

HUNT'S MERCHANTS' MAGAZINR. A Weekly Yewspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

VOL. 29.

SATURDAY, SEPTEMBER 20, 1879.

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The Chronicle.

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SPECULATIVE MOVEMENTS.

The general exhibitation pervading all classes and markets after the long depression we have passed through, is a very natural reaction. In many cases prices had been unduly depressed, and in others, changed circumstances had given old properties a new value. The latter of these conditions applies to very many of our railroad stocks and bonds, and the former to our commercial markets.

To a considerable extent therefore, what is called the speculation on our Stock Exchange is legitimate. Railroads that were in advance of the country's wants in 1873 have now become the possessors of a large and increasing business. They can to-day earn and pay charges and dividends, where barely running expenses were secured after the panic. In the general speculative movement, however, it is surprising to see how little discrimination the buying public frequently shows. For instance, we observed on Tuesday of this week that the stock of one road which is now in process of reorganization sold at 8\frac{3}{4} cents. The value of the stock consists in the fact that the new organization proposes to give the holder the right to have six per cen.

of it in new stock (that is six shares for every hundred shares), provided he also pays for and takes at par two hundred dollars of the company's new bonds. In other words, the buyer paid & per cent for the privilege of getting 6 per cent of a new stock, which carries with it the necessity of paying two per cent additional in cash for the company's new bonds, neither of which new securities, to say the least, has any market value as yet Some persons appear to think that anything is worth the money if it only sells at a very low price. In our haste to catch on the train that is under such headway in Wall street, is there not a chance of our getting under the wheels?

Commercial matters, also, are making such rapid strides that one cannot but fear lest we may overreach ourselves a little in our haste to get rich. trade we drew attention to two weeks since. Prices have gone up about one hundred per cent, and are still rising. This week the spirit of the times has got possession of the breadstuffs market, and has pushed up quotations everywhere without any apparent basis for an advance. On Thursday No. 2 red winter wheat reached \$1 19, against \$1 07 the same time last year; No. 1 white was \$1 22, against \$1 12 last year, and No. 2 spring was \$1 12, against \$1 06 last year; and yet the leading facts respecting the prospective supply and demand are much the same now as they were at this time a year To be sure, the wants of foreign countries promise to exceed all precedent, but so does our surplus for export. The truth is, the American crop of both spring and winter wheat is larger and of better quality than in 1878; the present visible supply is larger and has rapidly increased since the first of September; and the advance has, for the time at least, materially checked the export movement. These facts are all lost sight of for the mement, and nothing is heard of but the deficiency in the west of Europe, with most alarming statements and estimates flying over by cable daily. The prudent man cannot, however, shut his eyes to the true conditions, nor forget that legitimate influences will in the end assert themselves. Our low prices give us the command of the markets of the world; higher prices with such a surplus on hand may change the situation to our disadvantage.

The improvement this week in the petroleum trade is also of interest in this connection. There are various causes to which the better state of affairs has been attributed, but those more generally accepted, point to the withdrawal by refiners of their stocks from the market. This, it is sad, created a nervousness among the "short" interest, particularly among exporters; and the stimulus

thus imparted found a response in the cable advices from Europe; the Antwerp market was advanced 3 franc; Bremen showed a rise of 25 marks, and London reported 4d. higher and was marked by a feeling of extreme strength. Notice of liberal orders came to hand, and on Wednesday refiners experienced but little difficulty in advancing the price of their product to 7c. per gallon, whereas 6½c. was the current figure of a week ago; since then the excitement has subsided and a feeling of indifference has again set in. The real facts are that the exports up to this period are fully one million barrels more than at the same time in 1878, but the production has been equally on the increase. For instance, in January the average daily flow at the wells was 43,500 bbls.; this has been increased until the average thus far for this month is fully 60,000 bbls. per diem. Then again, at the last compilation of stocks (August 29), in the six principal Continental ports it was shown that the total supply was 1,367,071 bbls., against 1,221,436 bbls. at the same period in 1878. These facts would, under ordinary circumstances, be considered unfavorable to a further improvement in values.

Is not the conclusion to be drawn from all this that we may go too fast? The tendency of too high prices is to decrease exports and increase imports. Many think that with the great mass of currency outstanding in this country—over 1,000 millions—we cannot expect any other conclusion than a quick, short race, with the inevitable result at the end.

INCREASE IN THE GROWTH OF WHEAT IN THE UNITED STATES.

The increase in the growth of wheat within the limits of the United States, during the past three or four years, was not less important to us than fortunate for the populations of the west of Europe. But for such increase, and the surplus which we have in consequence been able to spare at low values, famine would have threatened millions of people, with its direct results, not only in physical suffering, but in its disturbing effect upon government and social order.

It is not many years since the exports of wheat and flour from the Atlantic ports, to the extent of half or three-fourths of a million bushels per week, were regarded as a most satisfactory movement, and when they swelled to a million bushels it was looked upon as something extraordinary. And yet, for the year ending the first of September, 1878, the exports exceeded one hundred million bushels, or nearly two million bushels per week; and for the year just closed the exports were a hundred and forty million bushels, or but little less than three million bushels per week. These figures include, of course, the exports of flour reduced to wheat, but do not include the Pacific Coast.

It may not be generally known that this increase in the growth of wheat is due not alone to the extension of the regions devoted to its culture, but also and very largely to the revival of fertility in old wheat-growing districts. The progress of emigration has been to the West and Southwest, as well as to the Northwest, and in all these sections the culture of wheat has been actively prosecuted. But in neither instance has the result been so extraordinary as the revival of the growth of winter wheat east of the Mississippi, in the States of Michigan, Ohio, Indiana, in the Ohio Valley, the Virginias, &c.; and nowhere west of the Mississippi is there such an increase of yield as in the comparatively old State of Missouri. The effect of this enlarged growth of winter wheat is seen in the modification in the business

of our Produce Exchange. For more than twenty years No. 2 spring was the leading grade of wheat offered on our market. For two or three seasons, including the present, it has held a second and even a third position-No. 2 red winter holding the first and No. 1 white the second. Furthermore, this enlarged winter-wheat culture is also seen in the fact that the comparatively poor crop of spring wheat last year did not prevent a decided increase in wheat exports at low prices. The question arises, therefore, why is there such revival in the growth of winter wheat east of the Mississippi? We think it must be accounted for on the supposition that lands exhausted by over-cropping, or other improper culture, have, after lying idle for years, or devoted to other crops, recovered their wheat-growing qualities. Their owners may remember the lesson of the past and not again over-tax them, but in large sections this is hardly probable and their second exhaustion may not be far distant.

Under these circumstances, the extension of the growth of spring wheat in the Northwest becomes a matter of grave importance, and it is satisfactory to know that it is being pushed with the greatest rapidity along the lines of the lateral roads of the Chicago & Northwestern and the Milwaukee & St. Paul railroads, and along the Northern Pacific Railroad. The valley of the Red River of the North is undoubtedly one of the finest wheat-growing regions of the world, and it promises, at no distant day, to add vastly to our surplus for export.

A feature of the present time is that this culture is being developed under entirely new auspices, that is, under a new system. It is no longer left to the small farmer taking up 160 acres of land, building a log cabin and struggling to secure himself a home. Organized capital is being employed in the work, with all the advantages which organization implies. Companies and partnerships are formed for the cultivation precisely as they are for building railroads, manufactories, &c., and some of the wheat fields of the Northwest are miles in extent. The following figures were prepared for the prospectus of a partnership of this kind, to cultivate three square miles, or 1,920 acres. We give them simply to illustrate how this business is being carried on, and what inducements there are to enter upon it. Of course the first year is one of outlay alone, no credit; it requires four years to show the real result reached.

ACCOUNT CURRENT IN CULTIVATING 1,920 ACRES OF WHEAT FOUR YEARS.

SECOND YEAR.

FIRST YEAR.

Dr.	Dr.
1,280 acres land, \$5 p. acre. \$6,400	Seed wheat
30 horses, \$100 each 3.000	640 acres more land 3 200
15 sets harness, \$20 each. 300	15 hands 6 months 1,800
10 plows, \$25 each 250	Board of hands
10 harrows, \$15 each 150	
10 hands, 6 mos.,\$20 p.mo. 1,200	Board of horses
Board of hands	Extra help
Board of horses 1,560	10 harvesters and binders. 2,500
Board of horses 1,560	10 seeders
1 mower	5 plows 50
2 wagons	Repairs 150
1 spring wagon and harness 150	Foreman 300
Houses and sheds 1,500	Steam thresher 1,500
Extra horses, tools, &c 500	
Foreman 300	Total\$13,580
m. ()	
Total\$16,055	Or.
Cr.	1,280 acres wheat, 15 bush.
1,280 acres of land broken up and	to acre, 80c. per bush\$15,360
ready for seeding the following	And 640 acres additional land
spring.	ready for seeding.
	Towns Tox poormes.
THIRD YEAR.	FOURTH YEAR.
Dr.	Dr.
Seed wheat \$2,500	Seed wheat \$2,500
Hands and their board 2,800	Hands and board 2,800
Extra help 1,000	Extra help 1,000
8 additional wagons 600	Foreman300
6 additional harvesters 1,500	Taxes
10 additional seeders 500	Repairs
Foreman	repairs
Repairs 200	Matal AT COO
То тос	Total \$7,600
Taxes 200	
Interest, 3 years at 7 p. ct 2,500	
Total\$12,100	A
Cr.	
1,920 acres wheat, 15 bush.	C/m
non cone coe man bush doe A40	Wheet mined Or.
per aure, ouc. per bush\$23,040	Wheat raised\$23,040

A recapitulation of the four years' results may be legal pleadings as "information and belief" or upon stated as follows:

	Expenses.	Proceeds.
First year. Second year.	13.580	\$ 15,360
Third year. Fourth year.	12,100 7,600	23,040 23,040
Total	\$49,335	\$51.440

This shows a profit of nearly two thousand dollars, besides the land and equipments, which may be safely valued at forty thousand dollars. We do not, of course, adopt these estimates, though on their face appear in the main reasonable. We give them simply to show that the culture of wheat is to be pushed under such circumstances, in such varieties of climate, soil and conditions, and with such advantages from organization and capital, that a serious deficiency in the crop, such as has compelled us twice within fifty years to import wheat from Europe, may be accepted as effectively guarded against. Of course, the estimates, both of cost and proceeds, are only claimed to be approximate and may be greatly modified by experience, but this does not alter the fact that they are the basis of operations to a large extent and promise the most important results.

SECRECY IN CORPORATE MANAGEMENT.

Last week we gave our usual monthly schedule of railroad earnings, including every fact we were able to gather by dint of all the perseverance and persuasiveness in our power. It was fragmentary and without uniformity, as it always is. About twenty roads, only one or two of them among the largest, furnish promptly a monthly statement; some of the principal lines communicate nothing, while those trunk lines that do report give generally little more than gross earnings up to varying recent dates. It may be that this desultory and piecemeal information is at times misleading rather than helpful; it is certainly very provoking, especially now that reviving business and new leases and combinations make a reasonable knowledge of the revenue of the roads particularly desirable.

We have often called attention to this subject, and do it again now not because we have anything new to say, but with the hope that, while increased interest is being felt in railroad management and railroad responsibility to the public, this feature or defect in management will receive the attention it deserves. As the practice now is, whatever information is furnished is yielded as a concession rather than rendered up as a right. Even if the directors of each road were the exclusive owners, there would still be a right existing, based upon the relations of railroads to the public, to know regularly and promptly all that is now made known irregularly and out of date; this, because railroads are so intimately connected with all other interests that when we secure their comparative earnings, we gain a general insight into business progress. We are all of us, in a figurative and limited sense, partners with the railroads, having contributed to the common stock certain capital of concessions, at the outset, and acquiring in return some rights of participation and control. That these rights have been practically not enforced, and that they are neither recognized by the roads nor generally insisted upon by the public, neither waives nor diminishes them. One of them is this very right to know what is going on. This, we say, would be true if stocks and bonds were solely owned by directors; but how much truer is it when the general public are asked to own and do own these largely. They acquire or

ASER

mere hearsay and general impression.

Clearly nobody except the managers can profit by this concealment. They can declare dividends or reduce them or pass them; can make leases and guarantees or repudiate them; can start rumors or deny them; they can know the facts in advance, because they make the facts. Perhaps they do not speculate in the road's securities. In the absence of proof we do not assert it in any case; but if, with everything in their favor, they do not do so it is a marvel indeed. Autocratic secrecy tends to make them speculators and thus to put out of sight what ought to be firstthe welfare of the property itself. On the other hand, consciousness of direct and frequent accountability is itself conservative; the man who is thinking about the account he must make soon "goes slow," whereas our commercial experience has shown in a thousand instances that the man who is practically left unchecked in charge of a trust is apt to take risks and get into trouble.

It seems like demonstrating the moral law, to be urging this; and we have often urged it before. Doubtless, everybody who read it admitted it fully; everybody knew it before, and even railroad managers would never deny it although they ignore it. Of course, the thing chiefly needed is a detailed and uniform system of accounts. Receipts and working expenses should be reported monthly. Accounts must be detailed, not "lumped," and items must not be concealed in unseparated totals. They must be uniform from year to year, or comparison is impossible. there is no use to hammer at the subject with any hope of voluntary action by the companies. Rightly or not, each manager fails to see any advantage in publicity, and would regard any exceptional advance in it on his part as an exposure to his competitors; he will not show the "cards" he holds while others conceal theirs, and so the evil will never remedy itself. Law must reach it, if it is ever reached; and the example set by one or two leading States would probably be quickly followed. What is the pending railroad investigation likely to be good for, after all its stirring up of troubled waters, if it cannot lead to so much as this? Bear in mind that this reform would break up the rule of autocratic secrecy and establish a precedent, so that the other steps would be easy. This is really the great vice-the vice productive of other vices-in our corporate management, and it is the one upon which all the pressure for reform may wisely be concentrated.

COTTON "SHEDDING."

Every year, in August and early in September, we receive numberless reports of the destruction of cotton crops by shedding. One correspondent writes last week that the ground is literally covered with half-ripe bolls and squares; another, that he expected a bale to an acre last month, but now it looks as if he would not gather a bale to four acres; another is sure, for the same reason, he will not secure enough to pay the advances of his grocer. We see also that the Agricultural Department attributes much of its decline in condition to the "shedding of bolls," and so it does on every 1st of September.

While we would not underestimate the ill effects of drought or any other adverse influence upon a poorlyrooted plant, in making it drop its fruit, it is scarcely wise to be much scared by these annually-recurring com part with this ownership now upon what is known in plaints, if it is known that the crop secured a good tap root in the start. As we have often said before, every healthy full-bearing tree or plant always sheds much of its fruit; it could not ripen all, so it drops a large part to the benefit of what is left. For instance, our correspondent at Oakley, Arkansas, writes us this week making complaint, among other things, of this same "shedding of squares and bolls," but encloses a scrap cut from the local paper which will illustrate our meaning in what we have said above.

Mr. W. S. Jarrette, one of the best young farmers in this country, brought to town last Saturday a stalk of cotton of the prolific variety, which had on it 164 bolls, and 137 blooms and squares, making in all 301 forms. We wouldn't be surprised if Scrap brings in the first bale of cotton again this fall.

Who believes that plant will raise a full pound of cotton, and yet it has on it enough bolls and squares for such a yield. It must inevitably drop the larger portion of its fruit, so as to be able to mature the remainder.

In this connection, we would remind our readers that it takes a smaller number of bolls to each stalk, to raise a good crop of cotton, than many imagine. Suppose the plants in a field were regularly started, with one plant to each three square feet; as there are 43,560 square feet in one acre, there would be 14,520 plants to the acre, and if there were only nine bolls to the plant, even in that case the total bolls would reach 130,680, which, divided by 300 (the number usually required for one pound), gives 435 pounds, or about a bale to the acre. No one, therefore, need be much alarmed by the shedding of the cotton plant, if well rooted in the spring, for in that case it will generally retain all the fruit it can ripen, and that will be enough to make a good crop.

Monetary Commercial English News

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

				~•	*
EXCHA	NGE AT SEPTEM	r London— Ber 5.	EXCH	IANGE	ON LONDON.
Ои—	Time.	Rate.	Latest Date.	Time.	Rate.
Amsterdam . Amsterdam . Antwerp . Paris . Paris . Paris . Hamburg . Berlin . Frankfort . St.Petersb'rg Copenhagen Vienna . Madrid . Cadiz . Lisbon . Genoa . New York . Bombay . Calcutta . Hong Kong . Shanghai .	3 mos. Short. 3 mos. " " " " 90 days 3 mos. 30 days	$\begin{array}{c} 12\cdot 4\frac{1}{4} & @12\cdot 4\frac{2}{4} \\ 25\cdot 52^{1}2 @25\cdot 57^{1}2 \\ 25\cdot 51^{1}4 @25\cdot 41^{1}4 \\ 25\cdot 47^{1}2 @25\cdot 52^{1}2 \\ 20\cdot 62 & @20\cdot 66 \\ 20\cdot 62 & @20\cdot 66 \\ 20\cdot 62 & @20\cdot 66 \\ 24^{1}3 @24^{1}2 \\ 18\cdot 47 & @18\cdot 50 \\ 11\cdot 95 & @12.00 \\ 46^{3}8 @46^{5}8 \\ 46^{1}2 @46^{3}4 \\ 51^{7}8 @52^{1}8 \\ 28\cdot 70 & @28\cdot 75 \\ \end{array}$	Sept. 4	Short. 3 mos. 3 mos. 3 mos. Short. 6 mos.	

From our own correspondent.]

London, Saturday, September 6, 1879.

The weather during the last ten days has been bright and dry, but the temperature at night is quite autumnal, and in some localities the thermometer, when placed on the grass, has fallen to freezing point. A large quantity of wheat has been cut, and, should the weather continue fine, a considerable proportion will soon be stacked. The crop is, of course, a very small one, but the quality is better than had been expected. The somewhat improved prospect and the tendency for wheat to decline in price have had their influence on the money market, which, during the last few days, has been decidedly easier. The demand for gold for exportation has not only subsided, but the Continental exchanges are more in our favor, and gold is being daily received from Paris. The supply of mercantile bills in the market is very limited, and capitalists have shown a renewed disposition to lend freely on good security. It is not expected that we shall again see rates of discount so easy as 3/4 and % per cent, but some relapse has already taken place from the quotation of 1% to 1½ per cent-at which choice threemonths' bills were taken in the early part of the week, and 11/4

per cent is now about the rate charged. In a few weeks, the autumnal demand for money will have commenced, and. although there is no reason for believing in any unusual pressure, it is expected that the requirements of merchants will be sufficiently large to ensure a steady market. This week's Bank return shows that the Bank of England has been transacting a large discount business, there being an increase of nearly £680,-000 in "other securities." It would be important to know if this increase is due to loans or to discounts; but, unfortunately, the Bank of England affords no information on this point, and it is a matter much to be regretted, more especially as the country would be glad to be able to trace the improvement in the money market, such as it is, to a demand for accommodation for strictly commercial purposes. Unfortunately, the increased value of money which has been established in the "outside" market seems to be entirely due to the bad weather, the large purchases of grain, and to a little activity in the gold market, caused principally by the tightness of money in New York. The progress of trade is slow. Very little business is done which can be regarded as in any way speculative, and, in many cases, export transactions have only been concluded on the basis of low and unremunerative prices. Wages -in consequence of the low rates at which manufacturers are compelled to sell their goods-continue to fall, and the reduction, compared with the period when wages were high, now amounts to as much as 30 per cent in many cases. At the present time there is no hope of improvement; but food remains cheap, so that the hardships of the operative classes are mitigated considerably.

Apart from the increase in "other securities," the Bank statement does not exhibit changes of any importance. The note circulation has increased, owing partly, no doubt, to the requirements of tourists, the holiday season being now at its height. The falling off in the supply of bullion is less than had been expected, and the reduction in the total reserve amounts to £603,946. The proportion of reserve to liabilities is now 58.18 per cent, against 58.78 per cent last week.

As stated above, money has been easier during the last few days, and the rates of discount are now as follows:

Open-market rates—	Open-market rates— 4 months' bank bills 6 months' bank bills 4 & 6 months' trade bills	150013
30 and 60 days' bills 14 3 months' bills 14 3 138	4 & 6 months' trade bills	. 2 @212

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

Inint-stook honks				Pe	er cent.
Joint-stock banks Discount houses at o	an				10
do with	h 7 and 14 da	ys' notice	of withd	rawal	34

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:

	The state of the s	1879.	1878.	1877.	1876.
	Circulation, including	£	£	£	1070.
	bank post bills	29,248,569	27,596.965	28,585,693	28.620.813
	Public deposits	4.613.236	3,436,435	4,315,081	5,974,133
	Other deposits	30,671,722	20,968,504	22,716.3 4	28,003,701
	Governm't securities.	15,530,087	13,446,540	14,374,568	15,260,463
	Other securities	17,612,317	19,242,452	19,601,321	16,401,132
	Res've of notes & coin	20,701,564	10,301,037	11,722,513	20,887,251
	Coin and bullion in			,,00	20,001,201
	both departments	34,658,084	22,610,272	24,882,148	31,167,242
1	Proportion of reserve		,	,002,110	31,101,212
1	to liabilities	58.18	41.61	42.69	60.97
ı	Bank rate	2 v. c.	5 p. c.	3 p. c.	2 p. c.
1	Consols	9734	9458	954	955 ₈
1	Eng. wheat, av. price.		45s. 8d.	62s. 5d.	458, 11d.
1	Mid. Upland cotton	634d.	6d.	515 ₁₆ d.	
1	No. 40 mule twist	9½d.	10d.	101.0	101.4
1	Clearing-House return	102,809,000	119,123,000	116.391.000	105.149.000

There was a fair demand for gold for exportation in the early part of the week, but it has since subsided, and a few parcels have been sent into the Bank from Paris. The silver market has been weaker, and the value of fine bars does not exceed 51%d. per ounce. Mexican dollars have declined to 50%d. per ounce. The India Council drafts were disposed of on Wednesday at 1s. 7%d. the rupee. The following prices of bullion are from Messrs. Pixley & Abell's circular:

	GOLD	8. d	. 8	d.
Bar gold, fine	per oz. standard.	77 0		
Bar gold refinable	per oz. standard.	11 3	. 0	
Chunish doubleans	per oz. standard.			
Spanish doubtoons	per oz.	73 9	7	
South American doubloons	non or	72 0		
United States gold coin	per oz.	73 0		:
Common mald agin	·····per oz.	76 3	120	76 6
German gold com	per oz.	76 3	140	
	SILVER.			
Bar silver fine	per oz. standa	u.		a.
Dan ailran containing	per oz. standaj	ra. 513	8 70	
Dar suver, contain g 5 grs.	goldper oz. standa	rd. 513	34 70	
Cake silver	per (07 557		
Mayican dollars	per c	04. 00	1" "	
MUNIONI MULLALD		77 5/11	8 0	
Chilian dallana		Ju. 017-	$\boldsymbol{\sigma}$	
Chinan donars	per count. 3 per	2 50	0 0 0	

Subjoined are the current rates of discount at the principal foreign centres:

:

Frankfort 4 214 # 212 Lisbon & Oporto 5 5 # 6 Calcutta 6	Leipzig 4 Genoa 4	$egin{array}{c} 21_4 @ 21_2 \\ 31_4 @ 31_2 \\ 23_8 @ 25_8 \\ 21_4 @ 21_2 \\ 23_8 @ 25_8 \\ 21_2 @ 23_4 \\ 3 & @ 31_2 \end{array}$	Calcutta	4 @412
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On the Stock Exchange, business has been very quiet, and restricted, owing, in a great measure, to the absence of many of the leading dealers. The fine weather and easy money market have, however, caused the tone to be good, and the majority of changes have been favorable. There has been considerable movement in Erie shares during the last few days, in consequence of the buoyancy of the New York market.

The following are the closing prices of consol	s and the prin
cipal American securities:	
Consols. Red	075.0 07
omica states os	1 108100107
Do funded, 4 ¹ 28. 188	1071-21001
Louisiana Old, 6s	7 1043479105
Do New, 6s. Do Levee, 8s.	
187	5 42 2 52
Massachusetts 5s.	0 105 2107
Do 58	4 109 @111
Do 58. 188 Do 58. 189	9 105 @107
D0 98	5 100 DITO
Virginia stock 5s. Do 6s.	07 0 00
New funded 68190	5 60 @ 61
Alabama Great Southern Let montre un	
Alabama Great Southern, 1st mortgage. 190 Albany & Sus juehanna cons, 1st mort. 7s, Nos. 501	
W 1.300 Highsive, ghar, by Del & Hudgon Concl. 1000	3 111 @113
Atlant.c & Great Western 1st mort., \$1,000, 7s 1902 100 2d mort., \$1,000, 7s 1902 2d mort., \$1,000, 7s 1902	2 @ 2 @
Do 3d mort., \$1,000, 78	$egin{array}{cccccccccccccccccccccccccccccccccccc$
Do 3d do do	. 12120 131
Atlantic Mississippi & Ohio, con. mort., 7s. 1908 Do Committee of Bondholders' ctfs.	EO O F1
Dartinole & Fownas (Main Line) 1st mort. 6s 1911	. 52 @ 54 l 103 @105
Pennsylvania & No. Cent. Railways)	1 102 @104
Canada Southern 1st mort, new issue, guaranteed for	. 85 @ 90
	88 @ 90
Central of New Jersey \$100 shares. Do Cons. mort., 7s, with Oct, 79 cp. 1896 Do Adjustment bonds, 7s	. 52 @ 54 9 101 @103
Do Lyona bende 781903	3 105 70107
Do Cal. & Oregon div. 1st M. gold hands 6s 1999	$\frac{112}{2}$
Chicago Bur. & Quiney sinking fund hands 52	107 @109
Detroit Grand Haven & Milw. equipment bonds 6s 1919	110 @112
Erie \$100 shares Cons. M., 5 p. c. till 84, after 6.1918	85 @ 87
The state of the s	29 @ 31
Do Preference shares 75	
Do Recons. Trustees assessment, \$3 paid. Do do \$2 paid.	52 @ 54
Illinois Central \$100 shares. Do Bonds, 1st mort, 6s, Chic. & Springf 1898 Lehigh Valley, consolidated mortgage, 6s. 1923 Marietta & Cincinnati Reil grown 1923	109 @111
Marietta & Cincinnati Rail, guar 1st mort 70	108 @110
Missouri Kan. & Tex. 1st mort. guar. gold bonds, 7s. 1994 New York Central & Hudson River mort. bonds, 7s.	
New York Lake Erie & Western 1st. cons. mort. fund	121 @123
Do coupon bonds, 7s	113 @115
ct. till June 1. '83, and 6 n. et. after 1060	74120 7512
Oregon & California 1st mort, bonds, 68	76 @ 77@
Pennsylvania, \$50 shares	$\begin{array}{cccccccccccccccccccccccccccccccccccc$
Do con sinking fund mark a	102 @104
Pittsburg Et Worne & Chie coming to a least	110 @112 18 ¹ 2@ 19 ¹ 2
by Pennsylvania RR. Co.) Union Pacific Land Grant 1st mort., 7s	109 @111
Union Pacific Railway, \$100 shares	115 @117 80 @ 85
Union Pacific Railway, \$100 shares. Do 1st mort., 6s. 1898	112 @113
STERLING BONDS AND SHARES.	
Alabama Gt. South. Lim. A 6 per cent pref.	712@ 812
Do Bordinary. Allegheny Valley, guar. by Penn. RR. Co. 1910 Atlantic & Gt. West. con. Mort. Bischoff contact.	2840 314 113 0115
Do reorganization. 781892	@
18/3.78	64 @ 68 14 @ 16
Do do 75 (grown by Disc 276)	42 @ 46
Baltimere & Ohio 68.	42 @ 46 110 @112
Do 681902	110 @112 112 @114
170 28 1877	99 @100
Cairo & Vincennes, 7s. 1927 Chicago & Alton sterling consol. mort., 6s. 1903 Chicago & Pa lucah 1st mort. gold bonds, 7s. 1902	45 @ 50 112 @114
Geve. Columbus Cinn. & Indianan consol mont	105 @107
Erie convertible honds 6s 1906	89 @ 91
Do. 1st cousol. mort., 7s. 1875 Do. ex-Recons. Trustees' certific's of 6 coups. 7s.	@

Do. 1st cousol. mort., 7s. 1920
Do. ex-Recons. Trustees' certific's of 6 coups., 7s.

114 @116

	Redm.	8	ept. 6.	
2	Illinois & St. Louis Bridge 1st mort., 7s		@ 91	
	Do 2d mort., 78	40	@ 42	
3	Do 68 1903	103	@105	
	1905	114	@116	
	Illinois Missouri & Torge 1st mant 5	102	@104	
	Lehigh Valley consol. mort., "A," 6s. 1891 Louisville & Nashville, 6s. 1000		.a,	
	Louisville & Nashville, 6s. 1902	105	@107	
3	Memphis & Ohio 1st mort., 7s		@103	
		111	@113	
	I A. I. W Call. Kallway be color by Dol & II.d C114004	112 95	@114	
	1 1. 1. Coulid & Hildson River more bonds Co. 1000	114	@ 97 @116	
	1 - 101 MOLH COLLIGI RALLWAY CONSOLIOGIAN MORE Go 1004	93		
		114	@116	
			<i>a</i>	
	1010 1 child in the state of th	115	@117	
	DU COMSONICATED SINKING find more to 1005	1074	2010812	
1	Totalom, con, M., June, 1873, oner by Phil & G 1019		@	
١	= " Jo. 11d. Opg. Doc. // [0.11]. All. Infin in	65	@ 70	
I	Do scrip issued for funded coup., '77 to '80 Philadelphia & Erie 1st mort., 6s, guar. by Penn. RR. 1881	••••	\widehat{a}	
١	Do 68 with option to be reid in Dhi	103	@105	
1	Do gen mort 6g gwar by Daw DD 1000	103	.@105	
1	I mayerpula & Reading gen, consol mort, 6a 1011	$\begin{array}{c} 102 \\ 105 \end{array}$	@104	
١	Do improvement mortgage, 6s1897	93	@107 @ 95	
١	gen. mort. 74 ex def. cps 6s		$2072\frac{1}{2}$	
١	DO scrip for the 6 deferred le cours	80	@ 85	i
١	1 100s & Connens, con more for mar by D & O Co	103	@105	
١	Double & Morth Alabaina nonna 68	97	@ 99	
١		60	@ 65	
١	Union Facilic Kanway, xg Omoho Dridgo 1000	117	@119	
ı	1894		@113	,
١	Do do do 6s1901	112	@114	
١				

The New Plymouth (New Zealand) Harbor Board are offering for sale £200,000 in debentures to bearer.

Since the middle of last week there have been numerous inquiries for steam tonnage to load iron from several ports of Great Britain for the United States. The freight offered is low; but it is calculated that owners will be disposed to enter upon business on the terms offered, in preference to sending their boats out in ballast, which many of them have been obliged to do for the past two months. The position of the enormous fleet of large cargo boats belonging to Great Britain at this moment is quite unprecedented in the history of iron steam shipping. In ordinary times, in the view of an unfavorable harvest at home, there used to be a large speculative demand for corn, and freights for iron steamers jumped up at a bound. This year it is just the very reverse. Business has been and remains miserably flat in Cronstadt and the Baltic ports, in the Black Sea, the Danube, and at Alexandria. Freights from the United States made an advance about a month ago; boats, however, rapidly crossed the Atlantic to take up the business which was offering. The market soon became overstocked on the other side, and sales have been weakening over the last fortnight. The shipments of corn from the United States have been a little checked lately on account of difference in the exchanges; but they are very large. Last year the principal continental port taking American grain and produce was Havre; this year it is Antwerp. The Tyne and West Hartlepool are coming forward as ports of delivery for American produce; but there are great difficulties lying in the way of importation of American cattle into the northeastern ports, through the obligation, which is binding upon the shippers, that the beast must be killed at the port of delivery. The bad distribution of cargo steamers and the comparatively low rate of freights which rule are to some extent due to the recent unremunerative and somewhat stagnant state of the Indian freight markets. Many boats built for this trade have been put into the American corn business. Steamers also which are usually employed carrying corn from the Black Sea, from the same cause-a bad home business-after discharging cargoes of coals in the Mediterranean ports, have crossed the Atlantic in ballast and have sought employment in New York and other ports. During the past two years, in consequence of the low prices at which firstclass iron steam tonnage has been offered by the builders, steamers of 2,000 tons and upwards have been put into the carrying trade of the world, in excess of its requirements it is feared. They have displaced sailing ships in every direction, and the shippers and consumers have been largely benefitted by having an ample supply of the very highest class of steam tonnage at their command and at a uniform low rate of freight.

The master cotton-spinners of Oldham seem determined to enforce a reduction in wages. Last week the operatives drew up a spirited resolution asking the employers to reconsider the question of a reduction of 5 per cent. In answer to the resolution, the Employers' Association held a numerouslyattended meeting at the Lyceum, where they passed a resolution to the effect that in consequence of the state of trade the operative spinners cught to submit to a reduction of 5 per cent. The employers further directed their secretary to ascertain from every member of the association whether he is favorable to the proposed reduction, and it is understood that the members will be canvassed in this way before formal notice of reduction is given to the operatives. The latter are of opinion that the limited companies have taken the initiative in all these reductions, and they are all the more chagrined at this since these companies have been mainly founded by working men. The operatives are further of opinion that short time and not a reduction of wages ought to be enforced, since the former can alone better trade. The fustian weavers have accepted a reduction of 8½ per cent, and are now working on the lower terms.

Messrs. Helmuth Schwartze & Co. report that the following gives the total available wool for sale in the present series, the quantity catalogued up to Tuesday, and the withdrawals:

·	Available.	Catalogued.	Withdrawn.
	Bales.	Bales.	Bales.
Sydney	. 77,000	42.175	4,797
Port Phillip	. 85,000	42,755	5,776
Adelaide	. 21.600	11,336	918
Swan River	. 1,700	1,045	
Van Dieman's Land	. 13,600	8.268	363
New Zealand	. 96,100	38,154	2.248
Cape	. 45,000	23,353	4,083
Totals	. 340,000	167.086	18.185

The past week has brought a small accession of buyers from France, and, with the increased attendance, rather more animation. Prices in the main, however, have changed but little. The more favored position of the better greasy wools, upon which we remarked in our last report, is maintained and improved, this class selling now on about a par with the closing rates of last series. Beyond this the market shows no improvement, and the situation for the bulk of wools is correctly given by quoting prices as on a level with the early May rates. An exception must, however, be made in the case of very faulty wools, inferior burry scoured, &c., which are distinctly lower and continue to sell most irregularly. The tone of the sales generally varies with the selection, and while animated when good wools are sold is dragging in the case of indifferent catalogues. In the position of crossbreds no material change has to be recorded. Fine sorts continue in fair request, fine greasy especially selling well, and comparatively better than washed. Coarse crossbreds remain very depressed.

Announcements are made almost daily of a return of ten or fifteen, and, in some cases, of twenty per cent of the rent due by the farmers to their landlords. The want of prosperity among the agricultural interests is naturally a matter of serious concern to the country, and numerous are the proposals set forth to remedy it. Some consider that small holdings alone will cure the evil, while others think that large farms, with leases more favorable to the occupier, can alone invite adequate capital, and prove, with fair weather and average crops, remunerative. The poor crops harvested in this country during the last four or five years are due not to bad farming-though, owing to diminished resources, farmers are not working their land so liberally as they used to do-but to a series of wet summers. For five seasons the summer has been very brief and unpropitious, and the work of harvesting has been encumbered with many anxieties and much disappointment. Bad weather is the real cause of the farmers' troubles. Those, however, who are so enrapt in the French or any system of spade farming and small holdings would do well to read the official returns published by the French Minister of Agriculture, and relating to the crops in France. In this country an average crop of wheat is about four quarters to the acre; but, according to the French Minister's deductions, the crop of 1878 did not average more than 15.3 bushels per acre, or scarcely two quarters, and the average of the six preceding years was not more than about 16 bushels to the acre, or at the most a little more than two quarters. In good seasons, and on well-farmed land, as much as 6, 7 and even 8 quarters of wheat have been grown in England to the acre, and the farmers of Norfolk, Berkshire, Essex, and some other leading agricultural counties, who are men of capital and have large holdings, secure, in most cases, the largest crops. This comparison is certainly not favorable to the system of cottierism so much talked of now.

Very little English wheat is now coming to market, but the importations of foreign produce have been liberal, and the weather being fine the trade has been dull at barely late rates. The quantity of wheat afloat has somewhat declined, but it is still very large, being 8,534,000 centals.

During the week ended August 30, being the first week of the new season, the sales of home-grown wheat in the 150 principal markets of England and Wales amounted to 17,759 quarters, against 33,404 quarters; and it is estimated that in the whole kingdom they were 71,000 quarters, against 133,600 quarters in 1878. It is estimated that the following quantities of wheat and flour, exclusive of those furnished ex-granary, were placed upon the British markets during the week ended August 30:

Imports of wheat cwt. Imports of flour	-121.728	1878. 872,407 89,753	1877. 793.350 70,225	1876. 809,902 52,374
Sales of home-grown produce	307,820	579,020	335,400	738,200
Total Deduct exports of	1,984,581	1,541,180	1,198,975	1,600,476
wheat and flour	35,872	53,056	30,347	19,998
Result	1,948,709	1,487,624	1,168,628	1,580,478
wheat for the season.	48s. 1d.	45s. 8d.	62s. 0d.	45s. 11d.

The following figures show the imports and exports of cereal produce into and from the United Kingdom during the fit week of the new season, compared with the correspondition period in the three previous seasons:

IMPORTS.

	1879.	1878.	1877.	1876.
Wheatcwt.	1,555,033	872,407	793.350	809.9
Barley	39,958	136,092	145,683	59.3
Oats	168,297	160.518	371,075	238.08
Peas	19,093	53,373	14,519	48,103
Beans	36,005	90,281	71,717	142,103
Indian corn	550,594	1,008,871	518,030	974,028
Flour	121,728	89,753	70,225	52,374
±	EXP	PORTS.		•
	1879.	1878.	1877.	1876.
Wheatcwt.	32,565	50,291	29,949	18,110
Barley	605	3,033	234	402
Oats	11	45	1.261	370
Peas	300.	436	87	17
Beans	291		600	19
Indian corn	49,905	1,701	4,166	126
Flour	3,307	2,765	398	1,888

English Market Reports-Per Cable.

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

London Money and Stock Market.—The bullion in the Bank of England has increased £384,000 during the week.

ı	*	Dat.	MOII.	Tues.	wea.	Thurs.	Fri.
1	*	Sept.	Sept.	Sept.	Sept.	Sept.	Sept.
l		13.	15.	16.	17.	18.	19.
١	Silver, per oz d .	$51^{5}8$	51.58	51^{5}_{8}	5158	5158	5158
ı	Consols for money	971116	971116	97916	97918	97916	979_{16}
ł	Consols for account	9711_{16}	971116	97916	97916	97916	9758
I	U. S. 5s of 1881	10558^{-1}	10558	10534	10578	10534	10578
	U. S. 4 ¹ ₂ s of 1891		1084	10838	10838	10812	10838
ı	U. S. 4s of 1907		1043_{8}	10413	10412	10412	10412
l	Erie, common stock	267_{8}	2718	2738	2713	2718	2718
I	Illinois Central	94	94	94_{2}	94	94	9412
I	Pennsylvania	4414	44	44	44	4334	44
١	Philadelphia& Reading.		••••	1812	19	1812	1834
t							

Liverpool Cotton Market .- See special report on cotton.

Liverpool Breadstuffs Market .-

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
	s. d.	s. d.	s. d.	s. d.	s. d.	
Flour (ex. State) 毅 bbl		25 0	25 6	25 6	25 6	26 0
Wheat, spr'g, No.2, 100lb.	8 10	9 0	9 2	9 2	9 2	9 4
Spring, No. 3 "	8 6	8 8	8 10	8 10	8 10	8 11
Winter, West., n. "	9 4	9 6	9 7	9 7	9 7	9 8
Southern, new. "	9 5	9 7	9 8	9 8	9 8	9 9
Av. Cal. white "	9 2	9 2	9 4	$9 \ 4$	9 4	9 5
California club. "	9 10	9 10	911	9 11	911	10 0
Corn, mix., West. ₽ cent'l				4 1012	4 1112	

Liverpool Provisions Market .-

4.7	Sa	ŧ.	Mo	n	Tue	o a	We	A	Thu	ma	Fr	
	s.	d.		d.	8.		8.	-	R.	иs. Л	FF	1.
Pork, West. mess Pbbl.	47	0.	47	0	47		47	0	47	0	47	0
Bacon, long clear, cwt	27	6	27		28	0	-28	6	28	6	28	ĕ
		0	28	0	29	0	29	6	29	6	29	6
Beef, pr. mess, \$\pi\$ tierce.			•••									
Lard, prime West. \cwt.:	31	6	31	6	31	6	31	6	31	6	32	3
Change Am chaice "	26	C	26	C	26	C	40	•	. 40	^	4 4	ŏ

London Petroleum Market .-

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
et and a second an	d.	d.	d.	d.	d.	d.
Pet'leum, ref. 報 gal	@	658@634	658	63_{4}	658@634	612
		8 @	(a)	<i>a</i>	· @	<u>a</u>

Commercial and Miscellaneous News.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show an increase in dry goods and a decrease in general merchandise. The total imports were \$7,179,688, against \$7,593,817 the preceding week and \$6,702,469 two weeks previous. The exports for the week ended Sept. 16 amounted to \$7,627,576, against \$6,217,157 last week and \$9,982,608 the previous week. The following are the imports at New York for the week ending (for dry goods) Sept. 11 and for the week ending (for general merchandise) Sept. 12:

FOREIGN IMPORTS AT NEW YORK FOR THE WEEK.

Dry Goods General mdse	1876. \$1,587,057 3,414,818	1877. $$2,080,991$ $4,256,696$	1878. \$1,889,987 3,520,253	1879. \$2,597,924 4,581,764
Total week	\$5,001,875	\$6,337,687	\$5,410,210	\$7,179,688
Prev. reported	201,003,602	231,464,237	198,001,230	217,503,36 7

Tot. s'ce Jan. 1..\$209,005,477 \$237,801,924 \$203,411,470 \$224,683,055

In our report of the dry goods trade will be found the imports

of dry goods for one week later.
The following is a statement of the exports (exclusive of

specie) from the port of New York to foreign ports for the week ending Sept. 16:

EXPORTS FROM NEW YORK FOR THE WEEK.

1876. 1877. 1878. 1879. For the week.... \$1,876,524 \$6,551,589 \$7,799,540 \$7,627,576 Prev. reported.. 181,730,099 188,806,032 239,036,754 227,278,905

Tot. s'ce Jan. 1.. \$186,606,623 \$195,357,621 \$246,836,294 \$234,906,481

The following will show the exports of specie from the port of New York for the week ending Sept. 13, 1879, and also a comparison of the total since January 1, 1879 with the corresponding totals for several previous years:

Sept.	شر		
11—Str. Frisia	London	ing silv coin	\$3,900
	Paria	m giler hame	
13—Str. Oder	London	in. silv. pars.	6,200
13-Str Germania	Liverpool	im. silv. pars.	50,000
13—Str. Germanic	.mverpoor	dex. silv. dols.	17,600
			and the same of th

Tot. since Jan.1,'79 (\$10,312,982 silv., and \$1,947,038 gold).\$12,260,020 Same time in—

1878... \$10,458,525 | Same time in—
1874... \$42,571,626 | 1870... \$48,764,812
1877... 23,152,955 | 1873... 41,741,873 | 1869... 25,587,186
1876... 40,068,406 | 1872... 57,568,178 | 1868... 65,998,944
1875... 62,793,572 | 1871... 55,218,501 | 1867... 41,494,472

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

Sept.	
8-Brig TulaBelizeAm. silver	\$3,320
Am. gold	205
Foreign silver.	180
Cold dust	000
8—Str. GermanicLiverpoolAm. gold	944,736
Foreign gold	35,000
(Lold home	000 214
8-8tr. Bermuda Hamilton Foreign gold	19 100
8-Str. C. of New York. V. Cruz & Havana. Am. silver	2,950
Am. gold	4,591
Foreign silver.	94,289
Foreign gold	105 400
8—Str. C. of MontrealLiverpoolForeign gold	150,000
Gold hong	100 057
8—Str. Santo DomingoSt. DomingoAm. silver	36,484
Am. gold	950
The west and a second s	
10-Str. weserBremenAm. gold	242.254
Foreign gold	40,000
10—str. wieland	1.515.200
To-Str. St. Laurent Havre Foreign gold	1,501,733
10—Str. AlgeriaAm. goldAm. gold	969,018
11—Str. Morro Castle Havana Gold bars 12—Str. Baltic Liverpool Gold bars 13—Str. Donay Brown	428,300
12 Str. BaitleGold bars	262,791
Sur BondaAm. gold	13,605
13—Str. Ailsa	
12_Str. Claribal PinceAm. silver	500
Lo-Str. Clariber	20,088
Am. gold	1,500
Foreign gold	1,947

Total for the week (\$157,996 silver, and \$9,354,034 gold)\$9,512,030 Previously reported (\$5,889,556 silv., and \$10,696,665 gold).16,586,221

Tot. since Jan. 1,'79 (\$6,047,552 silv., and \$20,050,699 g'd) \$26,098,251

Same time in— 1878 \$15,001,124 1877 10,815,801 1876 3.800,524 1875 8,796,621	1873 3,750,554	$ \begin{array}{ccccccccccccccccccccccccccccccccccc$

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 Sept. 8 to Sept. 14, inclusive, 1878 and 1879:

-	1878.	1879.	Articles.	1878.	1879.
Tolls	\$32,183	\$44,580		Tons.	Tons.
Total miles boats	011	00=000	*Hops	1 . 1	
cleared	311,577	367,090	Domestic spirits.	1 19	
· Articles.	Tons.	Tons.	*Oil meal & cake	417	
Boards& scantling	35.288	49,573	*Leather	7	16
Shingles	305	417	*Bar and pig lead.	1	1
Timber	370		Pig iron.	1,813	2,476
Staves	414	1,639	Bloom & bar iron.	370	1,475
Wood	2,377	1,408	Cast'gs & iron w're	28	
Ashes, pot & pearl			*Domestic w'lens.	187	242
*Ashes, leached *Pork	200		*Domestic cottons	376	215
*Cheese	6		Domestic salt	3,275	-,
*Lard, tallow, and		• • • • • • •	Foreign salt	312	
lard oil	15	. 2	Sugar	755	-,000
*Wool	57	ĩ!	Molasses	$\begin{array}{c} 935 \\ 12 \end{array}$	
Hides	. 39		Nails, spikes, and	12	40
Flour	157	288	horseshoes	117	156
Wheat	41,855	45,731	Iron and steel	65	
Rye	4.367	3,909	Railroad iron		852
Corn	11,500	, ,	Flint, enamel,		002
*Corn meal	7 001	. 8	crock'ry, glassw.	92	
Barley malt	1,901 344	200	All other mase	2,977	
Oats	3,864	306 1,019	Stone, lime & clay	4,610	
Bran & ship stuffs.	27	28	Gypsum Anthracite coal	601	
Peas and beans!		20	Bituminous coal	14,226	
Apples	13		Iron ore	$\frac{4,762}{8,924}$	
Potatoes	16		Petr'leum or earth	0,024	0,111
*Dried fruit		337	oil, cr'de & ref'd.	951	81
*Cotton	17	15	Sundries	6,626	
*Unm'f't'd tob'cco	•••••	3			
*Hemp *Clover & gr's seed	8 7	35	Total tons	155,688	203,158
CIOTOL OC 21 K REED)	-7)	'	*	1 - 1	

"Articles marked thus are in the "Free List."

Elizabeth City, N. J.—The city Controller learned, on inquiry, that a judgment had been secured by Peter and Robert Goelet of New York, in the United States Court at Trenton. The Goelet Brothers hold \$129,000 worth of funded debt bonds,

issued in 1872, payable in twenty years. There is six months interest due upon them. Mr. Leggett said to a New York Times reporter that he understood that the suit had been brought to secure not only the interest, but the principal, the ground taken by the suitors being that the default in the payment of the interest made the principal due. He understood that City Attorney Chetwood had put in an answer, and he had been told that Judge Nixon had set the answer aside as frivolous, and had judgment entered. Mr. Leggett understood that the judgment was for the \$129,000 and the interest.

An execution was placed in the hands of a U. S. Marshal, but it could not be learned whether the judgment in the United States Court authorized methods of collection which the State courts do not recognize. The city authorities claim that none of the city property can be touched. It is all actually needed by the city government, and for the protection of life and property within the city limits, and, therefore, it is said, it is exempt from execution.

Northern Pacific.—The New Northwest, which is considered an organ of the Northern Pacific Railroad Company, said, in the August issue: "At the time of our going to press the Northern Pacific Railroad track had been laid about twentyfive miles from the Missouri River west, and was being pushed forward rapidly. The graders are thickly at work, and will complete the first seventy-five miles this month. There is now no doubt that Walker Bellow & Co. will finish their contract for 100 miles within the stipulated time, which was the 1st of November." * * * * "The westerly end of the Missouri Division, from the end of Walker & Bellows' 100 mile contract to the Yellowstone, is being definitely located, with a view to putting it under contract some time in October. One party of engineers is now engaged in this work, running west, somewhere about the valley of the Little Missouri River. Anothor party is on the way to the Yellowstone, to commence locating eastward. When these two parties meet, the balance of the Missouri Division, being something over 100 miles, will be ready for letting. On the Pend d'Oreille Division several parties of engineers have been actively engaged during the season in examining and surveying the various routes proposed. The results of these surveys will be submitted at the August. meeting of the directors, and the board will doubtless then adopt a line of definite location, which will be put under contract and be commenced upon this season. Twenty-five hundred tons. of rails purchased for this Division are now on board vessels going round Cape Horn, and twelve thousand tons more are under contract, to be delivered in the Columbia River next spring."

Pacific of Missouri.—Steps have recently been taken to place the trust receipt certificates of the Pacific of Missouri Railroad stock, amounting to about \$4,000,000, on the Stock Exchange list. The stock of the old company amounted to \$7,000,000. The road was foreclosed, and bought in by Commodore Garrison, but it is claimed by some of the stockholders that the transaction was illegal, and about four sevenths of the stock has been deposited in trust for which trust receipt certificates have been issued, the object being to bring suit to set aside the sale on the ground of fraud. During the latter part of last week the stock was resurrected at the Stock Exchange, the first sale being made at 2, from which the price advanced during the same day to 5, and has since sold as high as 12. It is claimed that some of the holders of the trust receipt certificates suddenly lost faith in the success of their suit and concluded to take advantage of the unexpected advance in the price of the stock and sold, but were sorely disappointed on discovering that the trust receipt certificates were not a good delivery for the sale of the stock; hence, it is claimed, the object of placing them on the list.—American Exchange.

Pueblo & Arkansas Valley Railroad.—The Boston Advertiser gives the following: Rental and rebate for six months ending July 1, 1879, \$263,514; corresponding period 1878, \$70,916; increase, \$192,598, or nearly 300 per cent. The earnings so far this year are at the rate of 7 per cent on the entire stock and bonds of the road, and when it is considered that \$1,070,500 of the former and \$1,067,000 of the latter were issued to build the extension to Leadville, etc., and which has up to this time earned nothing, these figures afford an unparalleled instance of the wonderful development of the railway interest in the Southwest.

—Messrs. August Belmont & Co. and Winslow, Lanier & Co. having purchased the balance of the Baltimore & Ohio Parkersburg branch first mortgage forty-year 6 per cent bonds, lately offered by Messrs. Drexel, Morgan & Co., as agents for the Baltimore & Ohio Railroad, now offer the same in sums to suit investors.

—Mr. Daniel A. Moran has just removed to fine and commodius rooms at No. 27 Pine street, where his many patrons will find him ready to deal in all classes of investment securities, including city, State, Government or railroad bonds. Mr. Moran is one of the best known bankers in the above line in this city.

—The attention of the stockholders of the New York Elevated Railroad is called to the treasurer's notice in another column, that a two and a-half (2½) per cent dividend has been declared, payable on and after October 1, 1879. Transfer books close September 20 and re-open October 2.

—Attention is called to the advertisement of the Security Bonds issued by the Knickerbocker Casualty Insurance Company, No. 187 Broadway, N. Y.

The Bankers' Gazette.

The United States Comptroller of the Currency furnishes the following statement of National Banks organized the past week: 2,433—City National Bank of Springfield, Mass. Authorized capital, \$250,000; paid-in capital, \$150,000. James D. Gafford, President; Henry H. Bowman, Cashier. Authorized to commence business Sept. 9, 1879.

2,434—First National Bank of Bismarck, Dakota. Authorized capital, \$50.000; paid-in capital, \$30,000. Walter Mann, President; G. H. Fairenild, Cashier. Authorized to commence business Sept. 12, 1877.

DIVIDENDS.

The following dividends have recently been announced:

Name of Company.	Per Cent.	When Payable.	Books Closed. (Days inclusive.)
Delaware Western. Union Pacific (quar.). M cel aneous. Am. District Tel. (quar.)	112	1	Sept. 20 to Oct. 1 Oct. 2 to Oct. 21

FRIDAY, SEPT. 19, 1879-5 P. M The Money Market and Financial Situation.—The general situation in financial circles is little changed from last week The same buoyancy in low-priced railroad stocks at the Board is the principal feature in stock transactions, and the climax of faith in Southwestern fancies might be supposed to have been reached when Pac fic of Missouri-a stock whose very existence depends upon the result of a future law suit-sold up to 12. There is a rational and common sense view to be taken of the lively movement in the stocks of re-organized railroads, and it is neither fair on the one side to set down the advance in prices as wholly unreasonable, nor on the other side to approve of the rapid upward strides of 5 and 10 per cent a week in the stocks of railroads hitherto unable to earn their interest charges, as fully warrante i by the general improvement in mercantile business. There are four main points to be looked at in considering the possible future of a railroad whose stock has heretofore been practically worthless. 1. The road may be leased at a fixed rental to another company. 2. By new combinations or extensions the business of the road may be largely increased. 3. The annual interest charges may have been greatly reduced in the process of re-organization. 4. A decided improvement in the road's traffic may be effected by general or special causes. We believe that under these four heads may be classed nearly all of the influences commonly talked about among stock brokers and their customers as likely to increase the value of this or that low-priced stock. As to the first point-a lease-it is a matter depending entirely upon the will of directors in two companies (subject to the ratification of stockholders, which is seldom refused), and without official information the average stock buyer can only operate in the dark; to work successfully on this ground one should first become a director. As to the second point of new combinations, extensions or working contracts, the matter is also an utter uncertainty for the outsider until the facts have been made public, and then the opportunity is presented for taking a fair and open risk. The possible earnings of such roads as Erie, Wabash, St. Louis Kansas City & Northern, and others, under their new plans and combinations, offer a fair chance for the dealer in stocks to form his own opinion and buy or sell accordingly. Next as to the obligations to be met before dividends on stock can be paid, the facts are known in each case, and if there has been a considerable reduction in annual charges the net earnings of the road for a series of years past may be compared with the present amount of charges and some conclusion drawn as to the future. As to the fourth and last point made above, an increase in business on the road from special causes incident to the particular line or from the general improvement in business throughout the country, the facts are all open and the question is a matter of opinion. As to special causes touching certain lines of road, there is nothing to be said here, but as to general transportation business we can only repeat our remarks heretofore made in connection with railroad earnings that there seems to be little reason to anticipate that for the current 'year 1879 the total earnings of leading railroads will greatly exceed the earnings in 1878. A general improvement in business will unquestionably lead to an increase in railroad earnings, but that increase should come gradually, and can hardly be felt to a great

The money market has worked pretty steadily, with 4@6 per cent as the range on call loans, and the bulk of business with stock brokers done at 5@6 per cent. For prime commercial paper there is a ready sale at 5@61 per cent, according to the time it

extent in a single year.

The Bank of England weekly statement on Thursday showed a gain of £384,000 in specie, and the percentage of reserve was 59 per cent, against 58 5-16 per cent the previous week; the discount rate remains at 2 per cent. The Bank of France lost 28,700,000 francs in specie.

The last statement of the New York City Clearing-House banks, issued September 13, showed a decrease of \$219,025 in the excess above their 25 per cent legal reserve, the whole of such excess being \$2,964,775, against \$3,183,800 the previous week.

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

-	Sept. 13.	Differ'uces fr'm previous week.	1878. Sept. 14.	1877. Sept. 15.
Loans and dis. Specie Circulation Net deposits Legal tenders.	19,×76,900 21,603,500 225,572,900	Inc. 123,100 Inc. 231,200 Dec. 1,062,700	$\begin{array}{c c} 18.554,700 \\ 19.478,300 \\ 218,269,000 \end{array}$	15,577,100 208,532,400

United States Bonds. - Government securities are steady on a fair business It is not a season when there is usually a very large business in governments, but, under all circumstances, prices are well maintained.

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

]P	erioas.	13.	Sept.	16.	17.	18.	19.
64, 1880reg. J. 64, 1880coup. J. 68, 1881reg. J.	& J.	*10328 *1041a	10334	*10334	*10334	*10334	*10334
68, 1881 coup. J. 58, 1831 reg. Q. 58, 1881 coup. Q.	Feb.	10158 *10238	1045_{8}	*10434	10134	*1014	*10434
4 ¹ 28, 1×91 reg. Q. 4 ¹ 28, 1891 coup. Q. 48, 1907 reg. Q.	-Mar. -Mar.	*1013 ₄	*10458	*1045 ₈	10434	*10.134	*10458
4s, 1907 coup. Q. 6s, cur'ey, 1895reg. J. 6s, cur'ey, 1896reg. J.	-Jan. & J.	10134	$102 \\ *12134$	*12110	102	102	10218
6s, cur'cy, 1897reg. J. 6s, cur'cy, 1898reg. J. 6s, cur'cy, 1899reg. J.	& J.	1224	*12214 *1224	*122	*122	12212	*1224

* 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 Sep. 1, 1879, were as follows:

	Range since	Jan. 1, 1879.	Amount Se	pt. 1, 1879.
	Lowest.	Highest.	Registered.	Coupon.
6s, 1880-1cp. 5s, 1881cp. 4 ¹ 2s, 1891cp. 4s, 1907cp. 6s, cur'ncy.reg.	101 % Aug. 27 104 Mch. 21 99 Apr. 1	11074a Jan. 15	273,482,800 $166,103,950$ $466,386,300$	231,95 7,550 83,891,05 0 270,012,50 0

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

	Sept.		Sept.	Range since .	Jan. 1, 1879.
	5.	12.	19.	Lowest.	Highest.
U. S. 5s of 1981 U. S. 4 ¹ 2s of 1891 U. S. 4s of 1907	, 08	110849	1083	106k Meh 21	11a Mor O

State and Railroad Bonds .- State bonds have been inactive, and Louisiana consols have monopolized most of the Board sales, although in these there were comparatively few transactions, and the last sale was at 381.

Railroad bonds have been decide lly strong and active for the speculative bonds, led by Mo. Kans s & Texas firsts and seconds. Chesapeake & Ohio, and Denver & Rio Grande. Erie second consols have been dealt in considerably, but do not show much strength, considering that they begin to draw regular 6 per cent interest from December 1.

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

STATES.	Sept.	Sept. 19.	Range since Lowest.	Jan. 1, 1879. Highest.
Louisiana consels. Missouri 6s, '89 or '90. North Carolina 6s, old. Tennessee 6s, old. Virginia 6s, consel. do do 2d series.	*37 ¹ 8 *104 ³ 4 *22 *30 ⁷ 6 *80 ¹ 2	*221 ₂ *303 ₄	1035 ₈ Mch. 5 18 Feb. 8	10734 June 10 2578 June 14 42 Feb. 13 7334 June 20
District of Columbia 3-65s		*81	7912 Jan. 3	

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

Railroad and Miscellaneous Stocks.—The stock market has again shown extraordinary activity and buo ancy in the low-priced specialties. It is not asked in regard to any particular stock, "Has it any value?" but "Will it go up?" And on this inquiry the whole market turns, as the question seems to be answered in almost every case affirmatively. In our remarks above we have endeavored to enumerate and classify the sev ral circumstances which are to be considered in estimating the probable value of these stocks, but as to the course of the market from day to day, which is quite ap rt and distinct from any real values of stocks, it is impossible to say anything for the guidance of our readers. Perhaps as to this there is nothing better than the opinion of a well-informed stock broker, and yet the better informed and more honest brokers are the ones who least pretend to foretell with any assurance the prices of stocks for a single day ahead. It is useless to name the whole list of stocks which have this week shown large sales; but among the most conspicuous we find Northern Pacific preferred and common St Louis & Iron Mountain, Houston & Texas Central, Chesapeak - & Onio, Mo Kan. & Texas, Mobile & Ohio, Col. Chic. & I. C., Ind Cin. & Lafayette, &c. The regular speculative stocks of the Gould roads, as also the Grangers and Lake shore, have also been quite active and close strong. The coal stocks have been a feature yesterday and to-day, but close at some reaction.

In our remarks in this place last week, referring to Hannibal & St. Joseph earnings, we accidentally wrote net earnings instead

of gross.

The daily highest and lowest prices have been as follows:

	Saturday,		Tuesday.		Thursd'y,	Friday.
	Sept. 13.	Sept. 15.	Sept. 16.	Sept. 17.	Sept. 18.	Sept. 19.
Canada South.	6214 6214	801/ 801/	62 62%			
Cent. of N. J.	51% 52%	6214 6214 5114 5218	62 62½ 51½ 52	Rig. Ros	2011	222 - 222
Chic. & Alton.	95 95%	95% 97	95 9516	51% 52% 95 95	52 5316	53% 54%
Chic. Bur. & Q.	* 115	*114% 14%	11414 11476		95% 95%	9512 96
Chic.M.& St.P.	6714 68	66% 67%	114¼ 114¾ 64¾ 64½	11436 11416	11438 11438	*114 115
do pref.	973 9734	97% 97%	97% 98	66 × 67 × 983	65% 66% 98% 98%	6656 6714
Chic. & N. W.	80% 81%	80% 81%	79% 81%	81 81 1		9834 9934
do pref.	9936	9938 100	99% 100%	+100% 102		8034 8158
Chic. R. I. & P.		140 140	140 140 2	*139 4 141	x99 x100 36 141 1415	99% 100
Chic. St.P.&M.	431/2 441/4	4514 46	41% 45	4416 45		14056 14056
Clev. C. C. & I.	* 521	52 524	52 52	51 52	45 45 *51¼ 52½	4516 4714
Col.Chic.& I.C.	818 814	814 814	8% 8%	84. 8%	*5114 5216	511/2 51/4
Del. & H.Canal	48% 48%	481 491	47% 48	474 484	8 % 8 % 47% 48 %	814 918
Del.Lack.& W.	59% 60%	593 6038	59% 60%	59 591%	47% 48½ 59% 60%	4918 4914
Han. & St. Jo	23% 24%	24% 25%	2314 2514	2334 2478	24 2456	60 61
	48 50%	24% 25% 51% 54%	5216 5116	52 53 %	24 2458 52 53	2334 2414
Illinois Cent	9012 9018	91 92	52 16 5116 9116 9116	91% 91%	91% 91%	52½ 52½ 91½ 91¾
Kansas Pacific	70 7216	71% 73%	71% 72	711 73	01/2 01/2	91½ 91¾ 69¾ 71
Lake Shore	8818 8818	881 903	89% 91%	9013 9138	90% 91%	91 921%
Louisv. & Nash	5816 5918	5834 595	58% 58%	5818 5818	5813 58131	91 92½ 58½ 58½
Mich. Central	82 82341	83 83761	8134 8313	8218 8314	8278 8314	8318 8318
Mo. Kans. & T.	151/ 15%	1578 1738	154 175	1658 1738	17 175	17% 18%
Mor. & Essex	801 9018	91 91161	903/ 91	90% 90%	90% 912	9114 9156
N.Y.C.& H. R.		120 120	4465	119 119		119 119
N.Y. L.E. & W.	26 2814	2814 2834	2616 2718	2614 2678	26 26%	261/6 267/8
do pref.	1814 4834	49 5013	4934 5038	50 5012	19% 49%	1918 5018
Northern Pac.	18 18	18 184	19 2016	2014 2276	2218 2118	22% 24%
do pref.	4616 47	4714 4716	4736 4858	48% 49%	49 5136	504 5134
Ohio & Miss	17% 17%	1738 1738	17% 18	17 18	1716 1718	1714 1758
Pacific Mail	211/8 221/8	211/8 221/8	211/4 213/1	2114 2134	211/4 211/4	2158 2212
Panama	* 158	!	* 155	155	* 155	* 155
St.L &I.M.assd	32% 38%	3634 3816	37 3978	39 40%	3914 4736	40% 44%
St. L. K.C. & N.	21% 24%	24 1/4 251/8	2334 2416	2331 2450	2418 2478	24 2434
do pref.	59 59%	5914 60	571/6 5914	58% 59%	5834 5914	5836 59
St.L. & S.Fran.	13% 13%	1334 1414	141/1 141/1	1438 15	1434 1478	1434 15
do pref.	18 1838	1816 1836	1814 1814	1816 1878	18% 18%	1816 1834
do 1st prf.	431/6 431/6	431 4378	4314 4314	43 4 4334	44 44 1	411/8 445/8
Sutro Tunnel.	4 418	376 4	334 378	334 334	31/6 334	31/3 31/4
Union Pacific	78% 79%	79)8 8278	82% 81	84 547/3	8316 8114 1	84 841
Wabash	42 4278	42 4316	4013 4218	4136 42	411 434	4116 42
West. Un. Tel.	9436 9434	9436 95	93 18 9458	93% 94	9314 9313	9356 9416

*These are the prices old and asked: 11 8 t's was made at the Board. †Sales were also made, ex-div., at 9978@10018.

†Sales were also made, ex-div., at 8212@8234.

Total sales this week, and the range in prices for 1878 and since Jan. 1, 1979, were as follows:

	Sales of Week.	Prices since	Jan. 1, 1879.		ge for 78.
	Shares.	Lowest.	Highest.		High.
Canada Southern Central of N. J	1,000				4512
Chicago & Alton	56,920		55 July 31	1312	454
Chic. Burl.& Quincy.	$\frac{3,651}{776}$.75 Meh. 3	97 Sept. 15		85
Chic. Mil. & St. P	143,068	11118 Jan. 7	1224 Feb. 19	991_{4}	11434
do do pref.	7,075	3438 Jan. 4		$27\frac{1}{2}$	5478
Chicago & Northw			an Tunction wo	64	8434
do do pref.	102,985	4958 Jan. 3	8178 Sept. 12	321_2	554
Chic. Rock Isl. & Pac.	16,125	7678 Jan. 3	102 Sept. 17	5934	79_{-2}
Chic. St. P.& Minn.*	846		14112 Aug. 7	8888	122
Clev. Col. Cin. & Ind.	5,171	21 May 5			
Col. Chic.& Ind. Cent	1,050	3434 Jan. 2	55 May 21	23	384
Del. & Hudson Canal	11,075	5 Jan. 4	958 Sept. 19	218	63_{8}
Del. Lack. & Western	7,231	38 Jan. 2		3438	597_{8}
Hannibal & St. Jo	129,540	43 Jan. 2	6234 July 31	41	6178
do do pref.	28,190	13 ¹ 4 Jan. 4	25 12 Sept. 15	10	167_{8}
Illinois Central	34,395	34 Jan. 10	5478 Sept. 15	215_{8}	4158
Kansas Pacific	2,614	79 ¹ 4 Mch. 26	9312 Sept. 11	723_{8}	87
Lake Shore	7,620	918 Jan. 21	73 2 Sept. 15	4 ·	12^{5}_{8}
Louisville & Nashv.	168,000	67 Jan. 6	93 Aug. 12	5578	7158
Michigan Central	4,670	35 Feb. 13	70½ May 12	35	39
Missouri Kan. & Tex.	14,600	7334 Jan. 2	904 Jan. 27	5842	75
Morris & Essex	58,170	538 Jan. 4	1812 Sept. 19	2	718
N. Y. Cent. & Hud.R.	4,817	75 ¹ 8 Jan. 3	91 Aug. 6	6738	89
N.Y. Lake E. & West		112 Mch. 24	1214 June 14		115
do prof	69,285	2118 Jan. 4	2914 May 5	758	$22^{1}\!2$
do pref Northern Pacific†	3.600	37 ¹ 2 Jan. 2	54 May 5	21_{2}	38
	34,052	16 Aug. 9	214 Sept. 19		
Ohio & Mississippi	27,301	4414 Aug. 30	5134 Sept. 19		
Ohio & Mississippi	20,405	734 Jan. 4	18 Sept. 16	63_{1}	114
Pacific Mail	38,540	1038 Jan. 13	2212 Sept. 12	1212	2378
Panama. St. L. I. Mt. & South.	115 400		160 Aug. 4		131
St. I. K C. & Nouth	115,400	13 Jan. 2	4418 Sept. 19	5	1558
St. L. K. C. & North.	10,560	7 Jan. 2	2518 Sept. 15	3_{2}	758
do pref.	19,900	25½ Jan. 2	60 Sept. 4	19	$26\frac{1}{2}$
St. L. & S. Francisco.	5,621	318 Jan. 8	15 Sept. 17	112	418
	8,055	418 Jan. 21	19 Sept. 4	112	5^{1}_{4}
do 1st pref.	2.805	93 ₁ Jan. 23	4458 Sept. 19	512	1134
Union Pacific	8,910	238 Jan. 16	478 Mch 17	31_2	5
Wahash	24,233	57½ Jan. 31	8478 Sept. 17	$61^{1}4$	73
Wabash Western Union Tel	$\begin{bmatrix} 51,850 \\ 22,472 \end{bmatrix}$	1734 Mch. 13	434 Sept. 15	$12\frac{1}{8}$	2378
TOO WILL OTHOU TELL	22.4/2	8858 Aug. 4	116 June 11	754	100

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

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

	3						
	Wabash	St. Paul.	North- west.	Del. L. & West.	St. L. I. M. & So.	N. Y. L. E. & W.	Lake Shore.
Sept. 13	11,700 12,300 10,150 7,470 7,630 2,600	29,185 41,930 24,450 11,800	13,160 21,275 22,800 14,500	21,600 20,477 12,000 19,563	18,065 17,550 18,620 9,155	15,120 17,300 10,200	49 850 38,500 19,625 14,575
Total Whole stock.	51,850	143,068	102,985	129,54	115,400	69 28	168,000

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

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.

	nonea in the second colum	n.			
	_Latest ear	nings rer	orted.	Jan. 1 to la	test date -
	week or Mo.	1879.	1878.	1879.	1878.
	Ala. Gt. Southern. June	\$23,263		\$	\$
	Atch.Top. & S. F.1st wk Sept	125,500			2,404,070
4	Atl. & Gt. WestJuly	358,105		0,020,020	2,202,010
	Atlantic Miss. &O. July	138,224		853,710	889,251
- 1	Bur. C. Rap. & N. 1st wk Sept	34,985		919.626	
]	Burl.&Mo.R.in N.July	104.069		966,757	
•	Cairo & St. Louis 2d wk Aug.	6,010	4.793	149512	127 000
•	Central PacificAugust1	,552,000	1.726.667	10.349.403	11 094 174
	ches. & Onio August	215,945	189,337	1,202,136	1,234,015
. (Chicago & Alton. 1st wk Sept	137,623		3,440,586	3,103,359
. (Chic. Burl. & QJuly	993,823	946,427	7,504,062	7.361.218

	—Latest ear	rnings rep	orted.	-Jan. 1 to la	test data -
	Week or Mo.	1879.	1878	1879.	1878.
	Chic. & East. Ill1st wk Sept	\$21,295	\$17,312	\$	8
	Chic. Mil. & St. P.2d wk Sept.	228,000	160 740	5 000 000	
	Chic. & Northwest August	1,347,000	1,266,460	9,613,529	9,487,936
1	Unic. St. P. & Min. 1st wk Sent	23,530	20,838	684,906	
•	Clev. Mt. V. & D3d wk Aug.	7,005	6,883	234,178	227,868
	Dakota Southern. July	14,529	19,194	118,328	124,301
1	Denv. & Rio G Aug. 15-31	63,323	61,700		
	Denv.S.P'k& Pac. August	91,204	• • • • • • • •	399,887	
3	Dubuque & S.City.1st wk Sept	18.480	18,055	532,532	633,597
1	Frank.&Kokomo.July	4,580	3,088	22,953	19,003
	Gal. Har. & S. An. July	98,580 37,317	83.877		
	Gal. Houst. & H. August	37,317	35,859	281,330	230,250
	Grand Trunk. Wk.end. Sep. 6	172,290	185,039	5,751,922	5,892,543
1	Gr't Western. Wk.end. Sep.12	91,390	83,618	2,921,768	3,171,502
1	Hannibal & St. Jo. 1st wk Sept	34,893	53,630	1,157,423	1,248,706
	Houst. & Tex. C. July	186,848	146,637	1,389,522	1,176,760
1	Illinois Cen.(Ill.) August	474,661	572,827	3,436,682	3,602,145
1		104,677	103,062	883,648	1,009,300
1	Int. & Gt. North. 1st wk Sept	32,811	27,271	937,175	820,464
1	Kan.C.St.J.& C B.July	135,467	98,916		
1	Mo. Kans. & Tex. 2d wk Sept.	117,363	92.476	2,365,235	1.739.159
١	Mobile & OhioAugust	86,987	80,347	1,973,561	1,927,215
1	Nashv.Ch.&St. L. August	104,600	114,979	1,060,673	1,146.589
1	N.Y.L. Er 3 & W. June 1	142,182	129,859	1,113,658	1, 64,535
١	Fad. & Elizabetht. 3d wk Aug.	6.710	1,208,988	7,664,792	7,131,666
1	Pad. & Memphis3d wk Aug.	6,710	* 6,953 * 7,00	175,333	198,446
1	Pennsylvania July 2	3,088	3,763	97,769	126,791
1	Phila. & TrieJuly	241,018	214,081	18,196,964	16,988,670
1	Phila. & Reading July 1	303 522	957,721	1,595.103	1,47.,733
ı	St.L.A.&T.H.(brs)1st wk Sept	11,420	10,061	7,998,189	6,653,145
ı	St.L. Iron Mt. & S. 1st wk Sept	142,673	84,399	337,765	313,432
ı	St. L. K. C. & No 2d wk Aug.	56,739	76,841	2,813,035 1,801,493	2,605,312
1	St. L. & San Fran. 2d wk Sept.	47,000	26,300	909.799	1,887,735
1	St.L.&S.ESt.L1stwkSent	20,832	15,902	459,565	793,609
1	St. Paul & S. City July	47,622	47,720	349,775	421,203
1	Scioto Valley August	29,005	29,082	202,816	332,833
1	Sioux City & St.P. July	28,325	27,519	188,063	$174,573 \\ 207,232$
1	Southern MinnJuly	50,392	53,201	315,720	427,184
1	Tot. Peoria & War 2d wk Sept.	23,391	26,661	831,480	890,595
l	Ilmon Pacific 26 dvs Aug	942.616	789.527	551,450	000,000
1	Wabash2d wk Sept,	141,758	128,665	3.180.171	3,411,252

Exchange.—There was increased firmness in exchange, early in the week, on the smaller supply of cotton bills than had been expected and on account of a good demand from importers of specie. But to-day there is less strength, and more cotton exchange is in sight. For sterling, prime bankers' demand bills sell at 4.831, and 60-day bills at 4.81½@4.82.

The quotations for foreign exchange are as follows:

SEPTEMBER 19.	60 days.	Demand.
Prime bankers' sterling bills on London. Good bankers' and prime commercial	4.8010 204.818	$4.83^{1}_{2}@4.84^{1}_{2}$ $4.82^{1}_{2}@4.83^{1}_{2}$
Good commercial Documentary commercial raris ('ranes)	4.7912@4.80	$egin{array}{cccccccccccccccccccccccccccccccccccc$
Swiss (francs)	$5.27\frac{1}{2}$ \overline{a} $5.24\frac{3}{8}$ $5.27\frac{1}{2}$ \overline{a} $5.24\frac{3}{8}$	$\begin{array}{cccc} 5.25 & @5.2176 \\ 5.25 & @5.2176 \\ 5.25 & @5.2176 \end{array}$
Amsterdam (guilders). Hamburg (reichmarks). Frankfort (reichmarks).	$39^{3}8 @ 39^{7}8$ $93^{3}8 @ 94$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$
Bremen (reichmarks)	$93\frac{3}{8}$ 0 94 $93\frac{3}{8}$ 0 94 $93\frac{3}{8}$ 0 94	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$

The following are quotations in gold for various couns:

	rons wing are questanous, i	a gold for various coins.
	Sovereigns\$4 82 @\$4 85	Dimes & 12 dimes 9958 - par.
	Napoleons 3 83 @ 3 85	Silver 4s and 4s 993 @ -par.
	I A A Reichmarks, 472 @ 476	Five francs 92 @ - 95
	X Guilders 3 93 @ 4 00	Mexican dollars 87 @ - 88
1	Span'h Doubloons. 15 55 @15 65	English silver 4 75 @ 4 80
1	Mex. Doubloons15 50 @15 60	Prus. silv. thalers - 68 @ - 7016
1	Fine silver bars 1 12 @ 1 1212	Trade dollars - 9939 2 - 9959
1	Fine gold bars par.@14prem.	New silver dollars - 9934 m par.
- 1	7	Pari

Boston Banks.—The following are the totals of the Boston banks for a series of weeks past:

•				L			
3		Loans.	Specie.	L. Tenders.	Deposits.	Circulation.	Agg.Clear.
	April 7	139,001,100	3,646,200	4,294,700	64,221,500	25,827,800	44,676,942
•	" 14	138,300,400	3,684,300	3,805,800	63,371,000	26,014,200	47,207,392
:	" 21	137,469,400	3,655,800	3,483,700	62,998,000		51,936,677
	28	134,192,600	3,627,700	3,827,800	60,252,400	26,230,200	47,978,840
	May 5	133,226,500	3,600,100	3,863,000	60,023,900		50,505,511
	" 12	132,953,200	3,583,200		*42,865,800	26,228,800	50,552,817
	" 19.	130,296,000	3,556,100	3,589,200	*44,103,900	26,218,400	48,456,247
•	" 26	130,331,800	3,577,700		*44,101,200	26,369,200	46,516,810
	June 2	129,489,000	3,563,400	3,886,700	*43,895,000		44,033,227
	" 9	129,973,500	3,948,500	4,168,200	*44,391,200	26,569,000	51,329,031
	" 16	130,510,500	3,559,400	4,165.500	*43,997,000	26,704,100	49,413,570
	" 23	130,963,600	3,557,700	4,118,400	*43,606,400	26,675,100	45,176,053
	" 30	130,583,300	3,547,400		*44,795,300	26,578,300	47,775,068
	July 7	134,824,800	3,585,200		*45.332.100	26,640,000	51,738,637
	" 14	129,931,700	3,620,400		*45,858,600	26,915,300	47,866,112
	" 21	128,606,500	3,590,900		*47,067,900	26,538,700	49,241,607
	" 28	127,896,500	3,572,600		*46,772,700	26,572,500	43,383,417
	Aug. 4	128,035,500	3.567,500	5,354,200	*46,838,500	26,635,200	43,253,354
1	" 11	129,133,000	3,561,200	5,643,900	*46,854,900	26,700,600	43,813,373
1	" 18	130,578,100	3,496,300		*45,803,800	26,749,800	48,193,104
1	" 25	131,174,200	3,474,900	4,777,000	*14,409,300	26,832,100	51,820,024
ı	Sept. 1	129,447,200	3,531,200		*42,945,600	26,981,400	44,612,5 6
ı	8	127,747,900	3,304.200		*43,340,700	27,117,800	47,305,866
١	" 15	127,793,200	3,347,600	4,180,900	43,853,300	27,197,500	44,932,820

* Other than Government and banks, less Clearing House checks.

Philadelphia Banks.--The totals of the Philadelphia banks are as follows:

1.	Loans.	Lawful Money.	Deposits.	Circulation.	Agg. Clear.
April 7	59,994,059	13,701,732	45,111,747	11.520.122	38,653,745
" 14	60,554,971		46,552,535	11,509,940	30,561,240
" 21	60,548,117		47,238,852	11,516,236	38,407,056
" 28	60,122,582		47,044,599	11,508,643	34,295,148
May 5	60,174,972		47,626,868	11,498,821	37,642,885
" 12	59,914,320		47,786,056	11,492,197	40,016,138
1 " 19	60,160,886	16,138,678	49,143,430	11,476,011	38,955,672
	60,915,891	15,919,569	49,633,284	11,465,857	39,353,762
June 2	61,429,856	15,938,439	49,941,608	11,449,130	31,805,486
9	61,917,078	15,790,707	50.363,092	11,431,493	46,780,676
16	62,036,882	15,883,014	50.721,250	11,424,901	38,804,535
	61,810,186	15,311,615	49,713,483	11,397,218	37,579,238
30	61,740,307	15,790,181	50,309,722	11,383,105	34,442,141
July 7	62,221,496	16,205,151	51,378,936	11,398,306	37,789,094
14	62,171,993	16,533,493	51,811,642	11,406,680	34,090,465
" 21	61,974,527	16.307,446	51,512,347	11,423,816	37,197,358
" 28	61,415,446	17,405,816	51,901,368	11,415,745	34,940,697
Aug. 4	61,932,961	17,396,893	52,980,548	11,406,477	35,745,324
" 11	62,740,441		52,719,432	11,437,610	35,792,049
" 18	62 688,249		52,015,168	11,438,106	32,011,855
2	63.972,906		51,415,739	11,430,589	31,318,858
Sept. 1	62.784,728		51,565,795	11,445,171	30,002,487
8	62 890.264		51,580,453	11,500,647	83.978,324
" 15	62,749,828	16,614,554	40,609,121	11,516,320	35,106,893

New York City Banks.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on Sept. 13, 1879:

Manhattan Co. 2,050,000 5,491,400 189,300 520,500 3,454,900 72,600,000 5,654,900 72,600,000 5,654,900 72,600,000 5,654,900 5,654,900 72,600,000 5,055,000 5,305,000 44,90,800 295,700 512,200 3,125,000 13,600,000 13,600,000 3,011,000 289,000 266,000 2,705,000 250,000 250,000 250,000 250,000 250,000 250,000 272,000 250,000 250,000 272,000 250,000 <t< th=""><th>.1.</th></t<>	.1.									
New York 2,000,000 8,272,200 526,000 1,383,600 7,230,800 495	-1-									
Mannattan Co. 2,050,000 3,491,400 189,300 520,500 34,34,900 72 Mechanics' 2,000,000 6,726,000 577,000 1,047,500 5,654,900 72 Mechanics' 2,000,000 6,726,000 577,000 512,200 3,125,000 13 America 3,000,000 9,367,200 639,600 740,100 6,762,300 1 Phœnix 1,000,000 3,011,000 289,000 266,000 2,705,000 250 City 1,000,000 6,041,900 1,036,600 322,000 5,547,000 782 Fulton 600,000 1,601,800 1,744,900 382,700 1,282,500 1,282,500 Chemical 300,000 3,730,400 202,900 605,100 3,030,000 628 Gallatin Nation'i 1,000,000 3,488,300 162,500 354,600 1,860,600 980,000 980,000 980,000 198 Mechanics' & Tr. 300,000 1,287,600 177,700 146,000 1,860,600										
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F&F	.300 ,000									
Mech. Bkg. Ass'n 500,000 646,000 46,400 69,700 432,300 309	,400									
Grocers'	• • • • •									
MOTTH KIVET 240.0001 713.9001 36.8001 165.9001 869.4001	••••									
East River 250,000 \$13,400 \$3,800 71,400 622,800 156 Manuf'rs & Mer.* 100,000 308,500 1,000 79,200 347,800 1,032 Fourth National. 2,000,000 15,003,600 1,125,300 3,071,500 14,382,000 1,032 Central Nat. 2,000,000 8,195,000 440,000 1,347,000 7,379,000 1,488 Becond Nation? 3,000,000 1,240,000 1,347,000 7,379,000 1,488	,900									
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Bowery National 250,000 1,309,400 80,000 280,000 994,800 224	,80 ₀									
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N. York County 200,000 1,114,500 5,700 305,600 1,181,600 180 Germ'n Americ'n 750,000 1,940,000 132,400 159,200 1,602,800 Chase National 300,000 2,156,300 100,700 435,600 2,209,400 240										
2,130,300 100,700 435,600 2,209,400 240	,300									
Total	Total 60,800,200 56,960,400 19,876,900 39,481,100 225,572,900 21,603 500									
The desired as last week.	No report; same as last week.									
The deviations from returns of previous week are as follows										

 Loans and discounts
 Dec.
 \$426,400 | Net deposits
 Dec.
 \$1,062,700 | Specie

 Egal tenders
 Dec.
 607,800 | Circulation
 Inc.
 231,200 | 231,200 | Circulation

Dec. \$1,062,700 231,200 Inc. 23 Dec. 28... 235,824,400 20,514,109 40,707,000 203,209,700 19,576,700 325,696,134 1879.

Jan. 25... 234,416,200 17,431,700 53,599,600 214,981,200 19,617,600 507,331,749 Feb. 1... 238,241,400 18,633,300 54,048,800 219,219,200 19,486,600 611,674,082 Feb. 8... 242,280,200 17,849,300 51,135,400 219,387,300 19,427,100 493,410,515 Feb. 21... 244,007,000 17,931,300 45,377,000 216,382,600 19,335,900 434,908,904 Mar. 1... 246,716,900 16,456,500 42,651,800 213,429,700 19,232,400 516,297,775 Mar. 8... 247,674,200 16,945,200 40,593,800 213,233,100 19,236,000 501,321,270 Mar. 15... 246,324,500 17,312,400 39,173,400 210,563,300 19,335,200 400,417,429 Mar. 29... 243,839,800 18,803,700 36,972,600 206,591,400 19,293,900 413,892,738 Apr. 5... 235,836,600 18,365,000 31,815,800 193,121,700 19,635,500 461,180,657 Apr. 12... 230,442,900 18,903,900 36,145,400 199,312,1700 19,635,500 461,180,657 Apr. 12... 230,442,900 18,903,90 36,145,400 193,312,1700 19,635,500 461,180,657 Apr. 19... 231,151,300 18,875,600 40,672,100 200,255,000 19,721,200 487,843,450 May 3... 239,357,800 18,516,200 49,440,500 214,331,700 19,635,500 461,180,657 May 17... 253,838,500 18,733,900 49,150,900 204,514,200 19,707,600 503,108,030 May 17... 253,838,500 18,746,600 53,576,700 224,337,200 19,688,000 591,299,770 May 17... 253,838,500 18,746,600 53,576,700 224,337,200 19,688,000 591,290,770 May 3... 239,357,800 18,516,200 49,440,500 214,331,700 19,685,000 599,238,257,300 May 31... 257,272,800 18,763,400 41,791,400 225,754,000 19,856,600 529,998,336 June 7... 258,332,700 18,896,700 42,822,800 226,963,300 19,967,800 432,838,500 19,977,800 472,882,808 June 21... 255,901,600 19,296,900 44,851,900 234,4700 19,856,600 529,998,386 June 24... 256,291,000 18,785,400 44,791,400 225,754,000 19,856,600 529,998,386 June 24... 256,291,000 18,785,400 44,510,000 244,430,000 20,371,300 432,526,468 July 19... 262,951,900 19,971,500 51,301,900 241,338,800 20,509,900 491,835,600 19,977,800 472,882,808 June 24... 256,291,000 19,971,500 51,301,900 241,388,800 20,509,900 491,835,600 19,97

QUOTATIONS IN BOSTON. PHILADELPHIA AND OTHER CITIES.

SECURITIES.	Bid.	Ask.	SECURITIES.	Bid	Ask.
TROCKITION.					
BOSTON.			Hartford & Erie 7s. new	3334	
Maine 6s			Kan. City. St. Jo. & C. B. 78.		
			New York & New Eng. 78		10334
Massachusetts 5s, gold	• • • •		Old Colony 7-	1101	100
Boston 6s, currency	• • • •		Old Colony, 7sdo 68	11074	11914
00 58 gold					1101/
Unicago sewerage 78.			Pueblo & Ark. Valley, 78	105	11514
do Municipal 78			Rutland 8s,1st mort	100	1051
Fortiand 68			Vermont & Canada, new 8s	• • • •	<i>8</i> 0 .
Atch. & Teneka 1st m. 7s.	119	11214	Vermont & Mass. RR., 68		
do land grant 7s do 2d 7s	112%	113	STOCKS.		••••
do 2d 78	11034	111	Atchison & Topeka	100	
ao lang inc. 88.			At hi O i & Nehraska	4716	48
Boston & Albany 78	121	1214	Boston & Albany.		13716
Roston 6 T 18 58	1111%		Boston & Lowel'	75 -	7. 19
Boston & Lowell 78			Boston & Maine.	116	1165
Boston & Lowell 6s		108	Boston & Providence	120	121
Boston & Providence 7			Burlington & Mo. in Neh		11616
Burl. & Mo., land grant 7s	· • •	110	Cheshire preferred	2834	30
do Neb. 68	••••	116	Chic. Clinton Dub. & Min	553/	55%
do Neh 8e 1883			Cin. Sandusky & Clev	814	538
Conn. & Passumpsic, 78, 1897		• • • •	Concord	60	
RUMIATO MORE ALCO NOW		79	Conn & Paggumnata	142	14232
Fitchburg RR., 68			Conn. & Passumpsic Eastern (Mass.).	101/	4316
Fitchburg RR, 68 do 78 Kan. City Top. & W., 78, 1st			Eastern (New Hampshire)	1514	1834
Kan. City Top. & W., 78, 1st	112	1	Fitchburgx	117	13
do do 78, inc			Kan. City Top. & Western		77.2

	5				
BOYTOV.	PHIL	TOEL	PHIA.	EtcCont	inuad.

Bid. Ask.

SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask
Manchester & Lawrence		142 104	Phil. & R. cons.m.6s.g.i.1911.	1011/6	
Nashua & Lowell New York & New England	31	3136	do conv. 7s, !893*		
Northern of New Hampshire Norwich & Worcester	1150	1	Phil.&R.Coal&Iron deb. 78,92 do deb. 78, cps.off	••••	• ••
Ogdensb. & L. Champlain	1634	1	do deb. 78. cps.off do mort., 78, 1892-3 Phila. Wilm. & Bult. 68, '84		
Old Colony Portland Saco & Portsmouth	10734	108	Pitts.Cin.&St. L. 7s, cou., 1906 Shamokin V.& Pottsv. 7s, 1901	••••	
Pullma Palace Car	59%	94'4	Steubenv. & Ind. 1st, 6s, 1884.		
Rutland, preferred	1936	1946		••••	
Vermont & Massachusetts Worcester & Nashua	1185 ₂	39	Sunbury & Erie 1st m. 78, '97 yra.Gen.& Corn', 1st, 18, 1905	104	105
PHILADELPHIA.			Texas & Pac. 1st m ,6s, g1905	88%	1003
STATE AND CITY BONDS.			do cons m.6s,g.,1905 do inc.&l.gr,78 1915	35	85
Penna. 5s, g'd, int., reg. or cp	:::		United N. J. cons. m. 68, '94	54	
do 5s, new, reg., 1892-190	111	100	Warren & F. 1st m. 7s, '96 West Chester cons. 7s, '91	1174	
Ao 64 15-25 reg. 1882-92	1074	108	do inc.&l. gr, 7s 1915 Union & Titusv. ist m. 7s, '90. United N. J. cons. m. 6s, '94. Warren & F. 1st m. 7s, '96. West Chester cons. 7s, '91. West Jersey 6s, deb., coup., '83 do lst m. 6s, cp., '96.	101	105
do 6s, In. Plane, reg., 1871 Philadelphia, 5s reg			do 1st m. 7s, '99 Western Penn. RR. 6s, cp. 1899		
do 6s, n., rg., prior to '9:		•••	do 68 P. B., '96.	1031/2	
do 68, n., rg., 1895 & ove	11934	120	CANAL BONDS		
Allegheny County 5s, coup Allegheny City 7s, reg			Delaware Division 6s, cp., 78.	••••	•••
78 January 48, Coup., 1913	90		Chesap. & Dela. 1st 6s, rg., '86 Delaware Division 6s, cp., '78. Lehigh Naviga. m., 6s, reg., '84 do mort. RR., rg., '97 do m. conv. g., reg., '94	109	109
do 68, gold, reg			do m. conv. g., reg., '94 do mort. gold, '97	100	102
110 78. str.imp., reg., 83-86.	••••		do cons. m. 78, rg.,191!	10116	95
N. Jersey 6s, reg. and coup do exempt, rg. & coup.			Morris, boat loan, reg., 1885 Pennsylvania 6s, coup., 1910		80
Camden County 6s, coup Camden City 6s, coupon	:::	*::	Schuylk. Nav.1st m.6s.rg.,'97. do 2d m. 6s, reg., 1907		73
do 7s, reg. & coup Delaware 6s, coupon			do 68, boat&car,rg.,1913 do 78, boat&car,rg.,19.5		
Harrisburg City 6s, coupon	•••	,	Susquehanna 6s, coup., 19.8.*		
RAILROAD STOCKS.			BALTIMORE.		
Camden & Atlanticdo do pref			Maryland 6s, defense, J.& J do 6s, exempt, 1887	108 113	109
do pref	43		do 6s, 1890, quarterly	109	111 105
do new pref Delaware & Bound Brook	41	41%	Baltimore 68, 1881, quart do 68, 1866, J.& J	1617	110
Rest Pennsylvania	001		1) 00 68, 1890, quarteriy	1101/	111 114
Elmira & Williamsportdo do pref.	30½ 43		do 68, 1893, M. & S	113	118 117
Har. P. Mt. Joy & Lancaster Huntingdon & Broad Top			do 68, 1900, O —J	115	118 118
do do pref Lehigh Valley	4316	534	do 68, 1902, J. & J	115	118
Little Schuylkill		4314	Norfolk water, 8s	117	11114
Nesquehoning Valley.	55 54	5436	Balt. & Ohio100	13514	136
Norristown North Pennsylvania		102	do 2d pref	110	115
Pennsylvania Philadelphia & Erie	4234	427/8		10319	20
Pulladeinhia & Reading	1716	1756	Northern Central 50	22	81/4 231/4
Philadelphia & Trenton Phila. Wilming. & Baltimore			Central Ohio50	3216	4 35
Pittsburg Titusv. & Buff st. Paul & Duluth R.R. Com	61/4 151/2		Pittsburg & Connellsville50 RAILBOAD BONDS.		••••
do do pref. United N. J. Companies	4236		Balt. & Ohio 6s, 1880, J.&J	1011	102
West Chester consol. pref		1471/6	N. W. Va. 30 III., guar., 30, Jac)	109 105	110
West Jersey CANAL STOCKS.	30		Mortnern Central 68. 85. 2001	109 107	10912 109
Chesapeake & Delaware	,		do 6g gld 1900 I & I	10914	110
Delaware Division Lenigh Navigation	22	22%	Cen. Ohio 6s, 1st m., '90, M.& S.	106	1041/6 107
do pref	,	. 6	do 1st m., 890, J. & J	113 102	• • • •
Downovivania			11 do 2d m., prei	113	••••
Schuylkill Navigation do pref			1) uo os. su III guar s. ce s. (109
RAILROAD BONDS.		••••	Mar. & Cin. 7s, '92, F. & A do 2d, M. & N	9414	9414
Allegheny Val., 73-108, 1895 do 78, E. ext., 1910	,	·	Union RP let gner I & I	4632 2116	22
do inc. 7s, end., '94 Belvidere Dela. 1st m., 6s, 1902.	27 W		do Con on andorsed !	108 108	•••
do 2d m. 68. 85		••••	CINCINNATI. Cincinnati 6s, 1cng	1	
do 3d m. 6s, '37 Camden & Amboy 6s, coup, '83	103	:::	00 (8	107	103
do 68, coup., '89 do mort. 68, '89	105		do South RR. 7:30s.	115	11516
a 141 1at m Fa m 1000	116		Hamiton Co., O., 6s. long†		1051/4
Com & Burlington Co. 68, 97.1	`		do 18,110 3 yrs	103	
do chat. m., 108, '88	••••		Cin. & Cov. Bridge st'k, pref. Cin. Ham. & D. 1st m. 7s, '80 † do 2d m. 7s, '85 †	110	• • • •
do new 7s 1900 Connecting 6s, 1900-1904	110		do 2d m. 78, 780 7	101	1011
Chartiers Val., 1st m. 7s, C., 190:	10736		Cin. mani. & mu., is, guai	72161	•••
Del. & Bound Br., 1st, 7s, 1905		112	do 2d m. 78, '77. +	872	• • • •
El.& W'msport, 1st m., 78, '80.	::::		Dayton & Mich. 1st m. 7s. '81+	10214	10216
do 5s, perp	••••		Cin. & Indiana ist m. 7s+ do 2d m. 7s, '77.+ Colum. & Xenia, 1st m. 7s, '90 Dayton & Mich. 1st m. 7s, '81+ do 2d m. 7s, '84.+ do 3d m. 7s, '84.+ Dayton & West, 1st m., '81+	100½	
H. & B. T. 1st m. 7s, gold, '90. do 2d m. 7s, gold, '95. do 3d m. cons. 7s, '95*		•••	do 1st m., 1905.+		••••
Ithacae Athensist 2 d. is., S.	1		Ind. Cin. & Laf. 1st m. 7s	77	י וליל
Junction 1st mort. 63, '82		::::	do (I.&C.) 1st m. 7s, '88† Little Miami 6s, '83	103	771/2
Lehigh Valley, 1st,6s, cp., 1898			Cin. Ham. & Dayton stock	991	101 35
do do reg., 1893 do 21 m. 7s, reg., 1910	11934	116 120	Columbus & Xenia stock Dayton & Michigan stock	3216	35
do con. m., 68,rg.,1928	108	107	do 8. p.c. st'k, guar	106	107
Little Schuylkill, 1st m. 7s, 72		106%	TATIFOWNERS	4	
Little Schuylkill, 1st m. 7s, 72 North. Penn. 1st m. 6s, cp., '85. do 2d m. 7s, cp., '96.		118	Louisville 7s	041/2	108
do gen. m. 7s, cp., 1903. do gen. m. 7s, reg., 1903.	110	112	do Weter 60 197 to 190 1	102 11	10294
Oil Creek 1st m. 7s, coup., '82. Pittsb. Titusv. & B., 7s, cp., '96	85 34	87 35	do water stock 6s,'97.+	102 1	10234 10234
do scrip			ao specitax 6s of '89.† 1	[[80]	10294 10294
Pennsylv., 1st m., 6s, cp., '80	1031/4	1031	Loui-ville Water 6s, Co. 1907 +	05%	108
do gen. m. 6s, rg., 1910.			do 2d m., 78 1	011/1	01 0416
	10616		Louisv. C.& Lex. 1st m.78,'97+	10%	13¼ 10¾
		•••	Louisv. & Nashville—	.01	01/2
Perkiomen 1st m. 6s, coup., '9i			l 1st m. Leb. Br. Ex. 78. 80-85. † 1	03 11	0216 104
do 2d m. 7s, cp., '98	1019	:::	Lou. ln. do 68, '33† Jefferson Mad. & Ind stock.	0114 1	0214
do do '484?.	10134		ST. LOUIS.	ו פרטט	.04
do 2d m., 78, cp., 5; do deben., cp., 25;			St. Louis 6s, long		06
do do cps. of do scrip, 1852.	70	35	do do do new.†1	06 2 1	.08
do In. m. 7s, cp, 1826		7014	do do do new.† 1 do bridge appr., g. 6s.† 1 do renewal, gold, 6s.† 1 do sewer, g. 6s. 9:-2-3.† 1 St. Louis Co. new pert g. 6s.†	66% 1	0734
do cons. m. 7s, cp.,1911do cons. m. 7s, rg.,1911	i	109%	Due House Co. Hew Date & Ob. 111	U 4 50 LL	0836
in default. ‡ Per share.	.		do cur. 78		•••
8 Court an 77 fun ed		* 11	+ And interest.	. 1	
					1 .
a a					

QUOTATIONS OF STOCKS AND BONDS IN NEW YORK.

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

			·			BONDS.	one po		u value, whatever the pa	ir ma	y 0e.
SECURITIES.	Bid.	Ask.			Ask.		Bid.	Ask.	SECURITIES.	Bid.	Ask.
Alabama—5s, 1883. 5s, 1886. 8s, 1886.			Illinois—War loan Kentucky—6s Louisiana—6s	: ::::		New York—6s, gold, reg.,'87 6s, gold, coup., 1887 6s, loan, 1883	109 109 106		Rhode Island—6s, coup.'93-9 South Carolina—6s	112 55 15	:::
8s, 1888 8s, Montg. & Eufaula RR 8s, Ala. & Chatt. RR. 8s of 1892.	ii	1 ::::		: ::::		6s, do 1891	117 117	.::::	April & Oct	15 15 40	
8s of 1893	1 ::::	::::	8s, do 8s, do of 1875			No. Car. RR., J. & J	221/2 221/2 107	24 24	Land Com., 1889, J. & J do 1889, A.& O 7s of 1888. Non-fundable.	40 15 1	234 3136
Class C, 2 to 5	5	3	8s, of 1910. 7s, consolidated. 7s, small. Michigan—6s, 1883	381/2	37	do coup. off, J. & J.	::::	••••	Tennessee—6s, old	3034 27 27 28 28	313 29 28
7s, L. Rock & Ft. Scott iss 7s, Memp. & L. Rock RR 7s, L. R P. B. & N. O. RR 7s, Miss. O. & R. P. RR	1 1	6 3 3	7s, 1890. Missouri—6s, due 1882 or '83 6s, due 1886	112 101 103		Funding act, 1866	7½ 13½	141/2	6s, new series	28 28 28 81	
7s, Arkansas Central RR Connecticut—6s Georgia—6s	105	3	6s, due 1887 6s, due 1888 6s, due 1889 or '90 Asylum or Univ., due '92.	103		do A.& O Chatham RR Special tax, class 1	13½ 1 2½ 2¼	3	6s, consol. bonds	81 58½	59 40
7s, new 7s. endorsed.		111 111	Asylum or Univ., due '92. Funding, 1894-95. Hannibal & St. Jo., 1886.	104	::::	do class 2 do class 3 Ohio—6s, 1881 6s, 1886	214 216 10316 110		Smail	84	85
7s, gold Illinois—6s, coupon, 1879	100	11	do do 1887	104	LA	NEOUS STOCKS AND		OND	Registered	••••	841/
Railroad Stocks.			Del. Lack. & West.—2d m	10338	103%	Den. Div. 6s ass. cp.ctf. Pennsylvania RR— Pitts.Ft.W.& Chic., 1st m.	10514	1053611	Montclair & G.L.—1st, 7s, n.] N. J. Midland—1st, 7s, gold.	30 47 5	45,48
Albany & Susquehanna Boston & N. Y. Air L., pref.	90	91	Mortgsge 7s, 1907 Syr. Bit yh. & N. Y., 1st, 7s Morris & Essex, 1st m do 2d mort	±114¼	125	do do 2d m do do 3d m Cleve.& Pitts., consol., s.f. 4	121	122	2d mort	40 18 58	9 45 19 68 65 50 86 57
Chesapeake & Ohio	8½ 14¼	834	Morris & Ess'x,b'nds, 1900 do construct'n do 7s of 1871.	\$87 \$87 10914	::::	Col. Chic. & I. C., 1st con.	76 ±2816	79	do do do Peoria Pekin & J.—1st m St. L. & San F.—2d m., class A	58 58 *30 83	65 50
do do 2d pref. Chicago & Alton, pref Clev. & Pittsburg, guar	1	9½ 10!¾	do 1st con., g'd Del.& Hud.Canal—1st m., '84 1st mortgage, 1891	10258	103	do Tr't Co.ctfs.1st con do do 2d con Rome Wat, & Og.—Con. 1st.	7516	10%	2d mortgage, class B do class C St.L.& S.E.—Cons., 7s, g., '94 St.L. Vandalia& T.H.—1st m *	56 54 60	57 56 70
Dubuque & Sioux City Harlem	::::	::::	do extended. do Coup., 78, '94 do Reg. 78, '94. 1st Pa. div., coup., 78, 1917.	\$103 10434 10418 10516	105	2d mortgage	112 \$95½ 99	96	za mortgage, guar	101 1	109% 90 103
Keokuk & Des Moines. do do pref. Manhattan. Marietta & Cin., 1st pref	41	43	Albany & Susquen., 1st m.	105% 11016 10716	108	Cairo & Fulton, 1st mort. Cairo Ark. & T., 1st mort. St.L. K.C.& N.—R. E.& R.,7s	1021 1	/ / /	1st mortgage, 7s (pink)	$\begin{array}{c c} 100 & \\ 100 & \\ \end{array}$	95 104
do do 2d pref Mobile & Ohio, assented Nashville Chat. & St. Louis.			do 3d mort	‡100 ‡1034	123	St. Chas. B'dge, 1st, 7s, 1908 North Missouri, 1st m., 7s	112 1	0316	Extension	94	95 70 97
N. Y. Elevated N. Y. New Haven & Hartf	120 153	122½ 157	do 1st, reg. Denv.& R. Grande—1st,1900 Erie—1st mort., extended.	9634 1204	9678	2d mortgage, pref	871/2	60	Union Pac., So. Br.—6s, gld. Southern Securities.		9136
Pitts. Ft. W. & Chic., guar.	112		3d mortgage, 7s, 1883 4th mortgage, 7s, 1880 5th mortgage, 7s, 1888	105¼ 105 109		Tol. Peo. & W.—1st m., E.D. 1st mortgage, W. D. Burlington Div. 2d mortgage, 1886.	::::		(Brokers' Quotations.) STATES. N. Carolina.—New 4s	57	61.
Rensselaer & Saratoga St. Louis Alton & T. H	!	1016	ex coup., Sept., '79 & prev Long Dock bonds	11136 115	- 11	Consol., 78, 1910			So.Carolina—Con., 6s (good) Rejected (best sort) Texas—6s, 1892 M.& S. +	87	92
Terre Haute & Indianapolis United N. J. RR. & Canal	::::	::::	Buff. N.Y.& E, 1st m., 1916 N.Y.L.E.&W.,n.2d,con.,6s do 1st, con., f, cp.,7s	7316	737/8	do 1st, W. D. do Bur. Div. 1st pref. inc. for 2d mort.	40		7s, gold, 1892-1910 J. & J. + 7s, gold, 1904 J. & J. + 10s, pension, 1894 J. & J.	111 112 1	13 13 00
Miscellaneous St'ks. Adams Express American Express	1001/8	10034 4858	do 2d,con.,f.cp.,5s,6s Han. & St. Jos.—8s, conv Hous. & Tex. C.—1st, m. 1.,7s	7216 10334 10516 1	.08	Tol.&Wab1stext.7s,ex cp.	9638	0814 9716	CITIES. Atlanta, Ga.—7s	99 1	50 0 2
United States Express Wells, Fargo & Co Quicksilver	99 1	44 00 144	1st mort., West. Div., 7s 1st mort., Waco & N., 7s 2d C., Main line, 8s 2d Waco & N., 8s	106%	10	2d mortgage ext., ex coup Equipment bonds, 7s, 1883 Consol. conv. ex coupon.	40	93 43 851/8	Water works	98 104 1	10 02 10
Atlantic & Pacific Tel American District Tel		49	Inc. and ind'y, 7s. Il. Cent.—Dub. & Sioux C.1st Dub. & Sioux C., 2d div		94	Q. & Tol., 1st, 7s, '90,ex cp.	91	5 0	Charleston, S. C.—Stock, 6s. 7s, F. L. Columbus, Ga.—7s, bonds.	75 8	60 80 80
Gold & Stock Telegraph Canton Co., Baltimore American Coal	4816	11	Cedar F. & Minn., 1st m Lake Shore—	1101	()	west. Un. Tel.—1900, coup. [#1	13 [1]	4 11	Macon—Bonds, 7s Memphis—Bonds, C Bonds, A and B Endorsed M. & C. RR	:::.	80 20 20 20
Consolidation Coal of Md Pennsylvania Coal Mariposa L'd & Mining Co	22 150 314 358	25	do new bonds. Cleve. P'ville & Ash., old.	10114		entral of N. J., 1908	73	A	Compromise	10 1	32 15 20
Ontario Silver Mining Homestake Mining	::::	434	Buffalo & Erie, new bds Buffalo & State Line, 7s.	113	10 5	do 2d int.,6s, accum'e	71%	194 N	6s, funded	20 2	25 50 10
Standard Cons. Gold Mining Pullman Palace Car		39½ 95	Det.Mon.& T., 1st, 7s, 1906 Lake Shore Div. bonds	# 12	16	Miscellaneous List. (Brokers' Quotations.)		1	6s, new	80 9	90
Railroad Bonds. Stock Exchange Prices.			do cons. reg., 1st do cons. coup., 2d.	$ \begin{array}{c c} 119 \\ 11878 \\ 114 \\ 11312 \end{array} $	20	CITIES.		_N	Consolidated, 6s	00 10	
Bost. H. & Erie—1st m 1st mort., guar Bur. Ced. R. & North.—1st,5s		35 II	ouisv. & Nash.—Cons.m.,78	$ \begin{array}{c ccc} & 113 \\ & 113 \\ & 102 \\ & 10 \end{array} $	5	hicago—6s, long dates+107s, sewerage+1	18 11	9 R	8s	01 10 12 11 06 .	
Chesap.& O.—Pur. m'y fund 6s, gold, series B, int. def.	110 11	15 N	Nashv. & Decatur, 1st, 7s. I farietta & Cin.—1st mort 1st mort., sterling	104	05 C	7s, water	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	5 A	RAILROADS. la.&Chat.—Rec'rs ctfs.var	50 10	0
Chicago & Alton—1st mort. Income	10516	i8 M	letropolit'n Elev-1st,1908 1 lich. CentCons., 7s, 1902 1	10236 10 118 11	94	lizabeth City—Short	10 4	A C	Consol., end. by Savan'h ent. Georgia—Cons. m., 78	02 100 80 40 07 110	0
Joliet & Chicago, 1st m Louis'a & Mo., 1st m guar	404	M	Io.K.& T.—Cons.ass., 1904-6	78	83/ L	ndianapolis—7:30s	06	Cl	harl'te Col.& A.—Cons., 7s 2d mortgage, 7s	87 7 94 9 70 7 90 9	5 5
do 2d 7s, 1900. St. L. Jack. & Chic., 1st m. # Miss.Riv.Bridge,1st,s.f,6s	‡]10)6 N	H. & Cent. Mo., 1st., 1890. Y. Central—6s, 1883	105½ 10 109	61/6 O	water, 7s, long	$14\frac{1}{2}$	216 E	Tenn. & Va.—6s, end. Tenn Tenn. Va. & Ga.—1st, 7s.	90 99 95 100 95 91 35 40	0
Consol. mort., 7s	120 101		6s, subscription	$104\frac{1}{2}$ $123\frac{1}{2}$	T T	ochester—Water, 1903	3 113		68	08 112	2
88, 1917, registered‡ Keok.& Des M., 1st, g., 5s.	1131/2	616	Huds. R., 7s, 2d m., s.f., '85 1 Canada South., 1st. int. g	8	; A	onkers—Water, 1903 +11 RAILROADS. tchison & P. Peak—6s, gld 10		G	reenville & Col.—7s, 1st m. 7s, guar	55 68 55 100	5
do assented. Convertible.		934 N		$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	5 Ce	nic.& Can. So.—1st. m. g. 79 5	0 85	M M	emphis& Cha'ston—1st,7s 2d, 7s		É
Adjustment, 1903.	99½ 9 103 100 10	9/8	Consolidated 1 2d consolidated 1	1018 0014 100	036 Ci	hic. & East. Ill.—1st m., 6s 2d mortgage, inc., 7s hic. St. P.& M.—6s, g., new 10	7 52	Mi	2d mort., 8s	0 115	5
Am. Dock & Impr. bonds.	79½ 8 90 9 88 .	U IIP	cific Railroads— Central Pacific—Gold bds. 10	091/ 109	936 Ci	Land grant, 6s, gold	8 110 5 83	8	Sterling, ex cert., 6s 788, interest 6	0 85 0 85 0 79 5 25	
nic.Mil.& St.P.—1st.8s,P.D 12d mort., 73-10, P. D 1st m., 7s, \$ gold, R. D 1st m., La C. Div	11		Cal. & Oregon, 1st	042/		n.& Spr.—1st, C.C.C.&I.,7s 9 lst m., g'd L. S. & M. S., 7s. 10 bl.& Hock.V.—1st,7s,30 yrs +10 lst, 7s, 10 years+10	5 110	. [New 1st mortgage 8	9 91	L L
1st m., I. & M	10 11 11 11 11 11 11 11 11 11 11 11 11 1	1 8	Western Pacific bonds 16 South. Pac. of Cal.—1st m ‡8 Union Pacific—1st mort 16		$ \mathbf{D} $	2d, 7s, 20 years	$0 102$ $3\frac{1}{6}$	HINN	Certificate, 2d mort., 8s 10	4 107 102	36
Con, sinking fund 1 1		334	Sinking fund 11 Registered, 8s	$\begin{vmatrix} 14 \\ 11 \\ 10 \end{vmatrix}$	E1	enver Pac.—Ist,7s,1d, gr.,g rie & Pittsburg—Ist m., 7s Con. mortgage, 7s	0 104 2 104	No 1	st, 6s, McM.M.W.&Al.Br. orfolk & Petersb.—1st, 8s. 10st mortgage, 7s	8 95	•
	10 108	3 1	2d mortgage	0356 104	Every	[ansv. T.H. & Chic7s, g.] 53 int & Pere M.—8s, 1'd gr't 99	2 105 5 65 102	No.	d mortgage, 8s	2 106 0 106	•
Consol. bonds	18 0316 07	i	Kansas Pac.—1st m.,6s,'95		1	st. 7s. ld. gr., not guar	90 95	3	ds, 6s	6 100 5½ 96 7 67	1
Coupon gold bonds	13% 114 13% 114		do with coup. ctfs	119	Ho In	st, ex land grant, 7s 70 ous.& Gt.N.—1st,7s,g.,ctfs dianap. Bl. & W.—1st m 55	0 77 93 55	Ric Soi	ths, 8s	9 98	••
Peninsula, 1st m., conv Chic. & Milwaukee, 1st m. 1	0417		1st m., 7s, R. & L.G. D'd, 99	3	In	diana Bl, & W.—1st m 56 2d mortgage 38 Incomes 14	61 6 42 4 16	S. 7	tock	5 102 5 100 5 50	-
Winona & St. P., 1st m do 2d m 1 .C. C. & Ind's—1st, 7s, s. f. 1	07		1st m., 7s, land gr't, '80 do with coup. ctfs 2d mort., '86	20	In	Stock	78	We 20	est Ala.—1st mort., 8s	113	
Consol. mortgage	04		Inc. coup. No. 11 on 1916	98 7134 74	Int Jac	ternational (Tex.)—1st, 7s 91 t. H. & Gt. No.—Conv., 8s 25 ck.L.& S.—8s, 1st, "white" +110 ng Island—1st mortgage. 105	111 106	Sou Vir	nnesssee State coupons. 10 1th Carolina consol 40 ginia coupons 20	}	••
* Prices nomin	al.	+	And accrued interest.	‡ .]	No pri	ce to-day; these are latest qu	uotatio			106	~

NEW YORK LOCAL SECURITIES.

	-		Bank	Stock	Lis	t.				
COMPANIES.	-	APITAL.	Surplus at latest		ĽΙ	VIDE	NIB	×	P	ICE.
Mark'd thus (*) are not Nat'l,	Par	Amount	dates. §	Period	1877.	1878.	La	st Paid.	Bid.	Ask
America Am. Exchange	TICKE	3,000,000 5,000,000	1,885,0°0	J. & J. M & N	8 51/2	8	July May,	. '79. 31		
Bowery Broadway Butchers & Dr.	11(0)	250.000	193,100 $1.252,100$	J. & J.	12	11 16	July July	. 774. 5	110	
Central	100	300,000 2,000,000	W2.300	1. & 1.	8		July,	779. 8 79. 3 79. 31	103	
Chase	100 25	300,000 450,000	27,900 166,600		9			79. 3	1	1034
Chemical	100 25	300,000	2 991 800	RI.milv	100	100	IJu v.	. 70 15	100	
Citizens'	100	1,000,000	1,4:1.000	M.&N.	10	10	July.	79. 5		
Continental Corn Exch'ge*.			166.7001	.1 . 12 .1			Ju y u y	79. 4	1.	1343
East River	25	250,000	828,600 60 800	J. & J.	10 6½	10	Alla.	179 5	1155	145
11th Ward	25 100	100,000 150,000	11,400	J. & J. J. & J.	10	6	July,	'79. 814 '76. 8 '79. 8		
Fifth Avenue*.	100 100	100,000 500,000	180,000 1,579,000		12	12	July,		225	
Fourth	100	3,200,000 600,000	967,900 398,400	J. & J.	16½ 10	6	July.	'79 9	475	 :
Gallatin		750,000	671,200	A.& O.	7	10 7	May, Api,	779. 316	1	
German Exch.	100	200,000	52 400 49,900	Mav	в		Auz. May,	79. 25		
Greenwich*!	100 25	200,000	44,100 14,300	M. O.N.	6 7	···:	May, May,	77. 6	103	
Grocers* Hanover	30 100	225,000 1,000,000	18,400	J. & J.	3 7		Jai.,	77. 3 79. 314	1	
Imp.& Traders'	100 1 50	1,500,000 500,000	1,889,900 133,100	J. & J.	14 8	14	July, July,	677.		*:::
Island City* Leather Manuf.	100	100,000	6 700	TRT	6½ 12	3	Jan.,	79. 4 78. 3 79. 4	,	
Manhattan* Manuf. & Mer.*	50 2	2,050,000	427,800 1,059,000		8	8	Ju y, Aug.	779. 316	130	• • • •
Marine	100	400,000	101,900	J. & J. J. & J.	714		July,	79. 236	. 3	1011/2
Mechanics'	25	500,000	288,800 970 c00	J. & J.	9 2	7	Ju y, Ju y,	79. 316	116 131	
Mech. Assoc'n. Mech'ics & Tr.	50 25	500,000 300,000	68,700 78,000	M.&N.I	21/2	2	May.	179. 2 179. 216	٠, ا	· • •
Merchants'	50 2	000,000	179,50 708,000 144,400	M & N.	6	6	May, July,	79. 3	94 124	
Merchants' Ex.	50[] 100[300,000	144.400 . 57.900 .	J. & J.	616		Juy,	79. 21		
Metropolitan Murray Hill*	100 :	100,000	842.600 80,700	j. & j.	10	10	July, Juy,	79. 3½ 79. 4		129
Nassau*	100'1	.000 0001	47.500	M.&N.	8	5	May.	79. 6 79. 216	so	
N. Y. County	IOOI	200,000	700,500 . 72,600 .	1. & .1.	8 8		July, July,	79. 4		135
Ninth	(00)	300,000 750,000	75,600 71.000 54,600	F. & A. J.	71/2 8 8 3	8	Juy,	79. 316		•••
North River*	50	700,000 240,000	82.2 01.	1 75 .1 1	6		July,	77. 3° 79. 8 ₇₆	{	
Pac fic	25 50	$300,000 \\ 422,700$	211.500	1.&J.	11 12	10	uly,	79. 4		•••
People's*	100 2 25	412,500	309,500 158,300	1. & J. 1	6	6	A'lg	79. 2% 79. 3		•••
Phenix Produce*		,000,000	193,1001	J. & J.	10	6 1		'79. 3½ '79. 3	86%	
Republic	r on	125,000 ,500,000	58.700 337,200 1	.& A.	61/6	6	Au.	74. 35 ₂ 79. 35 ₂	105	•••
eventh ward. 1	00	500,000 300,000	125 800 E 53,100	. & J.	81/2	3	July,	79. 3	100	•••
noe & Leather 1	00	300,000 500,000	\$1,900 J 238,300 J	. & .]	10	9 .	july,	79. 4		
tate of N. Y. 1	00	200,000 800,000	196,100 N	1.& N.	7 7	6	July.	79. 3	109	• • • •
radesmen's	$\begin{array}{c c} 00 & 1 \\ 40 & 1 \end{array}$,000,000	104,003[.] 269 400[.]	. & J.	3	3	an	78. 3	108	•••
Mest Side 1	DULL	200,000	660,000 N 104,700 J	1.&N.	8	10	may.	79. 3½ 79. 4		145
	1.		!	1	8	I	July,	79. 6]	•••
§ The figures in	thi	column	are of dat	a Tune	14 107	0 400	41 . 37	,	·	

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

Gas and City Railroad Stocks and Bonds.
[Gas Quotations by George H. Prentiss, Broker, 24 Broad Street.]

	- 50 111	2 1 0 11 11 15 1	STOREL,	44 D	road Stre	et.	
GAS COMPANIES.	i	Amount.	Period.	Rate	Date.	Bid.	Ask.
Brooklyn Gas Light Co. Citizens' Gas Co (Bklvn) do bonds Harlem. Jersey City & Hoboken. Manhattan. Metropolitan. do certificates. Mutual, N. Y do bonds. Nassau, Brooklyn do scrip. New York People's (Brooklyn). do do bonds Central of New York Williamsburg do scrip. Metropolitan, Brooklyn	20 1,000 50 20 50 100 1,000 Vr. 100 1,000 Va. 100 1,000 Var. 50 Var.	1,850 000 750,000 4,000,000 2,500,000 1,000,000 1,000,000 1,000,000 4,000,000 1,000,000 1,000,000 1,000,000	Var. A. & O. A. & O. A. & A. & A. J. & J. J. & J. M. & S. Quar. F. & A. Var. M. & N. M. & N. J. & J. & J. & J. & J. & J. & J.	5 2 7 3 7 5 5 9 1 8 3 4 8 7 3 3 2 3	May, '79 Jnly, '79 1898 Feb., '78 July, '79 Aug, '79 Aug, '79 Aug, '79 L982 July, '79 Vay, '79 Vu', '79 Vu', '79 Vu', '79 Vu', '79 July, '79 Vu', '79 Vu', '79 Vu', '79 Vu', '79 Vu', '79 Vu', '79 May, '79 May, '79 May, '79	111 51 95 87 145 13) 108 99 50 10) 57 82 85 15 90 70	115 571/2 100 45 145 145 101 55 104 57 20 961/2 80 80 89 95 50
Municipal do bon is	100	750 000	M. & N.	8	u e, 'i9		120 110

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

		1					
Bleecker St. & Fulton Ferry-stk.	100	000 000	7 2 7	1 .	*	l	1
Ist mortgage	1,000	1 000,000			July, '79	12	20
broadway & Sevenin Ave—8tk.	100	694,000			J'ly.1900	85	.80
18L mortgage	1,000	2,100,000	1 & D	7	July, 79	60	65
prooklyn City—stock	10	1,500,000	J. & D.		u y. '84	101	105
Bt mortgage	1,000	2,000,000		270	Aug. 79	130	140
produced i Brooklin)—stock	100	300,000 200,000		3	Tov., 81	102	110
prooklyn & Hunter's Pt-stock.	100	400,000		3	Nov., '87 Ju y, '79 Apr. '79	135	150
1st mortgage bonds	1,000		1 & :	7	APT. 19	90	100
Bushwick Av. (B'klyn)—stock.	100	500,000				100	102
Central Pk., N. & E. River-stk	100	1,800,000		212		85	1216
Consolidated mortgage honus	1,000	1,200,000		72	July. '79	41	45
Dry Dock. E. B. & Battery-stk	100	1,200,000		2	Dec.1902		98
1st mortgage, cons'd.	500&c	900,000		7	Aug. '79	105	100
Bighth Avenue—Stock	100	1,000,000		ė	Ju e, '93 July, '79	100	108
18t mortgage	1,000	203,000		7	July, '79 Jan, '84	100	1
2a St. & Grana St Ferry—stock!	100	748,000			May, '78	140	110
18t mortgage	1,000	236,000		7			150
central cross lown-stock.	100	600,000		-	Apr., '93	100	115
18t mortgage	1,000	200,000	M & N	7	Nov.1904	99	40
Houston, West st. & Pan. Fu-stk	100	250,000		-		10	101
1st mortgage	500	500,000		7	July, '94	80	20
second Avenue-stock.	100	1,199,500	OF.	2	\pr., '78	39	86
30 mortgage	1,000	150,000	A & O.	7	Apr , 85	95	100
Coas. Conversible	1.000	1,050,000		7	May, '88	7.12	18
Excension	00&c.	200,000		7	Sept. '8	75	8)
Rain Anenite- Block	100			5	May, '77	85	95
ist mortgage	1,000	415,000	J. & J.	7	Ju'y, '90		115
I MITA AVENUE-STOCK	100	2,000,000	Q-F.		Aug. '79	25	130
ist mortgage	1,000	2,000,000	J. & J.	7	Aug., '79 July, '90		10 14
Iwenty-intra Street-Stock	100 1	600,0001	TAT	4	ng. '79	98	101
1st mortgage	1.000	250,000			Mar mil	100	

This column shows last sividend on stocks, but the date of maturity of bond

Insurance Stock List.

[Quotations by E. S. BAILEY, Broker 7 Pir

	[Quota	tions by l	G. S. BAIL	ie street.]						
-	COMPANIES.	1	LPITAL.	Net Surplus,	1		IVIDI		PRICE.		
-	COALANIES.	ar	Amount	July 1, 1879.*	1876.	1877	1878.	Last Paid.	-	Ask	
	Adriatic	25	200,000	4.877	10	10	5	100 0			
	Ætna	100	200,000	-10.944	25	15	814	July, 78. 5 July, 78. 31	40	70	
-	American Exch	100	200,000	1460, 9 68,826	15 10	15 10	10	July. 79. 3%	115	100	
é	Amity	100	200,000 200,000		8	4	N'n3	lian 77 a	50	1 .	
	Bowery	25	300,000	398,757	10 20	10 20	10 20	July 78. 5	180	65 200	
1	Brooklyn	25	200,000 153,000	298,201 197,692	20	20	20	ALP 70 8	180	200	
1	Citizens'	20	300,000	4-3, 81	20	20 20	20	Ju y '79.10 Ju y '79.10	170 180	195	
É	City	100	210,000 250,000	163,191 145,144	20 20	1716	10.72	Ang 779. 0	110	120	
1	Columbia Commercial	30	300,000	-1 499	10	18	N'ne	July, '79. 5 July, '77. 5	110 40	120	
1	Continental	100	200,000 1,000,000 800,000	100,780 $1.040,755$	25	25	18	Jan., '79.10	105 160	120	
1	Kagle	40	000,000	001.070	30	20 14	20	Anl., '79.10	200	170 210	
1	Empire City	30	200,000 200,010	80,008 105,240	14 20	14 15	10 10	July, '79. 5	100	105 107	
1	Farragut	50	200,000	155.882	15	15	15	July, 79, 716	115	125	
1	Firemen's		204,000 150,000	68,253	10	12 10	10 N'ne	July, '79 350	95°	100	
	Firemen's Tr	100	150,000	73,673	12	12	11	July, '79, 5	100		
1	German-Amer.		200,000 1,000,000	147,083 822,547	io.	iö	10	July, '79. 7 July, '79. 5	110 130	120 140	
1	Germania	50 50	500,000	703,104	30	30	22	July, '79. 7	165	175	
1	Greenwich	25	200,000	124,936 339,629	40	20 40	10 30	Ju y, '79. 5 Ju y, '79. 75	107 250	••••	
1	Guardian Hamilton	100 15	200,000 150,000	28,078 127,694	10	10	7	in v '79. Stal	60	70	
1	Hanover	50	500,000	639,569	10	20 10		July, '79, 5 July, '79,15	115 150	125 160	
1	Hoffman Home.,	50 100	200,000 3,000,000	56,883	10	10	10	July, '79. 5	80	87	
1	Hope	25	1 0.000	569	10	10 10	10 10	July, 79. 5 Jan., 79. 3½	120 50	125	
	Howard Importers'& T	50 50	500,000 200,000	94,260 86,070	12	12	10	Jan., '79 5	80	95	
1	irving	100	200,000	7.453	10		10 10	Ju y, '79. 5 July, '79. 316	100 60	105 70	
1	Jefferson Kings Co.(Bkn)	30 20	200,010 150,000	188,638 188,040	10	10	10	Sept. '79 5	125	139	
1	Knickerbocker	40	280,000	3,420	10	20 10		Jan. '79. 5	160	60	
	Lanar	50 100	150,000 200,000	143,113 94,141	20	20	16	July, '79 6	120	130	
1	Lenox	25	150,000	35.537	10		10 10	Ju y, '79. 5 July, '79. 5	95 80	105 90	
	Long Isl. (Bkn.) Lorillard	50 25	200,000 300,000	260,704 31,194	1	09	16	July, '79 5	120 60	130	
1	Manui. & Build	100	200,000	203,802	11	12		Jan., '79. 5 July, '79. 6		73 140	
	Manhatta Mech.& Trad'rs	100 25	250,000 200,000	119,904 240,935	30			July, '79. 5	100 155	106 170	
	Mech'ics'(Bkn) Mercantile	50 50	150,000 200,000	179,803 38,280	30	20	20	July, '79.10	165		
1	Merchants'	50	200,000	1: 3,209	20			July, '79. 5	70 120	85 130	
1	Montauk (Bkn) Nassau (Bklyn)	50	200,000 200,000	98,541 165,652	30	18	12	July, '79, 5	108	112	
	National	3716	200,000	104.695	16		20	July, 79.10 July, 79.5	102	16 5 109	
	N.Y. Equitable New York Fire	100	210,000 200,000	304,566 153,855	30	20	20	July. '79. 5	160	170	
1	N. Y. & Bosto	100	200,000	21.126			N'ne	1	110	125 65	
	New York City	100 50	300,0°0 500,000	22,054 454,28	n 1.	10	N'ne .	Jan., '79. 5	50 115	60	
	North River	25	350,000	111,976 400,203	2	11	10	Apl . '79. 4	109	112	
	Pacific	25 100	200,000	102,046			30 12	iuly, '79.10	108 1	232	
	Peter Cooper	20 50	150,000 150,000	198,687 2	0	30	20	Ju v. '79.10	180	••••	
	People's Phenix (Bklyn		000,000	417,251	0	20 1	12 15			120 °	
	Produce Exch.	100 50	200,000	10 010	816	31/8	'ne .	Jan., '77. 3%	65		
1	Republic	100	300,000	24,638	0 1			luly, '79. 5 luly, '79. 336	60	90 70	
H	Ridgewood	25	200,000 200,000	193,078	3 1	2	10	Ju y, '79. 5	95		
18	ateguard	100	200.0 0	1	51/2 1				ו ממו	165	
18	t. Nicholas	25 50	200,000 200,000	23,325 1 160 272 1	0 1	0	9 1	Aug. '79 5	70		
18	tar	100	300,000	1 8,074 1	5 1	71/2 1	1216 J	July, '79, 6 1		12 5 11 5	
1 2	terling	25	200,000	34,310 1 143,401 2	0 1	0 1	$10 \mid A$	1u ₄. '79. 316	70	80	
1	'radesmen's	25	300,000	106,523 2	5 2	0 1	0 1	uly, '79. 5	97	108	
1	Inited States Westchester.	25	250,000 300, 00	210,962 1 101,565 1	0 1			uly, '79. 5 1	20	110	
1	Williamsb'g C	50	250,000	403,362 2				uly, '79.10 1	05		
		, 1	}.								
1	* Over all liabi	lities.	including	re-insur	ance.	canit	al an	d serin + In	Olnois	70.0	

* Over all liabilities, including re-insurance, capital and scrip. † Inclusive o scrip. Figu es with a minus sign (-) indicate extent of impai ment.

City Securities.

[Quotations by Daniel A. Moran, Broker, 27 Pine Street.]

	1					
		INTERN	EST.		PR	ICE.
	Rate.	Month	s-Payable.	Bonds due.	Bid.	Ask
New York:	-					
Water stock1842-63. Croton water stock1845-51.	5	reb., May	Aug.& Nov.		100	101
do do1852-60.	5	do	do .	1890	104	105
Croton Aqued'ct stock. 1865.	0	do	do	1883-1890		107
do pipes and mains	6 7		do November.	1884-1911		113
to reservoir bonds			, Aug.& Nov.	1884-1900		124
Central Park bonds. 1853-57.	6	do	do	1898	109 · 108	112
do 491853-65.	6	do	do	1895	108	109
Dock bonds1870.	6		November.	1901	123	128
do1.75.	6			1898	107	109
Market stock1865-68.	6	May &	November.	1894-1897	118	119
Improvement stock 1869	6	do	do	1889	107	108
do (1018t9.)	7	do	do	1879-1890		116
Consolidated bondsvar.	6 g.	do	do	1901	113	115
Street imp. stockvar.	6	do	do	1888	10256	105
do dovar.	7	_ do	do	1879-1882		105
New Consolidated	6 g.		ry & July.	1896	113	115
Westchester County	7	do	do	1894	118	119

[Quesations by N. T. BERRS, Jr., Broker, 1 New st.]

		_
Brooklyn-Local lin 'em't-City bonds do	7 Ja wary & July, 7 do do 7 do do do 7 do do do 6 do do 6 do do 7 May & November 6 January & July, do do	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$

[Quotations by C. ZAR	RISK	IR, 47 Montgomery St.,	jersey City	7.]		
Water loan long	6 7 7 7 7	January & July. January & July. do do Jan, May, July & Nov. J. & J. and J & D. January and July	1895 1899 1902 1878-1879 1878-1879 189'-94		99 174 99 99 99	

1877-78.

Investments

STATE, CITY AND CORPORATION FINANCES.

The Investors' Supplement is published on the last Saturday of each month, and furnished to all regular subscribers of the CHRONICLE. No single copies of the Supplement are sold at the ffice, 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.

Texas & Pacific.

(For the year ending May 31, 1879.)

The road remained substantially the same in mileage. The lines are from Shreveport, La., to Fort Worth, Texas, 219:69 miles; from Marshall to Texarkana Junction, 69:05 miles, and

the Trans-continental Division, from Texarkana to Sherman, 155·12 miles. There are 40·71 miles of sidings, 1·27 miles having been added during the year.

The equipment consists of 49 engines; 26 passenger, 2 combination, and 13 baggage, mail and express cars; 483 box, 160 stock, 288 flat, and 31 caboose cars; 1 directors' car, 6 boarding, 2 wrecking, and 2 pile-driver cars.

The general account (condensed) is as follows:

Stock	\$6,996,000
Bonded debt	19.286.264
Sinking fund, first mortgage bonds	71,040
June coupons	96,490
Special loans running one to five years	587,097
Replacement of equipment	
Land accounts	
Bills and accounts payable	
Balance of income account	105,380
Total	\$27,770,228
Construction (including cost of survey and location of entire line to San Diego) \$26,638,71	φ=1,ο,==ο
location of entire line to San Diego)\$26,638.71	3
Stocks, bonds, &c	37
Suspense account	
Land accounts 302,24	
Cash materials and receivables 271.36	9- \$27 770 228

The bonded debt consists of \$3,552,000 first mortgage, \$7.548,000 consolidated, \$6,994,000 income and land grant, and \$773,000 old land grant bonds, with \$131,915 funded coupons of the last-named issue; \$185,366 Texas school fund loan; \$95,997 bond scrip, and \$5,985 interest scrip.

The traffic for the year was as follows:

* .	1878-79.	1877-78.
Passengers carried	191,958	245,112
Passenger mileage	. 11,651,044	15,004,800
Tons freight carried	. 379,125	388,967
Tonnage mileage	. 50,723,818	51,022,434

Of the tonnage moved, 26.29 per cent was lumber, 16.17 per cent cotton and 10.60 per cent live stock; cotton carried was 247,972 bales, an increase of 15.63 per cent. The loss of traffic was chiefly in lumber and stock.

The earnings for the year were as follows:

Passengers. Freight. Express, mail, etc.	1,582,925	1877-78. \$592,694 1,660,645 77,971
Total. Expenses.	\$2,136,143 1,397,513	\$2,331,310 1,448,439
Net earnings. Per cent of expenses.	\$738,629 65:42	\$882,870 62:13

The loss in earnings was due chiefly to the stoppage of traffic by rigid quarantine regulations and the cessation of immigration into Texas—owing to the yellow fever excitement, the same causes affecting the freight traffic, largely through cessation of demand for lumber. There was also a falling off in live-stock

and general merchandise.

Expenses were increased by the necessity of keeping up passenger-train service in spite of loss of traffic, and by large renewals. There were 1,760 tons of steel rails, 141,700 new ties, and a large amount of other material, put in the track; the work of ballasting was continued. Much was done in renewing and improving bridges, filling in trestles, and similar work. The buildings on the road were fully maintained and many improve-

ments made. The income account (condensed) was as follows:

The income account (condensed) was as follows:	
Balance, May 31, 1878. Less sinking fund, old interest, etc.	\$376,218 159,384
_	
Net balance	\$216,834 2,136,143
Total	
Local expenses premium toxes ata 197 665	
Interest	2 247 507
·	2,21,007

The land grant of the company amounts, so far, to 5.491,702 acres; of this 640,000 acres were transferred in trust, but probably 80,000 acres will be returned. Sales for the year amounted to \$31,222; cash receipts on land account were \$28,685, besides \$5,249 in bills payable. Expenses of land department were \$28,005 for the year.

Balance, May 31, 1879...... \$105,380

Grand Rapids & Indiana.

(For the year ending December 31, 1878.)

The annual report of this company is issued at a very latedate. For last year the report shows the following:

Passengers carried. Passenger mileage. Tons freight carried. Tonnage mileage.	15,184,660 383,310	1877. 473,977 14,077,036 338,578 35,633,459
Touriago minoago	42,437,701	30,033,4389

The average receipt per passenger per mile was 2.80 center. per ton per mile, 1.65 cents.

The earnings for the year were as follows:

Passenger. Freight. Express, mail, &c.	699.557	\$391,95 0 622,007 83,148
Total. Expenses.		\$1,097,107 748,361
Net earnings		\$348,745

Payments from net earnings are reported as follows:

Construction. Interest paid on unguaranteed bonds, &c Interest on Cinciunati Richmond & Fort Wayne bonds	\$4,24 3 233,86 0
Total	\$265.084

The total interest account for the year was \$514,997, the deficiency being met by the Pennsylvania Railroad Company as guarantor.

CINCINNATI RICHMOND & FORT WAYNE.

This road is leased and has \$1,800,000 first mortgage bonds, interest on which is guaranteed jointly by the Grand Rapids & Indiana Company, lessee, the Pennsylvania Railroad Company and the Cincinnati Hamilton & Dayton. Advances by the guarantors up to December 31, 1878, amounted to \$505,635, of which \$176,918 was due to the lessee; \$177,477 to the Pennsylvania, and \$149,912 to the Cincinnati Hamilton & Dayton.

The earnings for the year were as follows:

Gross earnings	\$304,510 215,762	1877. \$286,52 8 198,31 4
Not cornings	\$88.747	\$88.214

The interest on bonds amounted to \$127,301; on amount due guarantor, \$27,842; total, \$155,143; showing a deficit of \$66,395, which was met by further advances from the guarantor companies.

Connecticut & Passumpsic Rivers.

(For the year ending June 30, 1879.)

The report for the last fiscal year gives the traffic, earnings, and expenses as follows:

Passengers carried	100,000
Passenger mileage 4,400,57	5 4,464,983
Tons freight carried	131,923
Tonnage mileage 8,574,44	48 8,179,34 1
The earnings for the year were as follows:	
1878-79	9. 1878-77
Passengers	76 \$201,030
7004 A7	7 211 000

, .	1878-79.	1878-77°
Passengers	\$194,276	\$201,030
Freight	294,477	311,023
Mails and express	26.168	28,825
Rents.		17,732
Total	\$524,945	\$558,612
Expenses	324.447	336,021
Net earnings	. \$200,497	\$222,590
Per cent of expenses	. 61.80	60.15

Earnings have been diminished by loss of passenger business. and low rates.

The income account was as follows.

	Net earnings, as above	\$200,497 19,196
١	Total. Interest on bonds and notes. \$100,782 Interest on Massawippi bonds. 24,000 Dividends on stock 65,184 Dividends on Massawippi stock 12,000	
	Surplus for the year. Surplus as per last report	\$17,7282 87,670

There were used in renewals 404 tons iron rails, 201 tons steel rails and 57,889 new ties; 6,166 rails were repaired and relaid. One engine and two passenger cars were added, and the equipment generally improved in condition. The road and bridges were kept in thorough repair. It is recommended that \$100,000 be borrowed for the purpose of buying steel rails.

The report says: "The Southeastern Railway, from which.

we expected so much years ago, and which has caused us so. much loss and unpleasant controversy, has lately passed into other hands and is now being put into first rate condition, and 1,200 tons of steel rails will be laid in the track this season. Our relations with that road at the present time are of the most friendly nature. and we feel confident will continue both pleasant and advantageous.

"In order to effect the extension of our line into Montreal, independent of the Central Vermont and Grand Trunk railways, whose charges to us were such as to virtually preclude our doing any freight business, it was necessary that the Montreal Portland & Boston Railway should be completed between West Farnham and Longuei; and in view of the importance of securing this independent line, the directors did not hesitate te

authorize the obtaining control of the Montreal Portland & Boston road, and the expenditure necessary to complete it. That road has been finished to Longueil, opposite the city of Montreal, and our cars are now running from Boston to Longueil and by ferry across the St. Lawrence River to Montreal, thus avoiding the unwarrantable charges and delays which

we have been subject to heretofore, and will enable us to make a popular line between Boston and Montreal.

"Arrangements are agreed upon whereby the Southeastern road will operate the whole line between Newport and Montreal. By this arrangement we shall receive interest on the money invested, and at the same time secure to our road the benefit of the additional business developed."

The general account (condensed) is as follows:

C TOLOW		
Stock		to 157 500
170Hub		1 000 -00
Notes payable.		1,388,500
Sundry accounts and balances.	••••••	233,000
Earnings.	•••••	30,883
		105,398
Reserve	••••••	330,375
Total		
Total		\$4,263,857
Missisquei & Clyde Rivers bonds.		
Mt. Washington stock.	350,000	
Montreal Portland & Boston Railroad	13,600	
Memphromagag Hanga	57,023	
Memphremagog House.	25,242	
E. Raymond, in trust.	159,893	
Cash, materials and receivables.	210,272	
e .		4 000 05-

4,263,857 The bonds outstanding increased \$115,500 and notes \$60,000 during the year. No additions were made to construction account.

Atlanta & West Point.

(For the year ending June 30, 1879.)

The annual report supplies the following figures:

	TI WILL WILL BUILD	
*	TRAFFIC FOR THE YEAR.	
Bales cotton carried	$1878-79. \\ 39,662 \\ 74,885 \\ 73,491$	1877-78. 41,081 69,133 70,503
The earnings for the	he year were as follows:	, ,
Passengers	1878-79. \$97,580	1877-78. \$100,828 193,517 19,421 7,372
Expenses	\$330,262 206,892	\$321,140 198,705
Per cent of expenses		\$122,435 61.87
\$22,000 for new stee and about \$5,000 for	ar was \$6,166. The expenses al ard iron rails in excess of an new equipment; deducting these he current expenses were 54½ p	so include aual wear,

gross earnings. The result of the year was as follows:

98,576	
	104,204
Surplus for the year. Profit and loss balance, July 1, 1878. \$107,880 Less bond exchange account charged off. 9,853	
	00 007

Profit and loss balance, July 1, 1879..... \$117,193

GENERAL INVESTMENT NEWS.

Burlington & Southwestern.—It was reported quite positively that this road was to be leased to the Chicago Burlington & Quincy Company, and that the lessee would extend it from the present terminus at Laclode, Mo., southwest to Kansas City about 90 miles. This rumor was afterwards denied on official authority.

Canadian Railroads in 1877-78.—The St. John (N. B.) Telegraph says: "The development of railway building in Canada during the past quarter of a century has been remarkable, and at present there are few countries with better railway facilities than the settled portions of the Dominion. For the past three years the Government has had returns compiled of the railways of the Dominion, their mileage, cost, and other particulars, and the return for the fiscal year ended June 30, 1878, has just been printed and is now before us. The compiler of this return was Mr. Brydges, which fact is a sufficient guarantee of its accuracy and although the information it contains is of its accuracy, and although the information it contains is more than a year old, as it is the latest we have, it is worthy of

particular notice from the press.

"There are now in Canada no less than fifty-six lines of railway constructed or building, of which this province (New Brunswick) can lay claim to no less than ten, including the Intercolonial. These lines have an entire mileage of 7,905 miles, of which 6,143 were completed and in actual operation on June 30, 1878, and 721 miles had the track laid but were not open for traffic, while 1,041 miles were simply under construction. This return, therefore, shows an increase during the year of 569½ miles in the mileage of railways actually in operation, while the mileage under construction has decreased by 234½ miles, owing to a number of railways which were under con-

although operated by Canadian railway companies, are not in Canada, such as the Grand Trunk from the boundary line to Portland, and deducting these the actual length of railways in operation in the Dominion on June 30, 1878, was 5,915½ miles, and the total length of railway finished and under construction, 7,678 miles. There are eighty miles of double track included in this railway mileage. Of the completed lines, 390 miles are of the 5-ft.-6-in. gauge, 5,741½ of the standard gauge of 4ft. 8½in., and 733 miles of the 3-ft.-6-in. gauge. There has been a decrease of 149½ miles since the former year in the mileage of railways of the 5-ft.-6-in. gauge, and an increase of 7061/4 miles in the mileage of the standard gauge. The nominal capital raised for the railway system of the Dominion by June 30, 1878, was as follows:

Ordinary share capital	\$100 17C 000
Treference capital	CO 125 COO
Bonded debt.	09,199,083
	83,710,938

\$275,042,705

"Amount of aid from—

Dominion Government. Ontario Government. Quebec Government. New Brunswick Government. Nova Scotia Government.	2,229,639 $8,513,613$ $2,730,000$
Amount of aid from municipalities Less included in paid-up securities	\$97.456.491

85,574,481

"This was an increase on ordinary share capital of \$6,524,082; preference share capital, \$278,816; bonded debt, \$3,832,555, and government and municipal aid \$4,031,615, over the previous

"The nominal capital for each mile of railway is \$45,995, which, as Mr. Brydges observes, is much larger than the actual cash cost of railways.

"The following table shows the mileage of steel and iron rails and the equipment of the various railways, as compared with

what was reported in the previous year: 1877-78. 1876-77.

Wilog loid	d with inan nails	2011	1010111
Miles laid	d with iron rails	$3,2581_{4}$	$2,783^{1}_{2}$
Miles laid	l with steel rails	3,583	$2,765^{1}4$
Milles laic	d with wooden rails	$\mathbf{231_2}$	25^{1}_{2}
Length o	f sidings.	74734	688
Number	of grain elevators	16	13
"	road crossings, guarded	63	70
	road crossings, not guarded	6.671	6,001
"	overnead bridges	309	334
**	crossings of other railways	91	81
	Junctions with other railways	143	126
"	Junctions with branch lines	63	58
66	engines owned	1,038	981
"	engines hired	12	14
"	first-class cars owned	496	$46\overline{2}$
. "	first-class cars hired.	34	35
66	second-class and immigrant cars owned		
- 66	second-class and immigrant cars hired	308	294
66	baggage, mail and express cars owned.	071	
-66	baggage, mail and express cars owned	271	237
66	baggage, mail and express cars hired	4	4
66	cattle and box freight-cars owned	13,364	12,129
"	cattle and box freight-cars hired	1,593	1,583
"	platform cars owned	6,641	6,917
"	platform cars hired	62	10
••	coal and dumping cars owned	1,317	1,050
			•

"The very large increase in the length of railway laid with steel and iron rails is owing to the fact that in the report for 1876-77 only the length of track laid upon railways which were actually in operation was shown in the return, whereas the present return gives the entire length of track laid, both on railways in operation and not fully completed. The decrease of 276 in the number of platform cars owned arises from one of the railways having previously returned as platforms a number of cars which are, in the present return, correctly shown as hopper or dumping cars. The decrease reported in the number of overhead bridges is caused by the fact that certain companies have neglected fully to make up their returns, and others have failed to give any information about them at

"The total train mileage of the year is 19,669,447, as compared with 19,450,813 miles in the previous year, or an increase of 218,634 miles. The train-mileage statement is very incomplete, as railways representing a mileage of 766 have made no report in regard to their train-mileage. The number of passengers carried was 6,443,924, against 6,073,233, or an increase of 370,691, equal to about 6 per cent. This statement, like the train-mileage return, is incomplete, as railways amounting to a total length of 520 miles have failed to make any statement in regard to the passengers carried. The tonnage of freight handled during the year was 7,883,472. The weight handled during the previous year was 6,859,796, showing an increase during the year ended June 30, 1878, of 1,023,676 tons, equal to about 15 per cent. Railways to the extent of 534 miles have made no report of the tonnage which they have carried during the year

"The following statement shows the comparative traffic on the principal lines for the last two years:

	Passengers		Tons fi	reight.——
	1877-78.	1876-77.	1877-78.	1876-77.
Grand Trunk	2,025,737	2,028,214	2,387,942	2.181.961
Great Western	1.206.372	1,203,961	1,854,663	1,622,342
Intercolonial	618,957	613,428	522,710	421.327
Canada Southern	219 544	199.067		
Northern	234,122		958,044	680,307
Midland	107,000	252,362	207,245	244,120
Midland		112,306	133,405	$\boldsymbol{128.987}$
Toronto Grey & Bruce	143,431	131,529	94.300	112.150
Toronto & Nipissing	99.140	93.741	100 814	93 741

"The earnings of the various railways for the year amounted struction at a previous return being now completed and in operation. Of this railway mileage, however, 228 miles, railways made returns of their earnings than the previous year,

which accounts for part of the increase, but after making allowance for that it is seen that the earnings per mile were \$3,479, an increase of \$61 over the previous year, while the operating expenses per mile were \$2,885, a decrease of \$151 per mile from the figures of the previous year. The increase on the net profit on the working of the Canadian railways during the year was \$968,013, or over 28 per cent in excess of the net profit earned by railways during the previous year.

"The number of persons killed on the railways during the year was 97, of whom 11 were passengers and 45 employes, and 41 neither; 361 were injured, of whom 25 were passengers and 300 employes. The number of killed was less by 14 than during the previous year, and the number of injured showed an increase of 44. As the number of passengers carried was 6,443,924, one passenger was killed for every 585,811 carried, and one passenger was injured for every 257,355 carried.

"The following statement shows the government and municipal loans and bonuses paid and promised by the various governments and municipalities throughout the country, in aid of the different railways, including the cost of the Intercolonial, Prince Edward Island, Pacific & Quebec, Montreal Ottawa & Occidental railways, and the loans to the Grand Trunk and other lines, up to June 30, 1878. The accounts were as follows:

\$65,939,900	
4,148,517	
10,815,146	
3,178,000	
1,882,432-	-\$85,963,996
8,147,445	• 9
4,016,000	
275,000	
296,500-	- 12,734,945
	400.000.000
	10,815,146 3,178,000 1,882,432- 8,147,445 4,016,000 275,000

"The government and municipal aid to railways up to June 30, 1877, was \$92,824,737, making the increase during the past year \$5,874,204, made up as follows:

Dominion Government.	\$2.643.519
Ontario Government	897,747
Quebec Government.	519,640
New Brunswick Government	345,000
Municipalities in Ontario	1,178.592
Municipalities in Quebec	293,000

\$5,877,496 Less decrease in amount of subsidy promised by Nova Scotia as compared with the previous year..... 3,295

"The following shows the amounts still to be paid by the governments and municipalities on the completion of the roads to which the various amounts are promised: Dominion Government, all paid; Ontario, \$1,918,878; Quebec, \$2,301,533; New Brunswick, \$448,000; Nova Scotia, \$1,063,682; municipalities, \$5,510,367; a total of \$11,242,460 still to be paid out of the \$98,698,942 voted."

Champaign Havana & Western.—A circular, dated Sept. 2, 1879, has been addressed to the holders of Union Trust Company's certificates for Indianapolis Bloomington & Western Railway Company Extension bonds.

Railway Company Extension bonds.

The committee states in this "that on the 9th day of May they paid into court the whole purchase money of the road, received a deed for the property, and took possession of the road on the 10th day of May. Under the efficient management of Mr. Wm. H. Smith, the receipts of the road have increased forty per cent above the amount credited our road during 1878, when run in connection with the main line. Your committee have rebuilt an engine and rebuilt a bridge, and have expended a good deal of money in laying new ties, and report the road-bed and machinery to be in fair working order. By giving bonds for the eventual payment of the old capital stock taxes, an injunction against levies by the county treasurers was granted for ninety days. During this period the matter was submitted to Judge Drummond. By his decision, the extension will pay one-sixth instead of over half of the capital stock taxes on the old Indianapolis Bloom. & West., as heretofore levied on our property. We estimate a saving of \$35,000 from this decision. Your committee have had a line surveyed from the present terminus of our road at Havana, Illinois, tapping the Mississippi River at both Our road at Havana, Illinois, tapping the Mississippi River at both Quincy and Keokuk. A very good route at a grade of not over thirty-seven feet to the mile was obtained. The country through which the proposed route passes is one of the oldest, best settled and most productive in Illinois. Good beds of coal and building stone were found on the proposed route of the mostly at a furnish to large enough of the route, which ought of themselves to furnish a large amount of freight. Situated as the road is at present, without any western connection, we have no west-bound business and our cars go westward absolutely empty. We deem it of vital importance that the bridge over the Illinois River at Havana be built at once, during the present low stage of water, and that the road be extended westward at once, that we may have through west-bound travel and freight, without which the road can not be made a profitable one. We think we shall have funds enough on hand to build this bridge, and ask the bondholders' consent to pay over whatever surplus we may have to the successor company to be used for that purpose. We have of late been much hampered for want of cars to carry the traight offered and have made arrangements for the use of two handred. freight offered, and have made arrangements for the use of two hundred cars on a mileage basis. Your committee delivered the road into the hands of the successor company, the Champaign Havana & Western Railway Company, on the first of September, receiving from them as consideration 350,000 preferred bonds, 1,100,000 first mortgage bonds, 1,650,000 stock. Bondholders can obtain the new securities on application to the National Bank of the Republic New York. The carried cation to the National Bank of the Republic, New York. The annual meeting of the shareholders of the Champaign Havana & Western Railway Company will be held at the general office of the company, in the City of Champaign, Illinois, on the second day of October, at 12 o'clock, noon."

Connecticut & Passumpsic Rivers.—At the annual meeting in Newport, Vt., Sept. 11, the stockholders voted to authorize the directors to borrow \$100,000, to be repaid at the rate of \$10,000 a year, the money to be used in buying steel rails for the road.

Dakota Railroads.—A Milwaukee telegram to the St. Paul Press, Sept. 5, said: "Daniel Wells, conductor on the Dakota extension of the Chicago & Northwestern Railway, says grad-ng is completed seventy miles from Tracy to the Sioux River, and the best steel rails are being laid a mile a day. Every

section in Brookings County, which the road first enters after leaving Iowa, has been purchased and is being rapidly settled. From the Sioux to the Jim River, seventy miles, a large force is grading and tieing, and by next season at the furthest the

entire distance, 140 miles, will be in active operation.

"The new railroad bridge at Beloit for the Sioux Falls extension will be completed next week The railroad company have 200 tons of rails in New York, enough to lay about two and a half miles of road, which will be shipped at once and laid down as received, and a junction made with the line of the Milwaukee Company at Canton about the middle of this month. President Wicker expects to have the road completed to Sioux

Falls early this fall.

"At a meeting of the stockholders of the Dakota Southern and Sioux City & Pembina roads at Yankton on Monday evening, it was decided to merge the two roads into one organization, with the title of Sioux City & Dakota Railroad. After due action by the board of directors of the two roads, the necessary papers will be filed with the Secretary of State of Iowa and the Territorial Secretary of Dakota, and the change of name will be perfected."

Denver & Rio Grande.—Mr. W. J. Palmer, President of this road, has issued a circular to the holders of the company's stock, in which he recommends for their acceptance an offer from Messrs. Gould and Sage. The proposition from these parties is to buy from every holder of Denver & Rio Grande stock onehalf of his shares at \$22 per share, payable, at the option of the purchasers, in cash, in Kansas Pacific stock at 66, or in the new 6 per cent Kansas Pacific consolidated mortgage bonds at 88. President Palmer states that the largest stockholders have accepted the offer for the sake of securing strong partners and

avoiding litigation. The offer remains open for thirty days.
The World money article says of this: "Considering that
Denver & Rio Grande stock is about 28, and that Messrs. Gould & Sage have the best facilities for depressing Kansas Pacific, a stockholder in the Denver & Rio Grande road must feel a lively fear of future litigation, if he accepts the offer of these gen-

tlemen as a profitable alternative."

Ft. Wayne Jackson & Saginaw.—This road will be sold at Jackson, Mich., Dec. 3, under foreclosure of first mortgage. The road extends from Fort Wayne, Ind., to Jackson, Mich., and has a bonded debt of \$1,500,000 first and \$500,000 second mortgage bonds.

Grand Trunk (Can.)—The American Exchange says: "The Grand Trunk Railway Company of Canada has at last attained the goal of its desire in the completion of an independent connection to Chicago from Detroit. For some time past the company has been striving to secure an independent line of its own to Chicago, and step by step it has accomplished its object. It is understood that arrangements have been made by which the Chicago & Northeastern Railroad will be transferred by Mr. W. H. Vanderbilt to the Grand Trunk Company, and it is stated that the troubles which the company has experienced in entering the city of Chicago are practically overcome. Before long the Grand Trunk Company will begin running its cars from Chicago to Portland, Me., and other parts of the New England States over a line absolutely its own. The route from Detroit to Chicago is obtained through the Chicago & Lake Huron and the Chicago & Northeastern railroads. The Chicago & Lake Huron road consists of two divisions. The eastern division extends from Port Huron, Mich., to Flint, Mich., a distance of sixty-six miles. It was acquired by the Grand Trunk Company last June. The western division runs from Lansing, Mich., to Valuations and distance of 166 miles. The two divisions Valparaiso, Ind., a distance of 166 miles. The two divisions make a line of 232 miles. The western division was purchased under chancery foreclosure in August. The capital stock of the company owning the two roads was \$5,775,000, and its funded debt was \$6,140,000. The eastern division was formerly known as the Port Huron & Lake Michigan Railroad, and the western division was called the Peninsula Railway." * * "The connection from Valparaiso to Chicago necessitates the construction of a new road. This has already been begun, and the road will be completed in a short time. The work is being done through the organization known as the Chicago & State Line Railroad, which was formerly the Chicago & Southern. The distance from Valparaiso to Chicago is about forty-five miles."

Illinois Central.—The St. Louis Globe-Democrat reports of

this road:

"The Illinois Central Railroad is making just now several important additions to its line which, no doubt, will help in materially swelling its revenues. The Kankakee & Southwestern branch of this road is being rapidly extended to Strawn, a distance of eight and one-half miles. The grading is more than half done, and the work will be completed October 1.

"The Kankakee & Western branch from Kempton, a point on the Kankakee and Southwestern, west to Minonk, a distance of forty-one and one-half miles, is also being rapidly pushed toward completion. This line will cross the Chicago & Alton and Wabash tracks two and one-half miles north of Pontiac.

"The Clinton Bloomington & Northeastern is the name of another branch that is being constructed from Strawn to Bloomington on the main line of the Illinois Central, which will give it a short line to that important point. The length of this branch will be thirty-five miles. Sixty teams are now at work grading this line, and it is expected to have it done in about two months.

"Work is also rapidly progressing on the additional double

track from this city to Oakwood.

"The grading for the new tracks from Parkside, at the Baltimore & Ohio Junction, north to Fifty-seventh street has all been completed, and all the station buildings have been moved back except those at Thirty-first street and Kenwood. At the latter point a lot adjoining the track has recently been purchased, on which a new station house will at once be erected."

Indiana Bloomington & Western.—The I. B. & W. road was sold under foreclosure, and purchased by a committee of the first mortgage bondholders, and the election of directors under this newly organized company was held last week, as reported in the CHRONICLE. The stock and bonds of the present company will be as follows:

 First mortgage bonds
 \$4,500,600

 Second mortgage bonds
 1,500,000

 Income bonds
 1,500,000

 Commen stock
 2,500,000

Of the \$4,500,000 first mortgage bonds, \$1.000,000 are made a preferred, and one-half of these preferred bonds are sold for the purposes of the reorganization, and if no more are required, the remainder will be canceled.

The funded debt of the old company consisted of \$3,000,000 first mortgage bonds, \$1,500,000 second mortgage bonds, \$2,000,000 first mortgage Danville Urbana Bloomington & Pekin Railroad bonds, and \$3,28,000 first mortgage Indianapolis Bloomington & Western Extension bonds. The Indianapolis Bloomington & Western Extension was purchased under separate foreclosure proceedings, and has been reorganized independently of the main line.

Indianavolis Cincinnati & Lafavette. - The purchasing committee issued a circular dated August 28, 1879, addressed to the subscribers of the agreement of reorganization, and the stockholders of the I. C. & L. Railroad Company. The circular says: "The undersigned, purchasing committee, take pleasure in announcing that a majority of the holders of the bonds of 1869 and of the funded debt bonds have signed the agreement of reorganization, and it is now in full force. It is believed that decrees for the sale of the property will soon be entered. To fully carry out the plan will require a large sum of money, which, by the terms of the agreement, is to be raised by the sale of certain bonds and stock of the reorganized company, the particulars of which are stated in the agreement, a copy of which we enclose. [Published in the Chronicle of July 26, on page 95.] It is necessary for us to know, at an early date, to what extent these can be sold. Therefore, we hereby offer your proportion of the same to you, and notify you that your option of taking them will expire on the 15th day of December, 1879. All not then taken will be disposed of in accordance with said agreement. No money will be required at present. It will be called in installments, and ample notice given to those who subscribe."

Lafayet'e Bloomington & Muncie.—The following is the financial plan of reorganization of this road as now proposed,

First mortgage bonds, 6 per cent. Income bonds. Stock (common)	1,000,000 $1,000,000$
Total debt	\$4,500,000

Lake Frie & Western.-We herewith present the following figures of the plan of reorganization, viz.: First mortgage bonds, 6 per cent. \$1,815,000 Income bonds 1,485,000 Stock (common) 3,000,000

This company is building 55 miles of road, viz., from St. Marys to Muncie, which, with the Lafayette Bloomington & Muncie, if consolidated as proposed, will give them a through route from Bloomington, Ill., to Fremont, Ohio, connecting

with the Lake Shore Road.

Letter of W. H. Vanderbilt.-A letter from the Committee of the Chamber of Commerce on railroad transportation was addressed to William H. Vanderbilt, President of the New York Central Railroad, and to H. J. Jewett, President of the Erie Railway, suggesting Congressional legislation to regulate inter-State communication in the matter of freight. Mr. Vanderbilt

writes in reply the following letter:

"GENTLEMEN: I am just in receipt of your letter of yesterday. The questions you present are of the first importance not only to the railroads but to the whole United States, and specially to the State and City of New York. They have to be calmly and fairly met unless irreparable injury be done to every material interest. They are of too serious moment to be made a football in politics or settled by an agitation in which each political party shall try to outdo the other without regard to the practical effect of any action which may be taken. To create a false issue against the railroads and arouse popular feeling in hostility to them is not and never has been a difficult thing to do, and it is very easy for it to get beyond the control of and injure most of its original promoters. But whenever the legislation which follows has been tried, the farmers, merchants and manufacturers have suffered to as great if not greater extent than the railroads. This is the experience of other States and countries and the independent as great if not greater extent than the railroads. This is the experience of other States and count ies, and the judg-

between them and the people are better adjusted by the people and themselves than by any ironclad legislation. The same papers which publish your letters contain the announcement of the appointment of a committee of merchants to foment agitation upon the basis of hostility to railroads and to proffer support or threaten hostility to legislative candidates unless they will pledge an unquestioning support to whatever furthers this sentiment. While I hear with pleasure from gentlemen of the high standing and character of your committee the assurance that "you desire neither State nor Congressional legislation which shall not, while protecting the public, be also just to the railroads," the present aspect and methods of agitation compel me to frankly and freely say what I have. I believe that any legislation upon the transportation question by the State, unless based upon general legislation first had by Congress, will be disastrous to the commercial supremacy and prosperity of New York. The State cannot tie the hands of its roads, and leave their outside competitors free, without working directly for the ruin of its mercantile and industrial interests, and for the growth of other and rival States and seaports. I differ, however, from many other railroad men, in believing that Congress might take some action which would both benefit the public and protect investors. I certainly will be very glad to meet the presidents of the trunk lines to discuss the matter and prepare, if possible, a bill to overcome the difficulties, and also to meet with the representatives of commercial bodies, and arrive with them at an amicable understanding and united action. This is surely wiser than to put these problems up at auction for politicians to bid upon for votes. Very respectfully, WM. H. VANDERBILT, President. "New York, Sept. 18, 1879."

Louisville New Albany & St. Louis.—The St. Louis Globe-Democrat states that work on the Louisville New Albany & St. Louis Air-Line road has been begun in earnest, and that by November 15 fifty miles will have been laid from Albion eastward towards Louisville. With this line, in connection with the Southeastern and the Chesapeake & Ohio, a Southern trunk line between the East and West will be established.

Missouri Kansas & Texas.—It is reported that the Dutch bondholders of the Missouri Kansas & Texas Railroad Company have rejected the scheme for the reorganization of the company which was proposed by the purchasing committee of three. The Dutch bondholders fear that no sufficient guarantee is given that the new proposed extensions may not at some future time be leased to another company should they prove profitable.

New York Lake Erie & Western.—This company has leased the new Buffalo & Rockport Railroad for a term of years.

N. Y. & Oswego Midland.—The litigation was again before Judge Blatchford, in the United States Circuit Court, Sept. 13. The case came up on the petition of Isaac Wallach and William S. Dunn, who claim that the recent order of the Court, reducing the upset price at the proposed sale of the company's mortgaged property from \$2,500,000 to \$100,000, was entered without notice to them, and they asked that the order be set aside. The Court, after hearing argument, denied the prayer of the petitioners.

Peoria Pekin & Jacksonville.—The sale of this road has been ordered to take place in Pekin, Ill., on the 14th of November next. The following are the terms of sale: No bid will be received for said property unless the bidder shall first deposit with the Master the sum of \$10,000 to insure the good faith of such bid, and, upon the acceptance of his bid, the purchaser shall pay to the Master the further sum of \$40,000 in cash, making, with his previous deposit, the sum of \$50,000, and, upon the confirmation of said sale by the court, the purchaser shall pay to the Master the further sum of \$150,000, and the balance of the purchase price shall be paid within six months after the confirmation of said sale. For the remainder of the purchase money, over and above the said sum of \$200,000 and such further sum as the court may hereafter require to be paid in cash, the Master will receive any of the first mortgage bonds of said road, and the past-due coupons thereof belonging thereto, for such sum as the holder thereof shall be entitled to receive from the proceeds of said sale.

Quicksilver Mining Company.—The Court of Appeals ha affirmed Judge Barnard's decision in the preferred stock suit. The N. Y. Times report of the decision says: "The company was organized under a special charter in this State in 1866, by Samuel T. Arnold and others. The lands and mines are situated in California and were originally owned by a Pennsylvania company. The new capital stock was \$10,000,000, issued in a single certificate. There were 250 stockholders in the New York company. The enterprise did not at first prove a success. and the company became greatly embarrassed. At length, in 1870, as a desperate resort, a proposition was made to the stockholders to pay \$5 on each share of their stock, which would then become preferred. At a meeting held Feb. 24 of that year, the by-laws were amended and resolutions were adopted authorizing the issue of preferred stock in accordance with this plan, and many stockholders availed themselves of the privilege. The money thus obtained tided the company over its difficulties, and four years later the stock began to be dealt in publicly. It attracted the attention of prominent speculators, notably Daniel Drew, and these parties, having obtained a conment of the ablest men, who have devoted themselves to a careful consideration of the question. The railways are not board meeting to pass a resolution wiping out the preferred stock. Mr. George L. Kent, who held 2,500 shares, and other existence is indissolubly connected, and in the end the relations large stockholders, obtained an injunction preventing them

from carrying out their purpose, and subsequently brought suit to compel the company to recognize and settle the claims of the preferred stockholders. The case was tried before Judge Barnard in Poughkeepsie, and was bitterly defended, ground being taken that the company had no power to amend its by-laws and issue preferred stock. On Aug. 28, 1878, Judge Barnard rendered a decision in favor of the preferred stockholders. Among other things, he said: 'The contract of preference authorized by the amended by-laws and resolutions adopted on Feb. 24, 1870, was within the corporate powers of the Quicksilver Mining Company, and the adoption of the said by-laws and resolutions was a proper and legitimate exercise of the powers of the company under its charter. The contract of preference is presumably valid, and, not having been objected to within a reasonable time and in a proper manner by any stockholder, is binding upon the company and its stockholders in favor of the plaintiff and all holders of such preferred stock. The stockholders of the Quicksilver Mining Company, by acquiescing in the action of the company in making such contract of preference and appropriating the moneys realized therefrom, have assented to and ratified said contract, and the same is binding upon them by reason of such assent and ratification.'

"This was practically the view taken of it by the Court of Appeals." * * * * "The following is an abstract of the

opinion written by Judge Folger: "'All the powers of the company are to be got from its charter or the general provisions of the Revised Statutes. Doubtless it had power to borrow money; but a borrowing of money implies a time when payment may be made or may be demanded. As there was no such time here, the act of the company was not a borrowing of money. It was nothing else than the creation of a preferred stock. The court is not prepared to say but that when the company first started it might have classified its capital stock into preferred and common, and it may be that legislative authority, or unanimous consent of stockholders, would give the right afterward; but this company did otherwise without that authority or consent. It violated, by the act of creating preferred stock, its contract with the non-assenting stockholders, and thereby disturbed a vested right. The court, therefore, holds that the act in itself could not have been upheld but for the consideration that the non-assenting stockholders had, by their silence and neglect to promptly ask for judicial interference, acquiesced in the action of the company, and are thereby estopped from now seeking that interference as against the parties now holding the preferred stock ''

St. Louis & Southeastern.—In the United States Circuit Court for the District of Indiana, at Evansville, a bill of foreclosure has been filled by Frederick William Oewel, and others, against the St. Louis & Southeastern Railroad Company, and others, defendants. The complainants, who are bankers at Amsterdam, are large bondholders, and bring this bill, on behalf of themselves and others, to foreclose the mortgage bearing date March 1, 1871, executed by the St. Louis & Southeastern Railroad Company, a corporation under the laws of Indiana and Illinois. It is understood that no receiver will be appointed, and that the road will remain under the charge of Gen. Wilson, the receiver appointed in the suit brought by the trustee under the consolidated mortgage. An early foreclosure is anticipated, and a reorganization of the entire line from St. Louis to Evansville.

St. Paul & Sioux City.—This railroad company has had its securities placed upon the New York Stock Exchange, and the following statement is made by the financial agent in this city, Mr. H. S. Marlor, on the basis of the 1878 business of the different lines:

BARNINGS OF THE ST. PAUL & SIOUX CITY RR. AND BRANCHES ON BASIS

of 1878.	,
122 miles St. P. & S. C , gross. 124 miles S. C. & St. P., gross. 60 miles W. & S. Falls, gross. 106 miles new lines (estimated).	$385.905 \\ 102.315$
412 miles. Operating expenses (57 per cent).	\$1,355.974 772,905
Net earnings. Interest on bonds.	\$583,069 247,000
7 per cent on \$1,600,000 preferred stock	\$336,069

The company owns its sleeping cars and elevators, the latter valued at over \$100,000. The terminal property in St. Paul is said to be valuable, covering over 1,500 feet front on the Mississippi River, while the terminal property and shops at Sioux City are valued at over \$100,000. The present equipment consists of 35 locomotives, 17 passenger cars, 3 passenger sleeping cars, 11 baggage cars and 836 freight cars.

There are now authorized, for the first time, \$4,500,000 first mortgage gold bonds, covering 465 miles of road, paying 6 per cent interest, April and October, while it is estimated that the entire capitalization of the road will not exceed \$30,000 per mile.

Texas Bonds.—A Galveston letter says that Texas State Pension Bonds, Nos. 2,625 to 5,579, inclusive, are called in, interest to cease September 30, 1879. These bonds bear 10 per cent interest per annum, and are at a premium.

Virginia Bonds.—The old bonds have been sent in so rapidly for conversion into the new ten-forties that the Funding Association has issued the following circular:

"The conversion of the outstanding Virginia bonds into new ten-forties, under the act of March 28, 1879, has already exceeded the amount required by the statute for the current year. This result is most satisfactory; first, in demonstrating the willingness of the different classes of the creditors to make the concessions necessary for this settlement; and, again, in the prompt realization of expected benefits to the State, establishing beyond question the ability to provide for the interest on the debt without increased taxation. But, in doing this, a volume of labor has suddenly been thrown upon the financial departments, with the result of very considerable delay in exchanging the bonds. Not only has the aggregate of obligations surrendered been large, but they are in a great variety of forms, all demanding close scrutiny. In short, the work is one which must be conducted with circumspection, and it proceeds slowly. This delay, although inevitable, has naturally given rise to some dissatisfaction and complaint; it has, therefore, been deemed expedient to suspend the receipt of bonds until present accumulations have been disposed of, so that, for the future, conversion may follow more closely upon deposit. It is hoped that this result will be reached sometime during the current month."

Washington City Virginia Midland & Great Southers.—
A meeting of such bondholders of this road and its divisions, the Orange & Alexandria, &c., as have accepted the provisions of the scheme of reorganization was held in Baltimore. The business of the meeting was the election of three trustees, as required by the scheme of reorganization. J. K. Cowen, on behalf of the Baltimore & Ohio Railroad, and Robert Garrett & Sons, nominated Robert T. Baldwin and Robert Garrett for trustees; H. C. James nominated J. Willcox Brown; F. M. Colston, on behalf of Alexander Donnan, nominated H. R. Garden. The tellers announced that the number of votes cast amounted to \$7,628,954, or more than three-fourths of the whole interest. Messrs. Baldwin and Brown each received the full vote cast, Mr. Garrett received a vote \$7,592,954, and Mr. Garden received a vote of \$36,000. Messrs. Baldwin, Brown and Garrett were declared to be the duly elected trustees on the proposed plan of reorganization.

A petition has been filed in the Circuit Court for Alexandria County, Va., asking that a decree for the sale of the road be granted. When the sale takes place under an order of the court, the three trustees will become the purchasers for the assenting bondholders, and will reorganize the company on the plan agreed upon.

Wisconsin Central.—The general plan proposed for the reorganization of this road was published in the Chronicle a few weeks since. The following are the principal details. There are to be issued:

Preferred bonds, bearing 5 per cont interest from Sept. '79. \$400,000 Consolidated bonds, first series. 3.80 .000 Consolidated bonds, second series. 5,700,000

The principal of the preferred bonds is to be payable 5 per cent yearly, in semi-annual payments, beginning June 1, 1881. The first series of consolidated bonds will draw interest for three years from July 1, 1880, at 2 per cent, and afterward at 5 per cent, payable January and July.

The second series will draw not over 2 per cent for three years and 7 afterward, contingent on the earnings after all prior payments, and also \$30,000 per year for improvements. The first payment is to be July, 1881 and then and thereafter each payment will be based on the six months' earnings for the half-year ending six months before. Interest is not to be cumulative.

The company owes the following debts:

The company of the transfer with deletes	
To those who did not fund July 1, 1875, the cash since paid to those who did fund. To those who did fund there was due Jan. 1, 1879 To holders of land income notes (a first lien on land sales). For interest on these items before settlement.	\$71,28 9 24.0 00
Total	\$400,000
BONDS.	
To holders who funded 9 coupons July 1, 1875	R3 594 000
To holders who did not fund July, 1875	
To holders who did not fulld July, 1875	1,091,000
Coupons due July 1, '75, to Jan. 1, '79 \$1,291,940	
Interest on same at 7 per cent to Jan. 1, '79 180.712-	1,472,652
To holders of bonds sold ex ten coupons 3,482,500	,
	3,142,434
Less three coupons	0,142,404
Total	89,30 0, 5 86
This indebtedness is to be exchanged 40 per cen	
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This indebtedness is to be exchanged 40 per cent for first series and 60 per cent for second series, and any surplus of new bonds may be sold for benefit of the company.

Eight coupons, \$35 each, July 1, 1875, to January, 1879		
Total	\$1,314	30
Paid by the following:		
o represent cash paid on others	ed bon	de.

The 40 per cent in first series 499 59
The 60 per cent in second series 749 39

Stockholders are to transfer 95,000 shares of stock to John A. Stewart and Edwin H. Abbott, trustees of first mortgage in trust, to hold till all bonds of consol. mortgage are getting and likely to get their maximum annual interest, each bondholder being entitled to one vote for each \$100 of boxds held. The present stock of 114,355 shares is not to be increased.

Land income noteholders are to surrender these notes and be paid the face thereof and 6 per cent interest, March 1 to September 1, 1879, in preferred bonds.

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, September 19, 1879.

The course of trade in the past week has been remarkable for the increased activity and higher prices obtained for several leading staples, among which may be noted wheat, corn, rye, lard, bacon, cheese, petroleum and coffee as the most conspicuous. The speculative spirit is strong in nearly all commercial centres, the money market easier, the weather excellent, and high anticipations are entertained of the immediate future of the commerce of the country.

In provisions considerable irregularity has been noticed, though in the main prices have improved, based solely upon advices of a revived speculation in Chicago. Quite a good trade has been reported here. Fo-day, there was considerable excitement, rapid advances, and much firmness until the close, when quite a reaction took place; pork sold on the spot at \$9 for mess; October options sold at \$8 90@\$9, and re-acted to \$8 85; November sold at \$9, but closed offered at \$8 90. Lard sold on the spot at 6.45c., and offered at the close at 6.40c.; October options sold at 6.50@6.42½@6.47½c., and closed at 6.45c.; November at 6.22½@6.15c., closing at 6.15@6.17½c.; December at 6.10c.; seller the year 6.07½@6.12½c.; refined, to the Continent, quoted at 6.75@6.77%c. Bacon was quiet, but firmly held at 5% c. for long and short clear here, and 5% c. in Chicago; long clear quoted here at 5½c. Beef and beef hams were quiet and without essential changes. Butter and cheese have been quite active, and rapid advances and much firmness have ruled.

Brazil coffees have shown a rapid advance, much firmness and considerable activity during the past week; fair cargoes are now quoted at 15c., with a stock here in first hands on the 17th inst. of 75,769 bags. Mild grades have also been in good sale at late full figures. Rice is rather quiet, but steady rates remain current. Molasses has been less active, due wholly to short supplies, as the demand is good; 50-test Cuba refining quoted at 28c. Refined sugars have sold fairly at strong prices. Crushed quoted at 9½c. Raw grades have been advanced to 6½@7c. for fair to good refining, and a very good trade has been effected.

Stock Sept. 1, 1879 Receipts since Sept. 1, 1879 Sales since Stock Sept. 17, 1879 Stock Sept. 18, 1878	13,430 27,505 69,657	Boxes. 28,097 218 710 27,605 8,932	Bags. 642,194 155,109 252,609 544,694 57,717	4.044
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Kentucky tobacco has been rather more active, though the movement is still moderate. Sales for the week, 850 hhds., of which 600 for export and 250 for home consumption. Prices are firm and unchanged. Lugs, 4@5½c., and leaf 6@12c. The movement in seed leaf amounts to the fair aggregate of 1,930 cases, at firm prices, as follows: 500 cases 1877 crop, Pennsylvania, 10 to 25c.; 813 cases 1878 crop, Pa., 10 to 17c.; 150 cases 1877 crop, New England, 13 to 21c.; 400 cases 1878 crop, do., 11 to 25c.; 40 cases 1878 crop, Ohio, 10½c.; 27 cases 1878 crop, Wisconsin, 5½c. There is no new feature in Spanish tobacco; the sales are 600 bales Havana at 80c.@\$1 10.

Ocean freight room has been fairly active, at uniformly steady rates—charter room, in some instances, has been slightly advanced. Late engagements and charters include: Grain to Liverpool, by steam, 7½d., 60 lbs.; provisions, 32s. 6d.@37s. 6d.; cotton, ¼@5-16d.; grain, by sail, 6½d., 60 lbs.; do. to London, by steam, 8d.; do. to Bristol, by steam, 8d.; do. to Hull, by steam, 8d.; do. to Cork for orders, 5s. 10½d.@6s. per qr.; do. to Hamburg, 5s. 3d.; do. to the Continent, 5s. 9d.@6s.; naphtha to Antwerp, 4s. 6d.; do. to Liverpool, 4s. 6d.; refined petroleum to London, 3s. 9d.; do. to the Baltic, 4s. 9d. To-day, a steady tone prevailed, though business was rather quiet; grain to London, by steam, 8d.; do. to Hull, by steam, 8½d.; do. to Belfast, by steam, 8½d.; do. to Bristol, by steam, 8½d.; do. to Cork for orders, 5s. 10½d. per qr.; do. to Bristol Channel, 5s. 6d.; do. to French port, 5s. 10½d.; refined petroleum to Bremen, 3s. 7½d.; do. to Rotterdam or Hamburg, 4s. 3d.; do. to Leghorn, 4s. 7½d.; do. to Tarragona, 5s. 1½d.; crude do. to Marseilles, 4s. 6d.

Naval stores were rather quiet to-day; spirits turpentine, however, has shown a good movement for the week and closes about steady at 26¾c. Rosins have ruled irregular at \$1,22½ @\$1,25 for common to good strained. Petroleum closes less firm, after a large business for the week; to-day, 25,000 bbls. refined were re-sold at 6,15-16c.; regular lots quoted at 7c. In metals much firmness has prevailed; No. 1 American pig iron is held at \$27; sales of No. 2 are reported at \$25; Eglinton Scotch has been advanced to \$23,50 @\$24, and Coltness to \$26,50@\$27. Rails are quoted at \$50 for steel here, and \$52@\$53 at the West. Timothy seed has sold at \$250 per bushel. Clover nominal at 7@7¾c. per lb. Whiskey dearer at \$1,08. Ingot copper is steady at 16½@16¼c. for

OOTTON.

FRIDAY, P. M., September 19, 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 (Sept. 19), the total receipts have reached 76,933 bales, against 30,054 bales last week, 13,920 bales the previous week, and 4,875 bales three weeks since: making the total receipts since the 1st of September, 1879, 120,907 bales, against 147,594 bales for the same period of 1878, showing a decrease since September 1, 1879, of 26,687 bales. The details of the receipts for this week (as per telegraph) and for the corresponding weeks of four previous years are as follows:

Receipts this w'k at	1879.	1878.	1877.	1876.	1875.
New Orleans	10,828	5,058	2,733	12,386	8,635
Mobile	3,212	2,702	1,670	4,630	4,616
Charleston	12,092	15,303	4,523	11,876	8,953
Port Royal, &c	250	12	68		180
Savannah	24,031	25,043	8,924	12,404	12,564
Galveston	15,337	19,003	2,116	11,460	1,712
Indianola, &c	337	589	48	312	
Tennessee, &c	2,141	671	972	860	595
Florida	879	36	38	192	157
North Carolina	3,321	2,088	572	1,879	1,260
Norfolk	4,343	2,278	594	6,430	8,344
City Point, &c	159	1,572	87	569	48
Total this week	76,933	74,355	22,345	62,998	47,064
Total since Sept. 1.	120,907	147,594	39,943	126,090	106,488

The exports for the week ending this evening reach a total of 15,026 bales, of which 13,900 were to Great Britain, 1,126 to France, and none to rest of the Continent, while the stocks as made up this evening are now 104,775 bales. Below are the stocks and exports for the week, and also for the corresponding week of last season:

		re .								
Week			EXPORTED TO-				Same	STOCK.		
ending Sept. 19.	Great Britain.	France.	Continent.	this Week.	Week 1878.	1879.	1878.			
N. Orl'ns	2,120	210		2,330	1,398	10,766	9,086			
Mobile			••••			3,086	4,271			
Charl't'n	••••	• • • • •	••••		• • • •	12,921	14,725			
Savan'h.	• • • •	• • • • •				16,398	32,147			
Galv't'n-	٠					19,844	20,204			
N. York.	9,413	916		10,329	5,636	34,347	21,767			
Norfolk		•	• • • • •			1,913	651			
Other*	2,367	•	••••	2,367	811	5,500	6,500			
Tot. this										
week	13,900	1,126	• • • • • • • • • • • • • • • • • • • •	15,026	7,845	104,775	109,351			
Tot.since							-			
Sept. 1.	26.378	1,567	44	27,989	15,300					

*The exports this week under the head of "other ports" include, from Baltimore, 200 bales to Liverpool, and from Boston, 2,167 bales to Liverpool.

From the foregoing statement it will be seen that, compared with the corresponding week of last season, there is an *increase* in the exports this week of 7,181 bales, while the stocks to-night are 1,567 bales *less* 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						
SEPT. 19, AT-	Liver- pool.	France.	Other Foreign	Coast- wise.	Total.	Leaving Stock.		
New Orleans Mobile	None. None. 1,000 3,709 3,800 None.	None. None. None. 101 None. None.	1,410 None. None. None. 240 None. None.	None. None. 3,500 4,000 2,200 None. None.	1,410 None. 3,500 5,000 6,250 *4,664 None.	9,356 3,086 9,421 11,398 13,594 29,683 7,413		
Total	8,509	101	1,650	9,700	20,824	83,951		

*Included in this amount there are 864 bales at presses for foreign ports, the destination of which we cannot learn.

The following is our usual table showing the movement of cotton at all the ports from Sept. 1 to Sept. 12, the latest mail dates:

			7 -	-						
PORTS RECEIPTS SINCE SEPT. 1.			EXPOR	EXPORTED SINCE SEPT. 1 TO-						
PORTS.			Great	France	Other	Total.	Stock.			
	1879.	1878.	Britain.	France.	Foreign	Total.				
N.Orlns	5,910	5,494	2,471		36	2,507	4,741			
Mobile.	1,993	2,828	••••				1,352			
Char'n*	5,702	11,491					4,070			
Sav'h	11,100	31,149					8,602			
Galv.*.	15,402	18,293					11,445			
N. York	582	64	9,296	441		9,737	28,453			
Florida	314	146								
N. Car.	600	1,492	••••				537			
Norf'k*	1,134	1,689					224			
Other	1,237	603	711		. 8	719	7,000			
This yr.	43,974		12,478	441	44	12,963	66,424			
Last year	ar	73,239	7,315	93	47	7.455	80.261			

*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.

E Cotton on the spot has declined. Quotations were reduced 1c. on Tuesday and 1-16c. on Wednesday, to 121c. for middling uplands, at which there was a moderate business for home consumption; but shippers did very little. A feature of the week deserving of special reference is the large deliveries on contracts, as recorded below. To-day, the market was firm but quiet. The speculation in futures has been fairly active. The opening on Saturday was rather stronger, but there has since been a rapid decline, owing to the sudden and marked increase in receipts at the ports, and the very favorable weather for the maturing and gathering of the growing crop. September and October declined most, as the apprehensions of a deficient supply and a speculative "corner" were removed by the increased receipts at the ports, and yesterday there was some recovery in the later months. To-day, there was a demand to cover contracts and realize profits, causing a material advance in September, and a smaller but pretty uniform improvement in the later months.

The total sales for forward delivery for the week are 459,000 bales, including — free on board. For immediate delivery the total sales foot up this week 5,230 bales, including - for export, 4,418 for consumption, 812 for speculation, and — in transit. Of the above, 1,000 bales were to arrive. The following tables show the official quotations and sales for each day of the past week:

		-								
Sept. 13 to	U	PLANI	os.	NEW ORLEANS.				TEXAS.		
Sept. 19.	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon.	Tues	
Ordin'y.# b	1078	1078	1034	11	11	1078	11	11	1178	
Strict Ord	1114	114	11 ¹ 8	11^{3} 8	1138	1114	113_{8}	113_{8}	114	
Good Ord		1158	1112	1134	1134		1134	1134	1158	
Str. G'd Ord	1178	1178	1134	12	12		12	12	1178	
Low Midd'g	12	12	1178	1218	1218	12	12^{1}_{8}	1248	12	
Str. L'w Mid	12316	12316	12116	125_{16}	12516	123_{16}	12516	12516	123_{16}	
Middling	12016	12516	12316	12716	12716	12516	12716	12716	12516	
Good Mid	1238	1258	12^{12}		1234	1258		1234	1228	
Str. G'd Mid	1278	1278	1234	13	13	1278	13	13	1278	
Midd'g Fair	13916	13916	13716	131116	131116	13916	131116	131116	13916	
Fair	14316	14316	14116	14516	14516	14316	14516	14516	14316	
2	Wed	Th.	Fri.	Wed	Th.	Fri.	Wed	Th.	Fri.	
Ordin'y.報b	101116	101116	101118	101316	101316	101316	101316	101316	101318	
Strict Ord. Good Ord Str. G'd Ord	11116	11116	11116	11316	11316	11316	11316	11316	11316	
Good Ord	11716	11716	11716	11916	11916	11916	11916	11916	11918	
Str. G'd Ord	111116	111116	111116	111316	111316	111316	111316	111316	111316	
LOW MIGG'S	111318	111318	111318	111018	111018	111016	ILLIDIA	111016	121018	
Str.L'w Mid	12	12	12	$12\frac{1}{8}$	12^{1}_{8}	1248	1248	$12\frac{1}{8}$	1218	
Middling	1248	1218	1218				124	124	124	
Good Mid	127_{16}	12716	12716	129_{16}	12916	129_{16}	12916	129_{16}	12916	
Str. G'd Mid	121116	121116	121116	1213_{16}	12^{13}_{16}	121316	121316	121316	121316	
Midd'g Fair	1338		1338	13^{1}_{2}				1342	13^{1}_{2}	
Fair	14	14	14	14 ¹ 8	1448	1418	1418	1448	1418	
STAINED.			.	Sat.	Mon	Tues	Wed	Th.	Fri.	
Good Ordina	איז		ao fh	11110	11116	101516	10%	1078	1078	
Strict Good	Ordina	rv	. 6	11710	11716	11516	1114		114	
Low Middlin	2	J		1131	1134	1158	11916	11916		
Middling	···			12	12	1178	111316	111310	111310	

MARKET	AND	SALES

		SALE	S OF S	POT AN	ID TRA	NSIT.	FUTURES.		
	SPOT MARKET CLOSED.	Ex- port.	Con- sump.		Tran- sit.	Total.	Sales.	Deliv- eries.	
Mon . Tues . Wed .	Quiet		845 857 1,155 374 803	12			84,300 116,500	240 2,100	
	Quiet Firm	••••	384			1,603 384	$64,000 \\ 105,200$	3,000 2,700	
Total			4,418	912		5,230	459,000	11,240	

^{*} Based on old cotton.

For forward delivery the sales have reached during the week 459,000 bales (all middling or on the basis of middling), and the following is a statement of the sales and prices:

	Bales.	Cts.		Cts.	Bales.	Cts.
For September.	500	12.08	4,400	10.70	٠٠٠٠٠٠٠	
Bales. Cts.		1 .09	900	10.71	1,900	10. 0
70011.71	2.400	12.10	1,200	10.72	2,500	
1,00011.72	* 100	12.11	1,000	10.73	1,000	
1.70011.73	3.900	12.11	1,000	10.74	1,400	
2.400 11 74	5.700	12.13	2.000	10.75	100	
5,90011.75	2.800	12.13	2.400	10 76	200	
7,900 11.76	7.000	12.14	8,300	10.77	1,100	
3.40011.77	100 a.n.	16th12.15	2,900		500	10.38
3.10011.78	12,900		6,800	10.79	100	10:-9
7.80011.79	12,000	12.16	8.300	10.80	2,400	10.40
6,40011.80		12.17	3,400	10.81	1,300	10.41
2.300 11.81	7,600	12.18	600	10.82	500	10.42
1,00011.82	3,800	12.19	2,500	10.83	1,200	
2.100	12,700	12.20	3,000	10.84	1,000	
1,20011.84	7,400	12.21	4,400	10.25	100	. 10.45
3,00011.85		12.22	2,300		600	
2,0001! 88	1,600	12.24	4,500		300	
3,00011.87			3,100		800	
2,400 11.88	180,300		2,500		1,700	10.49
2,40011 89			1,600	10 90	200	10.50
2,70011.90		tober.	5,100	10 91		
1.30011.91		10.54	2,700	10.43	35,200	1
30011.92	3,000	10.55	2,900	11 93		
10011.94	7,200	10.56	2,100	10.94	For Decem	
50011.95	7,2 0	10.57	1,200	10.95	1,000	
60011 97	6,200				1,300	
3,50011.93	5,400		185,200	1	800	
1,10)11.99	15,600			- 1	4,200	
5,00012.00	10,200	10 61	For Nov		1,600	
1,300 12.01	8,400	10 62		10.21	3,100	
100 s.n 17th1 2.02	9,900	10.63	1,'00		3,000	
2,70012.02	6,100	10.44	2,800		1,700	
1,700 12.03	2,300	10.65	5,300	10.24	1,000	
3,50012.04	7,000		3,500		600	
2, 50012.05	14,500	10 67	1,100		900	
3,00012.03	5,400	10.68	1,100	10.27	1,700	
60012.07	2,600	10.69	600	10.28	2,300	10.~8 !

^{*} No notice to-day, 19th.

Bales. Cts.	Bales. Cts.	Bales. Cts.	Bales. Cts.
1,20010.30	60010.33	10010.39	
1,50010.31	1,600 10.34		400
100 10.32	900 10 35		3,600
60010.33	50010.36		3,000
40010.34	50010.37	400 10 40	Thom: A mult
			For April.
40010.36	20010.38		
50010.37	1,90010.39	20010.54	10010.65
30010 38	70010.49	300 10.55	40910.69
50010 39	40010.41	30010.57	80010.72
80010.40	1,20010.43	40010.60	10010.74
1,00010.42	20010.44		30010.75
50010.43	40010.45		1,90010.79
	1 20010.46		300 10.84
31,200	70010.47	For March.	
	200 10.48	1,200	3,500
For January.	1,20010.49		
80010.25		30010.52	For May.
500 10.26	16,300	30010 56	10010.75
30010.27	,	100 10.58	10010.80
80010.28	For February.	50010.59	10010.81
90010.29	10010.35		
1,60010.30	10010.86	20010.63	800
20010.32		10010.66	000
200	- 100	1 100	l

The following exchanges have been made during the week: '02 pd. to exch. 100 Sept. s. n. 16th for 100 Sept. s. n. 22d for reg., even. regular.

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	Satur	day.	Mond	lay.	Tuese	Tuesday.		
Market.	Firm	n.	Depres	ssed.	Low	er.		
,	For Day.	Closing.	For Day.	Closing.	For Day.	Closing.		
Sant'h'r	High. Lorn. 12:22-12:14	Bid. Ask	High. Low. 12:22:12:12	Bid. Ask	High. Low. 12:17-11:97	Bid. Ask		
" s.n.			- 12.15		12.02	11.99		
	10.94-10.89					10.63 64		
	10·50-10·43 10·43-10·42				10·42·10·27 10·34·10·24	10.28 —		
			10.49-10.40					
Feb'ry	10.60-				10.52-10.50	10.42 44		
March.		10.70 73	10.66			10.54 56		
April	10.84- —	10.80 83	10.79-10.75	10.77 79				
May Tr. ord.	12.2		12.1		10.81-10.80			
Closed.	Stea		Eas		Weal			
Futures	Wedne		Thursday.		Frid	o W		
			A M CLAS	uay.	I. III	Ly.		
Market.	Depres		Stead		Excit			
Market.	Depres		Stead		Excit	ed.		
	For Day.	closing.	Stead For Day. High. Low.	Closing.	For Day.*	Closing.		
Sept'b'r	For Day. Figh. Low. 11:90-11:73	Sed. Closing. Bid. Ask 11:81:82	Stead For Day. High. Low. 11-92-11-74	Closing. Bid. Ask 11 80 81	For Day.* For Day.	ed. Closing. Bid. Ask 12:13 14		
Sept'b'r "s.n. October	For Day. Figh. Low. 11:90-11:73 10:64-10:54	Sed. Closing. Bid. Ask 11.81.82 10.61.62	Stead For Day. High. Low. 11.92.11.74 10.70.10.60	Closing. Bid. Ask 11 80 81 10.61 62	For Day.* High. Low. 12:19-11:74 10:70-10:55	Closing. Bid. Ask 12:13 14 10:66		
Sept'b'r "s.n. October Nov'ber	For Day. Figh. Low. 11:90-11:73 10:64-10:54 10:28-10:21	Sed. Closing. Bid. Ask 11.81.82 10.61.62 10.25	For Day. High. Low. 11'92'11'74 10'70'10'60 10'30'10'24	Closing. Bid. Ask 11 80 81 10:61 62 10:25 26	Excite For Day.* High. Low. 12-19-11-74 10-70-10-55 10-33-10-23	Eid. Ask 12·13 14 10·66 — 10·32 33		
Sept'b'r " s.n. October Nov'ber Dec'ber	For Day. High. Low. 11:90-11:73 10:64-10:54 10:28-10:21 10:24-10:17	Sed. Closing. Bid. Ask 11.81.82 10.61.62 10.25 — 10.21.22	Stead For Day. High. Low. 11.92.11.74 10.70-10.60 10.30-10.24 10.28-10.22	Closing. Bid. Ask 11 80 81 10:61 62 10:25 26 10:23 24	Excite For Day.* High. Low. 12:19-11:74 10:70-10:55 10:33:10:23 10:30-10:20	Ed. Ask 12·13 14 10·66 10·32 33 10·29 30		
Sept'b'r "s.n. October Nov'ber	For Day. Figh. Low. 11:90-11:73 -0-64-10:54 10:28-10:21 10:24-10:17 10:30-10:25	Sed. Closing. Bid. Ask 11.81.82 10.61.62 10.25 — 10.21.22	Stead For Day. High. Low. 11.92.11.74	Closing. Bid. Ask 11 80 81 10.61 62 10.25 26 10.23 24 10.30 31	Excite For Day.* High. Low. 12-19-11-74 10-70-10-55 10-33-10-23	ed. Closing. Bid. Ask 12·13 14 10·66 10·32 33 10·29 30 10·35		
Sept'b'r " s.n. October Nov'ber Dec'ber Jan'ry Feb'ry. March.	For Day. High. Low. 11.90-11.73	sed. Closing. Bid. Ask 11.81.82 10.61.62 10.25 10.21.22 10.28.29 10.40.42 10.53.56	Stead For Day. High. Low. 11.92.11.74	Closing. Bid. Ask 11 80 81 10.61 62 10.25 26 10.23 24 10.30 31 10.43 45 10.55 58	Excite For Day.* High. Low. 12:19:11:74 10:70:10:55 10:33:10:23 10:30-10:20 10:37-10:28 10:50-10:46 10:63-10:58	ed. Closing. Bid. Ask 12·13 14 10·66 — 10·32 33 10·29 30 10·35 0 10·47 49 10·60 62		
Sept'b'r " s.n. October Nov'ber Dec'ber Jan'ry Feb'ry March April	For Day. Figh. Low. 11.90-11.73 10.64-10.54 10.28-10.21 10.24-10.17 10.30-10.25 10.40-10.35 10.56-10.50 10.69-10.64	sed. Closing. Bid. Ask 11.81.82 10.61.62 10.25 10.21.22 10.28.29 10.40.42 10.53.56 10.65.68	Stead For Day. High. Low. 11.92.11.74 10.70.10.60 10.30.10.24 10.28.10.22 10.30.10.28 10.42 10.56	Closing. Bid. Ask 11 80 81	Excite For Day.* High. Low. 12:19:11:74	Closing. Bid. Ask 12·13 14 10·66 10·32 33 10·29 30 10·35 10·47 49 10·60 62 10·73 75		
Sept'b'r "s.n. October Nov'ber Dec'ber Jan'ry. Feb'ry. March April	For Day. Figh. Low. 11.90-11.73	sed. Closing. Bid. Ask 11.81 82 10.61 62 10.25 — 10.21 22 10.28 29 10.40 42 10.53 56 10.65 68 10.76 80	For Day. For Day.	Closing. Bid. Ask 11 80 81 10.61 62 10.25 26 10.23 24 10.30 31 10.43 45 10.55 58 10.68 72 10.80 85	For Day.* For Day.*	ed. Closing. Bid. Ask 12·13 14 10·66 — 10·32 33 10·29 30 10·35 — 10·47 49 10·60 62 10·73 75 10·85 90		
Sept'b'r " s.n. October Nov'ber Dec'ber Jan'ry Feb'ry March April	For Day. Figh. Low. 11.90-11.73 10.64-10.54 10.28-10.21 10.24-10.17 10.30-10.25 10.40-10.35 10.56-10.50 10.69-10.64	sed. Closing. Bid. Ask 11.81.82 10.61.62 10.25 10.21.22 10.28.29 10.40.42 10.53.56 10.65.68 10.76.80 85	Stead For Day. High. Low. 11.92.11.74 10.70.10.60 10.30.10.24 10.28.10.22 10.30.10.28 10.42 10.56	Closing. Bid. Ask 11 80 81 10:61 62 10:25 26 10:23 24 10:30 31 10:43 45 10:55 58 10:68 72 10:80 85 5	Excite For Day.* High. Low. 12:19:11:74	ed. Closing. Bid. Ask 12·13 14		

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 (Sept. 19), we add the item of exports from the United States, including in it the exports of

	Friday only:				•
•	(I may only.	1879.	1878.	1877.	1876.
)	[The same of the sa
)	Stock at Liverpool	321.000			
)	Stock at London	65,908	23,000	30,250	34,500
					
)	Total Great Britain stock.	386,908			
)	Stock at Havre	106860		211,250	
	Stock at Marseilles	1.738	1,750	11,250	4,500
	Stock at Barcelona	14,262			63,000
	Stock at Hamburg	2,400			
	Stock at Bremen	16,649			
	Stock at Amsterdam	29,272			
1	Stock at Rotterdam	2,181			
1	Stock at Antwerp		5.250	7,250	
1	Stock at other conti'ntal ports.				16,750
1	Stock at other contribution ports.	-0,202	12,000	11,000	10,700
	Total continental ports	176,616	269,250	416.750	436,000
	Total continental ports	170,010	200,200	710,700	100,000
1	Total European stocks	563,524	744 250	1 137 000	1,216,500
1	India cotton affoat for Europe.	159,252	175,000	155,000	309,000
١	Amer'n cotton afloat for Eur'pe		20,000	34,000	
ì			4,000	23,000	
ı	Egypt, Brazil, &c., aflt for E'r'pe				
ı	Stock in United States ports	104,775	109,351	108,009	
١	Stock in U.S. interior ports	11,093	14,665	8,276	14,698 500
١	United States exports to-day		1,500	•••••	500
١	Total visible supply	887.586	1.068.766	1.465.285	1.751,199
ı					
۱	Of the above, the totals of	American	and other	descriptio	TIS STO SEE
١	follows:				
ı	American—	107000	000.000	402 000	250 000
1	Liverpool stock	187,000	326,000	405,000	358,000
ı	Continental stocks	98,000	209,000	308,000	296,000
ł	American afloat for Europe	44,323	20,000	34,000	16,000
١	United States stock	104,775	109,351	108,009	170,501
ı	United States interior stocks	11,093	14,665	8,276	14,698
ı	United States exports to-day		1,500		500
ı					077.000
I	_Total American	445,191	680,516	863,285	85 5,699
I	East Indian, Brazil, &c				000 000
ľ	Liverpool stock	134,000	126,000	285,000	388,000
١	London stock	65,908	23,000	30,250	34,500
ı	Continental stocks	78,616	60,250		140,000
ı	India atloat for Europe	159,252	175,000	155,000	309,000
ı	Egypt, Brazil, &c., afloat	4,619	4,000	23,000	24,000
I					
i	Total East India, &c	442,395	388,250	602,000	895 .500
ı	Total American	445,191	680,516	863,285	855 ,699
!	•			1 107 005	
l	Total visible supply		1,068.766	1,465,285	1,751,199
ł	Price Mid. Upl., Liverpool	69 ₁₆ d.	67 ₁₆ d.	65 ₁₆ d.	51516d
		0.50000			100

These figures indicate a decrease in the cotton in sight to-night of 181,180 bales as compared with the same date of 1878, a decrease of 577,699 bales as compared with the corresponding date of 1877, and a decrease of 863,613 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 Sept	. 19, '79.	Week end	ling Sept.	20, '78.
	Receipts	Shipm'ts	Stock.	Receipts	Shipm'ts	Stock.
Augusta, Ga	5.080	4,572	1,981	6,788	5.075	0 505
Columbus, Ga	2,577	1.525	1,612		5,275	2,565
Macon, Ga	3,318	2,429	1,670	2,282	2,641	1,711
Montgomery, Ala	7,114	6,553	1,293	3,546	2,905	2,078
Belma, Ala	5,886	3,605		1,985	4,624	4,007
Memphis, Tenn	29	3,003	3,932	3,474	2,235	2,984
Nashville, Tenn	200	1 017	415	100	21	729
Limber vine, remi	200	1,017	190	495	223	591
Total, old ports.	25,104	30.705	11.000	22.550		
Louis, ora por es.	20,104	19,705	11,093	21,570	17,924	14,665
Dallas, Texas	1 071	1 050	04.4			
Jefferson, Tex.*.	1,871 500	1.972	911	1,176	1,403	704
Bhreveport, La		500	400	176	49	193
Vicksburg Mice	1,969	1,510	1,695	1,737	1,224	1,056
Vicksburg, Miss.	1,935	1,623	589			60
Columbus, Miss	416	258	277	248	2	521
Eufaula, Ala	1,916	1,677	1,132	2,100	1,932	1,250
Griffin, Ga.*	200	182	50	218	59	384
Atlanta, Ga.*	250	232	250	4,060	3,183	2,712
Rome, Ga.*	100	60	50	1,483	1,171	831
Charlotte, N. C	656	676	251	671	464	360
St. Louis, Mo	9,459	6,032	5.491	2,842	1,370	2,635
Cincinnati, O	1,556	2,172	1,707	848	1,042	1,006
Total, new p'rts	20,828	16,894	12,803	15,559	11,799	11,712
Total, all	45,932	36,599	23,896	37,129	29,723	26,377

^{*} Estimated.

The above totals show that the old interior stocks have increased during the week 5,399 bales, and are to-night 3,572 bales lss than at the same period last year. The receipts at the same towns have been 3,534 bales more than the same week last year.

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

RECEIPTS FROM PLANTATIONS.

Week ending-		Receip	ts at the	e Ports.	Stock a	t Inter	r Ports	Rec'pt	from F	lant'ns
ename.	_	1877.	1878.	1879.	1877.	1878.	1879.	1877.	1878.	1879.
May 2	••	16,560	31,196	22,2-3	107,534	75.550	78,962	7,020	17 604	
• 9		17,309			97,696			.,		,
** 16		16,288	20,097	19,897		,	1-10-0		14,472	,
4 23	•••	12,147	19,732	16,673		,,		-,	,	
30		9,669	18,220	17,113			1 ,	.,		1 -,
June 6		9,390	12,380	11,089	,		1,		10,940 7,509	1 .,
* 13	•••	8,526	11,231	6,612		,				-,
* 20		8,526	10,721	7,188		,		2,141	6,392 4 ,693	
** 27		6,519	6,879	6,293		21,240	,		4,832	, , , , ,
July 4		6,102	5,949	3,637	32,077	19,675	22,388	2,368	4,384	
• 11		4.404	5,287	3,032		18,033	20,691	1,324		802
4 18°		3,676	3,782	2,809		15,494	15,528	2,658	3,645	1,335
4 25		3,299	4,086	3,272	25,361	12,527	14,410	681	1,243 1,119	0.154
Aug. 1	¦	2,691	3,671	2,503	22,472	11,005	13,966	1		,
** 8		2,102	3,089	3,945	21,574	8,346	13,049	1,204	2,149 410	,
15		1,733	4,657	3,462	19,118	6,238	11,477	1,202	2,549	3,028
** 23		2,644	5,699	4,843	17,600	5,999	7,463	1,126	5,460	1,890
** 29	٠٠٠ļ	4,335	15,784	4,875	16,278	6,593	7,301	3,013	16,378	829
Bopt. 5		5,885	26,750	13.920	16,448	9,979	9,598	6,056	30,136	4,713
* 12		12,109	47,431	30,054	16,272	18,971	14,563	11,932	56,423	16,217
19		22,345	74,355	76,933	15,104	26,377	23,896	21,177	81,761	35,019 86,266

The above statement shows—

1. That the total receipts from the plantations since Sept. 1 in 1879 were 137,502 bales; in 1878 were 168,320 bales; in 1877 were 39,165 bales.

1877 were 39,165 bales.

2. That the receipts at the out ports the past week were 76,933 bales and the actual movement from plantations 86.66 bales; the balance being added to stocks at the interior ports. Last year the receipts from the plantations for the same week were 81,761 bales, and for 1877 they were 21,177 bales.

WEATHER REPORTS BY TELEGRAPH.—The weather during the past week has generally continued favorable for the development and ingathering of the crop. Reports are consequently more satisfactory, and excellent progress is being made in picking.

the rainfall reaching twenty-five hundredths of an inch. The thermometer has ranged from 70 to 84, averaging 77. There is no change to report in crop prospects.

Indianola, Texas.—We have had a hard rain on one day of the week, the rainfall reaching one inch and thirty-six hundredths, which pr ved beneficial to stock and fall gardens, but otherwise was of little effect. Average thermometer 76, highest 83 and lowest 70.

Corsic ina, Texas.—Rain has fallen during the week on one day, to a depth of eighty-eight hundredths of an inch. Picking is progressing finely. The thermometer has averaged 76, the highest being 93 and the lowest 60.

Dallas, Texas.—There has been no rainfall during the week, and picking is progressing finely. The days have been warm but the nights have been cold. The thermometer has averaged 75, the extreme range having been 59 to 93.

Brenham, Texas.—We have had no rainfall during the week and are needing rain very much. Picking is proceeding rapidly. The thermometer has averaged 76, the highest being 83 and the lowest 70.

New Orleans, Louisiana.—During the earlier part of the week we had showers on two days, the rainfall reaching ninety-six hundredths of an inch, but the latter portion has been clear and pleasant. The thermometer has averaged 77.

Shreveport, Louisiana.—The weather during the week has been clear, and roads are in excellent condition. The thermometer has averaged 71.

Vicksburg, Missi sippi.—It has rained here on one day, the balance of the week having been pleasant. Cotton moves but slowly as yet.

Columbus, Mississippi.—It has rained during the past week on one day, the rainfall reaching fourteen hundredths of an inch. The thermometer has averaged 76, the highest point touched having been 81 and the lowest 71. Picking is progressing finely. About three-fourths of the crop is now open. Rust is causing cotton to open prematurely.

Little Rock, Arkansas.—The past week has been dry and pleasant, the thermometer averaging 68 and ranging from 50 to 85.

Nashville, Tennessee.—There has been a rainfall during the past week of ninety-four hundredths of an inch, rain having fallen on two days. The thermometer has averaged 66, the highest being 83 and the lowest 48. Picking is making fine progress.

Memphis, Tennessee.—Rain has fallen during the week on two days, but the balance of the week has been pleasant. Crop accounts are less favorable. Much rust is developing and the bottom crop in bottom lands is rotting considerably. Owing to quarantine regulations there is a deficiency of pickers. The thermometer has averaged 69, the highest being 86 and the lowest 51. The rainfall has reached twenty-eight hundredths of an inch. Last week the average thermometer was 71, the highest 88 and the lowest 56. There had been rain on one day, with a rainfall of two hundredths of an inch.

Mobile, Alabama.—It rained severely one day, the earlier part of the past week, but we have had clear, pleasant weather the latter portion. Picking is making fine progress. Average thermometer 73, highest 88 and lowest 61. The rainfall for the week is thirty-eight hundredths of an inch.

Montgomery, Alabama.—We had light showers on two days of the week, the rainfall reaching thirty hundredths of an inch. The rest of the week has been warm and dry. Crop accounts are more favorable. Picking is progressing finely, and planters are selling freely. The thermometer has ranged from 59 to 90, averaging 73.

Selma, Alabama.—There has been no rainfall during the week, the weather having been warm and dry. Picking is making fine progress, and cotton is being sent to market freely.

Madison, Florida.—It has rained during the past week on one day. The thermometer has averaged 88, the highest being 96 and the lowest 65.

Macon, Georgia.—We have had no rainfall during the week. The thermometer has ranged from 64 to 88, averaging 78.

Columbus, Georgia.—There has been no rainfall during the

week. The thermometer has been no rainfall during the ing finely.

Samanah Committee Has averaged 78. Picking is progress-

Eavannah, Georgia.—We had a rainfall on one day the past week, but too light to measure, the rest of the week having been pleasant. The thermometer has ranged from 60 to 86, averaging 74.

Augusta, Georgia.—The weather during the week has been warm and dry and favorable for picking. The top crop, it is reported, will be poor from want of rain. Picking is pro ressing finely and planters are sending their cotton to market freely, the cause of the large receipts this week being that planters want to secure present prices. Average thermometer 73, highest 90 and lowest 56.

Charleston, South Carolina.—The weather during the week has been warm and dry, the thermometer averaging 75, and ranging from 63 to 84.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock Sept. 18, 1879.

		Sept.	18, '79.	Sept. 1	9.78.
ı	New OrleansBelow high-water mark .		Inch.	Feet.	Inch
4	A DOVE TOWN TO THE PROPERTY OF	_	6	••	. •
1	Nasilville Allove low-water monte	4	11	••	••
1	A hove low woton month	-	11	••	••
ı	Vicksburg Above low-water mark	. 16	7	••	••

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

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

PORT RECEIPTS FROM SATURDAY, SEPT. 13, '79, TO FRIDAY, SEPT. 19, '79. D'ys New Char- Savan Wil-Mo-Gal-All Orming-Total, bile. leston. nah. vest'n. folk. others we'k leans Sat. 1,144 1,164 2,183 1,185 201 7,069 3,063 Mon 663 2,568 2,934 4,875 665 859 15,628 627 Tues 687 2,176 4,547 2,245 683 818 432 12,215 Wed 1,345 1,473 424 4,547 3,724 813 290 379 12,995 Thur 2,064 503 2,546 4,698 598 2,453 764 445 14,071 Fri. 2,585 419 2,165 5,125 855 1,509 474 1,824 14,955 3,212 12,092 24,034 15,337 4,343 2,947 Tot.. 10,828

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

Monthly		Year	r Beginnin	g Septemb	er 1.	
Receipts.	1878.	1877.	1876.	1875.	1874.	1873.
Sept'mb'r	,		236,868	169,077	134,376	115,255
October		578,533	675,260	610,316		,
Novemb'r	779,237	822,493	901,392		,	,
Decemb'r	892,664	900,119				, -, -,
January .	616,727	689,610		, ,	, , , , , , , , ,	,
February.	564,824		The same state of the same sta	, , , , , ,	, , , , ,	, , , , , , , , , , , , , , , , , , , ,
March	302,955			,		,
April	166,459			, ,	. ,	,
May	84,299			, , , , , , , , , , , , , , , , , , , ,	, , , , , , , , , , , , , , , , , , , ,	
June	29,472			,	, , , ,	
July	13,988			, , , , , ,	,	
August	18,081	34,564			,	,,
Corret'ns.	458		1 ' 1	,		,
						12,299
Total year	4,447,276	4,345,645	4,038,141	4,191,142	3,497,169	3.804.290
Perc tage o	of tot. port			1	1	0,00,-,-0-
receipts.	Aug. 31	98.79	98.36	98.28	99.72	99.68
Corrections	s	01.21	01.64	01.72	00.28	00.32
Total port	receipts	100.00	100.00	100.00	100.00	100.00
This of	atomont (shows the	** *** **	A 01		100 00

This statement shows that up to Aug. 31 the receipts at the ports this year were 101,631 bales more than in 1877 and 409,135 bales more than at the same time in 1876. The receipts since September 1, 1879, and for corresponding years, have been as follows.

	1879.	1878.	1877.	1876.	1875.	1874.
Mept. 1	3,490	s.	408	1,918	1,064	1,265
" 2	1,848	5,708	s.	1,691	1,380	1,075
" 3	1,331	4,051	1,246	s.	1,734	1,615
4 4	2,264	4,799	616	4,630	1,407	1,682
" 5	4,927	4,224	1,008	2,996	S.	2,145
. 4 6	2,104	7,116		3,414	3,764	S.
" 7	s.	4,108	1,701	3,111	3,228	3,390
" 8	5,454	s.	1,655	3,982	3,116	1,957
" 9	5,124	13,115	s.	4,708	3,621	1,841
" 10	4,878	7,341	3,085	s.	3,928	2,746
" 11	4,858	6,258	1,398	8,923	3,137	3,423
" 12	7,636	7,982	3,108	4,788	s.	3,214
" 13	7,069	8,627	1,664	7,752	7,119	8.
" 14	. s.	10,714	2,524	6,085	6,512	5,642
" 15	15,628	S.	2,459	7,899	5,417	5,176
" 16	12,215	15,127	s.	7,538	5,404	3,921
" 17	12,995	10,425	5,063	8.	6,209	3,842
* 18	14,071	10,032	4,109	13,925	5,327	6,225
" 19	14,955	11,125	3,555	10,417	8.	6,641
Total						0,011
Total	120,907	130,752	34,353	93,777	62,367	55,800
Percentage		1			ı	
p'rt rec'pt	s Sept.19)	02.94	00.77	02:32	01.49	01.60

This statement shows that the receipts since Sept. 1 up to to-night are now 9,845 bales less than they were to the same day of the month in 1878, and 86,554 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 Sept. 19 in each of the years named.

AGRICULTURAL DEPARTMENT'S REPORT FOR SEPTEMBER.—The Agricultural Department has issued its September condition report, showing, as the Department's states, an average for the month of 85, against an average of 91 last month. The following table gives the Department's figures for each month this season and last season, with the averages for the four months:

	1879.				1878.					
STATES.	June.	July.	Aug.	Sept.	Av'ge,	June.	July.	Aug.	Sept.	Αν'ge.
North Carolina	98	104	86	83	92.7	87	81	82	86	84.0
South Carolina	94	81	82	81	84.5	99	104		80	
Georgia	93	86	87	82	87.0	101	105	92	81	94.7
Florida	95	91	87	85		•	100		91	97.0
Alabama	96	96	100	84	94.0		120,000 000		92	
Mississippi	99	92	98	89			100000000000000000000000000000000000000		89	94.2
Louisiana	95	93	89	87	91.0	98	95		83	91.5
Texas	94	90	79	66	82.2	104	106			
	100	103	96	99	99.5		91	98	98	96.2
Tennessee	94	101	105	107	101.7	97	98	92	91	94.5

This statement, it will be seen, furnishes a little more favorable comparison with last year than the statement did which we made up with the previous month's report. This may surprise 1,400 bales.

some readers, but it is due to the fact that the decline in condition last August was even more marked than it has been this August. In fact, August always is an unfavorable month so far as reports go, because there always is and always will be rust and shedding, which scares the average observer into a belief that the crop is actually lost or nearly so. Taking, however, the Department's averages for the four months, and allowing for increased acreage, the decrease in the crop, according to this month's figures, is about one hundred and twenty thousand bales, compared with about one hundred and seventy-five thousand bales last month.

"Shedding."—Want of space has compelled us to transfer to our editorial columns an item on this subject.

INCREASED RECEIPTS.—The sudden increase in the receipts of cotton at the ports, which began on Monday last, has been a surprise to the trade. For many weeks there was a falling off as compared with the corresponding periods of the previous season, and ever since we have been mainly dependent upon the new crop, the receipts have been previous to this week scarcely more than half as large as last year. This was very naturally ascribed to the lateness of the crop, although in point of fact the difference between a late and an early crop is not nearly so great as many suppose. Besides, the crop in a part of Texas was everywhere acknowledged to be, from the effects of drought, rather earlier than usual, and, as we stated in our crop report last week, in portions of Mississippi and Louisiana cotton is fully as forward as last year. The great increase in the receipts must therefore be ascribed (1) to the fact that the plant is not everywhere as backward as many have claimed; (2) to the absence of yellow fever this year in sections where it delayed the marketing last year; and (3) very largely to the much higher prices for cotton on the spot and for September delivery than for November and December, a difference of from \$7 to \$9 a bale—an amount by no means inconsiderable to the average planter. Many believe that receipts in October will be decreased by the special efforts to promote supplies for September, but this is an idea purely speculative, and must be so regarded.

BOMBAY SHIPMENTS.—According to our cable dispatch received to-day, there have been — bales shipped from Bombay to Great Britain the past week and 6,000 bales to the Continent; while the receipts at Bombay during this week have been 5,000 bales. The movement since the 1st of January is as follows. These figures are brought down to Thursday, Sept. 18.

_								
	Shipments this week			Shipm	ents sinc	Receipts.		
	Brit'n.	Continent.	Total.	Great Britain.	Conti- nent.	Total.	This Week.	Since Jan. 1.
1879 1878 1877 1876	1,000		$\frac{2,000}{1,000}$	318,000 376,000	341,000 392,000 408,000 362,000	700,000	5,000 2,000 1,000	785,000 855,000 995,000 999,000

From the foregoing it would appear that, compared with last year, there has been an *increase* of 4,000 bales in the week's shipments from Bombay to Europe, and that the total movement since January 1 shows a *decrease* in shipments of 110,000 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 Sept. 18 the shipments were as follows. We also give the totals since January 1 and the figures for previous years for comparison.

(4)	Shipm	ents this	week.	Shipments since January 1.			
	Great Britain.	Continent.	Total.	Great Britain.	Conti- nent.	Total.	
1879 1878 1877 1876	4,000 2,000 6,000	1,000 3,000 1,000	5,000 2,000 3,000 7,000	234,000 114,000 79,000 120,000	124,000 5×,000 50,000 87,000	358,000 172,000 129,000	

The above totals for this week show that the movement from the ports other than Bombay is 3,000 bales more than same week of last year.

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

Alexandria, Egypt, Sept. 18.	1	879.	1	878.	1	877.
Receipts (centars*)— This week Since Sept. 1		5,500 6,500		5,000 13,000		25,000 40,000
	This week	Since Sept. 1.	This week	Since Sept. 1.	This	
Exports (bales)						
To Liverpool	1,400	1,650	200	500 200	1,500	3,500
Total Europe	1.400	1,650	200	700	1,500	3,500

* A cantar is 98 lbs.

This statement shows that the receipts the past week have been 5 500 cantars, and the shipments to all Europe have been 1,400 bales.

MANCHESTER MARKET .- Our market report received from Manchester to-day (Sept. 19) states that there has been no actual change during the week in the prices for either shirtings or twist, but that the market is inactive and that prices favor buyers. We therefore repeat last week's quotations. We leave previous weeks' prices for comparison.

		1879.	1878.			
	32s Cop. Twist.	84 lbs. Shirtings.	Cott'n Mid. Uplds	328 Cop.	8 ¹ 4 lbs. Shirtings.	Cott'n Mid. Uplds
		s. d. s. d.	d.	d. d.	s. d. s. d.	d.
Aug. 1	834@914 $834@914$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	6^{9}_{16} 6^{5}_{16}	$9^{\circ}@9^{5_8}87_8@9^{1_2}$	$\begin{bmatrix} 6 & 4 \frac{1}{2} @ 8 & 4 \frac{1}{2} \\ 6 & 4 \frac{1}{2} @ 8 & 4 \frac{1}{2} \end{bmatrix}$	6^{5}_{8}
" 15	834@914	$6 1^{1}2@7 4^{1}2$	638	$87_8@91_2$	6 3 @8 3	6916
. " 29	878@912	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\frac{69}{613}$ $\frac{16}{16}$	$8\frac{7}{8}$ \overline{a} $9\frac{1}{2}$ $8\frac{3}{4}$ \overline{a} $9\frac{3}{8}$	[61118
Sept. 5	878@912	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\substack{61316 \\ 61316}$	$8^{34}@9^{38}\\8^{1}_{2}@9^{1}_{4}$	$6 1^{1} 2 @ 8 0$	61116
" 19	$87_8 @ 91_2$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	658	$8^{12}@9^{18}$	5 9 @7 9	6716

GUNNY BAGS, BAGGING, ETC.—Bagging has not been very active since our last report, but a fair inquiry is still to be noted, with rather more demand at the close. No change has been made in prices, which are ruling very firm, holders quoting $8\frac{7}{8}$ @ 9c. for $1\frac{5}{4}$ lb., $9\frac{5}{8}$ c. for 2 lb. and $10\frac{1}{2}$ c. for standard quality. Butts continue to sell freely, and, with no further arrivals, the market is strong, with nothing offering at less than 2 9-16@ 2 11 16c., as to quality, and these figures were paid for 2 000 bales.

THE EXPORTS OF COTTON from New York this week show an increase, as compared with last week, the total reaching 10,329 bales, against 4,944 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, 1879, 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, 1879.

		Week e	Total to	Same		
Exported to—	Aug. 27.	Sept. 3.	Sept.	Sept. 17.	date.	previ'us year.
Liverpool. Other British ports	5,618 300		4,814	9,413	18,709	10,303
TOTAL TO GREAT BRITAIN	5,918	13,449	4,814	9,413	18,709	10,303
HavreOther French ports	•••••	311	130	916	1,357	287
TOTAL FRENCH		311	130	916	1,357	287
Bremen and Hanover Hamburg. Other ports.						
TOTAL TO NORTH. EUROPE	19					
Spain, Op'rto, Gibralt'r, &c All other						• • • • • • • • • • • • • • • • • • • •
TOTAL SPAIN, &C					٠	• • • • • • • • • • • • • • • • • • • •
GRAND TOTAL	5,937	13,760	4,944	10,329	20,066	10,590

THE FOLLOWING ARE THE RECEIPTS OF COTTON at New York. Boston, Philadelphia and Baltimore for the past week, and since **September 1, 1879:**

Receipts	New	York.	Boston.		Philad	elphia.	Baltimore.	
from—	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept.1.	This week.	Since Sept. 1
N. Orl'ans Texas	2,869 5,387	4,563 11.194	••••			•••••		
Savannah Mobile	6,664	8,965	105	,	452	560	431	780
Florida	214		•••••		•••••			
S.Carolina N.Car'lina	968	4,310 1,017	•••••		•••••		41 21	$\begin{array}{c} 172 \\ 21 \end{array}$
Virginia North.p'ts	2,833	3,524 1	189 1,206		•••••			94
Tenn., &c. Foreign	765 213	1,347 214	923	1,166	76	158	• • • • • • • • • • • • • • • • • • • •	
This year.	23,644	35,627	2,423	3,222	528	718	493	1,067
Last year.	20,502	39,326	3,873	5,038	1,159	2,059	1,931	2,055

SHIPPING NEWS .-- The exports of cotton from the United States the past week, as per latest mail returns, have reached 12,593 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

	might of this week.	
	NEW YORK—To Liverpool, per steamers Helvetia, 1.103Olvm-	il bales.
•	pus, 2,077Germanic, 1,133Baltic, 1,164Montana, 1,627Algeria, 1,729Halley, 580	9.413
	To Havre, per steamer St. Laurent, 916. NEW ORLEANS—To Liverpool, per steamer Ariel, 1,522 To Vera Cruz, per schooner, Seguin, 36.	$916 \\ 1,522 \\ 36$
•	BALTIMORE—To Liverpool, per steamer Nova Scotian, 450 BOSTON—To Liverpool, per steamer Samaria, 80	450 80
	PHILADELPHIA—To Liverpool, per steamer Indiana, 181	181

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

and one rolls				
1	Liverpool.		Vera Cruz.	Total.
New York	9.413	916		10.329
New Orleans	1,522		36	1,558
Baltimore	450		****	450
Boston	80		••••	80
Philadelphia	181		• • • •	181
		_	-	
Total	11,646	916	. 36	12,598

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

Aug. 29. Bark Zaritza (Swd.), Skantze, at New York, Sept. 13, from Havre, on Aug. 29, lat. 44 18, lon. 40 35, picked up a bale of cotton that had been on fire, partly covered with barnacles; could find no marks, and had apparently been a long time in the water.

EUROPEAN, steamer (Br.), Thomson, from New York, Sept. 6, for Liverpool, with cotton, &c., put into Halifax, P. M. of the 10th, with her machinery disabled, having broken down on the 9th. She commenced repairs on the 11th. Cargo uninjured.

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 .	$$ $@^{7}_{32}$	$@7_{32}$	$@7_{32}$	$@7_{32}$	$@7_{32}$	@732
Havre, steamc.	@58*	@58*	@58*	@58*	@58*	@58*
do sailc.	@1₂	@12	@12	$@_{1_2}$	@¹₂	$@_{1_2}$
Bremen, steamc.						
do sail c .	@716	$@7_{16}$	\bar{w}^{7}_{16}	@716	@716	@716
Hamburg, steam.c.						
do sailc.						
Amst'd'm, steam c.						
do sail c.						
Baltic, steamd.						
do saild.						

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

	1		6.5	i .
	Aug. 29.	Sept. 5.	Sept. 12.	Sept. 19.
Sales of the week bales.	60,000			
Forwarded	2,000	1,000	4,000	600
Sales American	42,000	38,000	34,000	27,000
Of which exporters took	6,000	4,000	6.000	6,000
Of which speculators took		2,000	4,000	
Total stock	417,000	379,000	341,000	
Of which American	266,006	237,000	205,000	187,000
Total import of the week	47,000	12,000	11,000	
Of which American	9,000	10,000	4,000	9,000
Actual export	4,000	6,000	6,000	4,000
Amount afloat	132,000	131,000	118,000	115,000
Of which American	19,000	26,000	26,000	32,000

The tone of the Liverpool market for spots and futures each day of the week ending Sept. 19, and the daily closing prices of spot cotton. have been as follows:

Spot.	Saturday	Monday.	Tuesday.	Wedn'sdy	Thursd'y	Friday.
Market, }	Dull.	Quiet.	shade easier.	Dull and easier.	Dull.	Dull and easier.
Mid. Upl'ds Mid. Orl'ns.	63 ₄ 67 ₈	634 678	6 ¹¹ 16 6 ¹³ 16	$6^{5_{8}}$ $6^{3_{4}}$	$6\frac{5}{6}$	69 ₁₆
Market, 5 P. M.			. —			
Sales Spec. & exp.	5,000 500	7,000 1,000	6,000 1,000	7,000 1,000	6,000 1,000	6,000 1,000
Futures. Market, 5 P. M.	Steady.	Dull.	Easier.	Weak.	Flat.	Firmer, more buy- ers at last qu'tations

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

ľ	DAI UNDAI.							
Delivery. d.	Delivery. d.	Delivery. d.						
Sept	NovDec61 ₁₆	$MarApr61_{32}$						
SeptOct61732@916	DecJan6	DecJan 61_{32}						
OctNov67 ₃₂	JanFeb6							
	MONDAY.							
Sept62132	Delivery.	SeptOct61732						
Sept 621_{32}	DecJan $.61_{32}$	SeptOct61732						
SeptOct6 ¹ ₂	$JanFeb61_{32}$	SeptOct6 ¹ 2						
OctNov67 ₃₂	FebMar 61_{32}	OctNov63 ₁₆						
NovDec61 ₁₆	MarApr61 ₃₂							
	TUESDAY.							
Delivery.	Delivery.	Delivery. SeptOct61532						
Sept658	NovDec61 ₃₂	SeptOct61532						
SeptOct	MarApr61 ₃₂	DecJan6						
OctNov67 ₃₂ @3 ₁₆	Sept 619 ₃₂	FebMar6						
	WEDNESDAY.							
Delivery.		l Dollarma						
Sept617 ₃₂ @9 ₁₆	Delivery.	JanFeb53132						
SeptOct61332	SeptOct67 ₁₆ Sept617 ₃₂	Shipments.						
OctNov618@532	SeptOet61332	OctNov., n. crop,						
NovDec6	SeptOct 638	sail6						
MarApril6	DecJan53132	5011						
Man. April	THURSDAY.							
70-27	Delinous.	D-72mm						
Delivery. Sept	Delivery.	DecJan53132						
Oct	NovDec6	Top Fob						
Oct638	April-May 6^{1}_{32} SeptOct 6^{13}_{32}	JanFeb53132 SeptOct632						
SeptOct 6^{3}_{8} OctNov 6^{1}_{8}	SeptOct 01032	вери-оси						
Ocu-11040-8		· ·						
FRIDAY.								
Delivery. Sept612	Delivery.	Delivery. NovDec51516						
Sept61 ₂	May-June6116	NovDec51516						
SeptOct638@1132	JanFeb515 ₁₆	SeptOct						
OctNov63 ₃₂	FebMar515 ₁₆	Shipment.						
NovDec53132	SeptOct65 ₁₆	OctNov.,n. crop., sail						
AprMay 6	OctNov61 ₁₆	8a11						

BREADSTUFFS.

FRIDAY, P. M., Sept. 19, 1879.

There has been a further advance in prices of flour during the past week, in which all grades have participated. The demand has been very good, and the receipts only moderate, and yet there is no doubt that the higher prices are due more to sympathy with the course of wheat than to any excess of demand over supply. The leading business for export of late

has been at \$4 75@4 85 for common extras up to \$5 50 for good. Sound old flours from spring wheat are not plenty, and, as usual at this season, meet with an exceptional demand for mixing. Rye flour and corn meal have shared in the improvement. To-day there was a partial advance at the opening, but it was not fully maintained, and the close was quiet.

There has been a very buoyant market for wheat, with much speculative activity; but the regular export and milling trades have been rather quiet, buyers not readily meeting the advance demanded from day to day. Thursday, on advices by cable indicating a probable deficiency in supplies to meet the wants of Europe, there was an advance in winter wheats of 3@4c. per bush., with some improvement in spring wheat. No. 2 red winter sold at \$1 19@1 9½ on the spot and for October delivery and \$1 20 for November; No. 2 white at \$1 22 for September and \$1 20\frac{3}{4} for October; and No. 2 spring was quoted at \$1 11@1 12. Receipts are again large at the Western markets, and the visible supply accumulates on the already large figures recently published. To-day the market opened buoyantly, with sales for October delivery at \$1 13% for No. 2 spring, \$1 21@1 211/4 for No. 2 red winter, and \$1 22 for No. 1 white; but the close was at a decided reaction and unsettled.

Indian corn has made a large advance in No. 2 mixed, large sales being made yesterday at 50c. for October deliveries of that grade. Other qualities have shared but little in the improvement. Supplies are large at all points, but there is speculative confidence in higher prices. A larger demand from the South is expected, owing to the partial failure of the crop in that section. To-day there was an advance to 52c. for No. 2 mixed, followed by some decline.

Rye has been active and buoyant. There was a large business on Wednesday in No. 2 Western at 69½@70c., to arrive and on the spot. To-day the market was quiet and prices nominal.

Oats have met with a much better inquiry from the local trade, causing a material improvement in values. To-day the market was firmer, with No. 2 graded quoted at 36c. for mixed and 36½c. for white.

The following are closing quotations:

	PLOUR.	A		GRAIN	г.
	🔁 bbl.	\$3 50@	4 10	Wheat—	
Superfine	State and			No.3 spring, ₩ bu.	\$1 07 @1 10
Western		$4\ 25 @$	460	No. 2 spring	1 12 @1 14
Extra Sta	te, &c	$480 \bar{w}$	490	Amber winter	1 15 @1 20
Western s	pring wheat			Red winter, No. 2	1 19 @1 1942
extras		4750	4 95	White	1 16 @1 22
do XX a	and XXX	$5\ 00$	600	No. 1 white	121 @12112
Western	winter ship-			Corn-West. mixed	
	xtras	4850	5 15	Western No. 2	5140 514
do XX a	and XXX	5 000	6 00	Western Yellow	$51\frac{1}{2}$ 0 52
Minnesota	patents	5 75@	7 50		54 @ 5712
	ing extras.	485@	5 65	Rye-West'n, No.2.	70 @ 71
Southern,	bakers' and			State and Canada	72 @ 74
family b	rands	$5\ 65$	6 25	Oats—Mixed	34 @ 3612
South'n sl	nip'g extras.	510@	5 50	White	$36 @ 381_2$
Rye flour,	superfine	3800	4 10	Barley—Canada W.	@
Corn meal	l—			State, 4-rowed	@
Western	, &c	2 28@	2 60	State, 2-rowed	@
Brandy	wine, &c	290	3 00	Peas—Can'da,b.&f.	70 @ 85

Receipts of flour and grain at Western lake and river ports for the week ending Sept. 13:

	Flour,	Wheat, bush.	Corn, bush.	Oats, bush.	Barley bush	Rye,
At-	(196 lbs.)		(56 lbs.)			(56 lbs.)
Chicago	33,980 1	,197,056	1,519,395	300,514	140,426	119,116
Milwaukee	27.578	396,500	21,200	22,600	160,517	29.050
Toledo		986,180	107,166	52,262		7.011
Detroit	7,084	409,171	2,708	6,004	27,063	696
Cleveland		155,350	43,300	42,400		3,150
St. Louis		570,196	45,670	137,415	67,471	16,632
Peoria		18,800	149,750	56,800	25,000	
Duluth		•••••	•••••	•••••	•••••	
Motol	114 549 9	700 020 1	1 000 100	017.005	100 155	100.00

Total 114,543 3,733,253 1,889,189 617,995 420,477 196,805 Previous week. 112,314 3,975,483 2,466,206 784,506 317,349 216,025 8ame time '78.. 111,988 2,945,871 1,989,272 768,680 506,503 186,934

Total receipts at same ports from Jan. 1 to Sept. 13, inclusive, for four years:

Flourbbls.	1879.	1878.	1877.	1876.
	4,456,282	3,863,019	2,883,147	3,605,609
Wheat bush. Corn. Oats Barley Rye.	59,408,211	55,085,524	22,426,271	33,632,335
	70,243,129	72,918,440	59,462,648	57,673,082
	22,123,108	22,654,088	15,379,671	17,662,860
	3,433,601	4,452,623	3,683,818	3,667,969
	3,093,158	3,470,421	3,914,406	1,430,896

Total grain... 158,301,207 158,581,096 104,865,818 114,067,152 Total receipts (crop movement) at the same ports from Aug. 1 to Sept. 13, inclusive, for four years:

Flourbbls.	1879.	1878.	1877.	1876.
	838,417	666,360	649,305	669,841
Wheatbush. Corn Oats Barley Rye	22,142,743	21,078,537	12,134,746	7,188,197
	17,215,022	20,414,288	16,795,053	15,268,734
	6,061,220	8,993,047	4,733,808	3,826,152
	1,009,199	1,521,772	963,635	698,640
	1,311,319	1,411,112	904,479	434,480
Total grain	47,739,503	52,518,756	35,601,720	27,416,203

Comparative shipments of flour and grain from the same ports from Jan. 1 to Sept. 13, inclusive, for four years:

Flourbbls.	1879. 4,840,552	1878. 4,064,199	1877. 3,040,090	1876. 2,883,154
Wheat bush. Corn Oats Barley Rye.	62,548,936 16,219,986 2,352,351	45,771,505 61,648,457 15,487,608 1,920,996 2,570,157	19,692,841 52,858,618 11,514,563 2,507,438 1,726,676	31,839,446 54,608,993 15,166,908 1,458,119 1,220,717
Model	100 171 070	100 000 700		

Total grain 136,454,878 122,398,723 88,300,136 104,294,183 Rail and lake shipments from same ports for the last four weeks:

Week ending— Sept. 13 Sept. 6 Aug. 30	138,367 155,881	Wheat, bush. 3,134,958 2,620,856 2,555,396	Corn, bush. 1,719,059 1,602,817 2,387,109	627,430 $600,209$	Barley, bush. 138,164 37,327 37,780	209,540 181,307
Aug. 23		2,438,317	2,387,109 2,912,366	564,797		

Total, 4 w'ks. 559,181 10,749,527 8,621,351 2,231,548 232,436 856,558 Tot.4 wks'78 461,574 10,951,282 8,986,312 4,075,594 292,112 559,201

Receipts of flour and grain at seaboard ports for the week ended Sept. 13:

ı		Flour,	Wheat,	Corn.	Oats.	Barley,	Rye.
١	At—	bbls.	bush.	bush.	bush.	bush.	bush.
١	New York	117,447	2,569,466	738,765	224,506		140,984
ı	Boston		165,352		140,137	7,100	
١	Portland	2.990		5,900		.,	
١	Montreal	13.035	480,629			420	
١	Philadelphia	17,789	678,500				3.050
i	Baltimore		1,036,900	269,100	,	******	1,000
I	New Orleans	22,370			23.072		1,000
ļ				7,007	20,012		
I	Total week	262,558	5,209,394	1 405 302	536 083	10 270	145,034
١		228.485	4,769,743	2 047 413	514 995		151.961
I	Cor. week '78	228.554	5,125,966	2 238 251	731 992		143.045
I	Cor. week '77	208 773	1,902,961	9 194 071	602 400		
1	OUL. WOOM 11	200,110	1,000,001	4,104,0/1	003,498	9,000	193.854

And from Jan. 1 to Sept. 13, inclusive, for four years:

Flourbbls.	1879. 7,118,181	1878. 6,122,616	1877. 4,816,292	1876. 6,466,2 71
Wheat bush. Corn. Oats. Barley Rye	79,747,176 $15,548,412$ $1,779,708$	67,553,729 80,955,732 16,333,206 2,493,275 3,260,955	14,938,532 62,761,998 12,767,077 2,216,240 1,403,743	30,122,894 63,555,747 17,225,693 2,853,262 519,506
Total grain	191,122,206	170,596,897	94,137,590	114,277,102

Exports from United States seaboard ports and from Montreal, for week ending Sept. 13:

Ì		Flour,	Wheat,	Corn,	Oats,	Rye,	Peas.
ı	From—	bbls.	bush.	bush.	bush.	bush.	bush.
I	New York	102,767	2,303,978	1,140,988	76,805	110,036	1,550
I	Boston	22,709	231,485	48,398			*****
١	Portland						
ı	Montreal	17,132	446,109	185,271	18.268		160
I	Philadelphia	10,435	1,005,888	290,822	640		
I	Baltimore	10,360	1,691,222	375,914	200	•••••	
1	Total for w'k	163,403	5,678,692	2.041.393	95 913	110.036	1,710
1	Previous week.		5,210,838	1,529,317		113,701	9.246
I	Two weeks ago		5.261.493	965.694	20,721		35.954
I	Same time '78.		4,175,212	1,768,714			32,147
l		200,002	1,110,212	1,100,111	102,121	02,011	02,128

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, Sept 13, was as follows:

	20220 1100					
		Wheat,	Corn,	Oats,	Barley,	Rye.
	In Store at—	bush.	bush.	bush.	bush.	bush.
	New York	2,917,666	2,022,748	663,582	26,107	
	Do. afloat (est.)					
	Albany	15,000		83,000		
	Buffalo	519,633				
	Chicago	1,344,102	3,057,732			
	Milwaukee	294,392				
Ì	Duluih (6th)	185,923				21,000
	Toledo	1,016,168	250,170			26,724
	Detroit		4.905			
	Oswego	170,000	300.000			
	St. Louis	1,086,167	391.879			
	Boston	137,801				500
	Toronto	70,500	01,011	700		1,024
1	Montreal	70,238	35,000			
1	Philadelphia	991,000	170,500			UZZ
1	Peoria	33,671	259,453	152,365		51,603
	Indianapolis	160,100	41,600	71,300	10,550	
1	Kansas City	194,391	59,422	18,652		
١	Baltimore	1,346,103	307,381	10,002	•••••	4 ,61 0
ı	Rail shipments	585,846	257,396	349,739	137,577	28,368
ı	Lake shipments	2,549,072	1.461,663	89,373		
ł	On Canal					133,278
١	On Canai	2,700,000	2,076,000	57,000	23,700	228,336
I	Motol .	17 007 070	10 040 600	0 461 000	005 150	OF O PPT
I	Total					
I		17,045,778			501,209	937,191
I	Aug. 30, '79	15,748,775	10,104,008	2,492,897	355,222	761,2 62
I		15,966,899			300,498	797,180
I		16,026,837			306,311	493,906
ı	Sept. 14, '78	11,703,489	10,601,568	4,313,273	2,261,901	1,026,128

THE DRY GOODS TRADE.

FRIDAY, P. M., Sept. 19, 1879.

The dry goods market has exhibited rather less animation the past week, owing partly to the recurrence of Hebrew holidays, which checked the operations of an important class of buyers, and partly on account of the larger receipts and declining tendency of cotton. The jobbing trade was moderately active, but, for the same reasons, less buoyant than of late. Department goods were relatively in much better demand than domestics and calicoes. The cotton goods commission houses reported new busines as somewhat sluggish, but there was a fair movement in certain makes of brown and bleached goods, cotton flannels, &c., on account of former orders. Manufacturers' agents representing woolen goods effected a moderate distribution of heavy cassimeres, cheviote

and worsted coatings, and additional orders for spring weight woolens (for men's wear) were placed by the clothing trade to a considerable aggregate amount. Foreign goods were in fair demand at private hands, and a very successful sale of dress goods and silks (of the importation of Messrs. Passavant & Co.) was made by one of the leading auction houses.

Domestic Cotton Goods.—The exports of domestics from this port to foreign markets during the week ending September 16 were 1,374 packages, distributed as follows: Great Britain 694. U. S. of Colombia 186, Brazil 183, Hayti 94, Argentine Republic 59, Canada 55, British West Indies 30, &c. The trade in cotton goods was restricted in volume, and transactions were mostly of a hand-to-mouth character, but agents' prices continued steady on all fabrics that were not unduly advanced early in the season. Brown drills were more sought for by exporters, and there was a moderate demand for brown sheetings. Bleached cottons were in steady request (for light selections), and certain widths of wide sheetings continued fairly active. Colored cottons were taken in accordance with actual requirements to a moderate aggregate amount, and a good many duplicate orders were placed for low and medium grade cotton flannels. Print cloths ruled quiet, and prices declined to 3\% @3\%c. for 64x64s and 3\% @3 7-16c. for 56x60s. Prints were in light demand at first hands and some well-known makes were reduced to 61/2c. without materially increasing their distribution. Ginghams and cotton dress goods continued fairly active and steady in price.

Domestic Woolen Goods.—There was a fair demand for men's-wear woolens by the clothing trade, in which both heavy and light weights participated, and the condition of the woolen goods market generally is considered satisfactory. Wholesale clothiers have done an excellent business since the season cpened, and their stocks are in constantneed of replenishment. Prices of woolen goods are firmly held and the supply is in very good shape. Duplicate orders for moderate lots of heavy fancy cassimeres, cheviots and worsted coatings were placed by clothiers to a fair aggregate amount, and liberal orders for light weight fabrics were placed by the same class of buyers. Overcoatings ruled quiet, and there was only a moderate inquiry for cloakings, cloths and doeskins. There was an irregular demand for Kentucky jeans, and satinets were a trifle more active. Flannels were rather quiet, but stocks are very light and prices firm. Blankets were in fair request by package and retail buyers, and stocks are well in hand. Worsted dress goods continued active and firm, and carpets were in good demand.

Foreign Dry Goods.—There has been little change in the condition of the foreign dry goods market. All kinds of imported fabrics were fairly active in jobbers' hands, and a fair distribution of dress goods, silks, &c., was made by importers. Prices of the most staple fabrics remain steady, and stocks are generally well in hand, except silks, which are in large supply.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending Sept. 18, 1879, and for the corresponding weeks of 1878 and 1877, have been as follows:

ENTERED FOR CONSUMPTION FOR THE WEEK ENDING SEPT. 18, 1879

ENTERED FOR CONSUMPTION FOR THE WEEK ENDING SEPT. 18, 1879.						
	1-	1877.	1	1878.	1	879.
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Manufactures of— Wool Cotton Silk Flax Miscellaneous	942 762 546 814 356	214,992 375,383 162,461	855 786 830	224,711 $525,679$ $148,115$	1,431 1,587 1,484	398,794 961,542 309,141
Total	3,420	1,258,211	3,689	1,386,032	6,438	2,354,659
WITHDRAWN FROM	WAREH	OUSE AND	THROV	VN INTO THOO.	IE MAR	KET DUR-
Manufactures of— Wool	690 229 175 525 185	72,073 153,028 106,754 34,647	176 152 433 270	49,804 143,425 89,174 43,200	268 163 449 456	66,831 147,940 102,001 28,989
Total	1,801 3,420	632,510 1,258,211		529,379 1,386,032	1,868 6,433	540,224 2,354,659
Total on market	5,2::4	1,890,721	5.236	1,915,411	8,3 W	2,894,883
-	FOR W	AREHOUSE	DURIN	IG SAME PI	ERIOD.	
Manufactures of— Wool	660 114 132 362 248	37,839 110,066 101,622 25,832	577 164 101 495 102	34,322 102,237 103,673 41,450	398 138 158 437 131	157,150 37,623 99,0±1 115,70 1 20,051
Total	1,516 3 420	530,706 1,258,2 U	1,439 3,689		1,312 6.438	429,574 2,354,659
Total at the port.	4.933	1 799 917	5.198	1.884 253	7.750	2 781.233

Receipts of Leading Articles of Domestic Produce.

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

	Week ending Sept. 16.	Since Jan. 1, 1879.	Same time last year.
Ashesbbls.	61	4,616	3,049
Beansbbls.	1,790	47,548	51,138
Breadstuffs—			
Flour, wheatbbls.	111,794	3,639,547	2,912,412
Corn mealbbls.	2,291	115,337	144.294
Wheatbush.	2,351,544	43,613,387	40,656,592
Ryebush.	154,330	1,893,746	2,616, 52
Cornbush.	477,222	29,329,802	27,540,742
Oatsbush.	164,285	7,747,999	10.070.067
Barley and malt bush.	33,618	2,465,530	2,997,186
Peasbush.	2,584	250,299	465,551
Cottonbales.	19,215	472,053	538,554
Cotton seed oilbbls.	252	17,557	
Flax seed bags.	45,314	124,201	
Grass seedbags.	1.986	102,384	134,311
Hides	2,037	158,946	127,995
Hidesbales.	757	92,991	91,946
Hopsbales.	1,443	53,627	52,245
Leathersides.	84,811	3,021,482	3,011,211
Leadpigs.	853,073	2,564,370	•••••
Molasseshhds.		4,941	18
Molassesbbls.	100	75,738	113,971
Naval Stores—	4.0		x x x
Turpentine, crudebbls.	150	1,598	2,073
Turpentine, spirits bbls.	1,018	56,005	56,680
Rosinbbls.	4,787	235,508	295,022
Tarbbls.	950	20,557	15,475
Pitch bbls.	119	2,520	2,366
Oil cakepkgs.	8,256	294,362	312,341
Oil, lardbbls.		11,940	12,917
Oil, whalegalls.	1.057	#N 020	
Peanutsbush.	1,657	73,388	51,505
	1 200	150045	
Porkpkgs.	1,308	176,045	178,867
Beefpkgs.	497	27,252	38,463
Cutmeatspkgs.	37,806	1,302,660	910,764
Butter pkgs.	38,3 8	1,058,870	850,808
Cheesepkgs.	115,761	1,803,734	2,210,758
Eggsbbls.	4,882	351,266	371,809
Lardtcs. & bbls. Lardkegs.	6,011	535,388	543,554
Hors dressed No.	2,665	48,320	30.699
Hogs, dressedNo.	****	49,869	19,807
Ricepkgs.	639	26,834	24,079
spelterslabs.	1,959	64,775	. 2. 2. 2.
tearinepkgs.	273	20,568	15,516
ugarbbls. ugarhhds.	12	1,673	900
allowpkgs.	193	31,478	15,562 58,427
obacco boxes & cases.	1,002	69,922	58,127
obaccohlds.	3,130	121,462	146,553
Vhiskeybbls.	2,806	70,704	119,162
Voolbales.	3,677 6,329	190,743 91,188	139,924
THE PROPERTY OF THE PROPERTY O	11.3.44	UL : XX	65,469

Expor sof 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 Taesday last; also the exports from the 1st of January, 1879, to the same day, and for the corresponding period in 1878:

Asnes, pots. bbls. Ashes, pearls bbls. Beeswax lbs. Breadstuffs— Flour, wheat bbls.	Week ending Sept. 16.	Since Jan. 1, 1879.	Same time last year.
Ashes, pearls bbls. Beeswax lbs. Breadstuffs—	15	1.046	
Ashes, pearls bbls. Beeswax lbs. Breadstuffs—	15		1,127
Beeswaxlbs. Breadstuffs—		139	180
Breadstuffs—	3,225	50,810	125,050
Flour, wheat bbls	0,220	00,010	120,000
	82,461	2,226,637	1,733,856
Flour, ryebbls.	130	4.800	3,411
Corn mealbbls.	1.149	111,157	153,216
Wneatbush.	2,223.711	4:,919,738	36,480,930
Ryebush.	101,237	2,816,590	2,968,163
Oatsbush.	76,795	456,340	2,649,323
Barleybush.	45	119,629	1,516,207
Peasbush.	1,619	252,059	310,713
Cornbush.	1,039,135	21,747,069	20,977,444
Candlespkgs.	1.141	43,381	20,011,114
Co.l. tons.	661	54,480	33,313
Cottonbales.	6.761	220,278	39,805
Domesticspkgs.	1,374	86,962	281,731
Hay bales.	706	48,967	105,351
Hopsbales.	2,096	26,387	45,616
Naval Stores—	2,000	20,007	37,603
Crude turpentine bbls.		100	100
Spirits turpentine bbls.	600		135
Rosinbbls	802	7,8 9	12,804
farbbls	2,791	125,135	187,583
Pitch. bbls	. 139	5,155	6,095
Oil cakecwt	53	3,568	1,478
Oils—	12,648	1,099,032	1,497,323
	1	601 202	000.000
Whalegals	*****	201,565	360,120
Spermgals	44 5. 7	96,756	451,097
Lardgala	44,567	994,362	974,007
Linseedgals	230	8,240	5,632
Petroleumgals Provisions—	6,705,088	175,755,078	143,910,516
	2001	150 100	
Porkbbls.	3,292	173,186	173,598
Beefbbls	510	37,289	36,461
Booftierces.	409	39,026	43,625
Cutmeatslbs.	5,914,398	414,859,686	341,237,321
Ritterlbs.	1,598,212	23,93,549	1 ,913,310
Cheeselbe	3,358,023	101,705,579	104,586,957
Lardlbs.	2,265,167	177,201,904	192,050,855
Ricebbls.	264	11,054	16,490
Tallowlbs	461,961	47,9,6,655	54,771,548
lobacco, leafhhds.	1,565	43,353	87,094
l'obaccobales and cases.	1,471	22,195	62,017
l'obacco, manufactured. Ibs.	78,041	4.792.635	5,078,031
Whalebonelbs.		48.551	65,789

GENERAL.

	GENERAL			
	OURKE	NT		
•	ASHK			
	Pot, as orted	4	X0	4%
	BUILDING MATERIALS-		_	
	Cretou M	7 00	0	9 50
	Gement—Resendate % bbl.	22 IN 9J		26 00
	Lime-Rockland common bbl. Rockland finishing	90	0	•••
	Rockland finishing	40 UU	6	60 00 22 00
	do the ly boards, com. to got, each Oss	35 100	0	\$0 45 00
	Asii. good. Black walnut	35 00	6	45 00 150 00
	Spruce Doards & planks, each	13	0	25
	H-mlock boards, each Map e	20 00	a	16 45 00
	Clinch, 14 to 8 in. & longer	4 25	ø	5 00
	Some	•••	6	5 (1)
er .	laints-ld. in oil com . nifce 30 ft.	13	8	••••
	Lead. dy, combination, p.ica Zinc. oxide. dry Sinc, Fre ch, green seat	8	4	9%
	BUT - (Wholesair Prices)-	1 25	ā	1 10
	State pails & tubs, far to chee, w b.	13 19		19
	Western dairy, tair to choice "Western dairy, tair to choice "	18 10	ŏ	15
	Chi. State factory, tair to prime % B		×α	9
	Ohio flat. fair to fine	6	% à	814
	Liverpool gas cannel		@	8 00
	ANTHRACITE-The following will s	how	pr	cea at
	ANTHRACITE—The following will a fart an tion or crese a sche ule rat a mediately above the figures indicate	the	pla	Ces of
	denvery:	н.	5 4	& W.
	Schedule. Auction. Aucti	13.		Port
	bu.g.* Hoboken. Weenaw		10	hnst'n.
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	50 cents a ditional for delivery at 1 \$ & ". quotat.ons are for Wilkesh	New arre	Yor]	ζ.
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	do tair, do	1		••••
	do prime, do	15	X &	
	Native Ceylon	14	3	25 ×
į	Jamaica	14	·	151
	Maracallo	12	1.2	17
	Savanilla	10	12 d	111%
	CO Phh-	14	40	17
	Suesthing, new (over 12 oz)		0	24 22
			- '4	
	Braziers' (over 16 oz.)		3	- 24
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	American ingot, Lake	16	X	24 17 2 00
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	American ingot, Lake C 11 100 - ove special report. D G 400 & DY 8 - A no., iump, Am	16 1 52 12 2 2 50	**	24 17 2 00 125 22 25 8 5
	American ingot, Lake C 11 101 - ore special report. D C1 3 & D 7 5 - A 011, jump, Am	16 1 52 12 2 2 50 11 12	* · · · · · · · · · · · · · · · · · · ·	2 00 12 12 2 2 3 5 11 20
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	American ingot, Lake Colling of the poets report. Dit of the poets report. Ann. imp, Am	16 1 52 2 2 2 2 2 2 3 10 2 11 12 2 3 10 2 3 15 5 5 2 3 5 5 6 4 2 5 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	X X X X X X X X X X X X X X X X X X X	24 17 20 25 3 12 25 25 25 25 25 25 25 25 25 25 25 25 25
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	American ingot, Lake Colling Servespecial report. Dit & Dit Servespecial report. Ann. imp, Am	16 1 52 2 2 50 11 12 2 2 0 8 3 15 52 5 53 5 54 5 55 6 6 4 4 1 1 2 2 5 6 6 6 4 4 1 1 2 4 2 4 2	X X X X X X X X X X X X X X X X X X X	24 17 20 12:25 25 25 25 25 25 25 25 25 25 25 25 25 2
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	American ingot, Lake Colling over special report. Dit over special report. A on in imp, Am	16 1 52 2 2 50 11 12 2 10 2 2 10 2 80 8 3 15 52 56 6 4 19 2 2 56 6 4 19 2 10 2 10 3 10 3 10 4 10 4	X X X X X X X X X X X X X X X X X X X	24 17 20 25 31 25 25 31 25 31 25 31 31 31 31 31 31 31 31 31 31 31 31 31
	American ingot, Lake Colling over special report. Dit over special report. A on in imp, Am	16.1 1.2 2.2 2.2 2.2 2.3 2.4 2.5 5 6 4 2.5 5 6 4 2.5 6 4 2.5 6 4 2.5 6 6 6 4 2.5 6 6 6 4 2.5 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	*	24 17 20 21 22 31 25 31 25 31 25 31 25 31 30 30 30 30 30 30 30 30 30 40 40 40 40 40 40 40 40 40 40 40 40 40
	American ingot, Lake Collos - Serespecial report. Dil St. & DYES - Ann. immp, Am	16.1 1.2 2.2 2.2 2.3 2.3 2.4 2.5 2.4 2.4 2.4 2.4 2.4 2.4 2.4 2.4 2.4 2.4	*	24 17 20 21 22 31 25 25 31 25 31 25 31 25 31 30 30 30 30 30 40 40 40 40 40 40 40 40 40 40 40 40 40
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	American ingot, Lake Critor - ore special report. Dit & Dit & Dit & Dit & Ann. immp, Am	16.1 1.2 2.2 2.2 2.2 2.3 2.3 2.4 2.5 6 4.2 2.5	* * * * * * * * * * * * * * * * * * *	24 17 20 21 22 31 25 25 31 25 25 31 25 31 25 31 25 31 30 30 30 30 30 30 30 30 30 30 30 30 30
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	American ingot, Lake Critor - see special report. Dit & Dit & Dit & Dit & Ann., immp, Am., with 100 m. Aloes, Cape. with Ann., immp, Am., with 100 m. Aloes, Cape. with Ann., immp, Am., with 100 m. Aloes, Cape. with 100 m. Bicarh. soda, Newcastle. with 100 m. Bicarh. soda, Newcastle. with 100 m. Bicarh. gowder. with 100 m. Brimstone, Am. roll with 100 m. Brimstone, Am. roll with 100 m. Camphor refined. Camphor refined. with 100 m. with 100 m. Camphor refined. Canada soda with 100 m. With 100 m. Canada with 100 m. Madder, interest 100 m. Madder, interest 100 m. Madder, with 100 m. Salsoda, Newcastle. with 100 m.	16 1 52 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2		24 17 20 21 22 31 25 31 25 31 25 31 25 31 25 31 31 31 31 31 31 31 31 31 31 31 31 31
	American ingot, Lake Critor - crespecial report Dit & Dit & Dit & Bit Dit & Bit Book American powdered And the powdered Bit arb. soda, Newcastle #100 m Brimstone. 2m s & 3rds per ton. Brimstone. 2m s & 3rds per ton. Brimstone. Am. roll # m Camphor refined # m Camphor refined # m Camphor refined # 100 m Cochineal, Honduras, silver. Cotton. Madder, Period. Mackerel, China, gool to pr. Balsoda, Newcastle # 100 m Sogar of lead, white, prime # m Soda ash	16 1 52 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2		24 17 20 21 22 31 25 31 25 31 25 31 25 31 25 31 31 31 31 31 31 31 31 31 31 31 31 31
	American ingot, Lake Critton—crespecial report Dit of the Prices Ann. inimp, Am	16 1 52 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2		24 17 20 21 22 31 25 31 25 31 25 31 25 31 25 31 31 31 31 31 31 31 31 31 31 31 31 31
	American Ingot, Lake. C'11 (10) — ore special report. D (1 ** & 1) The Ann.	16 1 52 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2		24 17 20 21 22 31 25 31 25 31 25 31 25 31 25 31 31 31 31 31 31 31 31 31 31 31 31 31
	American Ingot, Lake. C'11 (10) Accesspecial report. D (10) & 17 k - Accession of the control	16 1 52 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2		24 17 20 21 22 31 25 31 25 31 25 31 25 31 25 31 30 52 31 53 43 43 43 44 45 45 46 46 46 46 46 46 46 46 46 46 46 46 46
	American Ingot, Lake. Colition - See special report. Bit and thing Am	16 1 12 2 20 2 20 2 20 2 20 2 20 2 20 2		24 17 00 1/2 1/2 10 10 10 10 10 10 10 10 10 10 10 10 10
	American Ingot, Lake. Colling - overspecial report. Dit of the term pecial report. Ann, lump, Am	16 1 52 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2		24 17 00 ½ ¼ 10 00 ½ ¼ 10 00 00 15 15 16 16 11 1 1 16 16 16 11 1 16 16 16 16
	American Ingot, Lake. C'11 100 - overspecial report. D (1 4: 2 1) 7 k - A on, jump, Am	16 1 52 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2		24 17 00 % X 25 10 60 60 10 60

THE CHRON	ICLE.
GUNNIES.—See report ander Cotton	
North River shipping \$ 100 b	60 @
American dressed	145 00 a 160 00 1.5 0 a
Manila	45 00 3 7% a 7% 6% 4 5%
HIDES-	870
Dry-Buenos Ayres, selected A.b. Montevideo, do Corrientes, do	22 6 28 21 6
Rio Grande, do " Orinoco, do " California, do "	20 6 20 21 21 21 21 21
Matamoras. do " Wet Salted—Buen. Ay, selected " Para, do " Collifornia do "	17 @ 17½ 9½ @ 11± 8½ @ 9
Texas, do " E. I. stock—Cal slaught, cow. "	9 % 10 9 % 11 10 % 12
Calcutte, dead green	9 @ 1d 8¼
New Yorks, new crop Ea-tern, new crop Western	23 @ 56 23 @ 31
Olds all rowths. Yearlings (1876 crop)	4 @ 10 9 4 14
INDIA RUBBER— Para, fine Para, coarse	72 @ @ 57%
Para, coarse. Ksmeralda, pressed, strip Guay-quil. p essed, strip Panama str p	None here
Cartnagena, pressed Nicaragua, heet Nicaragua, scrap.	@ 59
Honduras, sheet	@
Pig, American, No.1	2:00 6 23 00
Pig. Scotch	store Prices,
Bar refined, Eng. and Amer per ton. Sheet, Gussia, 8 to 11	12 @ 12½ 47 50 @ 50 (m) 52 00 @ 55 00
LEAD- Ordinary toreign₩. 100 lbg.	@
Domestic, common	3 9) 6 4 00
LEATHER— Hemlock, Buen, A'res, h., m.&l.\nb.	20 @ 23 19 4 @ 22
common elde, h., m. & l rough	25 6 2
Oak cough Fexas, crop	28 @ 29 29 @ 82
Cubs, clayed	20 m 21
Barbadoes	23 @ 88 2 @ 25 25 @ 40
do st test	27 @ 48 28 • 86
Tar, Washington bb	1 70 & 1 0
Spirits turpentine F gal	
low No. 1 to good 1/o. 1 low No. 2 to good 1/o 2 low pale to extra pale window glass	1 8) 6 1 4.1 6 1 5 8 0 6 4 25 4 50 6 5 w
NUTS-Almonds, I rdan shelled 1b	\$5 @
Fil ert., Stelly	8% 9 9 9% 9 10 11% 9 1:
Pecan UAKUM-Navy,U.S. Navy & best # b.	7 @ 8 7%@ 13
Cotton seed, crude	37 @ 35 1 6 @ 1 10
Linseed, casks and bbla " Menhaden, crude Sound " Neatsicot, No. 1 to extra "	62 6 64 29 14 3 10 45 6 75
Whale, bleached winter Whale, crude Northern sperm, crude 44	45 6 16 4 6 42 18 6 75
Sperm, bleached winter ** Lard oil, Nos. 1 and 2 **	90 6 48
City, thin oblong, bags # ton. Western, thin oblong (Dom.).	#8 (9 6
Crude, in shipping order # gal. Cases	5 & 5% 9 & 1036
Naphtha, City, bbls	4½ 60 5 8 9) 42 9 25
Pork, extra prime	10 25 4 11 00
Beef, extra mess	11 50 6 12 0 15 11 6 15 0 4.9) 6
Lard, City steam,	610 2
Carolina, fair to prime? b. Louisians, f. ir to prime	6% 7% 642 7%
SALT— Turk's island	@ 10
Livernoo' Ashton's fine? sack. ALTPETRE— Befined, pure	6 @ 9 5 25 4 5 50
Witrate soda	\$ 50 @ 8 62 kg
Thyanama. No. 1	NOI.E.

Clover, Western	614@ 1240 240 210 210 210 210 210 210 210 21	734 8 50 2 10 2 13 3 1 65 1 85
Foreign	5 87% 5 5 5 00 @	6 00 6 00 9 00
Pepper, Batavia	12 % 1 18 @ @ @ 62 % 9 9 / a 15 % 41 % 16 % a	17% 17% 4% 4% 4% 16% 48
SPIRITS— Brandy, foreign brands # gal! Rum—Jam., 4th proof St. Croix, 3d proof	3 80 6 10 6 3 50 6 2 15 6 9 6) 6 3 60 6	d.—17 00 9 000 4 00 8 25 8 25
Whiskey	1 to a	1 07°
English, cast, 2d&1st quality * B. English, spring, 2d & 1st quality English blister, 2d & 1st quality English machinery English German, 2d & 1st quality American blister American cast spring American machinery American werman spring ** ** ** ** ** ** ** ** **	14 % 6 % 6 % 6 % 6 % 6 % 6 % 6 % 6 % 6 %	16 6% 14 10% 11% 9
Inferior to common refining The Fair Good refining Porto lico, refin fair to prime hoxes c ayed, Nos. 10@12 Ce trifugal, Nos. 7@13 Melado Manila, sup. an i ex. sup Batavia, Nos. 1 @12 Brazil. 'os 9@11 R. fined—Hard, crushed Hard, powdered do granulated do cut loaf Coffee, A. standard do off A. White extra C. kxtra C. "C" Yellow	6 6 6 4 6 98 + 9 8 8 7 7 7 6 6 4 6 98 + 9 8 8 7 7 7	6 % 15 15 15 15 15 15 15 15 15 15 15 15 15
	• . •	• 78
Prime city 3.	5%@	****
Prime city	17 0	23
Prime city	17 35 85 N O G G G G G G G G G G G G G G G G G G	840 10 al. 225 30 48 25 30 80 48 315 125 127 25 127
Prime city	17	844 40. 224 48 48 48 48 48 48 48 48 48 48 48 48 48 4
Prime city	17 35 85 N 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	840 10 al. 253 40 253 40 253 40 253 80 483 153 125 125 125 125 125 125 125 125 125 125
Prime city	17 35 85 N 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	844 40.25 48 48 70 25 33 50 8 8 3 5 50 8 8 8 3 5 50 8 8 8 5 50 8 8 8 5 50 8 8 8 5 50 8 8 8 5 50 8 8 8 5 50 8 8 8 5 50 8 8 8 8
Prime city	17 55 NO GO	840 10 12 12 14 15 17 15 16 16 16 16 16 16 16 16 16 16 16 16 16
Prime city	17:55 N 256 0 306 0 30 M 30 00 0 0 0 0 0 0 0 0 0 0 0 0 0	824 401.239 480725330 5008 835 15247 253 457 253 253 253 253 253 253 253 253 253 253
Prime city	17:55 N 25 88 55 7 89 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	840 253 4

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Purchase and sell Governments and Coin.
Gold constantly kept on hand for the supply of Merchants, for duties.
Bonds and Securities of every description bought and sold on Commission Orders, which have direct personal attention.
Especial extention is given a large of the second attention in Security 1985.

Especial attention is given to Investment Securities of the higher grades, quotations for which are furnished as required.

Correspondence solicited.

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Dealers in Government, State, County, City and Railroad Bonds, Bank Stocks, &c. Desirable Investment Securities constantly on hand

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Buy and sell Government, State, County. Township and Municipal Bonds. Coupons collected. Missouri Bonds a specialty. Foreign exchange bough and sold.

TO THE HOLDE SOF THE CONSTRAINT SOLIDATED FIRST MORTGAGE BONDS OF THE COLUMBUS CHICAGO & INDIANA CENTRAL RAILWAY COMPANY:

The Bondholders' Agreement of 17th of May, 1879, was drawn under the supposition that the decision of Judge Harlan would permit the reduction of the debt to \$15,821,000 Seven Per Cent Bonds, to be made through the instrumentality of the court, in whose hands the accrued rental would be paid, and applied by it as far as necessary to effect this reduction. But, according to Judge Harlan's decision of 6th August, the granting of a decree for the recovery of the rental is made dependent upon the reduction of the debt having first been made. This will not really change the ultimate result to the bondholders, but makes it, however, absolutely necessary that the Committee should have at its disposal the Bonds themselves instead of only the rental, as provided for in the Agreement of 17th May, 1879, in order to enable it to conform to Judge Harlan's last decision.

A supplementary agreement has therefore been prepared by which the holders of consolidated bonds authorize the Receivers and the Committee to use whatever amount of bonds, with their coupons, which will be required to effect the reduction of the debt to \$15,821,000 Seven Per Cent Bonds, and giving such further powers in detail as are found requisite for the working of the scheme under the effects of the late decision.

The parties to the agreement of May 17, 1879, are requested to sign this supplementary agreement

The parties to the agreement of May 17, 1879, are requested to sign this supplementary agreement with as little delay as possible, so as to enable the committee to make arrangements for providing the large amount of cash (about \$900,000) which will be required, in addition to the cancellation of a certain amount of bonds, to comply with Judge Harlan's last decision.

amount of bonds, to comply with Judge Harlan's last decision.

It will be necessary that the Bondholders, on signing the Supplementary Agreement, shall present their receipts to the UNION TRUST COMPANY, and have a stamp placed upon the same, as provided by the Supplementary Agreement, declaring them to be subject to it as well as to the original Agreement.

ment.
Copies of the Agreement will be found at the office of the UNION TRUST COMPANY, No. 71
Broadway, or of A. ISELIN & CO., No. 48 Wall st.
Parties residing out of the city can forward their Certificates to A. ISELIN & CO., who will attend to having them stamped and returned, without charge.

New York, August 22, 1879.

ADRIAN ISELIN,
R. T. WILSON,

Committee.

Commercial Cards.

E.R.Mudge, Sawyer & Co

Washington Mills, Chicopee Mfg Co., Burlington Woolen Co.,

George A. Clark & Bro.,



MILWARD'S HELIX NEEDLES. 400 BROADWAY, NEW YORK.

Commercial Cards.

Brinckerhoff, Turner & Co.,

Manufacturers and Dealers in

COTTONSAILDUCK

And all kinds of

COTTON CANVAS, FELTING DUCK, CAR COVER LNG, BAGGING, RAVENS DUCK, SAIL TWINES &C. "ONTARIO' SEAMLESS BAGS, "AWNING STRIPES."

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United States Bunting Company. A full supply all Widths and Colors always in stock. No. 109 Duane Street.

Hong Kong & Shanghai Banking Corporation, Head Office, Hong Kong.

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Boston Agency,
J. MURRAY FORBES,
30 CENTEAL STREET.

New York Agency,
S. W. POMEROY JR.,
59 WALL ST., N.Y

John Dwight & Co.,

MANUFACTURERS OF

SUPER-CARBONATE

SODA.

No. 11 Old Slip, New York' The Jobbing Trade ONLY Supplied.

MANHATTAN RAILWAY COMPANY, SIXTH AVENUE LINE.

OPEN FROM 5:30 A. M. TO 12 P. M.

OPEN FROM 5:30 A. M. TO 12 P. M.

Rector Street—Nearest point for Wall St. Ferry and connects with the cars for South Ferry. Cortlandt Street—Nearest point for Jersey City and Communipaw Ferries. Park Place. Chambers Street. Franklin Street. Grand Street. Bleecker Street—Connects with cars for East and West. 8th Street 14th Street. 23d Street. 33d Street. 42d Street—Connects with New York Transfer Company's cab for Grand Central Depot. 50th Street and 6th Ave 58th Street. 53d Street and 8th Ave. 59th St. and 9th Ave. 72d Street and 9th Ave. 81st Street and 9th Ave. 93d Street and 9th Ave. 104th Street and 9th Ave. 93d Street and 9th Ave. 104th Street and 9th Ave. For up-town trains take east side stations For down-town trains take west side stations. Trains will run to 58th street and 6th ave. and 104th street and 9th ave. alternately.

Sunday trains from 12:30 P. M. till 12 midnight.

FARE TEN CENTS.

Except between the hours of 5:30 and 7:30 A. M. an 5 and 7 P. M. when the fare is Five Cents.

WM. R. GARRISON, President
M. VAN BROCKLIN, Superintendent.

Insurance.

HOME

Insurance Company

OF NEW YORK, OFFICE, 119 BROADWAY.

Fifty-Second Semi-annual Statement, SHOWING THE

CONDITION OF THE COMPANY ON THE FIRST DAY OF JULY, 1879. CASH CAPITAL.....\$3,000,000 00

Reserve for Re-insurance. 1,728,217 00
Reserve for Unpaid Losses . 220,210 26 Net Surplus.... 1,179,594 48

SUMMARY OF ASSETS

Held in the United States, available for the PAY-MENT of LOSSES by FIRE and for the protection of Policy-Holders of FIRE INSURANCE:

Real estate..... 95,921 26 Premiums due and uncollected on poli-cies issued at this office..... 8,734 24

Total.....\$6,128,021 74 CHAS. J. MARTIN, President.

J. H. WASHBURN, Secretary. A Dividend of FIVE PER CENT has been de-clared, payable on demand;

Insurance.

OFFICE OF THE

ATLANTIC

Mutual Insurance Co.

NEW YORK, J. 127 22, 1879.

The Trustees, in conformity to the Charter of the Company, submit the following Statement of its affairs on the 31st December, 1878:

Premiums received on Marine Risks, from 1st January, 1878, to 31st De-

cember, 1878.... \$4,009,309 47 Premiums on policies not marked off 1st January, 1878.....

1,848,697 36 **3**5,858,006 83

Total amount of Marine Premiums. No Policies have been issued upon: Life Risks; nor upon Fire, disconnected with Marine, Risks.....

Premiums marked off from 1st January, 1878, to 31st December, 1878.... 4,186,024 92 Losses paid during the

sa ne period \$2,012,784 45 Returns of Premiums and Expenses...\$859,960 58

The Company has the following assets, viz.: United States and State of New York

Stock, City, Bank and other stocks. \$10,086,758 00 Loans secured by Stocks, and other-

wise..... 701,200 00 Real estate and claims due the Company, estimated at..... 619,034 50 Premium Notes and Bills Receivable. 1,529,259 74 Cash in Bank..... 381,210 92

Total amount of Assets. \$13,320,463 16

Six per cent. Interest on the outstanding certificates of profits will be paid to the holders thereof, or their legal representatives, on and after Tuesday, the 4th of February next.

The Outstanding Certificates of the issue of 1875 will be redeemed and paid to the holders thereof, or their legal representatives, on and after Tuesday, the 4th of February next, from which date all interest thereon will cease. The certificates to be produced at the time of payment and cancelled.

A Dividend of Thirty per cent. is dec'ared on the net earned premiums of the Company, for the year ending 31st December, 1878, for which certificates will be issued on and after Tuesday, the 6th of May next.

By order of the Board.

J. H. CHAPMAN, Secretary.

TRUSTEES:

J. D. Jones, W. H. H. Moore. Charles H. Russell. David Lane, Francis Skiddy, Adolph Lemoyne, William E. Dodge, Thomas F. Youngs, John D. Hewlett. Charles P. Burdett, Edmund W. Corlies. Alexander V. Blake, Charles H. Marshall, Robert T. Stuart, Frederick Chauncey. William Bryce, Peter V. King, Horace K. Thurber. William Degroot,

Charles Dennis, Lewis Curtis, James Low, Gordon W. Burnham. Wm. Sturgis, Josiah O. Low, Royal Phelps, C. A. Hand, William H. Webb, Horace Gray, John Elliott. Robert B. Minturn. George W. Lane, James G. DeForest, Charles D. Leverich, William H. Fogg, Thomas B. Coddington. A. A. Raven, Benjamin H. Field.

J. D. JONES, President. CHARLES DENNIS, Vice-President, W. H. H. MOORE, 2d Vice-President A. A. RAVEN, 3d Vice-President.