receipts for four years:	at same	e port	s fron	n Jan.	1 to Aug	. 23, inc	lusive,
	Flourbbls.	1879 4,104,			78. ),870	1877. $2,594,62$		876. 809,453
,	Wheat bush. Corn Oats Barley Rye	48,213, 63,395, 19,638. 2,543, 2,464,	478 695 516	44,909 64,686 19,309 3,249 2,783	3,642 $3,142$	15,189,86 54,054,63 12,941,40 2,880,13 1,547,18	$   \begin{array}{ccccccccccccccccccccccccccccccccccc$	771,143 $839,936$ $664,421$ $991,451$ $214,547$
	Total grain			34,930		86,613,17		181,498
	Total receipts to Aug. 23, incl	usive, fo	or fou	ent) a r yeai	t the s			Aug. 1
	Flourbbls.		79. 896 —		878. 4,211	187 360,78		1875. 373,685
	Wheatbush. Corn Oats Barley Rye.	10,947, 10,367, 3,576, 119, 683,	$\frac{371}{807} \\ 114$	318	5,718 2,490 7,101 8,657 4,020	4,898,28 11,389,04 2,295,53 160,95 607,26	14 9, 37 1, 52 1	327,005 135,588 727,713 121,012 217,131
	Total grain	25,694,	066	28,867	7,936	19,349,07	9 14,8	328,449
×.	Comparative ports from Jan.	1 to Au	g. 23,					same
ĸ	Flourbbls.	187 4,416,			78. 0,050	1877. 2,561,71	15 2,5	876. 534,906
	Wheat bush. Corn oats. Barley. Rye	44,137, 56,839, 14,552, 2,099, 2,332,	951 835 080	32,279 54,669 12,523 1,649 2,143	9,730	28,723,03 48,067,86 14,116,40 1,288,28 1,203,00	$\begin{array}{cccc} 65 & 47,7 \\ 00 & 13,5 \\ 37 & 1,5 \end{array}$	368,974 798,862 523,531 231,498 003,503

Oats	14,552,835 $2,099,080$	12,525,183 $1,648,988$ $2,143,257$	14,116,400 $1,288,287$ $1,203,008$	13,523,531 1,231,498
Total grain		03,260,031	93,398,619	
Rail and lakes	_	n same port	s for the las	t four weeks:
ending- bl	our, Wheat, ols. bush. ,365 2.438,317	Corn, bush. 7 2,912,366	bush. b	arley, Rye, oush. bush. 9,165 304,065

 Aug. 23.
 130,365
 2,433,317
 2,912,366
 564,797
 19,165 304,065

 Aug. 16.
 134,847
 2,675,032
 2,925,889
 635,335
 8,263 90,994

 Aug. 9.
 176,483
 2,867,386
 1,982,877
 621,347
 8,962 108,013

 Aug. 2.
 144,389
 2,252,803
 1,929,511
 494,750
 11,602 110,437

 Total, 4 w'ks. 586,084
 10,233,538
 9,750,643
 2,316,229
 47,992
 613,509

59,434 481,207

Receipts of flour and grain at seaboard ports for the week ended Aug. 23:

Tot.4 wks '78 458,851 7,577,949 9,114,000 3,022,280

	Flour,	wneat,	corn,	Oats,	Barley,	Rye,
At—	bbls.	bush.	bush.	bush.	bush.	bush.
New York	118,900	2,721,250	902,164	455,734		62,378
Boston	58,387	353,111	196,486	128,377	5,600	800
Portland	1,250		4,500	1,800		
Montreal	19,586	372,043	33,802	2,610	13	
Philadelphia	13,200	744,600	169,000	14,000		1.000
Baltimore	16,644	904,800	57,100	71,000		1,600
New Orleans	23,177	98,977	111,160	22,747		-,007
•						
Total week	251,144	5.197.781	1.474.212	696.268	5,613	65,773
Previous week					6.038	66,237
Cor. week '78						122,374
Cor. week '77						65,956
	,	-,,	-,,		0,0	00,000

And from Jan. 1 to Aug. 23, inclusive, for four years:

Flourbbls.	1879. 6,367,074	1878. 5,462,610	4,265,329	1876. 5,851,655
Wheat bush. Corn Oats Barley Rye	74,263,440 13,896,268 1,756,908	54,343,878 74,725,677 13,943,120 2,468,115 2,850,903	10,169,959 55,403,294 11,016,321 2,116,046 971,455	28,406,454 56,493,004 15,672,421 2,049,319 370,044
Total	168 706 612	148 331 603	79 677 075	102 001 040

Exports from United States seaboard ports and from Montreal, for week ending Aug. 23:

	Flour,	Wheat,	Corn.	Oats.	Rye.	Peas,
From-	bbls.	bush.	bush.	bush.	bush.	bush.
New York	71,085	1,803,436	603,530	3,243	8,528	1,833
Boston	21,629	276,222	101,812		-,,	-,000
Portland	52					
Montreal	15,981	738,501	66,413	27,999		1,702
Philadelphia	3,232	407,166	223,318			_,,
Baltimore	17,531	932,064	28,986	930		
Total for w'k	129,510	4,157,389	1,024,059	32,172	8,528	3,535
Previous week.	96,518	3,906,056	658,179	3,268	73,335	1,273
Two weeks ago	100,264	4,536,417	977,339	9.212	49,749	33,849
Same time '78.	64,859	3,809,750	922,903	167.012	14,568	29,889
		-	,		,	,,,,,,

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. 23, was as follows:

	Wheat,	Corn.	Oats,	Barley,	Rye.
In Store at—	bush.	bush.	bush.	bush.	bush.
New York	3,110,794	2,021,355		26,107	79,488
Do. afloat (est.)	1,715,000	381,000		•••	
Albany	5,800	26,000		6,200	36,000
Buffalo	378,177	690,662			30,035
Chicago	844,079	2,263,014		87,586	115,358
Milwaukee	200,173	20,425	8,417	58,114	9,414
Dulaih	122,296	16,401			
Toledo	530,306	178,276		6,127	6,884
Detroit	534,865	4.905		86	
Oswego	190,000	210.000		20,000	3,000
St. Louis	550,099	420,848		4,020	23,955
Boston	246,390	129,013			
Toronto	70,403		2,200	38,201	400
Montreal (15th)	83,214	700		33,576	342
Philadelphia	929,750	203.500			
Peoria	25,081	255,050		1,316	31,520
Indianapolis	118,000	26,500			9,700
Kansas City	180,395	50,954			4,021
Baltimore	1,953,690	475,460			
Rail shipments	668,360	540.843		19,165	75,468
Lake shipments	1,769,957	2,371,523	50,546		228,595
On Canal (est.)	1,670,000	2,296,000			143.000
1					
Total	15,966,899	12,582,429	2,279,174	300,498	797,180
Aug. 16, '79	16,026,837	12,140,032	1,824,631	306,311	493,906
	15,189,594			318,424	479,114
Aug. 2, '79	14,352,416	11,099,554	1,762,230	324,929	462,436
July 26, '79				330,601	318,393
Aug. 24, '78					695,441

### THE DRY GO DOS TRADE.

FRIDAY, P. M., Aug. 29, 1879.

There has been during the past week increased buoyancy in nearly all departments of the dry goods trade, and the volume of business was fairly satisfactory. There was a considerable influx of retail buyers from the interior, which gave an impetus to the jobbing trade, and a liberal distribution of staple and department goods was reported by dry goods jobbers. There was also a brisk demand for ready-made clothing, and in this connection large sales were effected by wholesale clothiers. The improved condition of the local and interior jobbing trade was reflected in a more active movement in most descriptions of goods from first hands, and a very fair business was accomplished by importers and manufacturers' agents representing leading makes of domestic goods. Values were without material change, except that there was a trifling advance in print cloths (in sympathy with cotton) and a slight decline in 56x60 prints.

Domestic Cotton Goods.—The export movement in domestics was of lessened proportions, only 1,228 packages having been shipped from this port to foreign markets during the week ending August 26, of which 568 were sent to Great Britain, 216 to U. S. of Colombia, 174 to Hamburg, 92 to Hayti, 38 to Mexico, 36 to British Honduras, and the remainder, in small parcels, to other markets. There was a steady demand for re-assortments of brown, bleached and colored cottons at first hands; and the tone of the market was generally steady, save in the case of brown sheetings, which were in some cases a trifle easier. Stocks are well in hand, as a rule, and some makes of bleached goods (in low grades) are in meagre supply. Print cloths were fairly active and firm, with an upward tendency, owing partly to a threatened "strike" at Fall River and partly to the advance in cotton. Extra 64x64 cloths were quoted at 41/2011/4c., and 56x60s at 3 9-16@35%c. Prints were fairly active, and standard makes continued unchanged in price; but 56x60 fancies were reduced ½c. per yard. Ginghams and cotton dress goods were in steady request and firm.

Domestic Woolen Goods.—There was little change in the condition of the market for men's-wear woolens, but the late advance in the staple has imparted more steadiness to prices. Agents continued to make fair deliveries of fancy cassimeres, cheviots and worsted coatings, on account of former orders, but new business was restricted in volume. Overcoatings, cloths and doeskins ruled quiet and steady, but special styles of cloakings were in fair request. In Kentucky jeans there was only a moderate business, and satinets remained sluggish as a rule. Flannels have shown more animation, and a fair distribution of colored flannels (both plain and twilled) was effected by agents and jobbers. Blankets continued quiet, but there was a fair business in shawls and skirts, and worsted dress goods were in good demand.

Foreign Dry Goods.—There was a better demand at first hands for most descriptions of imported goods, and the jobbing trade was decidedly more active. Staple and fancy dress goods were sought for in considerable quantities, and black colored and fancy dress silks were in good request. Millinery silks and velvets met with fair sales, but ribbons ruled quiet. Linen and white goods remained sluggish in first hands, and laces and embroideries were lightly dealt in; but prices ruled steady. Men's-wear woolens were slow of sale, and there was rather less inquiry for Italian cloths, satin de chenes and serges.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending Aug. 28, 1879, and for the corresponding weeks of 1878 and 1877, have been as follows:

ENTERED FOR CONSUMPTION FOR THE WEEK ENDING AUG. 28, 1879.

	1877.		1878.		1879.	
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Manufactures of— Wool Cotton Silk Flax Miscellaneous.	1,371 1,096 843 792 440	\$ 570,803 337,400 572,658 178,132 140,144	1,048 1,168 885 811 424	\$ 466,217 327,385 572,319 171,892 117,174	1,659 1,288 1,222 814 723	\$ 694,938 414,901 721,065 191,781 210,754
Total	4,542	1,799,137	4,336	1,654,987	5,706	2,233,439
WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET DUR- ING THE SAME PERIOD.						
Manufactures of— Wool Cotton Silk Flax Miscellaneous	805 317 207 503 30	105,616 182,063 105,740		244,153 72,991 103,436 70,452 21,108	230	$\begin{array}{c} 200,346 \\ 66,978 \\ 111,935 \\ 71,602 \\ 22,341 \end{array}$
Total Ent'd for consumpt.	1,862 4,542	745,351 1,799,137	1,631 4,336	512,140 1,654,987	1,424 5,706	$\substack{473,202 \\ 2,233,439}$
Total on market	6,404	2,544,488	5,967	2,167,127	7,130	2,706,641
ENTERED FOR WAREHOUSE DURING SAME PERIOD.						
Manufactures of— Wool Cotton Silk Flax Miscellaneous	761 175 191 778 283	172,733 108,718	501 172 95 322 94	203,794 59,179 99,489 61,629 14,371	185 98 384	65,152 19,264
Total Ent'd for consumpt.	2,188 4,542	693,979 1,799,137	1,184 4,336	438,462 1,654,987		374,630 2,233,439
Total at the port	6,730	2,493,116	5,520	2,093,449	6,819	2,608,069

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.	1	1879.	1878.
China fra			Metals, &c-		
China, &c.—	8,977	8,563	Lead, pigs.	6,622	4.887
China Earthenw .	24,610	23,851	Spelter, lbs	1,169,597	772,946
Glass	142,816	157,008	Steel	48,803	28,279
Glassware.	24,975	14,841	Tin, boxes.	901,923	676,442
	3,257	3,582	Tin slbs.,lbs	9,705,741	7,681,172
Glass plate.	6,534	5,924	Paper Stock.	89,910	90,764
Buttons	34,021	82,640	Sugar, hhds,	00,010	00,.02
Coal, tons	22,891	16,066	tes., & bbls.	504,366	441,205
Cocoa, bags.	1,507,047	1,025,382	Sugar, boxes	001,000	
Coffee, bags.	9,938	3,467	and bags	992,294	1,395,387
Cotton, bales	3,000	0,407	Tea	490,504	565,907
Drugs, &c-	28,133	24,377	Tobacco	32,770	36,484
Bark, Peru.	12,055	17,088	Waste	3291	345
Blea. powd.	2,391	1,839	Wines, &c.	. 020	
Cochineal	30.872	12,821	Champ'gne	i	
Gambier	2 766	2,309	baskets	71,852	59,954
Gum, Arab.	4,292	4,602		121,060	92,744
Indigo	1 072	2,921	Wines	32,818	21,775
Madder, &c	1,973		Wool, bales.	010,010	21,770
Oil, Olive	33,419	$27,\!567$ $466$	Reported by	Φ.	4
Opium	829		value.	868,591	973,550
Soda, bi-cb.	10,165	15,701	Cigars	50,975	41,002
Soda, sal	39,302	41 205	Corks	577,249	520,192
Soda, ash	43,115	41,325	Fancy goods		262,113
Flax	1,947	2,124		252,553	202,113
Furs	6,142	4,393	Fruits, &c	1 000 750	1 062 060
Gunny cloth	663	598		1,009,756	1,063,268
Hair	2,843	3,014		1,431,176	1,319,839
Hemp, bales	130,442	120,932		436,714	513,715
Hides, &c.—	0-4	000	Raisins	431,949	401,283
Bristles	954	889		7,134,883	7,273,997
Hides, dr'sd	3,340	3,140	Rice	239,823	200,472
India rubber	31,120		Spices, &c	004.070	100.005
Ivory	1,026	1,093		224,879	120,285
Jewelry,&c-		- 00-	Ginger	96,054	41,061
Jewelry	1,768	1,605		321,974	283,124
Watches	428	360		195,709	124,040
Linseed	305,313	212,968	Woods-	040.000	005 505
Molasses	75,845	66,193		342,322	305,585
Metals, &c-			Fustic	91,354	31,072
Cutlery	3,162	2,699		459,676	467,028
Hardware	439	345	Mahogany.	131,903	43,735

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 23, 1879, and their distribution:

To-	Pork, bbls.	Beef,   bbls.	Lard, lbs.	Bacon, lbs.	Cheese, lbs.	Tallow,
Liverpool	231	1,680	2,397,290	7,088,492		512,600
London	332	463	34,000	266,500		
Glasgow	217	382	478,000	716,175	702,240	75
Bristol		75	138,100	166,075	519,180	•••••
British ports.				10,450		
Antwerp	10	15	1,483,200	1,153,500		46,200
Hamburg	50	100	304,000	121,550		
Rotterdam		25	46,000	105,000		
Bremen		1	16,336	100,550		
Havre			22,200	1,568,895		
Marseilles		69	123,520	14,250		
Cont'l ports	25		814,400		·	1,005,460
8.&C.America	124	64	506,535	45,381	19,111	10,692
West Indies	2,437	475	705,801	201,150		182
Brit. Col	704	237			7,380	
Oth'r countr's	545	276	6,476	32,940	106	2,000
Total week	4 675	3,862	7.123.858	11,590,908	3.265.840	1.584.634
		-,				
Previous w'k	6,784	2,213	6,197,143	10,600,199	3,789,634	878,811
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## 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:

			1
	Week ending Aug. 26.	Since Jan. 1, 1879.	Same time last year.
Alle	101	4,351	2,935
Ashesbbls.	701	43,282	47,393
Beansbbls.	102		,
Breadstuffs—	108,960	3,291,624	2,638,531
Flour, wheatbbls. Corn mealbbls.	870	106,361	134,858
Wheat bush.	2,554,079	37,152,579	33,991,669
Ryebush.	64.149	1.552,004	2,279,454
Corn bush.	1.087.403	26,515,040	24,376,893
Oats bush.	389,273 41,275	7.021.927	8,503,452
Oatsbush. Barley and maltbush.	41,275	2,367,282	2,826,612
Peasbush.	1.320	240,537	458,647
Cottonbales.	3,173	445,002	503,470
Cotton seed oil		16,158	
Flax seedbags.	15,866	35,054	* ******
Flax seedbags. Grass seed:bags.	1,100	98,243	123,964
HidesNo.	4,400	145,603	125,613
Hidesbales.	963	90,805	86,523
Hopsbales.	1,314	48,745	50,861
Leathersides.	85,870	2,776,683	2,738,686
Leadpigs.	3,360	452,023	10
Molassesnnas.		4,941	113,149
Molassesbbls.	150	75,588	110,140
Naval Stores—		1,333	1,973
Turpentine, crudebbls.	118	46,084	51,767
Turpentine, spirits DDIS.	780	204,235	261,321
Rosinbbls.	5,728 900	16,616	13,593
Tarbbls.		2,036	1,543
Pitchbbls.		267,598	285,503
Oil cakepkgs.		11,940	11,967
Oil, lardbbls.			
Oil, whalegalls.	1,104	69,088	49,089
Peanutsbush. Provisions—	1,101	,	
Porkpkgs.	988	171,817	175,606
Beefpkgs.		25,750 $1,204,311$	36,960
Cutmeatspkgs.		1,204,311	862,851
Butter pkgs.		912,475	768,834
Cheesepkgs.	60.951	1,551,219	2,004,092
Eggsbbls.	6,117	332,539	355,029
Eggs. bbls. Lard tes. & bbls.	6,724	519,812	529,339
Lardkegs.	2,923	44,755	28,171
Hogs, dressedNo.		49,869	19,807
Ricepkgs.	198	24,946	21,945
Spelterslabs.		62,816	14.014
Stearinepkgs.	200	19,397	14,814
Sugar	6	1,379	650
Sugarhhds.	213	30,652	15,006
Tallowpkgs.	1,007	65,661	54,213 127,334
Tobacco boxes & cases.	5,206	110,526	103 060
Tobaccohhds.	3,996	61,315	103,969 127,834
Whiskeybbls.	3,128	179,939 83,736	61,300
Woolbales.	2,418	00,700	01,000
		1	
		- 40 70	

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:

corresponding period in	-		
	Week ending Aug. 26.	Since Jan. 1, 1879.	Same time last year.
Ashes, potsbbls.		1,046	1,093
Ashes, pearlsbbls.	10	108	170
Beeswaxlbs.	4,120	32,798	122,244
Breadstuffs—			
Flour, wheatbbls.	66,491	1,937,399	1,575,533
Flour, ryebbls.	25	4,560	3,269
Corn mealbbls.	1,192	104,510	145,544
Wheatbush.	1,885,579	34,617,742	29,683,366
Ryebush.	8,528	2,511,296	2,623,337
Oatsbusn.	3,778	372,968	2,318,319
Barleybush.		101,870	1,516,207
Peasbush.	1,779	235,642	$\begin{array}{c c} 308,267 \\ 18,974,222 \end{array}$
Cornbush.	459,761	22,081,570	30,747
Candlespkgs.	434	39,158	36,717
Coaltons.	1,589	51,985	275,801
Cottonbales.	9,004	189,707 184,716	101,126
Domesticspkgs.	1,228 2,068	46,841	42,111
Haybales.	374	19,652	37,558
Hopsbales.	3/4	10,002	01,000
Naval Stores—		100	135
Crude turpentine bbls.	106	6,619	11,767
Spirits turpentine bbls.	2,314	119,035	166,446
Rosinbbls.	100	4,956	5,605
farbbls.	40	3,400	4,068
Pitchbbls.	17,692	1,036,391	1,431,756
Oil cakecwt.	21,002	2,000,000	
Whalegals.		201,436	356,101
Spermgals.		95,562	451,017
Lardgals.	16,949	878,894	909.794
Linseedgals.	103	6,844	4,947
Petroleumgals.	~ ~~~ ~~~	155,754,530	124,471,128
Provisions—			1
Porkbbls.	2,880	157,612	162,373
Beefbbls.	527	33,937	33,718
Beeftierces.	902	37,000	41,249
Cutmeats	8,307,542	396,404,990	327,264,670
Butterlbs.	462,510	20,498,004	13,787,519
Cheeselbs.	3,044,643	92,320,961	96,643,355
LardIbs.	4,442,465	168,252,918	185,009,400
Ricebbls.	130	10,551	14,971
Tallow	1,435,418	45,464,944	50,709,093
Tobacco, leafhhds.	1,298	36,473	72,072
Tobaccobales and cases.	1,040	18,658	52,891
Tobacco, manufactured. 108.	102,297	4,435,470	4,589,214
Whalebonelbs.		40,510	85,789
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